



NEWSLETTER VOLUME 2013 ISSUE 7

Editor

Noel Gabriel

Next Newsletter **14th October 2013**

**Information must be submitted by
the 12th of each month**

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Next General Meetings

25th August 2013 & 29th September 2013

PRESIDENTS FORUM

Over the past few months it has been good to see the changes with the members and their either usual aircraft, or a new one to test out, there has been some new faces at the field, and new members which I would like to welcome to our club.

After our recent rain, it is now a pleasure to arrive at the airfield and see the runway covered in a nice green growth of grass.

The shelter in front of the caravan is still being improved thanks to Craig Chambers with the laying of pallets which will improve our undercover area which may get carpeted.

Mathew and his mother have arrived home from the Netherlands after the world pylon racing championships where his placing after some major hiccups with the planes and the take off area were fourth in the junior rankings and forty first over all well done to Matty.

I would like to welcome in the new committee for 2013/2014

President

Keith Mitchener

Vice President

Craig Chambers

Secretary/Treasurer/Minute Secretary

Kevin Petland

Editor/Webmaster

Noel Gabriel

Junior Trainer

Mathew Young

Safety Officer Vacant (this position will be filled with the member with the lowest VMAA number on the day)

Committee David Mew, Paul Timms

THE SECRETARY'S FORUM

A reminder to members club fees are now due.

We cannot allow unfinancial members to fly as they have no insurance cover.

Significant events in the past year have been Matt Young qualifying for World Championships, celebrating 20 years as a club, buying a club mower and closing in the shelter and Noel Gabriel setting up a Web site for the club.

We started the year with 21 members and so far this year only 11 have renewed. I would expect some late renewals as is usual.

We must congratulate Matt Young for his inclusion in the team to represent Australia at the World Pylon races in the Netherlands as a junior. We were able to help with a donation of \$500 and assist with the sausage sizzle at Hume & Iser.

A couple of dances were organized at the Spring Gully hall.

Matt's family also organized a raffle with three donated prizes.

The raffle was then drawn and the winners were 1st Chell Simpson #463. 2nd Stephen Newman #264, 3rd Angela Edgar # 286. All winners were notified on the day.

The Commission for Gambling and Liquor regulations has granted permission to run raffles street stalls sausage sizzles etc. for the next ten years. (Subject to conditions)

The windsock pole has been modified to make it much easier to raise.

The shelter in front of the caravan has been partly enclosed thanks with translucent laser lite. Thanks to Craig Chambers who supplied and installed it.

We have purchased a reconditioned Greenfields mower for \$1,500. Which is stored securely off site and will be operated and maintained by Noel Gabriel and Craig Chambers.

Thanks to Noel for the effort put into the newsletter. I am aware of the difficulty in sourcing suitable material particularly from club members. If you find something that is of interest Noel would love to hear about it.

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

Fifty invitations sent out. From this we had over twenty who came.

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 was having some radio problems and was not able to fly.

THE SECRETARY'S FORUM Continued

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

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.

I still have some DVD's left of the day if anyone is interested at \$2.

A note of appreciation was sent to Les Wiles for his photographic record of anniversary fun fly.

Our fire extinguishers need to be checked to see if they are still serviceable.

W Johnson has a contact at Chubb and will check.

The Easter display was held again this year. Thanks to everyone who helped out especially Noel, Matthew, James and Ray. Special thanks to John Edington for arranging the use of the projector. Without this vital piece of equipment we would not have been able to have the flight simulator.

This raised \$200 for the club.

Club Cloth badges are still available for \$8.00 .



FROM THE EDITOR

INFO REQUIRED

Ok members tell me what you know about the club, I need as much information as I can get about our club for the website, so email me what you know and don't wait for someone else to do it, because it will never happen it is up to you.

After a couple of months unable to get to the field due to the Bendigo sheep and wool show commitment, and this being the last one I will be attending and demonstrating at, I was glad to get back to see everyone at the flying field both at the AGM and last Sunday the 11th.

The last couple of Sundays and one day during the week has given me a chance to get the little Hirobo 50 helicopter, under control and trimmed out to fly, I am now looking forward to getting in some good flying time with the Helli's, and Sunday the 11/08/2013 produced a very good day with a good number of members in attendance.

This has also given me time to sort out the OS 61 plane engine that I have in the Classic 60 which should be ready to do some runway tests and maybe a flight or three with the weather that now should be on the improve.

The return of Mathew Young from the Pylon Championships, Craig and the cop plane, Paul and Brian with a selection of planes.

There was a lot of stirring going on at the field today, keep up the good work chaps, just because Johno isn't there we can't let the side down.

Another financial year over and a new favorable one starting with the election of the new office bearers of the club, and now getting started on various plans for the club in 2013/2014 this should generate new interest.

Thanks to Paul for his continuing contribution to the newsletter keep up the good work, (I won't tell everyone where you sent the last reports though, I don't think the VMAA would want our reports stuff it I lied),

I am pleased to say that we are getting a very good response from the web site now up and running properly.

PAUL'S COLUMN

When will this good weather stop. We do need a day or two of bad weather to catch up on the building plan. Today's report is for the 30- 6-13 Present on the flight line Keith, No plane but still good to see. Peter with his two war birds, The HHH mustang (TF) and his Spitfire. Matt had his pusher glider along with a number of Foames. Brian ,well that's two weeks running that he's been flying. That trainer still looking good. I had my old Butterfly along with the Right 60 trainer. The members had a meeting not much to report there. Gee I almost failed to mention John O back after 4 or 5 weeks, it was good to hear that friendly voice, Gee he did tell me the name of that thing he flies, Its Red and cannot fly straight for ten feet (Thunder Tiger Raptor 50) His Son ,yes the name was there when I left the field, can fly as good as John O .

