



NEWSLETTER VOLUME 2012 ISSUE 3

Email cvrcm@spin.net.au

Newsletter
Keith Mitchener, Kevin Pentland & Matthew Young.

Editor
Noel Gabriel
Closing Date for next newsletter
8th February 2012

***Next Meetings
27th January 2013***

PRESIDENTS FORUM

Almost to the end of another year, so I would like to wish everyone a merry Christmas and a happy new year.

With numbers on club days being a little down on what we would like to see, we are still having members turning up regularly to fly or just help and chat.

With the new north south runway now ready for use, we now have the facilities that best suit our needs, I would also like to thank all those that got this task done, and with the cleanup of the pit, observation and car park areas, we can only look forward to better days.

The purchase of the (new) second hand mower and designation of the maintenance team the runways and other areas we will be able to keep them groomed.

Our 20th anniversary was celebrated on the 25th November 2012 with an excellent attendance from members and visitors, even though it was a very sunny hot day, shade from the gazeboes gave us a welcome relief from the elements on the day.

With the representation from founding, long term and new members we were well represented on the day, and the contribution from the members with aircraft and helicopters on display made the day a successful event, and with this success we hope that it will provide inspiration for continuing participation, by all club members in the future.

We value an informed, friendly, and fun club culture and our goal in the future is to see that this will continue.

Our formal club meetings each month provide all members an opportunity to participate in suggestions and decisions that makes the club to continue advancing forward, the more that participate the better we know what is required to do this.

I hope that our 21st year will be a continuing success.

Best Wishes to all

Keith Mitchener

THE SECRETARY'S FORUM

A Merry Christmas and A Happy New Year to all

Matt Young has been invited to go to America with a contingent of pylon racers to attend the world championships, which will be held in Holland In July 2013. We are considering our options in consultation with Matt's family. As it is early days and we are unsure at this time what assistance Bendigo Radio control modelers may have in mind.

A sausage sizzle at Bunning's seems to be unlikely due to being fully booked.

Craig Chambers has been allocated \$300 to purchase laserlite and other odds and ends to partly close in the shelter in front of the caravan.

After much investigation and enquiries, Noel Gabriel has found a fully reconditioned Greenfields mower for \$1,500. At the last meeting it was decided to purchase the mower. He and Craig will look after the use and maintenance.

Now that the grass is drying off we are reminded that the fire extinguishers are to be brought out of the caravan when we are flying. No flying of any kind is permitted on total fire ban days'

Fifty invitations to twenty years celebrations were sent out. From this we had over twenty who come on a pretty warm Sunday. As usual President Keith did the shopping and cooked the BBQ lunch. Ivor Miller brought a very nice Bell helicopter. Unfortunately Peter Bisset's P51 is having some radio problems and was not able to fly.

After lunch there were some speeches and reminiscing by Ron Beames and some of the older members of the club.

Many thanks to Noel Gabriel and Craig Chambers for their effort in preparing the field for our twentieth anniversary fun fly and to David Mew for use of his mower

FROM THE EDITOR

I would like to wish everyone a merry Christmas, also a happy and prosperous new year.

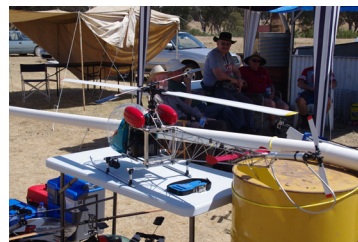
A thank you to those that have submitted articles for the newsletter, I hope that the members have enjoyed these articles so far, and don't forget if you have anything of interest, send it in.

Well another year almost over and the hope for days of good flying weather ahead in the New Year; I am looking forward to the future events that the New Year will bring.

Now with a few flying models, I can settle down to get some flying in at the field.

Still waiting for someone to send in some info on electrics as there are some members requiring this.

20TH YEAR CELEBRATION



Most of the photo' have been uploaded to photo bucket now
Please let me know if the link doesn't work they have changed the site a little.

