



Tale Feathers

April 2014

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Hi Club Members

Welcome to another issue of Tale Feathers.

The usual Disclaimer:

Articles and comments by the Editor and contributors may not necessarily reflect the views of the Club Committee, probably won't be Politically Correct, but will be published anyway.

HOUSEKEEPING

Please remember that this newsletter is an information exchange and an open forum for anybody to have their say.

Please email stuff to me, (a Word, Excel or PDF document) be it technical, human interest, Club stuff, building/flying tips or if you just feel like a bit of a (polite) rant.

Photos (in JPEG format) are always welcome.

(Animal/bird/model photos courtesy of the Editor. A range of Hi-res copies available on request.)

CLUB CORNER

Fun-Fly comp.

The second round of the Fun-Fly competition has been held and although Luke and Jordan appear to be in the lead at the moment it's all a bit of fun, which was the main objective.

BJ PADMAN-GOLD WINGS

It is with pleasure we note that BJ has gained his

Gold Wings after a flight assessment by MAAA Instructor, Kevin Little.

Well done, BJ!

WW II event

With this major event done and dusted, all Club workers are breathing a sigh of relief. Thanks to Jordan, Nik, Dave, Tony & crew, plus Dick & his crew for their outstanding efforts in putting the event together.

Special thanks to Jeremy for being such an effective and tireless sponsor collector.

Field preparation

Thanks also to everyone else who pitched in and helped mow & set up the field in the days leading up to the meeting.

Your efforts are greatly appreciated. The condition of the field made a strong & lasting impression on all visitors, helping to ensure that they return next year.

Strip Extension

With the kind permission of the Harris family, we were able to extend the runway on the southern side into the lucerne paddock to create an emergency run-off area for the larger models or those who just landed too long or fast.

Jordan & Dave filled in the worst of the water drainage channels and several aircraft made use of the extra length without incurring any damage at all.

Good value and much appreciated by those in need!

Several overshoots by large models also occurred on the northern side where the fence was removed, again without any damage. This proves that our shortish field can be easily set up to handle large models.

The cross strip was utilised by several biplanes when the breeze refused to conform to the strip direction.

Attendance

Close to a record number of entries were received which placed considerable strain on the Office staff, CD crew and judges, but with the co-operation of competitors, three rounds were flown, although a few entrants had to leave early to make the long trip home. At the closing ceremony, it was proposed that next year, the first round of competition flying would start on Friday afternoon for those ready to fly.

This suggestion was applauded by competitors and should help ease pressure on the Sunday.

Fresh faces

A thanks to Peter Goff for dragging in a bunch of new faces and new models this year. It was great to see the regular winners being challenged for the top prizes. Competition is fiercer than ever as the standard is lifted higher.

Weather

Stunning weather leading up to the event saw a lot of practice flights on Friday in near-calm conditions. Saturday produced a few early light showers that cleared before flying commenced, then overcast skies prevailed for most of the day.

Calm wind conditions for the morning, gave way around midday to a fairly gentle westerly wind change that stirred up the bi-planes for a few hours, before settling down again.

Sunday was near perfect with a light northerly breeze, mostly straight down the strip and this produced generally high flight scores.

Incidents

With the very high standard of presentation of the models, these were fortunately rare.

During practice however, polished performer Dave Tennant suffered a loss of control problem that inflicted a lot of damage on his immaculate, scratch-built PT-19 that had been flying extremely well.

We sincerely hope he will rebuilt it for next year.

Ray and Anthony Ogle turned up with an impressive collection of models, which sadly suffered some attrition. It is always a pleasure to have their team attend.

To add injury to insult, Ray was bitten badly on the fingers by the Bearcat's carbon prop on Sunday, which grounded him for the rest of the competition.

Saturday Night Spit-Roast

This proved to be very popular, to the extent that the meat supply didn't quite last. Only a few persons appeared to miss out, although there seemed to be plenty of roast veggies.

The fire drums were also good value and became the centre point of several groups.

There was a lot of chat and with the help of a drink or two, most modelling problems were solved, at least on a temporary basis.

