



Sydney Radio Control Society

November 2007

Newsletter

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Quatrly General Meeting

To be held at the field on Saturday 8th December at 11.00am followed by a BBQ lunch.

Agenda:

- **Apologies**
- **Previous Minutes**
- **Matters Arising**
- **President's Report**
- **Treasure's Report**
- **Secretary's Report**
- **Other Business**



Please note that any article, technical or historical fact or fiction other than the published minutes of general meetings of the club, express the opinions of the writer of such articles and do not necessarily become fact. The club accepts no responsibility for any outcome of any incident that may or may not be attributed to any matter printed in the club newsletters.

SYDNEY RADIO CONTROL SOCIETY CLUB NEWSLETTER

THE 2007 – 2008 COMMITTEE

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Baldo Polizzi	Ordinary Member	(02) 9630 4019 0418 479971	balmap5@bigpond.com
Corinne Pellatt	Ordinary Member		corinnepellatt@yahoo.com.au

<u>CLUB EVENTS</u>	<u>Date</u>
Quarterly General Meeting	Saturday 8 th December
Christmas Lunch	Sunday 16 th December
Instructors Course at SRCS	Saturday 1 st & Sunday 2 nd December

A reminder that there is no general flying when club events are held



These items can be purchased from the Club Treasurer

Club metal badges	\$5 ea.
Club cloth badges	\$5 ea.
SRCS stickers	50c ea
Club tee shirt	\$25 ea
Club caps	\$15 ea.



At the moment the Club has plenty of stock of caps and shirts available, so why not lash out and invest in a new Club shirt and cap. Don't forget that the Club badges issued to this years financial members must be worn at all times. A perfect place to wear it is on your new cap.

These items are available from **Ewald Klinkenberg** at the field.

Sizes for the shirts are small, large and extra large in blue or grey.

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PRESIDENT'S LETTER

Since the last Newsletter we have held the two major events on the Contest Calendar, as the Kevin Gray event was postponed from the original date due to poor weather. As usual everyone who took part in it enjoyed it greatly, and it is as usual a little sad that the participation level is only modest. If you did talk to those who took part they will tell you that you don't need any special skills or an aircraft to win some of the events and that just being there, and taking part in the banter if you want, is fun. The other event was the Scale Rally which was the most successful for many years both in number of pilots and the contribution to club funds. The most pleasing aspect in many ways was the very large number of visitors that came to watch, very much as a result of the publicity that we got through the local papers which was organised by Steve Liseo. Of course many other people worked very hard both before and on the day, often meaning that they were not able to enjoy the day as much as they could have, and the club should thank them all for that.

A large number of the pilots at the Scale Rally now come from SRCS which is gratifying but we also welcome members of other clubs who turn up, as much as anything for the pleasure of flying with new people and at another field to the one that they regularly use. Once you are to Bronze Wings standard, if you get the opportunity to fly somewhere other than Vineyard do take advantage of it. I can remember the first few times that I did, and yes there is some stress involved initially. However it does improve your flying skills and confidence. Now it really does not matter to me whether I have flown at a field before or not, I can just go out there and fly without missing the familiar landmarks.

Two places I have flown at recently were Shepparton and with the seaplanes on the Hume Reservoir. At Shepparton I was one of the strong representation from SRCS, who all had a great time. Unfortunately at both events there were safety incidents which, whilst one resulted in the amputation of part of a finger, the outcomes of which could have been very much worse if the Gods had not smiled on the events. Both are long standing fixtures that have had a good safety record, so it just shows that you can never relax your guard as weaknesses in methods of operation contributed at both events.

Our membership numbers are now the highest that they have been since we have been at Vineyard. Firstly I would like to welcome you all and hope that you enjoy being part of SRCS as much as the rest of us. At SRCS we also generally operate safely but a few issues have been raised with the Committee recently. Those of us who have been around for some time need to act as role models in the way we conduct ourselves to embody a safety culture with everyone. Matt has also written what I think is a very good article on safety. Not only is it enjoyable to read but I commend it to everyone to think about the points that he makes on being a safe flier.

Safety is also an important part of the instruction program and whilst we have a number of excellent instructors we do need some more to be able to spread the load. We have been fortunate to organise an Instructor Course based on SRCS. This means that the course can be done without driving to Cootamundra for the weekend. This is a very rare opportunity. Whilst by the time this Newsletter is published the course will be very near, 1/2 December, it may not be too late if you want to take part. If so, don't wait to be asked but give me a ring urgently and we can talk about it. Once you have missed the opportunity it is no good telling me later that you would like to have done it but didn't get around to asking.