23rd of July One of the best days so far this year for flying, saw a good number of flyers both talking and flying. Keith had his Pilatus Porter on the bench with starting problems Motor ran but there were servos operating without the correct control. Peter flew his spitfire and also prepared the mustang Hurry Home Honey ,some form of fuel problem caused its trip back to the Ute. Brian had a quick flight with his lovely Piper Cub .All ended well ,but it's a flight that he will remember. I (Paul) flew my old trainer with more success than last week. I'm in the process of getting some air time on a set of new Engines. It was interesting that the first week it was impossible to get it of idle this week it ran like a clock. Now I did see our Matt there ,I think he flew that power glider. I hope I have that right. That electric Mustang was up again in the hands of Craig It is such a sight ,and the speed well above scale, He also had the electric Boomerang 60 up, in police markings, along with a foam glider Kevin had his old (very Old) electric trainer up for that weekly flight we have see so often. I hope that I have mentioned all the flyers. We also had a visit from. David Mew, I hope to have a word in the next few weeks.

I attended the flying field on Sunday the 16th of July .The only other member that attended was Matt, It was great to meet Matt for the first time and hear about his plans and planes The winds were not as bad as they were at home, Kyneton wind is always stronger than Bendigo. The new motor (OS 62v) I intended to run was a no go until I removed the Carburettor from another motor then all was fine, more tuning required but we did get one flight in. My intention is to test run the motors for the next project.

Matt flew one of those big Edges, very big petrol jobs at the cost of one prop, along with one of those smaller pusher prop gliders. He's better than me so I will need to get some hours in and try to catch up.

Our day ended at about 2:45 PM I hope all the other members were home in the garden so you can make it next week.

Now there may be more to report on but these are the days I was there and we don't deal in fiction just fact. So ends the June & July field report.

One or two things going on in Hangers south of Bendigo. Brian as increased his fleet by 2 .We will only mention one in this News letter ,It's a Super Cub (huge) see photo. It being powered by a twin Satio 182T .Now don't hold your breath on this one, it's in the stock pile for maybe next year if Brian a good little boy. Brian is having some time off work soon and it may get a start then.

The next item is something that's in the shed that is so close to finish, it's a Senior Telemaster powered by a Satio 100. Yellow and dark pink I think it looks great. I hope I can get a photo before print time of the news letter. All that is needed is fit the servos and the tail and go fly.

I hope you all got your copy of the Mag with my photo in it.

Keith's Book Review

One of the pleasures of model aviation is observing iconic historic aircraft models flown by skilful model pilots. One such aircraft is the Supermarine Spitfire, with its elegant elliptical wing platform.

Hundreds of books and magazine articles have been published about the Spitfire. Few describe in detail the aerodynamic design which is the secret of its success during WW2. A recent book, "Secrets of the Spitfire, the story of Beverly Shenstone, the man who perfected the elliptical wing" by Lance Cole.

This is a new perspective on the Spitfire legend.

The book is part biography of the aerodynamicist Shenstone and the analysis of the design process at Supermarine. It is interesting that as a young man Shenstone received training in advanced aerodynamics in Germany at Junkers. This included research into flying wing design.

Supermarine's first attempt to create a monoplane fighter, Type 224, was a failure due to its thick wing and high drag shape.

In 1934 for their next effort the design team under R J Mitchell decided on a very rigorous scientific approach to aerodynamic design. The design process required 300,000 man hours of work and advanced mathematical methods. This was a precursor to today's computational fluid dynamics use in aircraft design.

Supermarine's objective was to maximise aerodynamic performance and reduce drag significantly. A similar approach was used by DeHavilland to develop the Mosquito. They refused to use gun turrets which added drag, weight and extra crew.

The resulting high performance aircraft had an outstanding multi role operation history and very low combat losses.

The key features of Spitfire aerodynamic design are:

- *Advanced NACA thin wing aerofoil sections.*
- *Ellipsoid wing shape.*
- *Low wing loading.*
- *Careful boundary layer control.*
- *Low drag fuselage shaping.*
- *Good structural design to achieve low drag skin surfaces.*

As a result of this aerodynamic efficiency the Spitfire achieved a high climb rate, a fast sustained 360 degree turn rate and a very high Mach number. The design continued to improve its performance well into the late 1940's and the arrival of jet fighters.

This excellent book demonstrates that a subject as well published as WW2 aviation can be examined from a different and interesting historical perspective.

Keith Mitchener

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

Quite a few suggestions have been made for improvements to the field.
This is good as this is only going to improve our venue.



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

SAFETY REPORT'S

MEMBERS ARE REMINDED THAT THEY MUST NOT FLY PAST THE POWER LINES AND OVER THE ROAD AND PARTICULARLY NOT OVER THE NEW HOUSE AS THIS WAS OBSERVED BY A SENIOR COMMITTEE MEMBER ON SUNDAY 11/08/2013,
BE AWARE OF WHERE YOU AIRCRAFT IS IN CONJUNCTION TO OUR DESIGNATED FLYING AREA YOU MUST BE AT LEAST FIFTY METERS FROM THE POWER LINES.

Some safety issues raised during the year, starting motors with fingers instead of using a chicken stick or electric starter and stopping the motor other than with the switch on the transmitter.

Fire dangers presented by LiPo packs. There was an incident at Marong when a LiPo pack ignited after a rough landing.

Be careful when testing Electric Models with propellers fitted.

Disposal of Lipos, We need two plastic buckets. One for sand and one for a brine mix to leave disposed Lipos in after they have been discharged completely. These have been purchased thanks to Noel,
Warn every one if your plane has lost control. (Or you are out of control!!)