<http://s1055.beta.photobucket.com/user/CVRCM/profile/>

Book Review by Keith Mitchener

One advantage of being an aviation 'enthusiast' for 50 years, is observing the life cycle of significant aircraft projects. For example the controversial design and development of the F-111, its introduction into service during the Vietnam war and its recent retirement from the RAAF. Another aircraft with a long history is the Hawker Harrier. Two recent books document this revolutionary design.

'Harrier' by Tim McLelland

'Pegasus the heart of the Harrier' by Andrew Dow.

The development of the Pegasus engine is a story of years testing and engine building.

The book well documents this history and includes many interesting photo's and drawings.

As with much aviation technology stories the original conceptual design work and research is the most interesting part of the story. The story of the Pegasus engine and the Hawker P.1127 begins in the 1950's in France. A French engineer designed a VTOL aircraft called the Gyropter; the key idea is using rotating jet nozzles to provide vectored thrust.

The designers name was Michael Wibault, with American financial support this concept evolved into a NATO project for a VTOL tactical aircraft, the prototype was the Hawker P.1127 Kestrel, and nearly 60 years later the Harrier continues in service, with the US marine corp., and other navy's including Italy, Spain and India.

The planned replacement for the Harrier is the F.35 (JSF), this aircraft has required a sustained research and design effort over 20 years

The value in reading and researching these histories, is the understanding we gain about technologies and sciences, which support our lives. Only societies which sustain education, research, training and industrial capacity, can provide institutions which support our quality of life.

Mathematics, physics, computer science and material technologies are the foundation of aircraft design, they are also the basis of modern medical science which is a significant part of our quality of life.

In conclusion the story of one aircraft can be an insight into history of our whole civilization.

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

Pit Chat

Craig one of our new members and his electric jet foamy, has had a few not so smooth landings and has nicknamed his foamy Frankenstein, this poor plane is about 60% araldite and 40% foam but to our amazement still flies well, well done Craig the landings are getting better.

Johno's at it again Sunday brought his friend with a brand new plane RTF for its first test flight and trim out? Well we were amazed when Johno took off and about 15 feet in the air did a barrel roll, then it was on in typical Johno style barrel rolls, loops, inverted etc, I was surprised he didn't get a cart wheel in, he landed the plane and said she flies well and the wings are still intact, apart from a manufacture flaw on the tail the plain stood up quite well, Johno spotted my Boomerang 60 and I thought I would do some stirring and said want to have a fly of Johno, his immediate response was ooh yeah, my reply was no flaming way or words to that, so he said I'll get the copter then.

Conclusion more flying more fun and some good laughs makes it
Apologies left out the inverted flight the two weeks before Johno.

Approach to Landing

by Bob Gilbert

MANY R/C pilots fly all the time; they make a lot of landings and wreck a lot of planes. They typically make only one landing in each flight, and it's performed only as a necessity. Although they may be accomplished, high-time pilots, they haven't mastered landings. These pilots usually get the plane back to the field in one piece and, in doing so, often run off the side or the end of the runway.

Taking off is infinitely easier than landing, especially with the overpowered aircraft seen at the field, and many people feel that if they know how to take off, then they automatically know how to land. If any of this describes you, please read on.

These steps are designed to help you become proficient in the execution of landings. To master landings, there are two things you must do:

- find a technique that works for you and your airplane;
- practice and then practice some more.

