



Quarterly General Meeting

To be Held at the field

Saturday

3rd December 2005 at 11AM

Agenda:

- **Apologies**
- **Previous Minutes**
- **Matters arising**
- **Presidents Report**
- **Treasurers Report**
- **Secretaries Report**
- **Other Business**

**Club will provide a
Sausage Sizzle and soft
drinks afterwards for
lunch**

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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.

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THE 2005 – 2006 COMMITTEE

WWW.srcsclub.com

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Paul Toyne	Secretary & Safety Officer	(02) 9642 7059 0419 525 664	papaloma@bigpond.net.au
Ewald Klinkenberg	Treasurer & Registrar	(02) 98312817	klink07@bigpond.com
Norman Bantin	Newsletter Editor	(02) 9624 8117 0403 337 829	nbantin@bigpond.net.au
Baldo Polizzi	Ordinary Member		baldo@ozemail.com.au
Rex Broadbent	Ordinary Member	9686 3114 0417 471 361	rexp@optusnet.com.au



Ho Ho Ho,
The Club Christmas Party is to be held at the Riverstone RSL on Sunday 11th December 2005 from 11.30AM. Come along with your partner and friends and enjoy a great lunch and a few drinks. The food is great, either Chinese or Australian food is available, around \$10.00 per meal. There is no need to book, but just let either Stormin Normin or Phil Norris know if you are coming so we can let the RSL club how many to expect.



Merry Christmas and a
happy new Year from all
of the Committee

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PRESIDENT'S LETTER

It is of course only a couple of months since the last Newsletter but there have been some significant events in that time. We now have a permanent awning over the tables that are by the container. This is something that has been thought about for sometime but now exists. The awning is planned to have two functions but of course others may be thought of now we have it. It will provide shade for anyone needing to do on-field maintenance rather than using the main shade area. If this had remained the only area then over the years it would have collected even more oil stains and in the end would not be a pleasant area to eat and relax in. The new area can also be used for things such as the Bar-B-Q at events. You will see in my AGM report that I thanked those who contributed and there will be another opportunity to publicly thank them at the formal opening, which will be at the next QGM.

We have only once before held a QGM during the day at the field and it was not that well attended. However the QGM is when the club decides how it wants things run. As I have said on many occasions before it is the club membership that decides policy and not the Committee. Having said that the Committee does have to carry out the policy and along with everyone else think about how we can make the club better. At the AGM Bill Barrett stood down from the Committee having moved away from the area. We valued Bill's contribution during the time he helped us and in his place we welcome Rex Broadbent onto the Committee for the first time. Again as I have said before, a strength of SRCS is that we have both a stable Committee but also one that keeps being refreshed with new people and new ideas. Welcome Rex. However I also hope that the Committee is open to ideas from anyone and if you have ways that you think that the club can improve, or positive criticism of how we do things, and then I hope that you will always feel that you can talk either to me or any other Committee Member.

There are a few comments that have to be made and these are often not for the first time. One of the Committee commented several weeks ago when some rubbish had been left under the shelter that some members must think that we have a rubbish removal service. Obviously we do not and it is inconsiderate to expect your fellow club members to clean up after you. This applies to cigarette butts, general rubbish, aircraft bits and pieces and anything else that you bring down. If you bring it you take it away. At the weekend someone volunteered to pick up some glass that had been broken under the shade area. Whoever left it there must have known that some glass had been broken and was potentially dangerous. If anyone had been cut, particularly one of the children that come down with their parents, then not only would everyone else have felt bad but we could have been sued. I am sure that anyone pointing out a litter bug's habit to them will have the complete support of the Committee and the rest of the members. Certainly they have my unconditional support as long as they stay within the law.

A final point concerns the keyboard. More synthesized equipment will be purchased by members and it is important that the existing disciplines continue to be applied. If anyone is unsure of the MAAA requirements for synthesized equipment then look for MOP053 at <http://www.maaa.asn.au/mop.html>. Also a frequency key needs to be on the board even if you are by yourself. Someone else may come up whilst you are flying and not realise what frequency you are on and assume that they can use any empty slot. If anyone gets shot down under these circumstances then it is the fault of the person operating without a key in the board. Hope to see you all at the QGM and also at the Christmas function with your families.

