



NEWSLETTER VOLUME 2012 ISSUE 2

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Newsletter

Keith Mitchener, Kevin Pentland & Matthew Young.

Editor

Noel Gabriel

Closing Date for next newsletter

14th December 2012

Next Meetings

28th October 2012 & 18th November 2012

PRESIDENTS FORUM

Spring has arrived with the promise of milder weather for flying and more time in the shed to build aircraft.

My first project is to build two more autogyro rotor hubs, with detachable blades. This will allow easier repairs after "unplanned" landings.

One advantage of colder winter weather is working indoors on design projects. Plastic model kits are a good source of information and give a 3D view of an aircraft.

Recently I am assembling a Fairy Barracuda a WW2 Royal navy torpedo strike aircraft. This is an interesting scale project with a challenging undercarriage design.

Over the next few months I hope we will have successful, well attended general meetings to sustain our club activities.

Happy flying

Keith Mitchener

THE SECRETARY'S FORUM

Member numbers have been finalised for the coming year. We have nineteen financial members at present.

A special welcome to Craig Chambers who has just joined us.

Next November we will celebrate twenty years since the club was formed. We will be having a special fun fly combined with a BBQ lunch. We will be inviting some past as well as notifying all current members with a special invitation. This we hope will arouse some extra interest for the occasion. The idea at this time will be to have a catch up with everyone as we have not seen some members for some time. If you have some uncompleted models big or small bring them along for comment.

Peter Bisset's 2.1 meter P51 should prove to be a real eye catcher with its 60cc motor and retracts. Peter Galaska's jet would be a very welcome attraction. If it flew it would be a real eye opener.

The November meeting day will be on the **eighteenth** to allow us to finalise the following week.

We are investigating the possibility of enclosing the lean to on the caravan as it is not very comfortable in winter.

FROM THE EDITOR

With the first newsletter published, distributed either electronically or hard copy.

With the feedback received so far, I would like say that the newsletter team can continue, we are changing the format as to improve as we go.

We still need your help to make this happen, for those who submitted articles we would like to thank you.

Photo's are still being uploaded to Photo Bucket, as I have been given a great deal of photo's it is taking time, to get them all uploaded, so please be patient they will get done.

A special thanks to Keith Mitchener for the hand mowing of the airstrip, car park and pit area a job well done.

Noel Gabriel
Editor

CENTRAL VICTORIA RADIO CONTROL MODEILLERS INC.

CLUB RULES

It is in our interests to at all times be aware of these rules and conduct ourselves accordingly.

These rules have been prepared to assist with the orderly running of the club, in particular conduct at the flying field..

In addition these rules reflect the conditions under which we are able to lease the land from the landowner Mr.E.Roberts.

1. In the absence of the appointed Safety Officer, the member with the lowest VH Number or the Club instructor or both will assume the role of Safety Officer.
2. Each pilot shall be responsible for ensuring that their key is placed in the keyboard before turning their transmitter on.
3. No flying over pits, car park, road or adjoining properties.
4. Right or Left hand circuits will be flown if there are more than three (3) aircraft in the air at any one time.
5. The field is to be left clean and tidy and the last member leaving must ensure that the gate is closed and locked.
6. No consumption of alcohol prior to flying or between sessions as this can nullify insurance Blood alcohol level is 00 whilst flying.
7. Dogs must be kept on a leash at all times on the field and must not enter the pits or runway area
8. Smoking is only allowed in the designated area i.e.. The car park (the pits and the runway are out of bounds.
9. There shall be no flying of any powered aircraft, (including electric powered) on days of TOTAL FIRE BAN

REAL FLIGHT 6 FLIGHT SIMULATOR REVIEW

By Noel Gabriel

Man has been fascinated with flying throughout history, but his many attempts to create flight-enabling contraptions has often met with disaster. Yet, even when we have created successful flying machines, human error has kept us grounded. Staying in the air is not easy. It takes practice. Flight including RC flying is a gravity-defying feat that requires patience.

After spending a good sum of money on a new radio gear and a model aircraft and taking aprox 50 hours of build time, I thought I was ready to get back into the swing of things, after a considerable time away from the hobby, how wrong I was and after a couple of mishaps, and a little damage (not serious thankfully) I decided to look at flight simulators, so the investigation began.

