

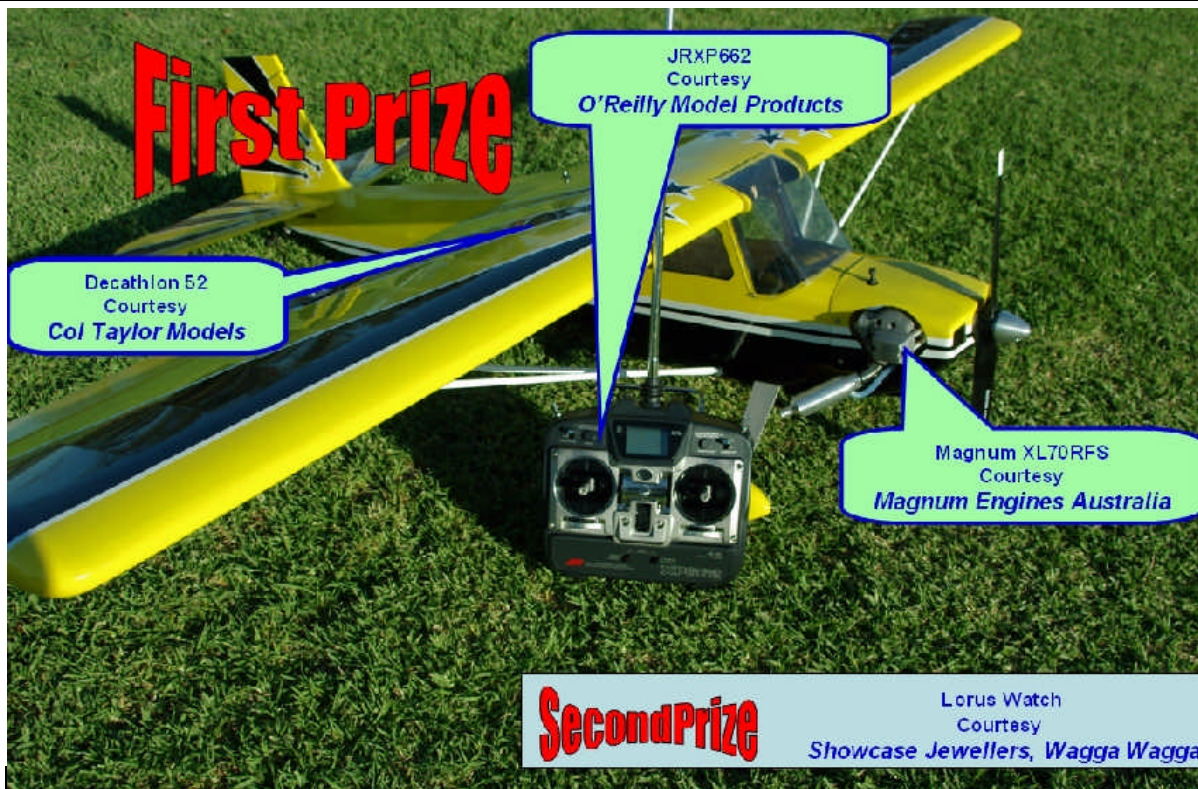


Tale Feathers March 2005

Wagga Model Aero Club Inc.
P.O. Box 2043
Wagga Wagga 2650

Home Page: <http://www3.ceinternet.com.au/~waggamac/>

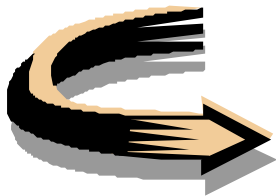
President:	Brian Hicks	Ph (02) 6926 4878 ah
Vice-President:	Andrew Weir	Ph (02) 6931 2816 ah Mob. 0412 178 986 Email wizard65@bigpond.net.au
Secretary:	Ronda Lampe	Ph (02) 6926 2445 ah ronbilllampe@dodo.com.au
Treasurer:	Tony McAtamney	Ph (02) 6933 1388 ah Mob. 0417 294 748 tmcatamney@bigpond.com
Committee Members	John Blinman	Ph (02) 6925 5036
	Ray Russell	Ph. (02) 6931 2064
	Geoff Buys	Ph. (02) 6925 2419 ah Mob. 0428 252 419 buyg@optusnet.com.au
Chief Flying Instructor	Bill Lampe	Ph (02) 6926 2445 ah ronbilllampe@dodo.com.au
Web Site & Newsletter	Greg Wilson	Ph (02) 6925 1771 ah gwilson@csu.edu.au
Editors	Wayne Hadkins	Ph (02) 6925 7301 ah wayneh@optusnet.com.au