***Happy and safe flying
Mike Close
President***

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MINUTES OF THE 2005 SRCS ANNUAL GENERAL MEETING



The meeting was held at the Toongabbie Bowling & Recreation Club on Friday 23 September 2005. Mike Close opened the meeting at 8.05 p.m.

Paul Toyne recorded minutes

PRESENT

Baldo Polizzi
Norm Bantin
Phil Chapman
Denton Wright
Bill Johnson
Matt Holloway

Mike Close
Col Bruce
Paul Toyne
Ewald Klinkenberg
Rex Broadbent

APOLOGIES Nil

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING

Norm Bantin moved that the minutes of the previous AGM be accepted as an accurate and true record of the meeting, seconded by Col Bruce – motion carried.

MINUTES OF THE PREVIOUS QUARTERLY GENERAL MEETING 03-06-05

Matt Holloway moved that the minutes of the previous QGM held on 03-6-05 be accepted as an accurate and true record of the meeting, seconded by Phil Chapman – motion carried.

MATTERS ARISING AGM

There were no matters arising from the previous AGM.

MATTERS ARISING QGM 03-06-05

There were no matters arising from the previous QGM.

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PRESIDENTS, SECRETARIES AND TREASURERS REPORTS

The President Mike Close gave his report and copies of this is located elsewhere in this newsletter. Phil Chapman moved that the accounts presented by the Treasurer and audited by Rex Broadbent be accepted – seconded by Baldo Polizzi – motion carried.

CORRESPONDENCE IN

Summary

- Nomination Form from Mike Close for position of President
- Nomination Form from Paul Toyne for position of Secretary
- Form of Appointment of Proxy from John Lysaght re Special Resolution 2.

CORRESPONDENCE OUT

Summary

- Nothing to report

In accordance with the Rules of the Association, the following rule changes were proposed as a Special Resolution for consideration as notified 21 days prior to the Annual General Meeting in the August Newsletter. The alterations were discussed and explained by Mike Close. Motions were called to accept the alterations and voting took place as shown below. There was one Proxy Vote received. (Note: changes are underlined and crossed out if removed)

Amend Rules 2, 43 and 44 as indicated as per attached

Proposed by Paul Toyne seconded by Baldo Polizzi - 11 voting carried unanimously

Amend Rules 2.1.2 (v) as indicated as per attached

Proposed by Col Bruce seconded by Norm Bantin – 12 voting (1 proxy vote against) 11 members for and 1 against. Motion carried.

ELECTION OF COMMITTEE

The Secretary received the following nominations for membership on the Committee as required 28 days before the AGM.

<u>POSITION</u>	<u>NOMINEE</u>	<u>NOMINATED BY</u>	<u>SECONDED BY</u>
President	Mike Close	Bob Evans	Timothy Owen
Secretary	Paul Toyne	Norm Bantin	Col Bruce

There were no nominations for any of the other positions so nominations were called for from the floor.

- Norm Bantin nominated **Matt Holloway** for the position of Vice President – seconded by Paul Toyne
- Paul Toyne nominated **Ewald Klinkenberg** for the position of Treasurer – seconded by Phil Chapman

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- Baldo Polizzi nominated **Norm Bantin** for the position of Newsletter Editor – seconded by Phil Chapman
- Baldo Polizzi nominated **Rex Broadbent** for the position of Ordinary Member – seconded by Col Bruce
- Rex Broadbent nominated **Baldo Polizzi** for the position of Ordinary Member – seconded by Phil Chapman

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

Mike Close thanked Bill Barrett for his contribution as Ordinary Member.

OTHER BUSINESS

- First aid box requires replenishment – **MH**
- The issue of circumstances when the Safety Officer is not present at the field arose and it was confirmed that all members of SRCS should be vigilant of safety breaches. Everyone at SRCS should behave as a Safety Officer.
- A short induction course for new members was discussed however it was decided that the Club rules should be sufficient as part of the “new member pack”.
- A safety incident register was discussed and agreed that it was a good idea. This is to be discussed further by the Committee.

Meeting Closed at 9-20PM.

