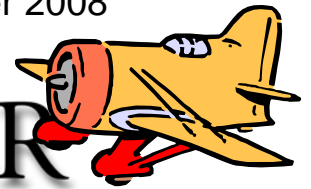


THE NORTHERN FLYER



ACN A000187B

Darraweit Guim Clubhouse Phone No 0357891448

Field GPS Coordinates
S 37° 26' 43.0"
E 144° 51' 18.3"
(Front gate)

Secretary: Mark Sills 9434 5354

President: Robert Macdonald mob 0405750259 Ph: 94013081

Web: www.northernflyinggroup.com

General Meeting.

The next General meeting is at: **8pm Monday 1st December**

The Nick Ascenzo Reserve hall on the corner of
Alexander Ave and Boronia Ave, Thomastown.

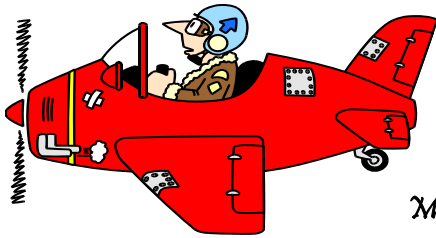
Melways Ref Map 9 B7.

WHAT'S ON

| | |
|---|------------------|
| Darraweit Christmas party | Dec- 6th |
| | |
| Indoor Night 3 rd Sat each Month Mill Park Basketball Stadium (Behind stables shopping center. | Next: Dec- 20 |
| Club Comp Last Sunday of the month | Next: Nov-30 |

**A very merry Christmas, and Happy new year, to all
Members, and Friends, and may your stocking be
filled with things that fly, or makeum fly.**





**PRESIDENT'S
REPORT
BY
ROBERT
MACDONALD.**

With Christmas now just around the corner, I'm really looking forward to some time off. It seems to have been a flat-out year. I feel that we have had a good year so far, with many things going on at club level, from flying events, to working bees and the Bunnings BBQ. All have run well, thanks to good planning and most of all, due to the outstanding support and assistance from members. November's Working Bee once again had a fantastic response, with 22 members coming to share the load. We had a lot of jobs to be done. We spread 20 tonnes of sand on the car park and flight lines, brush-cut and poisoned weeds around the flying fence line and watered and checked planted trees (only 4 dead out of 480). We fertilised the N/S runway, and worked on the E/W pits. We also re-tied the shade cloth around the water tank fence and flight-line barriers. We washed down the outside of the clubhouse and chairs, weeded the paths, mowed the runways (thanks to Ian Wilson for getting his brother's BIG mower) and 'spring-cleaned' inside the club house. With so many people helping, we had it all done by 12 o'clock and no-one had to bust a gut! We had a great lunch cooked up by Bazz, Dave B and Ewan. These guys are part of a large group that are always around, willing to do whatever is needed to get the job done. Thanks guys! After lunch we had a great afternoon of flying and the place looked fantastic. Thanks to all that helped to make it an easy day. There is always something needing to be done at the club. If you can't make it to working bees, please ring Brian or myself and we can arrange a job for you. Also, next year, we have some 2 and 3-day events coming up for the VMAA and will need help on these days.

One of the accidents that happens too often in aeromodelling, is people cutting fingers on props. I know I've done it, and it hurts like hell. So, spare a thought for one of our junior members, Dan Wilson, who experienced a similar incident. Dan was doing a part time job splitting logs. Suddenly, he found his right hand ring finger had come off and was sitting in the palm of his hand! After what must have been intense micro-surgery, Digit Dan and his reattached finger are doing very well.

As we make the last run to Christmas, we still have things going on. Bazz has got a great event lined up for the last comp for the year! I feel that club comps are not only good fun for members, but for the club as a whole. They offer another opportunity for members to get together for some fun and a bit of a laugh while improving their flying. See Bazz's report for details.

It is the last club meeting for the year and if it's as good as the last one it should make for a fun night. Last month, we had a great session of 'Show and Tell' and a small group did a rehearsal for the 'White Christmas' carol.

***Darraweit Christmas Party,
Saturday December 6th***

The Darraweit Christmas party will be a great success, I'm sure! It's on at the primary school, with a 5pm start. Dinner is being served at around 6:00. and Carols from 7:30. Some of us will help set-up the lights and the stage and assist with the food from around 12:00 onwards. Last year, it was a well-supported event by Northern members and their families and all had a really fun night. Some of us are trying to sing a Christmas Carol this year. Ken has picked out 'White Christmas,' so if you would like to have a go, please let us know at the next meeting. It's a bit of fun! Most of all though, come along and have a great night with your family and friends.

