



Tale Feathers

April 2017

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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 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 14th May 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

IMPORTANT INFORMATION

Report from the Committee

The email sent on the 12th April, notified all members of the temporary closure of the new toilet block, due to the holding tank being filled to capacity.

In that email, you were also advised that the tank had

filled very quickly after the Heli Heat Wave event, under what we described as “mysterious circumstances.” An investigation was started and as promised, the results of this are presented below.

SUMMARY

- Four days of very busy activity during Heli Heat Wave, saw the holding tank fill to 30%
- Five or six days of normal Club activity, (spread over the two weeks since HHW) where a very small number of members have used the facility, has apparently caused the level to increase a further 70%!!!
- Since the end of HHW, the holding tank has filled in two, perhaps three large steps
- All plumbing connections, cisterns and inlets to the holding tank have been inspected several times by a plumber and Committee members
- No faults or leaks have been found, and all cisterns were functioning perfectly
- Only three toilets and the urinal empty into the holding tank. The water from the shower and the two hand basins are classed as grey water and (legally) empty into a rubble drain, **not** into the holding tank
- As the holding tank is, by necessity, a well-sealed unit, there is absolutely no possibility of any other source of water, rain or otherwise, **accidently** getting into the tank
- The cost of removal of this additional 2,600 litres of liquid, (even allowing for member's use since HHW), will cost the Club an extra \$600 to \$650

PRELIMINARY CONCLUSIONS

As there are no leaks of natural occurrence to account for this massive volume of extra fluid, the Committee is forced to accept that the filling of the tank is a deliberate act of vandalism and sabotage, perpetrated against the Club by a person or persons unknown. (at this time)

Further enquiries and discussions with Club members have led us to believe that, unfortunately, two Club members may be the culprits of this

damaging and expensive act against the Club. No names will be used until such time as further proof is gathered.

However, you have to ask, what would be the motivation for such an incredible action, deliberately designed to hurt the Club financially and to grossly inconvenience members and visitors, just before the biggest event in our annual calendar?

Surely these people cannot believe that the old toilets, as clean as they now are, (thanks Laurie!), are any sort of an acceptable substitute for the clean, spacious, well lit and properly functional ones in the new block! Not to mention the hot shower!!

Also, surely they can't believe that the Club will just cave in to this attack and sell off this asset, just because two members don't believe that the Club needs a proper toilet block?

Or is this just a case of a couple of members being narkey about not getting their way and deciding to lash out in a most cowardly way?

This is a CLUB, where all members have a chance to air their views on the different projects the Club tackles, but when all the discussions are over, it is the MAJORITY vote of the membership that decides whether a project goes ahead or not. Dissenters have had their say and have been overruled by the majority.

That's the way it works; it's in the Constitution. Live with it and stop whinging, or go away and annoy somebody else!

The funds required to build this excellent asset belonged to **all** members, not just the few who might like to think they were the only ones who ever contributed toward earning money for the Club.

Deliberate sabotage of Club property is an offence against the entire Club, and those committing the offence are regarded, under the provisions of Section 11.1(b) of the Constitution as “having willfully acted in a manner prejudicial to the interests of the association.”

This means they can, (when positively identified), have their membership permanently revoked. The ANSW and MAAA will naturally be informed of the

circumstances leading up to such action.

The Committee would appreciate hearing from any member who has any information that may help with the resolution of this very nasty incident. All relevant submissions will be accepted in confidence.

Other, more normal (& less damaging), Club Happenings Instructors Course

This took place over the weekend of the 1st & 2nd April. Wayne and BJ organised the Wagga side of things and George Atkinson and Bob Carpenter from Aeromodellers NSW did the rest.

There were seven trainee instructors, with four being locals. Lots of theory at the Home pub (bar closed unfortunately) and lots of light-heartedly serious flying at the Club field each arvo.

Lots learned and the Club now has four new MAAA-rated instructors, Jordan, BJ, Nik & Ian. (or will have when we get our exam done)

Over the coming weeks, the CFI will be reworking the Club training system with the view to making the training of new members more organised and effective, thus ensuring that we don't allow them to be turned off the sport/hobby by a poor introduction.

Anzac Military Scale event

Set for Friday 21st April to Sunday 23rd April, most essential tasks have been allocated and most are coming together.

Canteen workers will still be required, although the judges have been locked down finally. It looks like our Contest Director may have to step aside due to real work commitments, but his competent deputy, Neil Russell will be stepping in.

Field preparation, consisting of canteen clean out, mowing and pit line marking, meant a working bee on Sunday the 15th April. Thanks to the happy group of volunteers who did the work, then enjoyed a great afternoon flying.

The ANZAC event in particular has such a long and proud history; it deserves our full support.

As usual, the field will be closed to Club flying activities from Friday 21st to Sunday 23rd. The preceding Wednesday and Thursday will see extra activity as several competition entrants will be

practicing or just getting used to local conditions. Please give all visitors a fair go. They are coming to our event and we might learn something from them.

