



# Tale Feathers

## March 2017

EDITOR – IAN DOLBY 0427 602 388  
EMAIL-wmac.secretary@gmail.com

### 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 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.

**NEW ITEM: TOILET DOORS CLOSED PLEASE (NOT LOCKED)**

### CLUB CORNER

**Being Committee doings in no particular order**

**#...Next meeting, Sunday 9<sup>th</sup> April 2017 at the Clubhouse at 1000**

#### **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

#### **Club Happenings**

##### **Toilet Block**

The recent Heli Heat Wave event was a real test of the Club's newest asset and it passed with flying colours. With 63 entrants plus associated visitors and Club members trying it out over the three event days,

there were no issues which is to the credit of all those who put in such a huge effort to get the project finished on time for the event.

There were many, very positive feedback comments from visitors, particularly those who camped on-site. As we charge a modest camping fee, this is an additional source of revenue for the Club with \$660 earned from HHW.

There are just a few very minor items remaining to tidy up the project and these will be completed before the next event, the Anzac Military Scale weekend.

### Heli Heatwave

This event is done and dusted and has even shown a profit! The canteen financials were not included, although it has made a profit and these will be available shortly.

As mentioned above, a total of 63 entrants paid to fly in an atmosphere of fun, relaxation and very strong camaraderie. Our very laid-back and approachable International visitor, Kyle Dahl, wowed everyone with his freestyle displays and also competed on the drone-racing course.

The drone racing crew seemed very happy with their setup and expect to have more entrants next time.

Overall, this event keeps going from strength to strength each year.

Top job Brendan and Neil.

### Equipment/Facilities hire

Although the Club has gained a valuable asset and no longer has the cost of hiring Port-a-loos and showers for future events, for now we still need to hire a generator for the duration of each event. In the case of HHW and WWII, it's for a minimum 4-day hire period, and as we can no longer gain sponsorship for this, the cost is around \$1,000 for each event.

As we run three or sometimes four events per year where a generator is required, this is a considerable payout each time. There are many who say that the Club doesn't need to spend money on more assets, but if we wish to continue to stage these events and reap the benefits that the income from them provides in the form of improved facilities for all to enjoy, then we need to maximise the return from each event by reducing costs.

The toilet block, although expensive, is a Club asset, and has started earning its keep already by adding to the comfort and convenience of members and visitors, as well as justifying the charging of camping fees.

With this in mind, the committee are actively looking to purchase a generator in the 12 to 15 KVA size range to meet Club event needs. If any member knows where a suitable unit can be found, please contact a committee member.

When one is located, the details and business case will be put to members for a vote.

### Instructors Course

This course is now locked in for the weekend of the 1<sup>st</sup> & 2<sup>nd</sup> April at the Club field.

There are 8 student Instructors enrolled, 4 of whom are from other Clubs. The flying component of the course will take place on the Saturday and Sunday afternoon and there will be no restriction on Club member's normal flying activities.

**The field is open to normal activities.**

### Anzac Military Scale event

Set for Friday 21<sup>st</sup> April to Sunday 23<sup>rd</sup> April, most essential tasks have been allocated and most are coming together. There is still a lot of work to be done, but with the support of all Club members, the event will happen.

Field preparation, consisting of canteen clean out, mowing and pit line marking, will mean a working bee on Saturday the 15<sup>th</sup> April. Please help out.

We all benefit from the financial return and the publicity these events produce.

The ANZAC event in particular has such a long and proud history, it deserves the full support of members.

As usual, the field will be closed to flying activities while the working bee is in progress.

### SAFETY CORNER

It has just been reported that at a recent IMAC event, a competitor was recharging a lead-acid gel-cell battery for his starter. The charger and battery were set up in his trailer, which also held several models, spare fuel and support equipment. The charger

apparently was set on a high charge rate to shorten the charging time.

Unfortunately, the battery objected to this treatment and exploded, setting fire to the whole unit. The trailer was still coupled to the owner's car and the coupling was locked. The owner unfortunately sustained 2<sup>nd</sup> degree burns while unlocking the trailer coupling and separating it from the car.

He required hospitalisation and the trailer and all its contents were totally destroyed. The heat was so intense, that engines were just molten puddles of alloy.

Although he was parked in a row with other car/trailer combinations, the wind fortunately blew the heat and flames away from the others, so there was little or no collateral damage.

At the risk of being repetitious and boring, this potentially disastrous incident must serve as another heads-up, that battery charging and management must be fully understood and suitable safety precautions taken.

FYI

Lead-acid batteries come in 3 forms.

- Free/liquid acid, as fitted to most cars, and have vented caps. They must remain upright at all times
- Absorbed Glass Mat (AGM), where the acid is completely absorbed by sections of fibreglass mat, sandwiched between thin sheets of porous lead (These are the type of batteries that we have in the back room, being charged by the roof-mounted solar panels) They are sealed, although there are emergency pressure-relief valves in case of excessive gassing. They can be laid on their side/end without problem
- Gel-Cell; the acid is in the form of a gel, surrounding the lead plates, thus enabling the battery to be sealed. They can be used in any position, although upright is better

Free or liquid acid batteries will accept a high charge rate, but if this is sustained for too long, the electrolyte will boil, venting water vapour and hydrogen gas, which is a highly explosive mix! (Look up the Hindenburg) When the fluid level

reduces enough so that the tops of the lead plates are exposed, the battery loses a great deal of capacity.

*Safety tip! Because the space within each cell of one of these batteries (6 cells for a 12 volt battery) always contains a hydrogen/air mix, sparks should be kept well away. If connecting jumper leads, connect the positive lead to the battery first, and then the negative one to some part of the engine or vehicle chassis away from the battery. Then if there is a spark from the connection, it won't be beside a potentially explosive battery cell.*

AGM batteries will accept a higher charge rate for longer than free acid batteries, but there are limits even with these nearly bulletproof batteries.

Gel-Cell batteries should be charged at a lower rate since any gas produced has to be re-absorbed by the gel, which is a slower process than if the electrolyte is liquid. Charge them at too high a rate and the gas has nowhere to go, so the case can rupture, allowing explosive hydrogen and corrosive acid gel to escape and.....!

We tend to get complacent about our batteries, even the lead-acid types that rarely cause problems.

Members are urged to review their battery charging habits with a view to preventing this type of accident happening again. If you're not sure, please ask someone who really does know. Brendan and Mike would be a good place to start.

**(STILL) FOR SALE AT THE RIGHT PRICE**  
**84" WELLINGTON BOMBER KIT FOR SALE AT THE RIGHT PRICE TO THE RIGHT HOME**

This is a truly amazing offer!

It 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 only 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

**ON ANOTHER SUBJECT ENTIRELY**



**ON KEEPING THE KITCHEN CLEAN-YES, THIS IS BEING INCLUDED AGAIN BECAUSE APPARENTLY THE SAME GRUBS ARE STILL LEAVING DIRTY CROCKERY, POTS AND UTENSILS IN THE SINK**

Come on! Who do you think is going to clean them and put them away? Maybe the mice & rats? The offenders are showing great disrespect for their fellow Club members by these actions.

**TALE PIECE FROM THE CAT.**



Land straight, stay out of the long, wavy grass stuff and try not to use the arresting wires!