I came to the conclusion that the best available at a reasonable price was the Real Flight 6 simulator, to which I purchased and installed on a laptop.

After installing it, I went through the setup procedure for the program and the controller, within about an hour, I was up and flying, I also starting to remember what had been forgotten. And learnt all those years ago, one of which was what goes up will come down, and in many cases not necessarily the way we want it too.

I also realised that you only have to put the aircraft away for a few months to also get a little rusty, but with the simulator programs even if the weather conditions are not suitable for venturing out with a model you can still tune up your skills.

The Real Flight simulator 6 has two different packs available either one for planes the other being helicopters, each pack contains two discs, one is the basic setup with both planes and helicopters, the other is an add on depending on the pack purchased, the ease of setup, and the ability to set the controller, in either mode 1 or 2 plus the added advantage of a patch cable, to use your own controller if desired, which can be setup up and attached to the supplied controller within minutes.

The graphics are life like and smooth running, there is no stalling of the program like there is with cheaper ones, easy to read help files that doesn't take hours of reading or a road scholar to follow basic to advanced modes, trainers that are easy as well as fun instruction video's, within for those who want to get creative with stunt flying.

The best part of all is on those windy wet days that you can't go flying outside, you can put simulator on have a coffee in comfort, and if you happen to have a mishap, then just hit the reset and you have a new aircraft built ready to fly again without those costly repairs

So if someone comes up to you and asks, I would like to learn to fly, the best thing to do is sit them in front of a simulator and instruct them, firstly on a simulator before anything else.

As I wish that these types of programs were available when I first started out, it would have definitely saved me those many hours of expensive repairs, also I would have been able to fine tune a stunt before trying it out on the field.

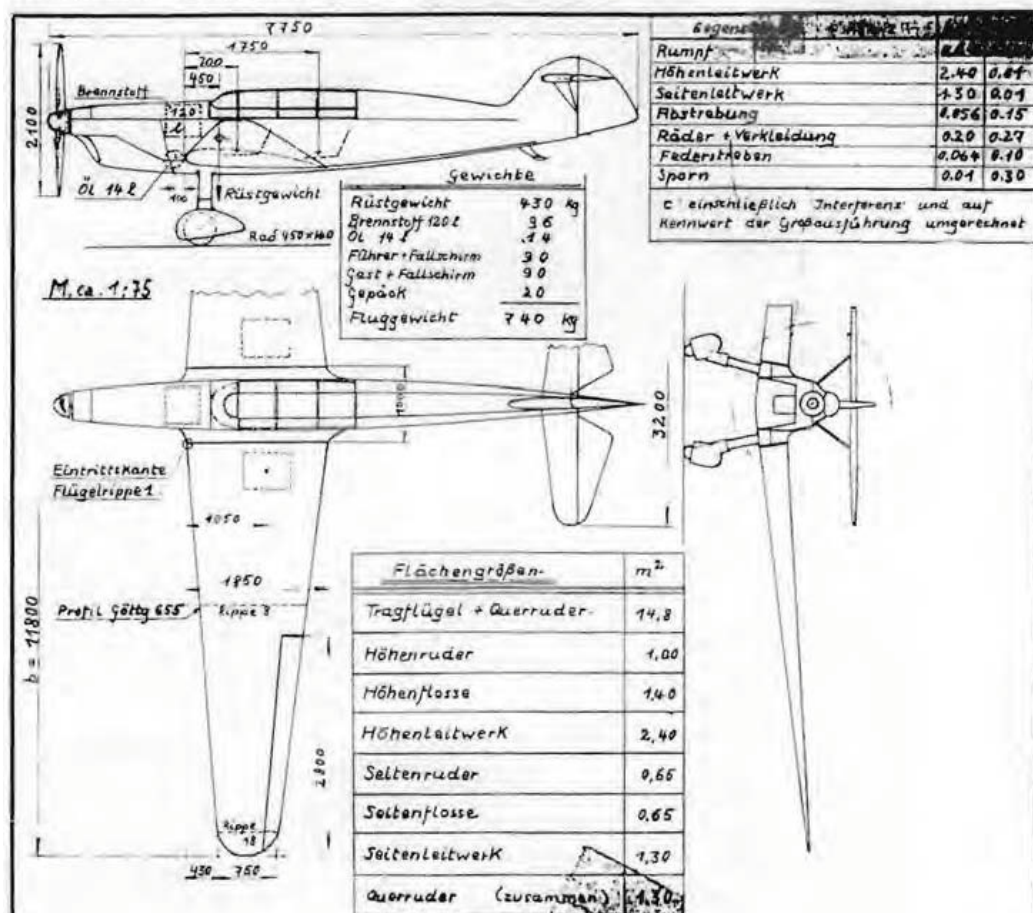
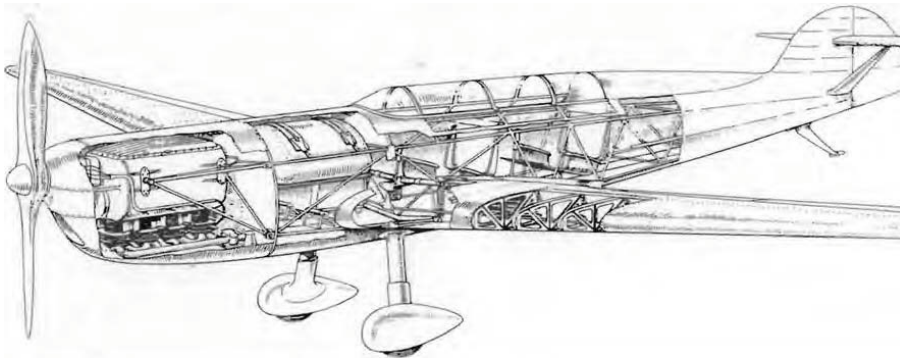
I would recommend a simulator package to anyone that is learning to fly or who already does, and is looking for a simulator to fine tune their skills.