SPECIAL RESOLUTION 1

The meeting endorses the Special Resolutions for the Rules changes approved unanimously at the Annual General Meeting of 3rd September 2004, namely;

MEMBERSHIP QUALIFICATIONS

2. (1) A person is qualified to be a member of the Society if, but only if-

The person is a person referred to in section 15(l)(a), (b) or (c) of the Act **and has not ceased to be a member of the Society at any time after incorporation of the Society under the Act;**

2(2) (b) the following types of membership of the Society only shall be available -

(i) Senior membership shall be available to all persons who **do not qualify for junior membership on the 31st of December of the year of joining the Society are over eighteen (18) years of age;** or

(ii) Junior membership shall be available to all persons who at the time of joining or renewing their membership of the Society have **not attained the age of eighteen (18) years or if they have turned 18 years old on or after July 1 of the current membership year. The membership year is July 1 to June 30 have not attained the age of nineteen (19) years at the 31st. of December of that Year.** or

(iii) Pensioner membership shall be available to all persons who can produce a current **Social Security pensioner card Social Security pensioner card issued by the Commonwealth of Australia**

PAYMENT, ETC; OF OFFICE BEARERS AND MEMBERS

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43. A member of the Committee shall not be appointed to any salaried office of the Society or any office of the Society paid by fees, and no remuneration or other benefit in money or money's worth shall be given by the Society to any member of the Committee except -

- (a) Repayment of out-of-pocket expenses;
- (b) Interest at a rate not exceeding interest at the rate for the time being which is or would be charged by the Society's bankers for money lent to the Society; and
- (c) Reasonable and proper rent for premises let to the Society.

(d) Where such benefit is authorized by Special Resolution of the Society

44. Without affecting the operation of rule 17, **and unless authorized by Rule 43(d)**, the office of a member of the Committee shall become Vacant if -

- (a) The member holds an office of profit in the Society;
- (b) The member is directly or indirectly interested in any contract or proposed contract with the Society.

REASON

To enable the resolution to be accepted by NSW Department of Corporate Affairs

SPECIAL RESOLUTION 2.

Amend Rule 2.1.2 (v) as indicated;

Life membership shall be available to those members of the Society who in the opinion of the Society due to service to the Society are granted such membership and shall have all future **dues membership fees of the Society, excluding fees collected on behalf of State and Federal bodies** paid by the Society;

REASON

To more fairly balance to the costs associated with Life Members with the current SRCS fee structure and return them to more nearly reflect that when the Rules were originally drafted.

The following is an extract from the Rules of the relevant sections concerning Rule changes.

SPECIAL RESOLUTION FOR MATTERS OF VITAL IMPORTANCE

32. A resolution of the Society is a Special Resolution if -

- (a) It is passed by a majority which comprises not less than **three-quarters** of such members of the association as, being entitled under these rules so to do, **vote in person or by proxy at a general meeting** of which not less than **21 days written notice** specifying the intention to propose the resolution as a Special Resolution as given in accordance with these rules

APPOINTMENT OF PROXIES (See form on back page)

34. (1) Each member shall be entitled to appoint another member as proxy by notice given to the Secretary **no later than 24 hours** before the time of the meeting in respect of which the proxy is appointed.

(2) The notice appointing the proxy shall be in the form set out in Appendix 2 of these rules.

ALTERATION OF OBJECTS AND RULES

38. The statement of objects and these rules may be altered, rescinded or added to only **by a Special Resolution of the Society.**

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PRESIDENT'S REPORT 2004/5



When writing the report on the year it is sometimes not easy to think of things that are different from what was the status last year. In my last year's report I mentioned the uncertain future of some other clubs' in the Sydney basin. This became a fact with one club UMAC finally losing their field. Initially, as it became more likely, our club decided not to accept any further Associate Members, or at least put a maximum % percentage on numbers compared to Full Members, which in practice was already exceeded. Obviously any existing members would still be able to renew whatever happened. Due to the timing of the lose of the UMAC field, and to avoid a potential de facto takeover of SRCS, the club decided to close the membership for new members. However the important consideration was that the Committee still had discretion and in practice only one person has be rejected and no one new to flying in the Sydney area has been turned away. The tradition of SRCS being a good club to join and learn to fly continues. The rumours about what is actually happening outside SRCS continue but hopefully things will settle down shortly and SRCS can again review its membership policy.