Wagga Model Aero Club WWII and Military Scale
RAFFLE Drawn 24/04/05

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The next Club meeting is on SUNDAY 10th APRIL

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

Interesting Links to try

Aviation Safety - Investigation Reports - Investigation Brief 200402705 involving a Cessna Aircraft Company 404 (VH-ANM), and a Cessna Aircraft Company U206G (VH-HPA), and a Cessna Aircraft Company 210M (VH-OKJ), which occurred near Darwin, Aero. NT on 21 July 2004.
http://www.atsb.gov.au/aviation/occurs/occurs_detail.cfm?ID=658

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

Heli Heatwave 2005

This years event was described as the biggest yet, with 72 entries. Well done to Event Director Neil Russell, Brendan, Rex, and et al. Thanks too, to all the willing kitchen helpers, pound keepers, office staff, etc., etc. Such an event cannot happen without you!



A full report in next month's newsletter.

World War II & Military Scale

YOUR CLUB NEEDS YOU

Yes You!!

In the lead up to our annual World War II & Military Scale event, there are a number of activities that all members are encouraged to participate in.

The Marketplace Display:

Takes place the Thursday, Friday & Saturday before the event (That's the 14th, 15th & 16th April.

Do you have a military model?

Can you man (or woman) the display on any or all of the days?

WE USE THIS DISPLAY TO ADVERTISE THE EVENT BEING HELD THE FOLLOWING WEEKEND AND AS A BONUS WE SELL TICKETS IN THE CLUB RAFFLE (see later).

If you can talk, hand out advertising material, sell raffle tickets or just keep kids out of the display area we need to hear from you. If you have a model that can be displayed we need to hear from you. If you are multi functional you will be most welcome.

Our Raffle:

Each year at this time the Club conducts a raffle (Drawn on the Sunday of the WW II Event (Sun24 April this year).

As was the case last year,

First Prize: Is a Sportsman Aviation Decathlon (Courtesy Col. Taylor Models) complete with Magnum 70 Four stroke motor (Courtesy Magnum Australia) and a JR 662 Radio (Courtesy O'Reilly Model Products)

Second Prize: Is a Lorus Watch – Ladies or Gents (Courtesy Showcase Jewellers Wagga.

Tickets are just \$2 each (or 3 for \$5) & come in books of 30 tickets.

If you do the maths, this means you only need to find 10 people with \$5 each to sell a book of tickets worth \$50.

1 book sold by each Club member brings \$3000 into Club funds.

To get your book of tickets contact Laurie Talbot at Col. Taylor's (6925 6600), after hours on (6926 2960) or any time on mobile 0411 202 170.

If you can help in any way with the display please use the same numbers.

More Helpers needed

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 everybody does their bit.

The countdown is on to 23rd/24th April. It will only take a blink of the eye and the event will be upon us. Please encourage as many of your friends as possible to come.

The kitchen needs help throughout the two days. If you can help for some part of the time, an hour or two would be great. Contact Tony McAtamney 6933 1388 or Gwen Blinman 6925 5036.

Runners - this is people needed for taking the score sheets from the judges to the Office.

Promotion – We need helpers to distribute “flyers” to businesses, to place in their windows to help promote our WW2 event.

If you can help in anyway please let Ronda, our Secretary, or Kevin Little, 6926 1134 know. I guarantee we can find something for you to do - 6926 2445.

WORKING BEE

2nd April at 9.00 am - to start cleaning up in readiness for World War II

Rule change?

A foreshadowed motion was made at the WWII meeting this week. Since this is a fundamental change to the event, the Exec feels it appropriate for members to have time to think about this, before the voting process.