Trade Display

Ken Petts from Albury R/C Models, set up a huge collection of kits, ARF's and bits in his trade tent which also served as an annex to his caravan. This was good security once he managed to chase Dave Roberts out of the place each evening.

At least we knew where to go looking whenever the hard-working Dave went missing in action.

Spectators

Sadly, despite well-timed advertising and the efforts of the crew manning the Market Place display handing out a lot of flyers, spectator numbers were down on last year. There were several high-profile competing events in town that didn't help, although Friday saw quite a good turnout.

As this was one of our major fund-raiser events for the year, it will be interesting to see the financials at the next meeting in May.

Although it is a great deal of work by members to set up a competition of this type, the end result more than justifies the effort when we look at the excellent impression our Club has made upon so many visitors from three Eastern states, as well as (hopefully) raising some revenue.

There were a number of Scale events elsewhere on this long weekend, so we can be proud that we can still draw our fair share of top competitors.

Your Committee is already hard at work planning improvements for next year.

Committee Note:

Next meeting is on Sunday 11th May at 0930 at the Clubhouse.

...And on another subject entirely...



"I'm not overweight, I'm just under height!"

For Sale

GREAT PLANES FLING

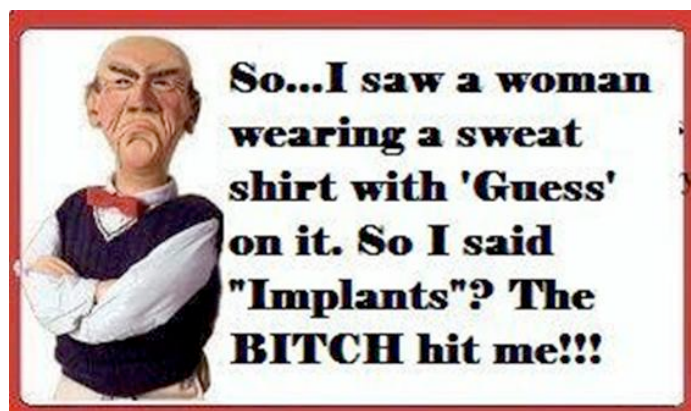
48" hand launch glider kit- Suits thermal & slope
New in Box!

2 micro servos, bungee included

\$140.00

Please contact:

Brendan Tucker <bjtucker@tpg.com.au>



TECH TALK

Just a few short thoughts from a flight judge's perspective.

Radios in competition

As most competitors used 2.4Ghz equipment in the WW11 event, the transmitter pound wasn't used and there were no clashes.

Those still using 36Mhz defend it strongly as being perfectly capable equipment and so it is. It wasn't so long ago that these radios were the absolute pinnacle of technology.

However, technology moves as rapidly as Dave Roberts near a plate of fresh scones, and it must be recognised that receivers and servos that have been subjected to years of vibration in a series of models, do reach the end of their safe & effective life. Unfortunately, electronics rarely give any warning that they are about to fail

If the cost of upgrading gear to the latest top brand-name stuff is a bit daunting, try looking at some of the tested and MAAA-approved alternatives coming out of China. Ask around for recommendations or check out this website. He's a competent electrical engineer and modeller, tests gear that he buys himself or is loaned and tells it like he sees it.

<http://www.rcmodelreviews.com/>

Competition Flight Manoeuvres

Most entrants chose suitable manoeuvres for their model and nearly all have woken up to the fact that they can get the same number of points for a ½ Cuban 8 as for a full one, but with less chance of stuffing it up.

Some, however, showed a lack of understanding of what was required, or simply hadn't practiced and

flew the manoeuvre incorrectly.

Eg:

Only 180° of a 360° descending turn flown

A ½ Cuban 8 became an Immelmann turn

A wingover became a stall turn

The manoeuvres required are typically Gold Wings type, but they must be flown very accurately to score well, so if you are going to compete for the first time, please understand the manoeuvres and practice heaps. If in doubt, read the book.

