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Interesting news has been scarce since the last sheet was produced however, the slope competition has been of interest in particular. Some comments later.

Also the adventures experienced in an attempt to fly a float plane to George Town and return. Quite a profect! Some years ago Max Wiggins flew a Hustler to Hobart with John Bell driving the car! A report on the George town trip later in these notes, but first of all a word from President Geoff Hays.

PRESIDENTS REPORT:

November is with us and the hot and windy weather also. Usually we see a bit less acti,ity as the end of the year approaches, with end of year fuctions etc, but I certainly could not say that it has not been a good year. We really have accomplished quite alot, particularly in the way of contests, we have had more contests this year than we have had for many years and with good participation. We are now settled onto our new flying site and our new gate enterance is now finished. I would like to say on behalf of the members of E.R.C.A.C. our very warm thanks and deep appreciation to Mr P Grandjean for the way he has helped us with everything and allowing us use of his property in the pursuit of our hobby. I would say that the site we now have is tremendous it suits our needs perfectly. I know all of you will endorse this remark that I make. I would like to say that make sure the gate is securely closed after you have passed through it and that you do not damage the growing grass anymore than is necessary as you drive up to the shed on the one track please, along side the fence and then out to the strip. I notice that the grass on the strip is growing quickly at present if it is mown at least once a week it only takes $\frac{1}{2}$ an hour to cut. This can be a combined job aof any club member if the grass is in need of a cut. You will notice that I have put a small white peg in the ground at each corner of the strip so please do not cut it any bigger than it is at present. If it is cut frequently there is virtually no mess to clean up or to get all over our models when it

is wet as it is early mornings.
We had a good slope contest recently and Steve pulled it off again but paid a price bad luck Steve, but well done anyhow.
Don't forget you glider chaps and others who may be interested, the State Glider Champs will be in Feb next year at our site so get your act together and lets make this really worthwhile with many of our members participating. Well thats about it for me. Keep up the good work, be safety concious and

HAPPY LANDINGS ALL
Geoff

THE SLOPE EVENT:

A jolly good wind blowing in the right direction. An interesting assortment of models, but a few more competitors would have made a good day even better.
There were some new models flown including a couple of Ricochets. Both Peter Daniels and Steve Baldock had produced one of these slippery machines. Steves' model appeared to be more slimey than Peters'. Ian James flew, what appeared to be about four feet of 10"x1" with a snout on the front, no tail feathers at all and seemed to be trailing its entrails along behind flapping in the breeze. Amazing! It flew well.
Tim Sydes models were a bit light for the day, but were well flown providing a contrast with the heavier machines.
There is a lot of room for experimenting with different wing loadings on the slope which needs time and patience for, good results.
Trying to land on the spot was bad news for some. What a mess around the landing area!! Some of the bods couldn't bare to look. Let's hope the damage was not beyond repair.
Keep the Feb competition in mind, in the next news sheet details of rules for the championship will be mentioned. It would be of benefit to fly to the rules in your practice sessions. It was satisfying for me to fly the "Cirus" and also the "Blamik" last weekend. What a spectacle that was! Across the slope to 60 knots, full right rudder with no response whatsoever, a couple of uncontrolled swoops at low level, and then a magnificent catch in the slips by Glenn Hays. A miracle, still in one piece. Many thanks. The machine is responding to tender loving care as ailerons are fitted. The little dihedral apparently causes directional instability with rudder control only. Time will tell.

MARATHON RIVER TRIP L'ton - Georgetown - L'ton NON-STOP

For sometime now Glenn and I have had an urge to fly from L'ton to Georgetown and back, nonstop.
To accomplish this we thought that an extra fuel tank on top of Glenn's QB 40 Float Plane would give the desired result to pull this off. But alas when this was tested out it was found that the plane would not turn with an extra litre of fuel sitting on top of its wing. So it was necessary to find another model or build one. As it happened Max Wiggins had a Viking Seaplane that he was not using at present and this was obtained and fitted out with a 2 litre fuel

tank then tested for handling characteristics. Perfect!! It lifted off easily with its big load of fuel, with an all up weight of 15lb. (a bit over the legal limit) The wing span of 2 metres and a fuselage of 2.1 metres made the model very stable. All we now needed was a date and crew and most important a perfectly calm morning. The date was set at Oct 8th the crew was to be Glenn-Pilot, myself boat driver, Max chief timekeeper and observer, with Wen Nermut being in charge of boat fuel tank change over and photographer. The morning of Oct 3th Saturday dawned clear and calm and as arranged we all met at the Trevallyn Power Station Tail Race Ramp at 5.30am. Conditions were ideal but we were concerned about a bit of fog that was starting to appear. Having launched the boat and loaded all our gear and ourselves aboard we moved out to mid stream and fueled the plane up, started the motor tuned it up, stopped it, topped up the fuel tank then restarted the motor. The plane was lowered into the water, Glenn opened the throttle and she was away the time 6.01am Liftoff. I opened up the boat throttle and the chase was on. It took a little while to establish a happy medium, between boat and plane, eventually a speed of 35 MPH with a 80% throttle opening on the boat to conserve fuel for the 52 mile journey gave the plane throttle opening about 50%, this too would save fuel as we knew we would not have much up our sleeves if we were to pull it off. Then horrors!!!! As we neared freshwater point a big bank of very thick fog loomed dead ahead, a bit of quick decision making took place and it was decided to land rather than take the risk of flying blind. Glenn brought the big Viking down to a perfect landing on the glass smooth water. The time 6.09. Waited and waited, till at 6.4 it had cleared enough to go again. This time we were to be ok, once airborne and the speed was again stabilised everything looked good, down past Windermere and Gravelly Beach, through SwanBay on the way to Swan Point and Hillwood. As the Batman Bridge came into view the water started to get choppy. We passed under the bridge at 7.10AM then had a pleasant run down through Whirlpool and Long reaches, past Bell Bay and Garden Island and into the bay at Georgetown. The time 7.28AM, we flew around over the edge of town then headed back for the return leg. On the way back we flew low along side the big woodchip carrier TAI O PAPER which was berthed at Longreach and took photo's. The rest of the trip was uneventful back to L'ton, except Max was wishing he had not had that cuppa before he left, and of course the mention of it had us all feeling the same way in the choppy water conditions. When we were approaching our starting point it was decided that we would pull over to the side of the river and circle the plane around over our starting point and land behind us to take a photo of an accomplished flight then it happened - The plane peeled over on its back and fell out of the sky, battery failure? Pilot error? NO!! A shoot down as it appeared later after testing all systems. The plane crashed into Long reeds and teatree near the sewerage treatment plant at teatree bend. I pulled up along side two of the big discharge pipes and the three crew clambered up on top of them to go and retrieve the model. Wen and Glenn went first but Max got so covered in slimy mud that he had to come back into the boat. After about 20 minutes there was