The week after the course is the QGM. I hope to see you all there and happy and safe flying.

Mike Close
President

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Minutes of Annual General Meeting 25th August 2007 Held at the SRCS field. Opened at 11am.

Present: Mike Close John Cahill
 Ewald Klinkenberg Renton Wright
 Atul Rathod Kevin Falzan
 Colin Lyttle Phil Norris
 Trevor Machan Michael Garside
 Bob Fear Tim Owen
 Robert Zyp Col Bacon
 Rick Rapley Larry James
 Rex Broadbent Norm Bantin
 Noel Dalton John Howard

Apologies: Matt Holloway Corinne Pellatt.
 Stephen Liseo Baldo Polizzi
 Col Bruce Paul Toyne
 Gary Meek

Chair: Mike Close

Minutes of previous AGM: The 2006 AGM minutes were accepted as true and correct: moved by Norm Bantin; seconded Phil Norris.

Minutes of previous QGM: The June 2007 QGM minutes were accepted as true and correct: moved by Phil Norris; seconded Ewald Klinkenberg.

Matters arising from the 2006 AGM minutes:

- Separate area for helicopters: not practicable at this stage.

Matters arising from the June 2007 QGM minutes:

- Keyboard completed.
- Instructors course: dealt with in General Business.

President's Report

- Roadmaster have advised that they are thinking of using the land currently used by SRCS in 3 to 5 years.
- Gate being left open: resolved. The farmer (Dean Adams) is satisfied that all appropriate action has been taken by SRCS.
- Safety and procedures:
Visitors must be signed in, otherwise insurance could be invalidated.
All are responsible to remind anyone who is not acting safely (even can remind the President!)
- Membership numbers are increasing rapidly with a higher proportion of helicopters
- Thanks to all who put in effort to keep the club functioning – mowing, Christmas party and others.

The full President's Report will be published in the Newsletter.

Secretary's Report - correspondence re

- APEC restriction on flying.
- Gate being left open; resolution thereof.

Treasurer's Report: 2006/7 income \$27 400; expenses \$24,600.

Members: last year 135; at present 125, excluding applications not yet approved.

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Financial report acceptance proposed by Col Lyttle, seconded John Howard:
motion carried. Either full accounts, best, or note to be in Newsletter.

Election of Committee for 2007/8:

The Secretary received the following nomination for membership of the Committee as required 28 days before the AGM:

Position:	Nominee:	Proposed by:	Seconded by:
President	Mike Close	P.N. Montgomery	Noel Dalton

There were no written nominations for any of the other positions – these were therefore called for from the floor.

Vice President: Matt Holloway nominated by Norm Bantin, seconded by Ewald Klinkenberg.

Secretary: Rex Broadbent nominated by Norm Bantin, seconded by Trevor Machan.

Treasurer: Ewald Klinkenberg nominated by Rex Broadbent, seconded by Col Bacon.

Newsletter Editor: Steve Liseo nominated by Phil Norris, seconded by Bob Fear.

General committee members:

Baldo Polizzi nominated by Col Bacon, seconded by Norm Bantin.

Corinne Pellat nominated by Trevor Machan, seconded by Phil Norris.

As there was only one nomination for each position Mike Close declared the positions filled.

Auditor: left to the discretion of the Committee – proposed by Phil Norris, seconded Trevor Machan.
Motion carried.

Special Resolution.

This meeting resolves that Rules 3.3.1.(c) and 4.12.5 be amended as indicated by italics and underlining below

3.3.1 Nominations for candidates for election as office-bearers of the Society or as Ordinary Members of the Committee -

(c) shall not be eligible to be received from Associate Members or Social Members of the Society

VOTING

4.12.5 Associated Members and Social Members of the Society are not entitled to vote at any General Meeting.

Moved by Mike Close, seconded by Tim Owen. Motion carried unanimously.

