



Flying High News

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Guess who?



You might think that this model was destined for the bin, but think again. Russell restored it to flying order.



Photos show family members of John B's clan celebrating his eightieth birthday...

Glen's Weekend Experience !

Over the weekend of 9/10 November, I hitched up my little caravan, loaded a couple of planes and travelled to Tin Can Bay Model Aero Club. The MAAQ had advertised that a large scale "flyin weekend" was on offer at the club and I could stay at the club and participate as I wished. Refer to the circular from the MAAQ and circulated by our RAMS secretary on 30 September.

I arrived at the club mid afternoon on the Friday and set up camp at the field. All facilities provided (Showers, Toilets, power, Canteen etc. provided for \$10 per night). The weather was warm and a little windy and smoke was provided via the Bush fires from just South of Rainbow Beach. Just sign in using my MAAA number and I'm ready to fly.

There were already plenty of flyers present setting up for the week end and I found them to be friendly and helpful. This was a first for me, flying at another field. Most had trailers attached to carry their planes, all big ones. The smallest were around 3m wingspan the larger between 4 and 6m wingspan. All were scale models, almost all constructed from kits ARF PNP etc. The small models were powered by two stroke and four stroke petrol or Glow engines. I did not see a diesel. The 4m pylon racers had 100cc twin cylinder flat two stroke motors. My lawn mower has a 125cc engine to give a perspective.

The club was opened to spectators on both the Saturday and Sunday. Entrance was a gold coin donation. The canteen provided food and drinks for the weekend and probably made a killing.

Of special interest on show was a 50% scale Piper Pawnee powered by a 4 cylinder

version two stroke of around 200cc. Again this was a flat engine. This plane was used to tow 6m scale gliders into the air; great to watch and very realistic.

There was also a model of the very popular 50s and 60s overseas airliner Super Constellation. This was flown on both days with its four engines and flashing lights. It looked especially noteworthy flying late on Saturday afternoon into the setting sun. The owner was considering adding lights into the passenger area so that the windows would show up. It sounded like the real thing as well. Wing span was around 6m and required three to carry and set up time was measure by the hour.

On Sunday morning the wind had dropped out a little and the 3 pylon racers gave demonstrations of what an expert pilot can do with a 4m plane. Young Cameron, who learned to fly at our club, was one of the demonstrators. The first flyer started flying prescribed patterns explained to the audience by a man on the microphone. Then it was Cameron's turn. The commentator gave up after the first manoeuvre. He blew the crowd away with his antics and frightened some as well.

Then it was Aaron's turn, I truly did not believe it was possible to fly a bloody big model the way he did. One event he was flying with the transmitter behind his back and kneeling on the ground as if praying to the aircraft. Then he turned the motor off during a vertical dive, pulled out of the dive upside down did a landing approach still upside down to the dismay of the crowd and then simply flipped it over and landed right in front of the crowd. He had stood up with the transmitter in front at this point.

I found out that later that 26 year old Aaron owned most of the planes in the park (He is single) and arrived with a bus length trailer towed by a full sized bus. The whole family it seems is involved in flying, could be called the family circus.

The World War 1 planes seen in the photos are also worth comment. The builder is a local and in his early 80s. The detail in the models constructed from existing real drawings and research was incredible. One of the models even used cables to flex the wings as used by the

original. These models were flown by a very trusted younger pilot. A good example of how the hobby used to be before the factory manufactured kits became available.

Yes I did fly, I put my trusty old Devil into the air while all the experts were busy packing up on the Sunday afternoon and was the first electric to hit the air all weekend. Another camper from the Redcliffe club followed me with another foam electric: he had also been hiding under his caravan.

Overall I found all the clubbies to be friendly and unaffected and invited me to fly with them anytime. They must not realise how dangerous I really am.

Cheers Glen

(Note Glen's photos of some of the planes encountered at the "Flyin").

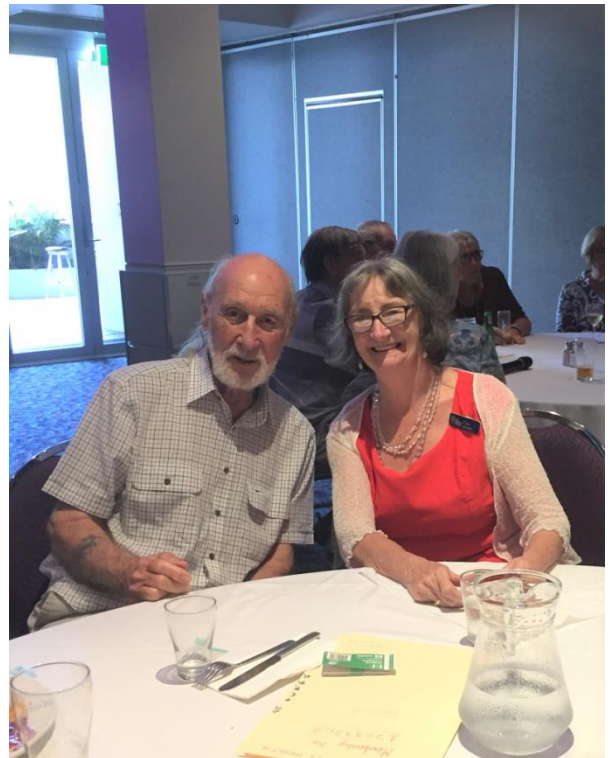




Stuart Martin

Stuart (alias Stu) hasn't been seen around the field for some time and we understand that he is having a bad time of it medically. We wish him well and hope that he can visit sometime in the future.

Sincere thanks to our resident photographer Deb Shinnars for the excellent photos of those attending our 2019 Christmas Lunch at the Sharks, Victoria Point.







That elusive scarlet pimpernel Russell popped up to take home the Lucky Door prize. I'm told that he can't grow a beard at the front so he's developing some hirsute growth at the rear!



Phil Smith somewhat pole-axed and making light of it, receiving his award for the first pilot to engage with one of the huge, immense and high light poles.



A shot of Ron playing Chief Test Pilot for Steve's new chuck glider design.



What's this? Look out for the lions Russell or has he opted to land on our elevated runway reserved for emergency landings and protected by a resident cricket bearded gamekeeper.



OBE's

Pictured are the five RAMS Members who have received the OBE, (Over Bloody Eighty) namely, in seniority: Geoff, John T, Ray, Jim and John B.
A total age of 412 years!

***RAMS Committee wish all
Members a Happy and Safe
Christmas and Happy
Landings in 2020.***

Normal flying operations at the field will carry on throughout the Christmas break.

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