*Plane of the Meet – following some discussion re the Plane of the Meet being restricted to only World War II planes and following on feedback from some of the pilots about this matter Steve Sutherland foreshadowed a motion to be put to the general meeting of the Club to be held on Sunday 10th April, seconded by Kevin Little and carried. **The motion reads that the plane of the meet be across all planes that have been built and flown by the entrant excluding ARF aircraft.***

Bits & Pieces

- **Next general Club Meeting** Sunday 10th April 11.00 - 12 noon followed by a club funded BBQ. Come along so you know what you Club is doing and have input
- **REMEMBER** - If you are having a BBQ at the field anytime please ENSURE THE GAS IS TURNED OFF after you have finished.
- **Final Flight – RIP John Beale**. John had been a member for a couple of years since settling in Henty after moving from the south coast. John mainly flew weekends & Wednesdays. He turned up for working bees & helped at WW II. He passed away suddenly Thursday March 3rd. A lot of members who flew regularly with John were devastated to hear of his death. Ronda and Bill Lampe represented the Club at the funeral at Henty on Thursday 10th. Bill's comments were John was a top fellow who was already to help others. He was a great help to Bill when he had a number of pupils - John was always there to help. A great clubman.
- **web sit revisions** – Remember - In the interim, please continue to use <http://www3.ceinternet.com.au/~waggamac/>

Coming Events

National Electric Flight Rally

It's on again at the MAS State Field at Cootamundra over the Easter Weekend. Full details of the NEFR are on the AEFA web site. They can be found by clicking on the following link:

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

Specific questions can be directed to the chairman of the organizing committee, Colin Fleischmann by email to - <colinf@southpacfinance.com.au>

Scale Aero Tow weekend

On again at the Lockhart airfield on the 30th April & 1st May. See full size & large scale sailplanes flying together - Full size are winch launched & the scale models are aero towed. More details from Wayne Hadkins.

Picture This

Snapped at an Australian training aerodrome in January (look closely – a colleague suggested that it must be owned by a Manager or a Brick layer!?!)



Spectacular perspective on a JAL 747 departing LA.



Humour

Once again, The Washington Post published its yearly contest in which readers are asked to supply alternate meanings for various words.

1. Coffee (n.), a person who is coughed upon.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (v.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Negligent (adj.), describes a condition in which you absent-mindedly answer the door in your nightgown.
7. Lymph (v.), to walk with a lisp.
8. Gargoyle (n.), an olive-flavored mouthwash.
9. Flatulence (n.) the emergency vehicle that picks you up after you are run over by a steamroller
10. Balderdash (n.), a rapidly receding hairline.
11. Testicle (n.), a humorous question on an exam.
12. Rectitude (n.), the formal, dignified demeanor assumed by a proctologist immediately before he examines you.
13. Oyster (n.), a person who sprinkles his conversation with Yiddish expressions.
14. Pokemon (n), A Jamaican proctologist.
15. Frisbeetarianism (n.), The belief that, when you die, your Soul goes up on the roof and gets stuck there.
16. Circumvent (n.), the opening in the front of boxer shorts.

History

03 November 1973

Airline: National Airlines

Aircraft: McDonnell Douglas DC-10-10

Location: over Albuquerque, New Mexico, USA

Registration: N60NA

Flight Number: 27

Fatalities: 1:128

Engine Manufacturer: General Electric

Engine Model: CF6-6K

Year of Delivery: 1971

Accident Description: The aircraft's no.1 engine exploded after over speeding caused by the crew's experimenting with the auto-throttle system. Shrapnel from the engine struck the fuselage, breaking a window, and leading to an explosive decompression in which one passenger was ejected from the aircraft. The plane landed safely at ABQ after an emergency descent.

Early Days of the Royal Flying Corps

By John Mackworth (*Blackwoods Magazine* [aka *Maga*], September 1936)

Pre-War flying already sounds almost mediaeval; yet those days on Farnborough Common still seem ridiculously close, and there is a temptation to indulge in reminiscence, though I am assured that this is the sign of a decaying mind. The R.F.C. was making history; but we junior people, though we knew this, and at the back of our minds had some sense of the ultimate vastness of what we were helping to build, were principally concerned with the incidents of everyday life, and the adventures, great and small, that formed part of our routine. My own introduction to military aviation was faintly embarrassing. Having jerked round Brooklands to the satisfaction of the Royal Aeronautical Club (and at my own expense) I was presented with a pilot's certificate, and seconded to the R.F.C. just a week after it had been formed. Arrived at Farnborough, I was directed to report to the C.O. of NO. 3 Squadron, who had gone to the Common to fly..... the Major, a warm-hearted Irishman, was all affability. He showed me his machine; the first B.E. in existence. Compared with other types, this was an excellent affair. It had warping wings, a covered-in fuselage, and wheels with skids to prevent it from turning over on its nose. It could do something over sixty miles an hour. Naturally the Major used it himself; we others were assigned to makes of a character progressively more fearsome as we descended in rank. Breguets, which, when on the ground, looked like the week's washing, though they did not handle badly in the air; Nieuports, whose favorite game was to get up a round speed and then suddenly spin on