General Business:

1. APEC: A mail circular will be distributed, advising that there can be no flying at the SRCS field from 30th August to 10th September inclusive.
2. Instructors course: possibility of doing the course at SRCS field. Need minimum of 10 – 12 people: so far, 6 have put their names down. Open the SRCS course to other clubs to make up numbers? Would not be allowed to endanger Cootamundra by taking possible candidates away from them through advertising.
3. Up to now we have had no-one with helicopter instructor status for wings testing: Mike Close now holds the qualification.
4. Gates. New gate will be completed in near future. Roadmaster has control of the padlocks (so we are careful re suggestions about access locks). Our offer to pay for the new gate was declined: Roadmaster asked that SRCS pay for work on the road.
Committee authorized to pay for work on road by competent people in a professional manner: moved by Trevor Machan, seconded Robert Zyp – motion carried.
Road fix must also provide drainage on either side, to avoid main work being washed away.
5. Rick Rapley thanked the club re help in getting him flying again after his stroke – especially Phil Norris.

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6. Mower: The present one is slower than previous, plus the belt keeps coming off – this causes the work to take far longer than what could be done with a better mower. Proposed: find out about the cost of suitable mowers - Trevor Machan; spend up to \$4,000 – Committee. Moved by Trevor Machan, seconded Phil Norris: motion carried.
7. John Howard: has slate at home – can it be put in road where water collects, to inhibit erosion? Robert Zyp – as long as it is broken up. Okay.
8. New Members: Phil Norris - “only for people wanting to learn fixed wing; and old members returning”? That is: stop new helicopter-only additions. The current Committee needs guidance to not approve applications from helicopter only pilots unless a previous member. Moved: Phil Norris, seconded Col Bacon. Motion carried.
9. A problem was identified of new members and visitors not knowing or following SRCS rules, such as calling.
 - 1 Rules to be published in next newsletter.
 - 2 New members to be given copy of Rules.Mike Close will redraft the current rules the Rules in both a full and bullet point format. Moved: Norm Bantin, seconded Phil Norris. Motion carried.
10. Kevin Gray Day: as this has had to be postponed, it will be held on Saturday 29th September. No general flying that day.

The meeting closed at 12:15pm.

Minutes recorded by Rex Broadbent.

Christmas Party 2007

The annual SRCS Christmas party will be held at the Riverstone Memorial Club on Sunday 16th December. This is a great opportunity for all club members to get together and have some fun. This is always a popular event and it would be really great to as many members and partners as possible turn up.

The club is located in Market Street, Riverstone you can't miss it.

If you wish to attend there will be a sign up sheet at the field so that we can indicate to the club how many people we are expecting. If you can't make it to the field to sign up then let me know on the following contact details.

Stephen Liseo
0418 456 114
liseos@hillsgrammar.nsw.edu.au

See you there



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Treasurers Report

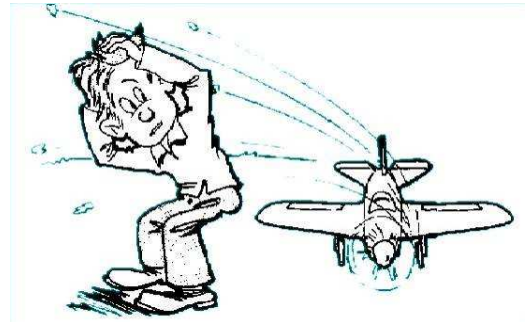
	This Year	Last Year
Income		
Club Badges	\$21.00	\$13.00
Club Clothing	\$0.00	\$20.00
Gate Keys	\$622.00	\$420.00
Interest	\$1,968.77	\$1,764.04
Joining Fees	\$990.00	\$675.00
Member Fees	\$21,175.00	\$19,507.00
Scale Day	\$1,528.40	\$763.70
Total Income	\$26,305.17	\$23,162.74
Expenses		
Badges	\$112.55	\$112.90
Bank Charges	\$71.10	\$51.50
Competition Prizes	\$247.27	\$75.00
Consumer Affairs	\$39.00	\$43.00
Equipment Hire	\$240.13	\$0.00
Field Maintenance	\$50.00	\$40.00
Food & drink	\$0.00	\$56.04
Key refund	\$10.00	\$0.00
Locksmith	\$174.13	\$1,472.00
Website	\$220.00	\$0.00
MAS fees	\$15,307.00	\$14,952.00
Postage & shipping	\$84.00	\$54.25
Scale Rally	\$0.00	\$342.16
News letter	\$264.80	\$568.42
Stationery	\$13.94	\$108.90
Toilet Services	\$0.00	\$55.00
Refund of membership	\$587.00	\$552.00
Total Expenses	\$17,420.92	\$18,483.17
Net Surplus / (Deficit)	\$8,884.25	\$4,679.57