VMAA trophy: April 2009

The VMAA have asked to run the VMAA trophy at the State Field. Entries have been down during the past few years and hopefully the change of venue may get some new clubs involved in this great event. We are always looking to get new members in the team and we are willing to help anyone wanting to have good go at it.

| | |
|------------------------------------|--------------------------|
| Helicopter | 2 rounds |
| Scale Aerobatics | 2 rounds |
| Thermal Glider | 1 round |
| Scale (no static judging) | 2 rounds |
| Fun Fly (loops & rolls) | 2 rounds at least |

(but not necessarily in this order)

SUNDAY'S EVENTS

| | |
|---------------------------|--------------------------|
| Electric Glider | 4 rounds at least |
| Club Racing | 4 rounds |
| Old-Timer Duration | 3 rounds |
| Musical Landings | 2 rounds |
| Most Unusual Model | 1 round |

CLEANING UP: We have a bagless vacuum cleaner for all to use. Also, a reminder that any rubbish you make is to be taken home, and please wash and dry any cups and plates you use.

Well, that's it for another year. I hope that you and your family have a safe and Merry Christmas and I look forward to seeing you at the events coming up before Christmas.

This Month's Club Comp

Bomb the target.

10.30am Start Sunday 30th

load an egg on your plane, climb to (height to yet be worked out)and hit the target, any type of plane allowed, if you haven't got bomb doors, tie on cups and eggs will be supplied

Hope you can help make a fun event.

Baz

December club Comp.

Carrier Landing.

10.30 Start December 28th

Come and try your precision landing skills, by landing on a carrier deck painted on the strip. And this is from somebody who has trouble hitting the strip.

Cheers for now. Baz

Hints & Tricks

NO MORE SPLIT PLYWOOD!

I decided to modify an old soldering tip on the grinder to make a tip that could burn through thin lightply. If you're sick of the splitting that occurs when you drill it to fit your servos or switches, you will like this. The ply on servo boards is often a bit thin and if you crack the holes they'll need heaps of strengthening with cyano to hold a screw. This method leaves the holes nice and strong.



An Introduction to Aerotowing

Assuming you have not done this before, here is how to accomplish a good safe tow. Using the appropriate sized tug for the task at hand, line up on the field facing into the wind. Stretch out the towline downwind. Out of courtesy for other pilots using the active runway, always have the loop installed into the nose of your glider before going out to the start point.

If you are sharing the field with other flyers, power or sailplane, this means tying up the flight line for a minimum amount of time. And of course, safety; exposing your body to flight traffic for a short a time as possible. Hook up your sailplane to the towline. Check your controls. Take slack out of line with the tug. Make sure your ailerons and rudder are not coupled on the sailplane.

If you are not using a retract, a tow off the grass with out a Dolly should be no problem. The friction of the fuse on the turf will make it relatively easy to get going by holding a little down aileron on the high wing. If you are using a retract, the tug pilot should take care to ease on the throttle until things get moving. Once the slack is out of the line, the tow pilot can gently apply full throttle and go. Level your wings and let the sailplane rise on its own accord, if it doesn't, gently input up elevator to get things going.

The tow pilot should establish a very gentle turn as soon as things are up and going about 75 feet or so. It is important to not fly straight out too far before turning as the first turn with the sailplane is difficult to see when it goes knife edge relative to your eye. The glider does not turn with the tug but remains straight and level flight, UNLESS you get out of position, then you must correct or release and try again. Keeping the wings level keeps the tow line tight in the turns.

SET YOUR TRIMS NOW for a reasonable climb, once you get to higher altitudes it will be difficult to do this. The tow pilot must judge his rate of climb based on the glider he is towing; the glider pilot, who can see the flag and if there is any slack, can direct the tow pilot to climb or level out as the case may be.

After a few tows you will develop your own rapport between tug and sailplane pilot. When in doubt release. No if, ands, or buts. You can always do another tow. Do not fly

higher than you can see. This sounds obvious, but beginners forget that they have a release switch in their hand, and blame the tug pilot for towing him too high. Watch the flag (if you use one), it will tell you if there is slack in the line and also when you are released.

The tug pilot should fly large gentle circles or figure eights. The climb rate should be in accordance with the power of the tug and weight of the glider. Shallow is usually better than too steep. If the glider overtakes the tug, then the tow pilot needs to increase his angle of attack or the glider pilot should feed in a little up trim. Spoilers should not be used as this just creates more drag.

The direction of at least the first turn should be established before taking off. The sailplane pilot's job is to keep his wings level using ailerons only. Once released you can re-couple ailerons and rudder if you like. Keep in mind some high performance scale sailplanes cannot be flown coupled. Learn now, and save yourself the trouble later.

The concept that seems the least understood in towing is that the speed of the tow is determined by the angle of attack of the tow plane, NOT the throttle setting. Use full throttle, and if you are flying too fast for the sailplane just climb more steeply and convert speed into altitude. If you start playing with the throttle during a tow you will often create slack in the line.

These are the basics. Please allow that there are many variations on this technique. Nothing is cast in stone, but by and large this system works and is proven to work. Be advised that while towing from the tail of the tug is possible, it is not safe. NEVER tow from an attachment point underneath the tug!

TBC Next Newsletter.

Baz.