As has been reported before, we had received a donation from Phil Hibble to further enhance the facilities available to members after completion of the shade structure. It took sometime to come up with a proposal that would be a fitting addition, given the generous nature of the donation. Two weeks ago we put up a new structure off the existing container. This has two main purposes. Day in, day out, it will enable members to work on their models, for whatever purpose, and be shielded from the sun. This will enable us to ban aircraft from the shade area so it can be used for relaxation and eating our lunches, without having to contend with residual oil that is left behind from the last rebuild. On special days, such as the scale rally it can be used as a covered area for any relevant purpose, such as a canteen, registration or commentary area. Robert Zyp did a fantastic job as designer, master builder, apprentice supervisor and chief purchasing officer. Norm Bantin and Paul Toyne assisted by organising some addition tools and I would obviously like to also thank every one who was present on the day and provided the essential labour for the job to be finished. I just wish that I had not written my van off as I left and had my 2KW generator fly from the back of the van to the front on the other side by way of two helicopters and new fixed wing aircraft.

Another significant effort was put in to repair our access road. It was badly damaged by heavy rain, remember what that was, and was frankly dangerous for some vehicles. The Turtle boys, and helpers, got stuck in one Saturday morning and fixed it. This required a

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significant amount of effort even though they were able to provide a range of mechanical assistance which SRCS could never have justified hiring. Thanks to all of you. Apart from the occasional burned out car it is easy and safe to get in again.

I mentioned earlier about the reputation that we have for assisting newcomers. As usual I would like to thank everyone who contributed to instruction during the year. In particular we should congratulate Matt Holloway and Craig Betts who successfully completed the MAAA Instructor course during the year. We should all continue to support the Wings scheme from Bronze through to Instructor and anyone who is thinking about, or actually doing any instruction, should seriously consider doing the course. No only does it assist in getting a common approach, it gives a sense of achievement and should improve your own flying and safety perceptions.

As a result of a safety assessment we improved our safety procedures in the pit area by mandating restraint of aircraft during starting by other than the person actually starting the engine. This replaced the previous recommendation only. This seems to have been readily accepted. It is always important that we continually review both our own safety and that of others. Apart from insurance implications no one wants to see either a fellow club member injured or a model destroyed by something that could have been avoided

The club contests have continued through the year with the intention of encouraging members to new challenges. As usual the response has been mixed. Next year there is the opportunity for a major event, which could be discussed at this meeting.

During the year we addressed the issue of noise and in particular the question of pylon racing. This had the potential to be divisive but with everyone's cooperation a satisfactory solution was found and does not seem to have caused any problems.

Whilst we are not a hyper activity club, and probably have no desire to be one, what is done has to be organised and there are essential things that have to be done to keep the club running. We remain fortunate that there are members who are prepared to do this although there is sometimes some frustration that it is left to the same few. I would urge everyone to consider putting a bit of time back in to help either on the committee or otherwise.

Whist the club agreed this year to provide some benefit to the Secretary, Newsletter Editor and Treasurer/Registrar this is only a token recognition for the time that they put in. We should thank Paul, Norm and Ewald for continuing to do these tasks last year. Matt joined the Committee as Vice President and added strength to the team. We should also thank Baldo and Bill for their contributions. Finally, and I know I am likely to have missed someone; we should thank Craig for continuing to maintain the Web Page. I just wish we could get it so that Google gave us some sort of priority. Obviously the next year is now upon us and we should look forward to things continuing and also improving. Any ideas are always welcome.

Happy and safe flying
Mike Close
President

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TREASURERS REPORT



Sydney Radio Control Society Profit and Loss – with last year July 04 – August 05

	This Year	Last Year	
Income			
Club Clothing	\$0	\$124	Members Associate 6 Junior 1 Life 4 Pensioners 8 Seniors 83 102
Donations	\$5	\$0	
Gate Keys	\$60	\$290	
Interest	\$788	\$91	
Joining Fees	\$135	\$450	
Member Fees	\$15,873	\$16,302	
Scale Day	\$0	\$11	
Total Income	\$16,861	\$17,267	
Expenses			
Badges	\$0	\$106	
Bank Charges	\$37	\$38	
Competition Prizes	\$27	\$0	
Hall hire	\$0	\$205	
Locksmith	\$0	\$649	
Website	\$83	\$0	
MAS fees	\$9,215	\$12,333	
Postage & shipping	\$100	\$0	
News letter	\$0	\$172	
Stationary	\$14	\$0	
Refund of membership	\$253	\$0	
Total Expenses	\$9,728	\$13,503	
Net Surplus / (Deficit)	\$7,133	\$3,764	