Membership	
Associate	7
Associate - E	3
Junior	1
Junior - E	1
Life	5
Pensioner	2
Pensioner - E	3
Senior	35
Senior - E	86
Total	143

Scale Rally Income & Expenses			
		Income	Expenses
Registration		200.00	120.07
B B Q		456.60	223.21
\$2 Raffle		117.80	60.00
\$5 Raffle		910.00	
	total	1,684.40	403.28
Less : Expenses		403.28	
	Net	1,281.12	

Safety – It's Your CALL

Looking out the window from my kitchen enjoying my early morning coffee, I smile at another clear still crisp spring day. Yes! I exclaim, I put my aerobat on charge yesterday hoping for good weather. It's been along time since I have had the chance to get the giant out and burn holes in the sky and practise some of those aerobatics that my other planes are not capable of doing. Gulping down the last of the coffee and packing the car I head for SRCS, the drive goes quickly as I psyche myself up for a great days flying, I put my favourite CD on turning the volume up and start picturing the aerobatic moves in my head in sequence with the beat of the music. Just wishing one day I could actually do what the guys at the top level do. I'm allowed to dream, I drive on.



Arriving at SRCS I see several pilots already enjoying the morning. Some have set up already and are sitting under the shelter, the morning banter has started, laughing drifts across the field, others are crouched over their aircraft in the pits conducting their safety checks. As I survey the field I see the safety fence up, the wind sock limp against the pole, occasionally straining to lift to show a slight wind down the strip, looks like we will have a left to right circuit today, good - I need to practise my left hand circuits. I start unpacking the car, first things first, transmitter safely stowed in the pound. Now back to set up my plane, its then I realise I have forgotten my aircraft restraints, damn! Too excited about the morning weather and the chance to fly the giant. I can't start my engine with out restraints it's just not safe. I look down the pits, planes lined up against their restraints, a few choppers sitting nearby, their rotors folded back in holders. I ask one of my mates if I would be able to use his restraints today for start up as I had forgotten mine. "No problem" is the reply. I continue to unpack and start setting up my aircraft. As I do so, I start to think, actually, I won't be such an inconvenience to my fellow pilot using his pit area for start up, as he has a very different aircraft to mine and we won't be flying at the same time today anyway. His aircraft is a slow gentle flyer and he can still get a bit anxious when the big aircraft or fast aircraft are flying at the same time as him. I don't fly my aerobat when he flies, not because I don't trust his flying, I do, he is very competent and safe, I don't want to ruin his experience by getting my aerobat out and zooming around, I can fly about two circuits to his one, that's the difference in speed of the aircraft. It just doesn't make sense to have these two aircraft in the air at once.

Well, set up is complete, my safety check done, range check complete and I'm satisfied all is good. Transmitter back in the pound: 9.00am, and as if the starter's gun has gone off I hear engines fire on the pit line. A few pilots keen to get into the air to enjoy the morning, taxi their aircraft to the flight line.

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I make myself comfortable under the shelter with a coffee to enjoy. The first pilot pauses at the flight line, checks his controls one last time, (all move and in the right direction), runs up his engine and checks the airspace, he points sky ward, as a flock of pelicans in perfect formation glide over the field at height, then taxis on to the strip and starts his take off roll. The second pilot watches at the holding line, the plane takes to the air, not only is he waiting for his chance to get into the air he is watching for any unusual movements the plane makes on take off, is the engine smooth or does the pilot need to return to the strip quickly, an uneventful takeoff, he watches the first plane bank left and continue its climb to settle into a down wind circuit. He calls his frequency, "take off left to right" he gets the all clear from the first pilot, and he too takes off and joins the circuit.

