



October 2004

President's Annual Report by Dick Langford

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My first year as your President is fast coming to a close so naturally I have considered what we have achieved during these twelve months, which has gone very quickly.

Our Public Run Days have all been excellent events, with around half our Membership participating each month. One of the major components to their success is the locomotives provided by Society Members. In particular, Ed Brown, Ron Date, Ernie Redford and Steve Reeves have contributed substantially to this need. Thankyou Guys. Other Members have helped with preparing the site throughout the year. Again, thankyou. It is great to receive the many favourable comments on the site and what we offer from the members of the public who enjoy the experience of riding on our trains. These comments make wandering around the site on run days and talking to our guests a very pleasant experience.

To the best of my knowledge, we have operated our run days this year without any significant safety issue. This is the result of every one of us doing things as they should be done. My congratulations

to you all for your efforts. I anticipate that next year will be the same, or better.

At our last run day we had some interesting visitors. John and Freda Sykes from the Urmston & District Model Engineering Society (near Manchester in the UK) enjoyed their day with us and so did Tim Haldane from the Diamond Valley Railway in Melbourne. Tim spent a few hours driving Blowfly for us. Tim is a very experienced driver of both full size and miniature steam locomotives and when he is not driving steam locomotives, flies an aircraft wrapped with cables from wing tip to wing tip for a minerals survey company.

And did you see Andrew Cox's beautiful gauge 1 steam locomotive in steam? We met Andrew at the AALS Convention in April with the completed boiler for this locomotive, which is to the "Edwin" design published by Brian Wilson published in Australian Model Engineering. Some photos should appear in November Steamlines – yes, I am still a film photographer who uses digits to push the camera buttons rather than make the picture.

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CALENDAR OF EVENTS

Annual General Meeting	Club Meeting Room Vasto Pl, Balcatta	8:00 pm	Friday 8 October
Club Work Day & Run Day	Club Track Site Vasto Pl, Balcatta	8:00 am–12:00 pm Run 12:00 onwards	Sunday 10 October
School Visit by Subiaco Primary	Club Track Site Vasto Pl, Balcatta	10:00 am–3:00 pm	Wednesday 20 October
Public Run Day	Club Track Site Vasto Pl, Balcatta	11:00 am–3:00 pm	Sunday 31 October
General Meeting	Club Meeting Room Vasto Pl, Balcatta	8:00 pm	Friday 12 November

Minutes of September General Meeting

by Andrew Manning

The meeting was opened at 8.00 pm with the President Dick Langford in the chair. Members present: 18.

Apologies – I. Allison, D. Baker, S. Martyn, J. Crawford, M. Smith, G. Palmer, K. Austin, E. Brown, C. Jarman

Visitors: None.

Chairman's comments — Dick Langford opened the meeting and welcomed members. He explained that there was quite a bit of business to get through with respect to finances, insurance and the Constitution.

Finances and Lift — The Secretary explained the current financial situation of the Society with respect to funding the lift and the issue of the City of Stirling not releasing the last of the grant until after the building is complete. We can meet all costs excluding the \$5,200 grant funds. It may be necessary to arrange bridging loans from members to cover the delay in receiving grant funds.

The Secretary also pointed out that there was the need to expend significant funds on the grounds to bring them up to standard and to start on the ground level track project.

Insurance — The Secretary with John Shugg's assistance outlined the insurance issues that have arisen and the options the AALS has presented to us. We were required to elect an option.

It was pointed out that the onshore insurance providers were quite specific on requirements for track, grounds and operating standards, the minimum was compliance to the South Australian standards which have considerable stress in SA. It was also agreed that we would be foolish to think we could avoid the increasing standards. The material sent to us by the AALS was not entirely clear and the consequences of electing to accept one of the onshore insurers was not clear.

R. Date moved that we elect to stay with our current insurer. Seconded R Dunn. Motion was not carried on show of hands.

S. Reeves moved that **the secretary write to the AALS explaining our concerns and request more details on consequences**. Seconded J. Shugg. Motion carried.

Annual Fees – R. Date moved that **the annual fees be increased to \$100 per year**. Seconded T. Jones. Carried.

Other General Business — Andrew Manning advised that he has an old **3 wheel ATC** which had been donated to him for use at the track. On a test run on the previous Wednesday the bike was quite capable of circling the grounds and could pull a 6 x 4 trailer with 7 slabs. The bike is old and needs some attention. Andrew is looking for a member to take on the care of the bike. If this occurs the bike will become a Society asset.

