



Tale Feathers

November 2016

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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, often won't be Politically Correct, but will be published anyway.

This newsletter is an information exchange and open forum for anybody to have their say.

The CLUB CORNER section will contain information on Committee plans & actions, to make sure everyone is kept up-to-date on Club happenings.

THE USUAL HOUSEKEEPING PLEA

PLEASE WASH UP ANY CROCKERY & CUTLERY YOU USE. WE DON'T EMPLOY CLEANING STAFF.

Last one to leave the field each day checks; GAS OFF, FENCE UP & ON, ALL LOOSE ITEMS STOWED AWAY INSIDE, MICE IN, CLUBHOUSE DOWN & LOCKED, CONTAINERS CLOSED AND LOCKED, BOTH PIT GATES CHAINED CLOSED & MAIN GATE LOCKED.

CLUB CORNER

Being Committee doings in no particular order
#...Next meeting, Sunday 11th December 2016 at the Clubhouse at 1000. This will also be the Christmas lunch-refer to the last minutes

Club Bank Details...easier to pay fees

Direct Deposit available for membership payment:
Wagga Model Aero Club, Inc.
Beyond Australia Bank, Wagga Wagga
BSB: 805022
Account: 38700257
(Please include your surname as a reference)

Your Committee

BJ Padman.....President
Wayne Girdlestone.....Vice-President & Registrar
Kevin Smith.....Treasurer
Ian Dolby.....Secretary
Nik Schadt
Damian Parslow
Jordan Kendall

New Members

Digby Thomas

Club Events

2016 MAAA Helicopter Nationals

This event, held over the weekend of the 14th to the 16th October, was very successful. A big thank you to those who were able to volunteer their services in the canteen for the three days, although I'm told that there were enough competitors to make it worthwhile firing up the grill on Thursday. Well done guys!

The unusually good weather obviously helped get entrants in the air early, although initially there was some carnage.

Thank you also to those who took the time to offer apologies for being committed elsewhere.

Your contact was appreciated.

CLUB OPEN DAY

This event was held on Sunday 30th October.

The aim to have a good selection of aircraft flying as well as giving trial instructional flights with the three Club trainers worked very well and despite the very ordinary weather, a very good turnout of locals seemed to enjoy themselves. The Club gained one new member with two more pending and two more possible. A very worthy result.

CLUB MOWER

After a bit of a saga trying to get the correct size blades for the Kubota, Kev Little has managed to finally get the right ones and has fitted them.

Mowing is much faster now, particularly since Kev has very kindly volunteered to look after this vital piece of equipment.

To keep the mower in top condition, members are asked to get an experienced member to check them out before using the mower for the first time. Damage to the tyres has been spotted from getting too close and personal with hard, sharp things.

Please be careful.

FOR SALE



Futaba T12FG 2.4GHz Transmitter-FASST coding-Stick Mode 1

- # G3 2048 resolution
- # 30 model memory, or expand up to 1,882 models with a 1GB SD card (Who's got that many?)
- # Combines airplane, glider, and helicopter programming
- # Supports 13 wing types, 3 tail types, and 8 Heli swash types
- # 8 total flight conditions (7 plus the default)
- # Variable Dual Rates (VDR) & Expo
- # Servo grouping for servo synchronization
- # 8 toggle switches, 2 side slider switches, 2 extra digital trims, (assignable as trims or switches) 2 rotary controls + 2 sticks
- # Digital trims on all 4 main channels with adjustable steps
- # 2 x 7.2V NiMH transmitter batteries 1 x 1700mAh, 1 x 2000mAh
- # Hard-to-find Battery charging charging lead (banana plugs to 4mm Tx plug)

Used but in excellent condition-\$300 firm

Contact Ian Dolby 0427 602388

84" WELLINGTON BOMBER KIT FOR SALE AT THE RIGHT PRICE TO THE RIGHT HOME



This is an Aerotech complete kit with an 84"/2.13m wingspan. The quality is superb with many items partly pre-built, and would be ideal for reliable electric power or a pair of those noisy, smelly, oily things if you really must.

The Wellington is an excellent twin subject as the long, high-aspect ratio wing is very efficient and gives it docile handling.

It is big enough to make an excellent scale project.

This kit is offered to someone who is prepared to actually build it, and not just shove it on the bottom of the stack of "gunna" projects that will never see the light of day.

For the deal of the year, genuinely interested builders are invited to contact Kevin Little on 0428 694 812

WANTED

A Spektrum DX8 or DX9, or Futaba FG8 transmitter. Please contact CFI Brendan Tucker at the field.

Either an OS 110 FS or Saito 125. Please contact Derek Lamb at derekcarllamb@yahoo.com

WELCOME TO OUR NEWEST FUTURE MEMBER

Congratulations to BJ Padman and wife Amelia on the birth of their son, Joseph. The Club wishes them all the best for the future.

QUOTES FROM THE AVIATION BIBLE

"He who looses his airspeed in an untimely fashion, beware, for the ground shall rise up and smite him, upon which, verily, he shall wail and gnash his teeth before making loud and vociferous accusations upon the parentage of his radio system."

TECH TALK

Another quick one, just for the petrol engine guys.

EMI-Electro Magnetic Interference

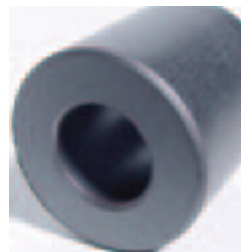
This is the bit of electronic dark wizardry that can make the servos in your spark-ignition model jitter and generally misbehave at totally inappropriate times.

It's generally caused by the ignition module, (that little silver box with the braided plug lead coming out of it) that some modellers either mount next to the receiver or run the throttle servo lead past it.

Depending upon the quality of the maker, (not that maker, the box maker) these little boxes can radiate a whole lot of radio frequency waves that just love to play merry hell with the delicate electronics in servos and receivers.

One way to stop this messing about is to keep them separated as far as possible from anything that connects to the receiver. That usually means the throttle servo and its lead (and that bit of advice is in the instructions. Oops!).

If you've already tried the separation routine, but still have servo jitters with the engine running, (naturally you wouldn't attempt to fly) the next thing to try is twisting the servo leads as well as fitting a ferrite.



This little device comes in various sizes but you want one that is big enough to let you loop a servo cable through it once or twice.



This is another version that makes it easy to wrap a servo lead around it, then snaps together. Very neat!

If your radio system suffers from the jitters and you've run out of ideas, this may work.

I've used them to solve an EMI problem on a UAV fitted with a 25w VHF re-transmitter with great success.

If you have servo jitters without the engine running, it could mean that the receiver battery is about to kark it, or you have antenna shielding or poor antenna orientation with 2.4GHz radios.

Those two little wires coming out of the receiver need to be placed so that the thin ends, (that's the receiving bit) are at 90° to each other. Definitely not at 180°. Futaba has identified this as a potential range problem and it applies to all 2.4GHz radios. The antenna ends also need to be able to receive the signal from the Transmitter with as little blocking the signal path as possible, and they do this best by not having a lump of metal or carbon fibre in the way.

This also brings up the point that you should range check your model at every flying session, with the engine running, and in the same way each time. If there is any change in the range, or if jitters are apparent, please don't fly. Investigate!

If you're not sure what's wrong, please seek a second opinion from a knowledgeable member. There are a few around. Try Mike for starters.

Until next time;

Land straight and avoid the ~~tyres~~ grass plants

TALE PIECE FROM THE CAT.