The technique that I describe is borrowed from Roger Maves, who taught me

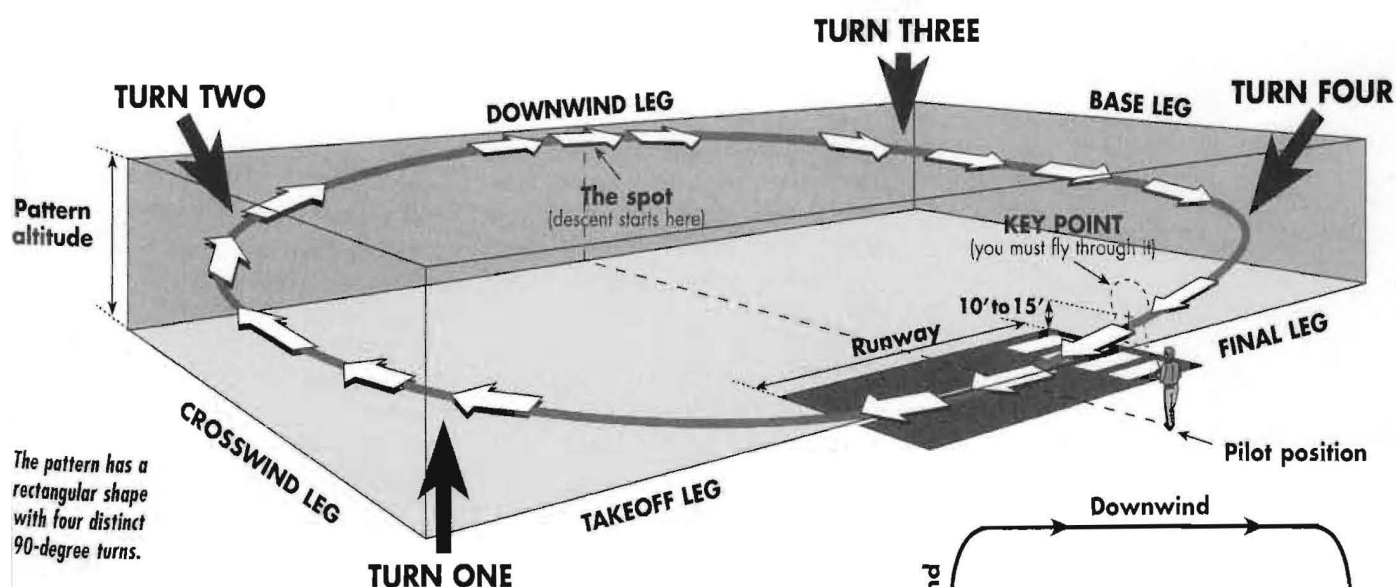
then take this article to the field and read the important parts again before you fly. Happy landings!

EIGHT STEPS

♦ **Aircraft selection.** I strongly suggest that you use a 3-channel trainer. If you're using a 4-channel aircraft, and you really know how to control the rudder, then go ahead and use it. Be honest with yourself. If you don't know how to keep the aircraft straight ahead on takeoffs and landings, go back to that good old 3-channel rig.

♦ **The pattern.** Refer to the pictorial provided, and learn the basic parts of the pattern. Memorize the position of the *key point*. This point is the most important ingredient for successful landings.

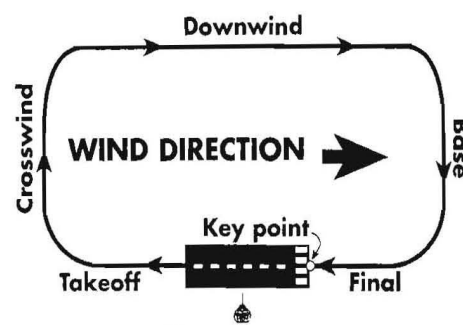
Go to your local airport, and watch the full-size aircraft fly the pattern. Notice that it's rectangular and that it's normally flown with four distinct turns. (The turn from downwind to final is often flown as one sweeping 180-degree turn, but I don't recommend this. See the diagram.)



The pattern has a rectangular shape with four distinct 90-degree turns.

to fly a full-size Piper Cub way back in 1954. I've applied it to R/C and practiced it a lot. Now, on occasion, I do more than 60 touch-and-go's in one flight, and it's a lot of fun. So here goes. Read it a few times, set up your aircraft properly, and

♦ **Preparation.** Set up your airplane so that it idles without stalling and its throttle response is good. The size of the wheels should suit the runway conditions. I don't care how small the plane is or what the kit calls for. On grass, the



The pattern viewed from above.

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

I do believe that Ron Beames has still some items for sale, as yet I haven't been able to contact him to see what he has left.

Maybe something for the next newsletter