Constitution – Bruce Weir-Smith outlined the final elements of the new draft Constitution and sought input on the issues of minimum member age and proxy/postal voting. Consensus was that minimum age should be 12 years and that we continue with postal voting for AGM and Special General Meetings. Bruce invited members to pass on to him any spelling and grammatical errors they may have picked up.

Members will be asked to vote to adopt the new Constitution at a Special General Meeting to be held along with the AGM. Hopefully we can then get back to more interesting discussions.

MODEL ENGINEERING — **Steve Reeves** showed the pony truck with radial axle box assemblies off Geoff Clifton's 7¹/₄" loco. Steve explained the reasoning for and issues with this style of pony truck.

Paul James displayed the progress he was making on the Highland Lassie chassis.

Andrew Manning had a few bits and pieces donated to the Society for sale. The principal item was a small Tool and Cutter work head complete with collets and a 2MT arbour. Sold for \$70.

RAFFLE — a small battery screwdriver, donated by Ray Shersby, was won by Ray!

The meeting concluded about 10:00pm.

Andrew Manning

Annual General Meeting

The Annual General Meeting of the Northern Districts Model Engineering Society will be held on Friday, 8th October 2004 at 8:00pm at the Society's clubrooms in Vasto Place, Balcatta.

To vote at the AGM you must be financial — i.e. your 2004-2005 annual subscription must be paid.

There will also be a Special General Meeting to vote on the new Constitution as detailed in the Notice of Meeting recently mailed out to all Members.

It is planned to auction off the small Rodney mill at the meeting. If you are interested come prepared to place a bid. The reserve is \$600. There is also a very nice toolpost grinder to be auctioned at the meeting.

There is only a small amount of business to deal with at the AGM so there will be plenty of time for a show of work. Please bring your latest creation or problem to discuss in the Model Engineering session.

Andrew Manning, Secretary

President's Annual Report

We, the Members of your Society, have accomplished a fair bit during the year. The clubrooms only require the installation of the wheelchair access lift to be complete and ready for an official opening. However, the two sets of doors on the Northern side of the building have been decorated with graffiti and will require re-painting as soon as possible. This would be a nice job for someone. Ron Date, with John Hudson as his "trades assistant" on many occasions, has continued with the track re-sleepering; about 75% of the sleepers that are joined to the track A frames have now been replaced. Thankyou, Ron and John. A lot of work toward the ground level track has also been undertaken, although at this stage, nothing shows on the ground. Many hundreds of concrete sleepers have been cast by Dean Brennan and Ernie has made one complete point and the parts for some others.

Our new Rules of Association are looking good, thanks to Bruce Weir-Smith's efforts. I hope we can adopt these at

Annual Cost Summary

A question was recently asked about the Society's annual standing costs, which we agreed to supply. These are the expenses which have to be met by the Society, whether we open for the public and run a train service, or not.

The following table gives the standing costs. They are based on 2004 actual expenses, with the exception of the emergency phone rental cost and back-to-base monitoring of the phone for the disabled access lift. Those are fair estimates based on the lift supplier's figures and will come up during next Financial Year's operations. There is some opinion within the Committee that the City should be approached and asked to assist with those costs.

It should be noted that almost 65% of the current standing costs are due to the AALS insurance premiums, which we expect are likely to rise again during the coming year, depending on the outcome of the insurance issues discussed at the last General Meeting.

John Shugg, Treasurer.

AALS Insurance	\$ 2,807
AALS Affiliation	\$ 138
City of Stirling Rent	\$ 102
Water & Electricity	\$ 472
PO Box Rent	\$ 87
Trailer Registration	\$ 63
Telephone Service	\$ 288
Security Service Monitoring Lift	\$ 416
Total Annual Standing Costs	\$ 4,373
Standing Cost per Member	\$ 87.50

(cont..)

by Dick Langford

the Annual General Meeting. These will give the Society a good base on which to become a Member of the newly reformed Australian Association of Live Steamers Limited. Our public liability insurance looked a little suspect at one stage during the year, but it seems that the difficulties have been overcome and we will be able to continue with adequate insurance at a reasonable cost.

The Northern Districts Model Engineering Society and the South West Model Engineers Association will be holding the first *Sand Gopers Gathering* at Forrest Park, Bunbury on the 20th and 21st of November 2004. Invitations have been sent to all AALS affiliated model engineering and miniature railway clubs in Western Australia. This should be a great event so make arrangements to be part of it! Registration forms are available from either John Shugg or myself.