BFW M20 AIRLINER

During the late 1920's improved aero engine power and reliability, made commercial safer to operate on the expanding airline network in Europe. The M20 was a ten seat aircraft, powered by a 500 Hp BMW V1 engine. The M20 could alternatively lift a 1,000 Kg payload over a range of 800 Km. The design featured key Messerschmitt ideas of light weight structure and aerodynamic efficiency.

The single spar finely tapered duraluminium wing was advanced in an era when airlines were usually bi-planes.

The M20 was operated by Luft Hansa until 1943



MACS ANNUAL CLUB AUCTION

Annual Auction

October 13th 2012

Here we go again !

Come along and make it our biggest auction yet!

You never know what will be there on the day !

Time for a change – sell the old, buy another pre-loved treasure.

Everything must go.

The auction is scheduled to start around 12:30 pm, but

we will be registering goods for sale from 10:30 am.

St. Andrews Uniting Church Hall

Barkly Street, Sunbury (Melway 382 E4)

CENTRAL VICTORIA RADIO CONTROL MODELLERS

20TH YEAR CELEBRATION

Location CVRCM airfield Hodges lane Longlea

CVRCM will be turning 20 in November this is a mile stone for any club and we will be celebrating this on Sunday 25th November 2012.

There will be a special fun fly,

Fashions on the field completion,

Bring models finished or unfinished Models.

BBQ and Meat provided.

Bring a plate to compliment BBQ.

BYOG if you do not intend to fly or have a drink after flying.

Hot water available for tea and coffee.

FREE OR FOR SALE

This space will be reserved for members that have flying items that they wish to sell or give away, make sure that you include a contact number with your add



We have a number of these club cloth patches available to members for sale.

Also car stickers they are white background black decal

Frequency Keys also available

Contact club secretary
Kevin Pentland
5439 5322

Pit Chat

Peter Bisset fitting new some new gear to the P51 and some test flights over the past few weeks.

Keith Mitchener running ground tests on one of his new builds.

Noel Gabriel finished building the Ultimate Biplane did some tests and one unsuccessful small flight (back to the drawing board for that plane).

Some line marking and new areas being planned for the field which should be finished over the next couple of weeks

20 years since the club has been formed, what to bring where to put display planes for the anniversary,

