



Tale Feathers

January + February 2005

Wagga Model Aero Club Inc.

P.O. Box 2043

Wagga Wagga 2650

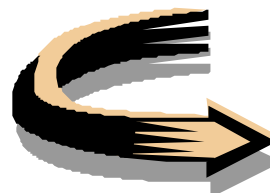
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web sit revisions – Remember - *In the interim*, please use <http://www3.ceinternet.com.au/~waggamac/>



The next Club meeting is on **SUNDAY 13th FEBRUARY**

11.00 - 12 noon. This will be followed by a club funded BBQ.

Interesting Links to try

NTSB - Los Angeles, CA 2004 – Animations - This is worth a look; takes a while to download though, so if you don't have the time - forget it. http://www.nts.gov/events/2004/LAX04IA302/LAX_ani.htm

Got some cash to spare? - war birds for sale <http://www.courtesyaircraft.com/inventory%20table.htm>

Want a **really** big kit? www.hpaircraft.com

Coming Events

Heli Heatwave 2005

The event will again be held the WMAC's Connorton Field.

Food and Drinks will be available all weekend.

Transmitter Pound will be in operation during the event.

This year's Fun Fly events will be an "F3C Motorkhana". These will be a series of tasks based around a F3C Hovering Square. All the tasks will be suitable for flyers of ALL levels including those still on training undercarriage.

Saturday 26th February

- ? 9.30am - Pilot's Briefing
- ? 9.40am - Free Flying and Fun Fly Events
- ? 7.30pm - Event Dinner - TBA
- ? 9.00 to 12.00pm - Indoor Electric Fly-in & Swap Meet - Bolton Park Stadium

Sunday 27th February

- ? 9.30am - Pilot's Briefing
- ? 9.40am - Free Flying and Fun Fly Events
- ? 2.30pm - Presentation
- ? 3.00pm - Stay for a Fly or head home

For more details contact,

www.heliheatwave.org.au

Event Director, Neil Russell at nrussell@tpg.com.au or 02 6922 3388 AH or 0418 972 373.

National Electric Flight Rally

It's that time of the year again. Dust off those electric models and get practicing.

The full details of the NEFR are now up on the AEFA web site. They can be found by clicking on the following link:

<http://www.aefa.asn.au/coota2005/Welcome.htm>

Don't forget to get your entries in early to ensure your favorite events get run.

The team from Macquarie looks forward to catching up with all of you at the rally.

Please forward these details to your club members or anyone else that may be interested.

Happy Flying

Colin Fleischmann -
<colinf@southpacfinance.com.au>

World War II & Military Scale

Advanced warning - 23rd/24th April. It will only take a blink of the eye and the event will be upon us. As members will realize it takes a lot of hands to run this event. There is work to do in getting the field ready, there is judging, canteen help, runners, ticket sellers for the raffle at the Marketplace the weekend before the event, at the field while the event is on and among your friends and work colleagues. Please start thinking about how you can help and let us know what you are going to put your hand up for. More hands make light work! This event has been a most successful event for the Club each year and is the largest source of yearly income to date. It will only work well when everyone throws their hat into the ring.'

The World War II and Military Scale Event needs a lot of work leading up to the event to be carried out. If you are interested in helping on a committee organizing this function please let the Coordinator Craig Keyes, or Kevin Little his assistant know or one of the Executive. The event is to be held on the Saturday and Sunday 23/24th April with static judging on Friday 22nd April and this date will come around quickly. We will be needing all hands on deck on the actual weekend of the event so please give some thought to areas you feel you can help with. Craig Keyes, 6922 3783 (ah) or Kevin Little, 6926 1134 will love to hear from you.

Bits & Pieces

- **Next general Club Meeting** is to be held on Sunday 13th February 11.00 - 12 noon. This will be followed by a club funded BBQ. This new format is working very well and it is encouraging to see so many members present. Even if the weather isn't the best for flying - and it's been pretty bad lately - the meeting will still be held so come along and support the Club.
- **Heli Heatwave** is being held on 26/27th February - contact Neil Russell or Brendan Tucker for further information



Picture This

Oops!!!