I would like to thank all the Members of the Society for having the confidence to give me the task of leading your Society over the past twelve months. It is a challenge I have enjoyed, primarily because of the support I have received from my fellow Society Members, and which I look forward to continuing for the next twelve months. Without this strong support from its Members, the Society would not be the solid organisation it now is. When David Proctor, the Editor of Australian Model Engineering, was in Perth last Easter, he commented very favourably on our Society.

Finally, I would like to say thank you to the Society's current Committee Members who have all helped lead your Society through a significant period of its life.

I look forward to catching up with many of you at our 19th Annual General Meeting on Friday 8 October.

Dick Langford

SUBSCRIPTIONS NOW DUE

Annual membership subscriptions are now due. The annual subscription per member for the coming year was set at the September General Meeting at \$100.

The increase this year is regrettable but essential as you can see from the article detailing the breakdown of standing costs on this page. At the previous rate of subscriptions we are no longer able to cover even the basic standing costs of the Society, let alone the ongoing maintenance costs and expected increases in operating costs this coming year.

Please pay at or before the October Annual General Meeting. Cheques should be made out to N.D.M.E.S. and mailed to the Treasurer, NDMES PO Box 681 Balcatta WA 6021, or pay in person at the meeting.



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A Flying Tale — Aircraft Building

by Matt McGregor

A couple of years ago I made a new year's resolution to give flying a go. After putting it off for ages (due to a morbid fear of flying!), I finally made a booking and went for a trial flight in an ultralight. I had no idea that something could suffer such a shaking and still manage to stay in the air. Either way, the course was finished over



three months, and a licence duly issued. It didn't take me long to develop the desire to have an aircraft of my own, no doubt hastened by the \$90-100/hour hire fee.

For anyone who hasn't looked in recent years, ultralights (or recreational aircraft as they like to call themselves these days) have come a long way since the days of the tube and rag ensembles, powered by lawnmower motors and only capable of flying fast enough to kill you. Much has changed in 20 years—now they have professional training (one of problems that resulted in most of the early fatalities was the total absence of training due to a ban on twin seat aircraft, and the fact that they had to stay below 300ft, making a recovery from a stall almost impossible), better regulation and much more advanced aircraft.

Nowadays, an aircraft can be registered as an ultralight if it weighs less than 650kg and carries up to 2 people. They have speeds up to 180 knots, and ranges nudging 1,000 km. There are still the more simple types available, and they are fun to fly, and people have flown right across the country with them, but likewise an ultralight can be a very modern piece of equipment, made from exotic materials with great performance.

One of the limitations I had to consider for mine was that it would need to be stored outdoors. This really limited the options to an aluminium or fibreglass model. Even with this caveat, there are approximately 30-40 different types to choose from. Some are kits and some factory built. Others choose to make them from scratch, either with purchased designs, or self designed. I decided on an Italian manufactured aluminium kit called the BINGO, (I'm dreading the radio calls as every wit within hearing is going to have a go at me), that comes complete with everything required to fly,



including the engine. It has a length of about 5m and a wingspan of 9m. Weighing in at 250kg and powered by a 65hp HKS 4-stroke engine driving a three blade prop, the aircraft seats two in relative comfort, being an inch wider than a Cessna 152. Cruising speed at 10 l/h is 72 knots, with a range of 900 km. Take-off is within 30 metres. The photo above shows a similar, completed one.

The kit itself came in an enormous wooden crate weighing over 600kg. The beauty of this kit is that everything has been pre-cut, mostly pre-drilled and in some cases, such as the wing spar and engine mount, pre-built. This has saved hundreds of hours, basically leaving only simple(?) assembly for the builder. It is made from over 650 separate components, and is held together by 10,000 rivets, plus several hundred other fasteners. I think a/c designers will never use one component or rivet where they could possibly fit two!

In general so far, I have found the kit a pleasure to work on. Genuine progress can be made in a weekend, and it is pleasing to see a recognisable machine taking shape. Apparently this kit has the highest completion rate in the industry, nearly 97%. The manual can leave a bit to be desired, as in some parts it wanders off back into Italian, or will be very precise on one piece, but leave the hapless builder miles from home in another. The estimated construction time is 150 hours for the airframe, and 100 hours for the systems.

So far, I have completed the vertical stabiliser, elevator, fin, rudder, ailerons, trim, rear fuselage, cabin surrounds, floor and firewall. The photograph at left shows progress as of mid-August. Since then the firewall and forward cabin walls have been completed. I'm hopeful of test flying the aircraft over the Christmas/New Year break.

Matt McGregor