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Sydney Radio Control Society Balance Sheet - last year's analysis – August 05

	This Year	Last Year	Difference
Assets			
Current Assets			
Cash On Hand			
Westpac - chq a/c	\$10,869	\$5,168	\$5,701
Petty Cash	\$10	\$10	\$0
Total Cash On Hand	\$10,879	\$5,178	\$5,701
Investments			
Westpac term deposit	\$16,553	\$15,765	\$788
ANZ term deposit	\$30,290	\$28,931	\$1,359
Total Investments	\$46,843	\$44,696	\$2,147
Total Current Assets	\$57,723	\$49,874	\$7,848
Other Assets			
Deposits Paid	\$50	\$50	\$0
Total Other Assets	\$50	\$50	\$0
Buildings			
Furniture & Fixtures			
Equipment at Cost	\$16,569	\$16,569	\$0
Less Accum Dep	-\$10,766	-\$8,546	-\$2,221
Total Furniture & Fixtures	\$5,802	\$8,023	-\$2,221
Total Assets	\$63,575	\$57,947	\$5,628
Liabilities			
Long-Term Liabilities			
Total Liabilities	\$0	\$0	\$0
Net Assets	\$63,575	\$57,947	\$5,628
Equity			
Current Year	\$7,133	\$3,764	\$3,369
Surplus/Deficit			
Total Equity	\$63,575	\$57,947	\$5,628

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SRCS ANNUAL SCALE RALLY REPORT – PAUL TOYNE

When was the last time you saw 15+ transmitters in the pound and 6 others being used at our Scale Rally? Well, if you'd been at the field on Sunday 16th October enjoying the competition and the sausage sizzle you'd have seen them! The weather played an important part in the success of the day with mild, overcast conditions and just a hint of intermittent rain throughout the day culminating in a steady downpour at the very end during the awarding of prizes.....thank goodness for our new shelter kindly donated Phil Hibble and completed only days prior to the event by our Club members.

We saw a great collection of aircraft ranging from military to civilian and from days of old to modern day, all flying particularly well with no incidents on the day.....now that's a bonus!

The field was well prepared with a freshly mown strip and there were ample volunteers to help with the gate, registrations and parking etc. A big thanks to Stormin Normin and Derek Slevin for their great work on the sausage sizzle and to all volunteers for making this day a success.

Thanks also to our sponsors for providing a large array of worthwhile prizes for the successful modellers who were:

Expert

- 1st Robert Zyp Bristol F2B
- 2nd Robert Zyp Mitchell B25
- 3rd Ken Cowdroy Bristol MIC
- 3rd Bill Mansell Piper J3 Cub

Sport Mammoth

- 1st Bob Godfrey Ultimate 10/300
- 2nd Dave Ralen Giles 202
- 3rd Derek Slevin Taylor Craft

Sport Standard

- 1st Paul Toyne Citabria Pro
- 2nd Ewald Klinkenberg Piper J3 Cub

Pilots choice Robert Zyp Bristol F2B

Ladies Choice Larry James Mustang P51

First Flight By: Matt Holloway

Imagine this. You hear a distant cry from a bird in the trees by the river, the low rumble of the bull in the paddock drinking from the dam, you look sky ward, a cloudless morning, brilliant blue sky, a gentle breeze the morning sun warming your face. Ahh! Another perfect morning for some great flying and friendly banter with the crew at the SRCS field. You start to unpack your new pride and joy from the back of your car. Its taken months to put this beauty together, some long hours in the shed. A labour of love. It doesn't take long before the others at the field start to gather around you, they have spotted a new aircraft and time to examine your workmanship in fine detail. The smile grows across your face and pride oozes as the compliments flow. Plane envy is a popular past time in the world of RC and at SRCS it is no different. The chatter and questions about your new aircraft come at you thick and fast, everyone wants to know, the hows, when's, how did you do that, what engine, radio, how heavy. And the big one "Is it going to go up today?" OK the excitement just turned to anxiety! Yikes first flight, always a nervous time no matter how experienced a flyer you are. Time to get control of your emotions and do what you always do every morning preparing for a days flying with your favourite plane, if you do this then your new plane just might last long enough to be your favourite plane. Don't be tempted to put your plane together while answering all the questions from the other pilots, despite what you may think, whether it is conscious or not, every pilot has a routine every morning when they arrive at the field, follow yours or you just may make a regrettable mistake, forgot to put that last wing bolt in? Assembled that complex wing structure and forgot to connect the servo leads securely?

