



Flying High News

No 19, February, 2017

DEFIBRILLATOR

This is now installed in the passageway by the ladies toilet. Access is obtained from outside with the toilet key. THREE locks have to be mastered with the same key to enter. A video on how to use the defibrillator can be viewed on our website.

CARNAGE

The last month or so has seen some aeronautical disasters as shown by the pictures. In many cases it is not apparent how the crash occurred, as for instance a loose or detached elevator discovered after the crash might have happened when the plane crashed. Some crashes obviously are pilot error.



New Member Brendan

A warm welcome to Brendan Bennett who is our latest joining member. RAMS pilots are asked to give him every assistance and encouragement.



Not sure of the fate of this one.



Has been repaired and is currently punching holes in the sky.



*A Trojan that used to fly !
But never again.*



An Important Message from Johnny J



Message: Hello, Gentlemen, and others.

Now how did this happen, well it is sheer bloody mindlessness, I knew that I was doing wrong setting up the wing servos with the prop still connected as I could have just plugged in a 4.8v battery

I tend to think I can get away with it, you know it always happens to the other bloke, well now the radio fell over when I went to wiggle the ailerons using as you do, one hand only. The throttle lever is kind of loose on my DX9 and shot up to full throttle as the radio toppled. The plane, radio and wings not attached were up on the kitchen bench . . . the fuse did not fly too well with no wings but made up for it by crashing into the cupboards then crawling up my leg all

in less than a Nano second. No damage to the plane thank god; I could not handle that

...
“ But Rules are rules - break them at your own risk ”.



The Doctor, who looked after me did a great job at the Redlands hospital. All the staff came to have a look at what a model airplane prop could do to a bit of flesh.

This time I may just have got away with being a dumb arse, but you might not be so lucky.

Cheers, take care, Johnno J

P.S. LARCS had a similar incident just recently with an ambulance being called.

On a Brighter Note

Have a look at Cal's video if you haven't already done so. Well worth the time.

Published on Youtube on Feb 13, 2017 by Calan Moss:

Vegas Hot liner with a Mobius cam on the T-tail . I used a 4000maH 3s 10c multistar lipo for this flight.

Watch this video by going to:

<https://www.youtube.com/watch?v=ec-1Da-lUyM>

400 foot ceiling rule to 2000 feet

The good news is that with the help of Chris L and Johnny J and RAMS committee the ruling to limit our ceiling at the field to 400 feet has been lifted and restored to its original ceiling height of 2000 feet. The RAMS ruling that pilots must immediately land when a helicopter approaches still stands as is the case if a small aeroplane flies low over the field.

Slope Soaring

Cal has recently tried his hand at slope soaring at Beechmont and enjoyed it immensely. So much so in fact that he is interested for our members to travel there some time in the near future. It looks like the end of March could be favourable but the wind direction has to be in the south eastern corner. More details when they come to hand.



One of Cal's modifications



*This one left to Russell to restore !
He's an expert in this type of restoration.*





Conversions

As shown in the photos John B and John T have converted their respective planes, (Bixler and Hawksky), from pod pushers to front prop driven with great success. The twin engine Bixler of John B flew but according to Cal the pilot it was the worst plane he has flown. Abominable I think was his verdict. Consequentially John B has decided to convert it to a single engine mounted on the nose.

Fire !

The Jet plane in the photo actually started emitting smoke in mid flight and Deputy Fire Commissioner Cal was quickly on the spot on touchdown to extinguish any flames.

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A Whopper !

Cameron, our youngest Member, turned up at the field with his latest acquisition as shown in the photo. Unfortunately, because of its size, weight and noise output, it couldn't be flown at Ziegenfusz Park. It has its own specially constructed trailer to convey it to suitable venues.