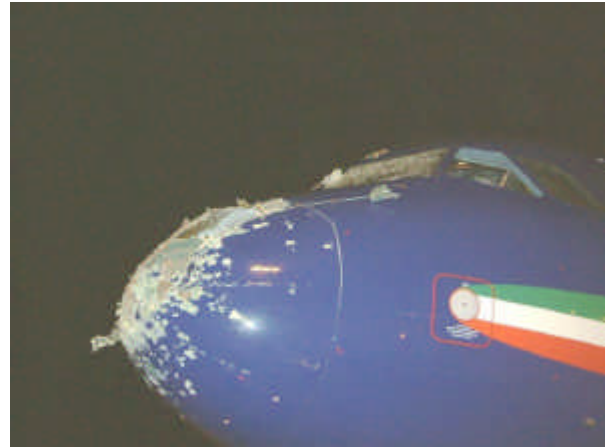
Un-notified runway works/repairs at an uncontrolled field + night C.130 arrival = crunch!



Hail Damage

Maybe this A320 was in the Leeton area a few weeks

back??



Humour

It's all in a name!

A plane leaves Los Angeles airport under the control of a Jewish captain. His co-pilot is Chinese. It's the first time they've flown together and an awkward silence between the two seems to indicate a mutual dislike.

Once they reach cruising altitude, the Jewish captain activates the auto-pilot, leans back in his seat, and mutters, "I don't like Chinese."

"No rike Chinese?" asks the co-pilot, "why not?"

"You people bombed Pearl Harbor, that's why!"

"No, no," the co-pilot protests, "Chinese not bomb Peahl Hahbah!"

That Japanese, not Chinese."

"Japanese, Chinese, Vietnamese... doesn't matter, you're all alike!"

There's a few minutes of silence. "No rike Jews!" the co-pilot suddenly announces.

"Why not?" asks the captain.

"Jews sink Titanic."

"Jews didn't sink the Titanic!" exclaims the captain, "It was an iceberg!"

"Iceberg, Goldberg, Greenberg..... no mattah...alla same."

Fact is stranger than Fiction:

You'd laugh if you read these in a work of fiction – however, these are real & the text is exactly as published (look closely).

Today in History:

Date of Accident: 27 January 2002

Airline: Angolan Air Force

Aircraft: Antonov AN-12

Location: Luena, Angola

Registration: T-304

Fatalities: 30:60

Accident Description: The aircraft crashed 2km from the Luena Airport while on approach after a flight from Luanda. The plane was chartered by the regional government of the Province of Moxico.

Taipei, Jan. 27 (CNA) An Air Force fighter jet skidded off the runway and exploded in eastern Taitung County Thursday, officials said. The two pilots survived the accident by ejecting in time, according to officials at the Taitung Air Force base. The two-seat F5F fighter jet was taxiing on the runway in preparation for takeoff for a routine training flight when an engine failure occurred at around 7:30 a.m., the officials said. This caused the aircraft to skid off the runway, which triggered an explosion in its fuel tank, according to the officials. The fire was put out within 10 minutes, they said. They said all training programs were suspended immediately after the accident for a comprehensive safety inspection and that an investigation will be launched to look into the cause of the accident.

Colourful Aviator

From a colorful writer from the 1st Marine Air Wing based at MCAS Miramar:

There I was at six thousand feet over central Iraq, two hundred eighty knots and we're dropping faster than Paris Hilton's panties. It's a typical September evening in the Persian Gulf; hotter

than a rectal thermometer and I'm sweating like a priest at a Cub Scout meeting. But that's neither here nor there. The night is moonless over Baghdad tonight, and blacker than a Steven King novel. But it's 2004, folks, and I'm sporting the latest in night-combat technology. Namely, hand-me-down night vision goggles (NVGs) thrown out by the fighter boys. Additionally, my 1962 Lockheed C-130E Hercules is equipped with an obsolete, yet, semi-effective missile warning system (MWS). The MWS conveniently makes a nice soothing tone in your headset just before the missile explodes into your airplane. Who says you can't polish a turd?

At any rate, the NVGs are illuminating Baghdad International Airport like the Las Vegas Strip during a Mike Tyson fight. These NVGs are the cat's ass. But I've digressed. The preferred method of approach tonight is the random shallow. This tactical maneuver allows the pilot to ingress the landing zone in an unpredictable manner, thus exploiting the supposedly secured perimeter of the airfield in an attempt to avoid enemy surface-to-air- missiles and small arms fire. Personally, I wouldn't bet my pink ass on that theory but the approach is fun as hell and that's the real reason we fly it.