SAFETY CORNER

The only item to mention this month is that of electric model safety. Recent information received indicates that the majority of reported modelling accidents are from cuts to hands and arms from electric motor props!!!

One member suggested that the best way to fix that problem was to not use electric motors at all, but that suggestion was politely rejected.

The more sensible way, of course, is to avoid plugging and un-plugging batteries while reaching over the motor/prop. Even though methanol and petrol powered props can and do bite hard, at least there is some warning that there is a significant hazard lurking at the pointy end of the model. That is unless one is totally deaf and blind as well.

Unfortunately, many modellers seem to assume that because an electric prop is stationary, it is safe to reach through/over/under the blades to play with batteries and switches.

Please: anytime the battery is plugged in, regardless of whatever safety system you have installed, you must regard the electric motor as being live and liable to leap into life at any moment!

Therefore, keep your cotton-pickin' hands well away from the bitey bit!

(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 British Aerotech, very 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



“Not much you can say about that!”



“Shame about that. I can think of a good use for it right about now!”

ON KEEPING THE KITCHEN CLEAN-

It's good to be able to report that the good fairies have been hard at work and the kitchen looks remarkably tidy. Thanks members. Keep it up.

TECH TOPICS

In my other part-time role as a UAV driver, I recently had occasion to test a number of props to see which would best suit this particular UAV's 3W-28i engine.

We had been using both a 2-blade and a 3-blade prop sized right in the middle of the 3W recommended range, but felt that the props were under-pitched as, although take-off acceleration and climb-out was good, level speed was low.

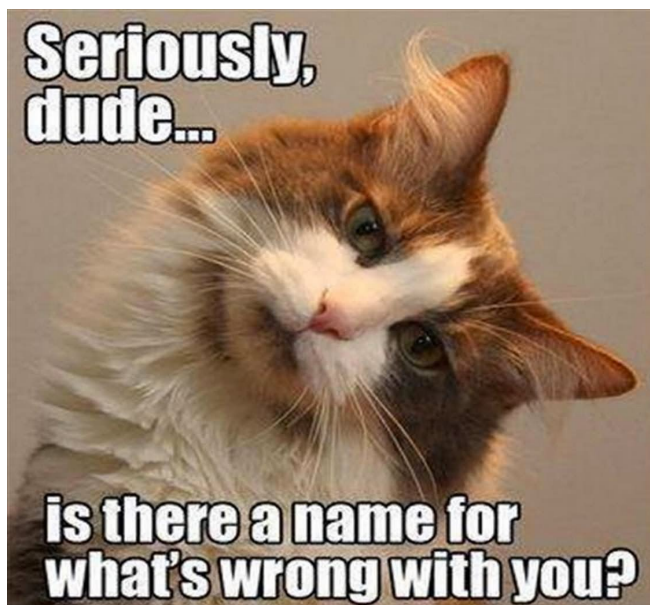
A series of ground tests, with three different props with a variety of diameters and pitch, showed much increased static thrust and hopes were high that in-flight performance would be improved by using one of these.

The really interesting outcome of this long process was that one of these props did improve flight performance considerably, but it was one that had considerably lower static thrust than the original reference prop, and therefore wasn't really expected to perform very well.

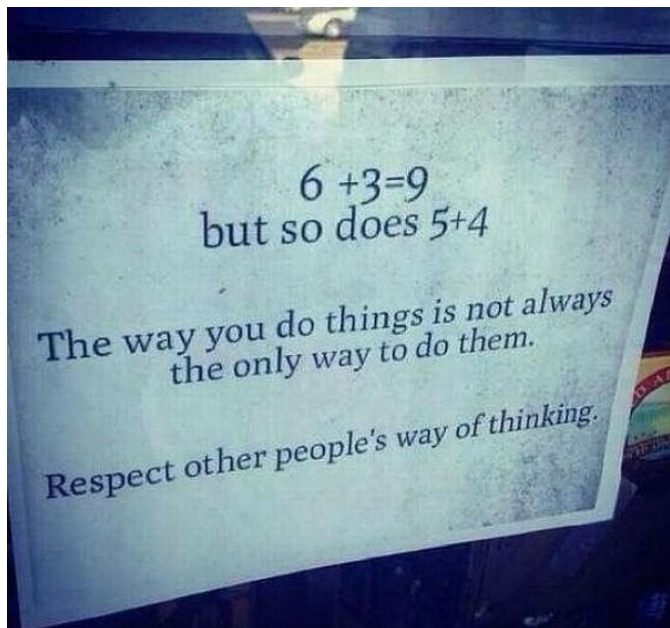
The lesson to be learned from this is that engine & prop manufacturer's recommendations are just ballpark figures and it's the airframe and flying style that has a considerable effect on prop choice.

Bottom line...use the recommended sizes as guidelines only and be prepared to experiment with alternate props in a similar size (both pitch and diameter) range.

To keep costs down, ask around the Club to see if you can borrow props to try, or see if a member has a similar model with the same engine. Be prepared to experiment as the right prop can turn a dog of a model into a real pleasure to fly.

TALE PIECE FROM THE CAT.

(Antitoiletitus perhaps?)



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