their wheels like swatted blue-bottles; the Caudron, sadly lacking in power; the amazing Dunne machine, a brilliant exception, to which nothing like justice has ever been done (flown by a one-armed officer), and, finally, the box-kites. One of these last was committed to my care, but proud though I was of it, I could not be wholly blind to its defects. It was maneuvered something after the fashion of an invalid- chair, by working two levers fitted with bicycle handles and wire attachments. Far out in front rode an elevator, carried on thin wooden struts which wobbled. The propeller was behind, mixed up with the framework of the tails, of which, for some reason that I failed to discover, the machine had three. In flight one sat on a wooden tray, holding on by the bicycle handles and gazing at cows between one's legs. It was not at all difficult to fly, though one needed to be on the alert in case the engine should stop. If this happened, one had to dive instantly; otherwise, the tails, robbed of the propeller blast, would drop; and there would be no means of regaining control. This only happened to me, fortunately, at no great height. I descended tail first, doing my utmost with the bicycle handles, and encountered the ground forcefully but without major damage. A friend of mine had an altogether brisker experience. He was returning from a cross-country flight at about fifteen hundred feet, and somewhat incautiously got beneath a dark cloud, where he met a bump which dislodged him from his seat. Simultaneously the engine stopped, and before he could do any- thing, the machine turned over on its back. Forced to cling to whatever he could reach, he climbed, like a squirrel in a cage, round the various wires and struts, till he was approximately the right way -up. As a reminder of the laws of gravity, his suitcase, which had fallen on to the upper wing, slid off and whistled earthwards. Then began a series of swoops to which but one end seemed possible. The machine sliced through the air in long lateral swings, while its occupant, clutching desperately, reviewed his short and sinful career. Among those who, from near and far, witnessed his terrifying descent was a local correspondent, and next morning his paper blazed forth with the headlines
ARMY OFFICER'S FEARFUL FALL!

The description was a perfectly fair one. It was a fearful fall in the best sense of the words, and the fact that the pilot escaped not only alive but uninjured, is a marvel-. It just happened that on a thousand-to-one chance the upside-down machine missed the earth by inches on its last swoop and dropped neatly, almost from rest, before it could get going on another. It was completely wrecked, and the pilot, considerably shaken, crawled forth and sat himself on a bank near-by. The newspaper-man'. anxious for a scoop, dashed for the nearest post office, thereby missing the best part of the story, which is now published for the first time. The pilot was, as I have said, severely shaken, and for an appreciable time he sat with his head in his hands. When at length he looked up, it was to see a naked man running towards him. Under the circumstances he may be pardoned for concluding that all was over, and that he was now in the Elysian Fields.

He felt that rest and contemplation were necessary, and closed his eyes as a hint to the over-zealous soul. Actually, the naked man had been bathing in the canal. In his horror at witnessing the catastrophe, and his anxiety to render first aid, he left his clothes where they lay. His arrival at the wreckage coincided with that of the crowd, from another direction; and they, seeing his condition, leapt to the conclusion that here was the victim of the terrible experience, who had escaped, literally, with his bare skin. Their sympathetic shouts drowned his expostulations, and they

set to work on different restorative processes with a will; while the pilot, neither seeing nor caring, slumbered unnoticed.

The real hero of the incident was the old box-kite; for I do not think any other machine would have put down its occupant a live. Despite their clumsy and ramshackle appearance, these contraptions were remarkably safe to fly. One did not take them up in a storm, if one was wise; but in the quiet airs of sunset and early dawn, when we did most of our flying, they were very docile and well behaved. More- over, if, from careless handling or other cause, a box-kite did get into an unfortunate attitude, it fell so slowly, and there was such a lot of it to crumple up, that the risk of disaster was very much reduced.

However, though admitting its sterling qualities, most people were glad of a move. I parted from my three-tailed thing without a tear when I was allotted B.E. 5. This was a much more airworthy proposition, and pleasanter on cross-country flights....(another story next month)

For Sale

Geoff White
(Geoffwhite@ozemail.com.au) has 2 sport/trainer type aircraft for sale. Both include OS40 motor & 4 servos, but no Rx, battery or switch. One has a spare wing. Unreal value at \$150 each!!

Sunday 10th April	NEXT GENERAL MEETING 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!!