After awhile I decide I will take my giant up, I look down the pits to see who else is getting ready, I don't want to put the giant up if a student is going up, (he has enough to deal with learning to fly, and he doesn't need the distraction of a big loud aerobat in circuit). If some of the slower planes are going up I'll wait, all looks suitable so I move my plane to the restraints ready for final checks and engine start. I ask a mate to help me, because I intend to do aerobatics and due to the nature of the aircraft I always like to have a spotter/caller/helper to help me. The extra set of eyes is helpful when I'm concentrating on my plane doing the more complex aerobatics. I'm about to start my engine and someone comes up in front of the aircraft near me, watching what I'm doing, I guess they are interested to learn what is happening, RC aircraft can be hypnotising at times. I must admit I do it sometimes watching my fellow pilots during their start up procedures to see if I can steal any tricks that they use. Sometimes I also forget where I'm standing. I politely ask them to stand behind the aircraft and explain just in case something goes wrong and the engine throws the prop, or the plane gets away from the restraints. They realise as if awoken from a day dream. No problems. All is clear and the engine starts. As my engine warms up I turn to look at the flight line, three pilots, three planes, and a heli pilot on the hover pad, I make a mental note-aborted take off keep clear of the hover pad. Time to join the fun and fly. I taxi to the holding line, I pause and check the control throws, engine runs up OK, I check the airspace, One plane directly in front of me down wind, one just completed a nice parallel run down the strip at mid height, where's the other? I search the sky, I hear a pilot call low pass left to right, I look to my left and sure enough here he comes low enough to be cutting the grass and at full throttle, good call I think, I knew there were three planes but I couldn't find the third until I heard the call. Screaming like a banshee the little sport plane whizzes past and climbs into the air banking left. Another quick check of the air space and all looks clear, I call my frequency and then "taking off". I don't hear any objection, and I taxi on the strip, I make centre and start my take off roll. Settling into the circuit I trim out and get ready for some fun. I'm just about to start a loop when I see an aircraft behind mine, I stay level. Bigger! maybe next circuit I'll have a clear section. That's OK I'll concentrate on keeping the plane level and smooth and on line, remember how hard it is to keep a level circuit? I hear a pilot call "joining circuit down wind for full stop" OK that's him in front of me now, I'll stay a little high and keep clear of him, he'll be slowing up

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shortly, "turning Base" I hear as he drops well below me now and somewhat slower I stay well high and continue my circuit, "on final" another call, as he aligns and settles into his glide path for the strip, a short time latter I hear the aircraft land on the strip. Then the call "strip blocked just to the right" the engine stalled on landing, it happens. I'll just stay high until he retrieves the aircraft, "strip clear" I hear, all right now I check with my caller how are we doing where are the others, "all clear" he tells me, "both planes up wind, mid height". I take the opportunity to do a few manoeuvres out of their way while I'm in the downwind sector. I hear a call "613 taking off" then shortly afterwards another "617 taking off". It looks like I won't be doing anymore aerobatics this flight, well at least not the vertical ones, too many aircraft in the air for me to feel comfortable throwing mine around, I would probably make the other pilots nervous as well, even experienced pilots can get un-nerved, we are here to have fun, not to get anxious and stressed, that's what the week at work is for. I'll practise the horizontal manoeuvres, rolls, inverted, knife edge etc. If the circuit clears I'll go for the Loops, Avalanches, Cubans, Lomkeveks (I'll never know how to spell that, even pronunciation is under debate), anyway, you know what I mean those manoeuvres that look like tumbling flipping gyrations that no plane or pilot should survive, trust the Russians to invent them. Before long its time to think about landing, I call "joining circuit down wind for full stop" on my right, one pilot jokes "did I scare you off, you landing?". I reply, "no just getting low on fuel" At least he heard my call. I settle down wind for my landing circuit, "Low pass left to right I hear" one plane just whizzed through on a low pass, "turning base" I call, I'm just about to call my "final" when I hear "taking off", I call back "Hold, Landing, On Final!" the reply "OK" I continue my approach and land. As I taxi off the strip back to the pits I give the pilot at the holding line the thumbs up and call "Clear" and I hear the repeated call, "taking off" and another plane successfully takes off. Good stuff the calls are working today, everyone is communicating. I see more pilots taxi-ing to the flight line, all pause and check for the aircraft in the circuit, where are they? Any on approach for landing? Anyone in trouble? Any one on the heli pad? All looks OK, two planes in down wind, one just flew over the strip, one just turning up wind and high. It's a perfect day for flying and everyone is enjoying it, the different aircraft in the sky is great to see. I couldn't do the aerobatics I wanted to that flight the circuit was too congested, maybe next flight, there are always quiet periods I can take advantage of. Back in the Pits its time to take a student for a lesson as we taxi, we do our airspace checks, at the holding line we do our take off call, he does a perfect take off today, the student is flying well and I take the time to relax and give him the feeling of flying solo by not talking to him as much as normal. Not long into the flight I hear a chopper engine gurgling in the background, looks like we will be joined by a chopper on the main flight line. I tell the student that a chopper is coming out and he will block the strip for a little longer than an aircraft as he hovers and does a final check before transitioning. I hear the pilot come towards the flight line; he places the chopper at the holding line and calls "heli taking off on your right". No one is doing anything conflicting at the moment and no response from any of us means it is OK. He moves the chopper onto the strip. We hear the heli spooling up and hover, and after a short time we hear it zoom into the air. "Strip clear" the heli pilot calls and joins the circuit.