What I'm about to tell you may sound trivial and I can hear you saying "I know that, Tell me something I don't know" well on days of a first flight your routine can be affected mainly due to the interest you have caused amongst the crew at the field with a new plane. Follow these few suggestions and your first flight will be a lot less eventful and hopefully a very successful one ending with cheers and claps from the watching pilots and not that horrible loud silence.

1: Don't be in a hurry to get the plane put together to show it off in all its glory. I know they look magic when sitting on their undercarriage and in their gleaming new covering, SLOW DOWN! Get some one you trust, and get them to check your plane with you. Check all the screws, linkages, bolts, clevises etc etc. Check those servo arm screws are in. Remember last night at midnight doing the radio set ups and final touches trying to get the plane ready for today? It is easy to over look things when you are tired. Don't laugh I have seen it happen. Another set of eyes may save your plane. When you are both happy, Go ahead, put her together.

2: Check that new battery, I know you charged it over night on the slow charger (not the fast field charger at the field) Yep its new so there will be no problems.....wrong believe me just because its new doesn't mean its OK. I had a NiCad pack the other day, one week old drop a cell. Check your battery with a voltmeter, they are good insurance.

3: Check those servos are operating in the right direction, especially the throttle servo. Stand BEHIND your plane and move the sticks, is that rudder moving right when you

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move the stick right? Are the ailerons moving in the correct direction? Are your trims working? Many a pilot neglect to check to see if their trims are working on a radio check.

4: Range check, you should do that every morning but this is really important on a new model. Get that good mate to watch your plane for control surface jitter as you walk away. If it's not right, don't fly.

5: You keep looking at your plane, admiring your handy work, thinking to your self I hope it flies, sweaty palms, more questions from other pilots, well not much else to do, looks like time to fly. You prep for engine start.

6: Heh! Wait a minute you forgot something.....Fuel, easy to forgot when distracted. Don't laugh, I've seen it happen, trying to get that new motor to fire, only to realise you forgot to fuel up the plane. That does help!

OK now lets pause and take a breath! Think a minute, new plane...check! New engine....check! Everyone wants to see it fly....check! Everyone is watching.....check! Your nervous....check!

7: Has that engine been run in yet? You hopefully have already put a few tanks of fuel through it. Does the engine give you a good idle, transition to full throttle? Make sure your confident in your engine, you don't want to dead stick a new plane. Make sure it runs well in the plane, tank position and affects of the cowl can change things from the bench. If the engine is not running right then don't fly today, yes you'll be disappointed and maybe the other pilots will be too. Don't be tempted. Pilots would rather be disappointed today and see the plane flown for years to come than see 15 seconds of you fighting the sticks on a doomed aircraft.

Now! A word of advice, that new engine is just that.... NEW! You read the manual and it says break in procedure, you don't have it fully broken in yet, so don't expect the engine to give you a truly low idle like the other engine you have that is the same that you have been flying for years and don't expect it to work a full throttle for long periods of time. Do the rest of the break in, in your plane that's fine, but leave the tinkering alone. It kills me to see people with new engines fiddling with air bleeds etc. all day at the field when the engine hasn't broken in yet. Tune it on the rich side with the high needle. During break in you will find you have to fiddle with the needle as the engine loosens up. Once broken in you can fiddle with the air bleed if you have to, to get the engine running perfectly. Having said that, I haven't touched any of my engines air bleed ever. I have had troublesome engines until I have about a dozen tanks of fuel through them, then like magic they have settled down. Give that new engine a chance; don't fiddle until you have it broken in.

8: Now the engine has been tuned after some careful and patient attention, throttle is working well, and you can even shut the engine down from the transmitter. Great lets do it. Top the tank off with fuel turn the plane off and transmitter and go and sit down and relax. Have a coffee and talk to your mates sitting under the shelter. What? You may ask! I'm ready to fly now! I ask this..."are you really?"