We get a visual on the runway at three miles out, drop down to one thousand feet above the ground, still maintaining two hundred eighty knots. Now the fun starts. It's pilot appreciation time as I descend the mighty Herk to six hundred feet and smoothly, yet very deliberately, yank into a sixty degree left bank, turning the aircraft ninety degrees offset from runway heading. As soon as we roll out of the turn, I reverse turn to the right a full two hundred seventy degrees in order to roll out aligned with the runway. Some aeronautical genius coined this maneuver the "Ninety/Two-Seventy." Chopping the power during the turn, I pull back on the yoke just to the point my nether regions start to sag, bleeding off energy in order to configure the pig for landing.

"Flaps Fifty!, Landing Gear Down!, Before Landing Checklist!" I look over at the copilot and he's shaking like a cat sitting on a sheet of ice. Looking further back at the navigator, and even through the NVGs, I can clearly see the wet spot spreading around his crotch. Finally, I glance at my steely-eyed flight engineer. His eyebrows rise in unison as a grin forms on his face. I can tell he's thinking the same thing I am. "Where do we find such fine young men?"

"Flaps One Hundred!" I bark at the shaking cat. Now it's all aimpoint and airspeed. Aviation 101, with the exception there' are no lights, I'm on

NVGs, it's Baghdad, and now tracers are starting to crisscross the black sky. Naturally, and not at all surprisingly, I grease the Goodyear's on brick-one of runway 33 left, bring the throttles to ground idle and then force the props to full reverse pitch. Tonight, the sound of freedom is my four Hamilton Standard propellers chewing through the thick, putrid, Baghdad air. The huge, one hundred thirty thousand pound, lumbering whisper pig comes to a lurching stop in less than two thousand feet. Let's see a Viper do that!

We exit the runway to a welcoming committee of government issued Army grunts. It's time to download their beans and bullets and letters from their sweethearts, look for war booty, and of course, urinate on Saddam's home. Walking down the crew entry steps with my lowest-bidder, Beretta 92F, 9 millimeter strapped smartly to my side, I look around and thank God, not Allah, I'm an American and I'm on the winning team. Then I thank God I'm not in the Army. Knowing once again I've cheated death, I ask myself, "What in the hell am I doing in this mess?" Is it Duty, Honor, and Country? You bet your ass. Or could it possibly be for the glory, the swag, and not to mention, chicks dig the Air Medal. There's probably some truth there too. But now is not the time to derive the complexities of the superior, cerebral properties of the human portion of the aviator-man-machine model. It is however, time to get out of this shit-hole . Hey copilot clean yourself! up! And how's 'bout the 'Before Starting Engines Checklist."

God, I love this job

Savoia Marchetti flies

(off Lake Hume at last) –

After a gestation period of almost 4 years, success was achieved late on Saturday afternoon December 4th. Still needing a long taxi but miraculously taking off down wind (very slight) the aircraft flew without any vices. Slight down elevator trim. Big Italian style party held the next day. Big hang over next morning - too much Italian wine and beer. Photos attached- compliments of David Balfour and thanks to pilot Tony Goyles.

*Best regards,
Carty*



Well done to Ian Cartwright from Twin Cities MAC carty@dragnet.com.au See - Perseverance **does** pay off!!

On the Boards

I haven't received anything from members on their current projects, so I'll bore you with brief details of some of my current projects !!

- ? **1/4 scale Kestrel 19m sailplane** –
fuse & tail feathers complete, wings & cockpit detail under construction
- ? **1/4 scale Ka6e 15m sailplane** - fuse & tail feathers almost complete,

wings & cockpit detail soon to be started

- ? **1/5 scale ASK16 motor glider** –
fuse, one wing half & tail feathers complete, one wing to construct
- ? **3 different control line models** –
Ambassador vintage stunt (ready to cover), Chipmunk & Super Cub profile stunters (fuses & tails done, wings to complete).

What about the rest of you???

NEXT GENERAL MEETING Sunday 13th February 11:00 – 12:00 at the Club Flying Field, followed by a club funded BBQ
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REMEMBER:

If you are the last person out to leave the flying field, ensure that:

- ? the electric fence is up & turned on
- ? the gas bottle is turned off
- ? the clubhouse, pit gates and the front entrance gate are closed & locked before you leave

If you do not then you could put the Club in a tenuous position re the tenancy of our flying field – don't you be the one to loose us our field!!

Wanted:

Your articles, pictures, news, details of current projects, interest, participation.....