Everyone is in circuit, some flying a close circuit, the heli pilot included, some high chasing each other, some low, all have good separation, and I hear the pilots talking amongst themselves. The familiar calls breaking the general chatter, "low pass left to right" "following you through" as two planes scream down the strip then climb back into the air. "on base for touch and go" is the call, its then a loud anxious call comes out "Dead Stick!" followed by "aborting, joining circuit" the touch and go pilot aborts his approach, he knows the dead stick pilot has priority. I see all pilots increase their height a little, asking the dead stick pilot where he is so they can keep well clear of his emergency approach. He doesn't quite make the strip and lands in the long grass to the left. He checks the airspace and calls "crossing strip" he quickly crosses the strip to retrieve his plane. On coming back he again checks the airspace and this time we hear a loud "crossing strip" from across the way. Back on the pits side at the flight line we hear "strip clear" and the pilots remaining, get back to their low level fun.

I've been chatting to the heli pilot as he does a few rolls and stall turns, as he fly's the circuit. I mention it just doesn't seem right for a chopper to do those things, he tells me that a chopper doing extreme aoros or 3D is a defiance of physics and gravity, it's a shame the circuit is busy at the moment you wouldn't believe what these things can do, he muses, its obvious he is restraining himself from letting loose, I know how he feels. I sympathise with him and state, "maybe next flight you can wring it out?" All too soon it's time for the heli pilot to land, I know he wants to do an auto-rotate landing (they are so cool to watch) he could always call a dead stick landing I suggest, he replies there are too many aircraft in the circuit at the moment, so he calls "heli joining circuit down wind for full stop" Again the pilots at the flight line know a landing is happening and stay clear of the strip. As he turns "On Base" we hear the call, we know exactly where he is now, "On final to hover" is the call from the heli pilot, he flies down the strip and transitions to hover and lands. Once the heli is on the strip safely, it spools down, "Strip Blocked" is the call, once the rotors have spooled down enough for the pilot to collect his chopper we hear "on the strip" everyone stays high as they pass over the strip. As the pilot walks back off the strip with his chopper we hear "strip clear" shortly followed by another pilot on the flight line "joining circuit down wind for full stop".

It's as busy as Mascot air traffic control today but all pilots know what the others are doing, some calls I can even hear from the shelter which is good, nothing worse than a quiet call which is misheard.. As I sit back to watch the spectacle of RC flight before me, I make the comment, where else can you see a mix of aircraft like this fly, WWI, WWII, Aerobats, Choppers, Golden age classics, screaming sport planes its like an air show every week. How good is this!

The banter in the pits, well that's SRCS tradition.

Matt Holloway

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Shepparton 2007
Special Thanks to Noel Dalton for the Photos



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RUNWAY OPERATIONS - GENERAL

SRCS does not place any restrictions on the maximum number of pilots that can fly on the main runway at any one time. Neither does it place very specific restrictions on methods of flying, apart from normal safety standards including flying areas and communication between pilots. However the members shared experience means that there is a common understanding of accepted practice which is difficult to document.

If a large number of aircraft are flying at the same time it is expected that the pilots will agree any limitations if, for example, for safety reasons aircraft have to be confined to circuits in a particular direction.

It is expected that members will use commonsense in deciding the scope of their particular flight taking into safety and collision avoidance. If the sky is busy the opportunities for extreme manoeuvres with either aircraft or helicopters will be more limited or even not exist. Pilots who wish to do this type of flying have two choices. Either wait until the air is clearer, or try to seek the agreement of the other members present to make such a period available for them. Obviously the busier the day the less likely this will be acceptable but members should always be courteous and considerate of the needs of others. We have to share the airspace so try not to upset what someone else is doing, and if possible wait till they have finished.

It is accepted that individuals may feel more or less comfortable with the flying style of others. Every member is empowered as a safety officer and any issues should be sorted out by those present at the time, with the help of a Committee Member if one is present.