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9: Try to imagine what the flight will be like; think of possible problems and what to do to correct them in flight. Engine flame out on take off...where are you going to put the plane down, don't try to turn back to the field, it will end in disaster, fly out and go for a walk, better than a short walk then hours picking up pieces. Now that you have really scared yourself, give yourself some credit, you took your time building this plane, you know you checked every thing carefully when you aligned wings etc. The engine is running well, No reason why it won't fly.

10: Time to fly, do you want clear air at the flight line, don't be afraid to ask for clear air on first flight, the other pilots will be more than willing to give clear air for a new plane. Get that mate of yours to help you, have them come out to the flight line and help you if things get busy on the sticks. Even the most experienced pilot can have his hands full keeping a plane straight and level and an extra pair of hands to reach over and give some trim for you can be a real help. Also, they can keep an eye on flight time for you and remind you to come down with plenty of fuel on board just in case of go arounds. Hopefully they will give you words of encouragement as you take off and fly your circuit, trimming the aircraft, they can certainly help in calming those nerves.

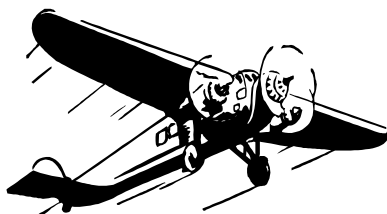
11. On your first flight take it easy, get a feel for the plane, and don't do any high G manoeuvres, when you bring her back for landing keep up the air speed and bring it in a little hot, better hot than stall on approach. As you gain experience on the plane you'll learn when she is telling you "I'm stalling!" and you'll get a real feel for the flight envelope.

12: Back safely, calm the nerves and relax. I know you'll be happy so don't even try to stop smiling.

13: Now before you take her back up again check all the nuts and bolts, servos, clevises, etc to see if anything is bent or has come loose due to vibration. While you are at it check that battery voltage too.

14. Well done, successful first flight now enjoy and learn what she can do, take it slow each plane is different.

Remember: Planes are safe in hangars, but that is not what they are built for!



CHEERS AND HAPPY AND SAFE FLYING _ MATT HOLLOWAY

Australian Rules for Flying – Provided by Tim Owen

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

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16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

17. Helicopters can't fly; they're just so ugly the earth repels them.

18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

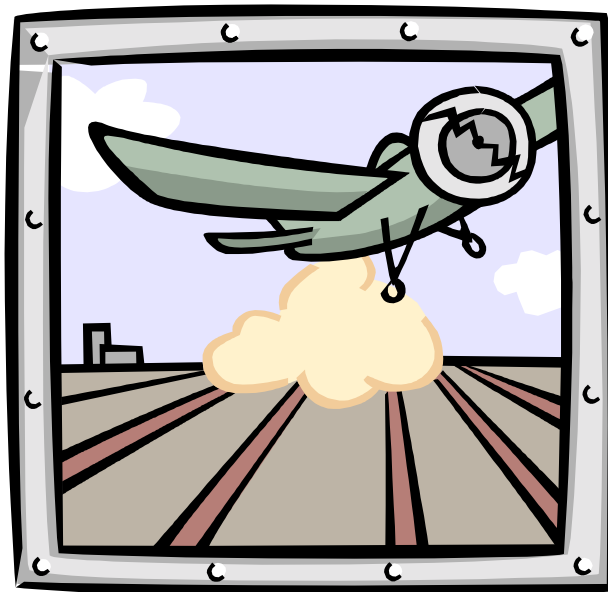
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

21. It's always a good idea to keep the pointy end going forward as much as possible.

22. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

23. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.



THANKS TIM

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CLUB EVENTS 2006

<u>EVENT</u>	<u>DATE</u>	<u>ALTERNATE DATE</u>
Hog Day	June	
SRCS Club Scale Day	July	August
Kevin Gray Memorial	August	September
SRCS Scale Rally	October	
Pattern Day	October	November

Dates to be determined

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 any invest in a new Club Shirt and cap. **Don't forget that the Club Badges issued to this years to 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 Klinkenburg or another committee member** at the field. Sizes for the shirts are large and XLS in blue or grey.