Safety

Very few issues came up. There were a few incursions into the buffer zone and only two black tyre crossings that I saw. Only one of these was a duck-worthy occasion and the perpetrator was given a polite but firm attitude re-adjustment.

Ray Ogle was the only one to shed a bit of Claret when his Bearcat objected to his starting technique. Heavy gloves or a chicken stick are good value with big motors.

While bringing the two flight lines closer together may have created some audio interference, safety was improved considerably and pilots were generally able to co-ordinate their routine with each other to avoid conflicts. It was all very polite and gentlemanly.

Chinese Aviation Philosopher, Confuse-Us says;

Three of the most common expressions in aviation;

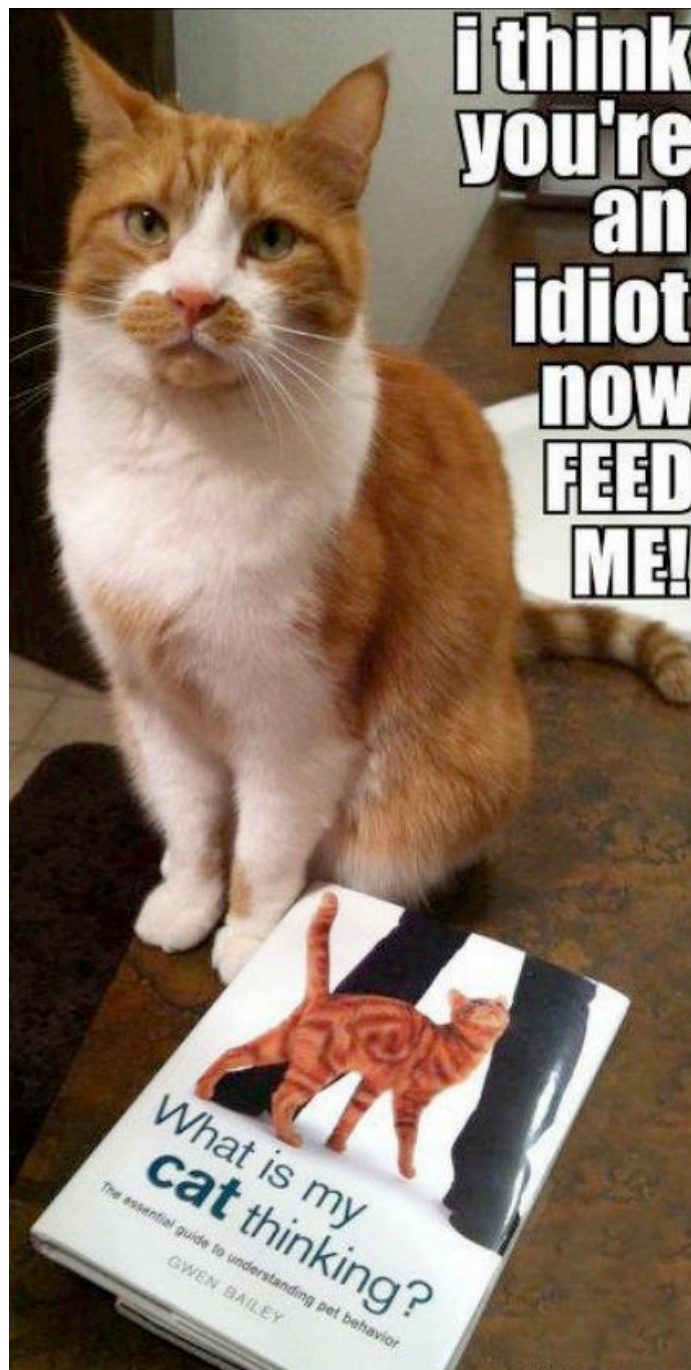
"Why is it doing that?"

"Where is it going?"

"Oh Crap".

"One rule of Club flying is that while a display of your ignorance of the basic principles of flight is highly entertaining for the pit crowd, it should be followed immediately by a well-deserved tar and feather job for stupidity!"

TALE PIECE FROM THE CAT.



Straight Take-offs, Soft Landings and stay away from the tyres.