Other than the specific agreement for short flights for competition preparation, or a test flight if requested, the Club has not mandated any specific rules for the use of the runway. What is common sense and appropriate will vary on different days and at different times.

RUNWAY OPERATIONS - HELICOPTER

When the Helicopter Rules were formulated all club helicopter pilots were competent fixed wing pilots. That is no longer the case. Helicopter pilot's requirements now have to be brought into line with those for fixed wing pilots.

In addition to the considerations above and the existing helicopter rules, helicopter pilots, either SRCS Members or visitors, will now have to be cleared as capable of flying to the required standard by a Club Instructor, either fixed wing or helicopter, before being allowed to fly solo on the main runway if any other aircraft are flying. Prior to that, they must be accompanied by a member in accordance with the SRCS Instructor Policy. The main role of the instructor in this case is to ensure that the flying is compatible with other runway operations, that the correct calling protocols are being followed, and to keep a look out for conflicting traffic to release the pilot to apply the necessary level of concentration to his flying.

Clearance to fly solo will be given when the pilot can demonstrate that he is capable of flying safely with fixed wing aircraft which is based on a modified form of the MAAA Gold Wings.

This covers three hovering manoeuvres, a Figure M, a pirouette in each direction, and a top hat from each direction, which should be demonstrated in the hovering area; correct calling and knowledge of safe flying practices, being in control of the flying helicopter at all times, the ability to fly a rectangular circuit and an emergency landing at call.

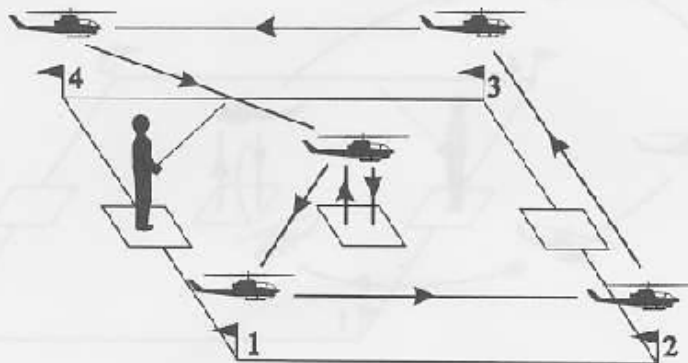
SRCS Committee
10/09/2007

HOVERING MANOEUVRES

For the purpose of clearance for solo flying flags are not used, and the distances can be increased consistent with safety requirements.

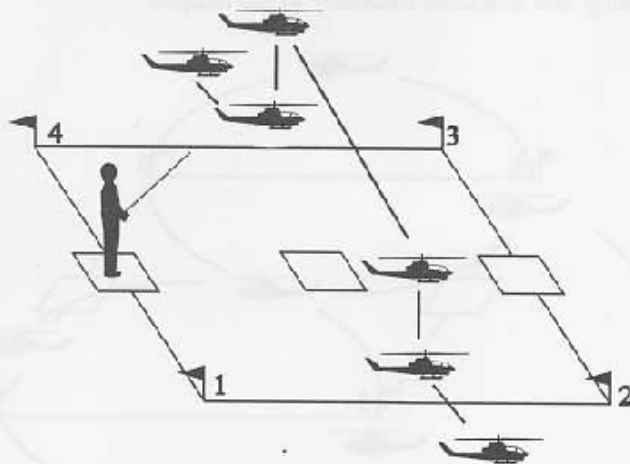
a) Hovering M

The pilot stands on the outer helipad., the model takes off from the center helipad and climbs vertically to skids at eye level , it hovers briefly, and then with a constant heading the model moves backwards along a diagonal line to the left or right corner, it hovers briefly, the model then moves forward to the second corner, hovers briefly, it then moves sideways to the third corner and hovers briefly, the model then moves backward to the fourth corner and hovers briefly, it then moves along a diagonal line to the center helipad, hovers briefly and descends smoothly to the helipad.



d) Top Hat

The pilot stands at a fixed position chosen by him or her, the model flies skids at eye level 10 metres sideways, straight and at a constant altitude, hovers briefly above the outer helipad, then climbs two meters and hovers briefly. The model then moves sideways 10 metres to the opposite helipad and hovers briefly, it then descends two metres and hovers briefly, the model then flies out sideways in the same direction at a constant height and speed for 10 metres.



SRCS Scale Rally 2007
Special Thanks to Noel Dalton for the Photos



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