no sign of the two searchers, so Max decided he would have another go. So off he went gingerly walking on top of the big 6ft pipe across, and about 60 metres of mostlikely bottomless mud. Thank goodness no one fell in, after another 15 mins or so the intrepid three came out of the long undergrowth after nearly getting lost and bogged up to the knees in mud with a very sorry looking model. But it was worth it all we had achieved what we set out to do but for the fog delay which we don't really count as a problem. Glenn and I would like to thank Max and Wen for their help in this venture they were a willing and helpful crew. By the way there was approx and egg cup full of fuel left in the planes tank. GEOFF HAYS

CD's REPORT:

Slope contest 22 October 1983

Well we have seemed to crack a good day for sloping for a change with a good strong wind and plenty of warm sun on the Saturday, and the Sunday was just perfect for power flying what more could we ask for. The day proved very successful, and for others disappointment but all round the competition proved to be one of the closest contests we have had with points extremely close together. Steve had some bad luck on the first round when his very fast machine broke the tail, but for Steve bad luck changed into good luck when we decided to have only 2 rounds and the best round counted as your score. Peter flew very well also for the first time on the slope with a high score as well. But the man of the day would have to be Ian when he obtained as many points as he could in the laps, landed in the prescribed time, and to top it off landed in the spot as well, well done Ian.

Points for Slope Contest 22-10-83

Steve Baldock	65 points	Glenn Hays	55 points
Ven Nermut	60 "	Peter Daniel	55 "
Ian James	60 "	Tim Sydes	15 "
Max Wiggins	55 "		

Championship Points:

Glenn Hays	99 points	I. James	34 points
M. Wiggins	77 "	B. Tenbroeke	32 "
V. Nermut	74 "	D. Kuo	27 "
P. Daniel	55 "	D. Jacobs	24 "
T. Sydes	48 "	C. Klemick	18 "
S. Baldock	48 "	P. Scott	12 "
R. Walker	46 "	J. Lea	5 "
R. Klye	41 "		

JOTTINGS:

Do you have a shed key? If you haven't and would like one so that you can use the facility, see Russell he has a few available. Also club emblem badges these are available also from Russell - it is good if all members can identify themselves with our club particularly

if you attend other club days or perhaps a public day where it could be appropriate to wear a cap or jacket with our emblem. There for all to see - it doesn't hurt to be a bit publicity conscious as well.

How to mow the grass:

Russell Walker starts at the centre of the strip and circulates in the direction that continually throws the grass to the edge of the strip. Brilliant idea, it saves quite a bit of raking.

For Sale:

O.S. Motor Spares.

A good range of assorted Gismo's R/C fittings.
one 7 channel Multiplex Pro FM \$350. Price about \$800 new.

One new 4 channel 3 servo J.R. Glint.

Propellers, plugs etc. all at old prices.

American Radio Control Models magazines 12 for \$6. Contact R.C Model Supplies, 38 Mary Street.

1 - D.H Beaver

1 - J3 Cub, for details ring I. James 312678

1 - QB Slope 16, ring M. Wiggins 445008

Also Max would like to swap 1 Flymo mower (good condition) for model to value \$100.00

Next Contest:

The ^{last} contest scheduled for 1983 will be a fun fly held on 17th Dec 1PM. The format will be - Take off, as many loops as possible in 1 min time will be called, then straight into as many touch and go's in 2 mins, time will also be called then landing. Points will be allocated as bonus for spot landing. There will be 2 or 3 rounds of this depending on time and number of entrants. Then a Pylon Race to finish off. There will be no flying permitted after 10 mins prior to the 1PM start to enable a pilots briefing to take place and the contest to be organised - so do all you practice before then.

As previously mentioned the Tas Glider Champs will be held on our site next year the date has been set for Feb 11th 1984. It will be the open glider on the saturday and the slope contest on the Sunday at White Hills site. More details next newsletter.

For those of you who may not be aware, it has been our intention to make a new sign at our gate entrance. Mr GrandJean has given his permission for this to be erected on a post inside the fence. This will be done in the near future.

Trophy Night:

This will be held in the first week in April next year - would you let the president know what night of the week would suit you best so a night can be made to suit most people at the one time. He needs to know soon so give him a ring at your earliest, the success of this night depends on you!

Bye for now. David Jacobs. EDITOR.