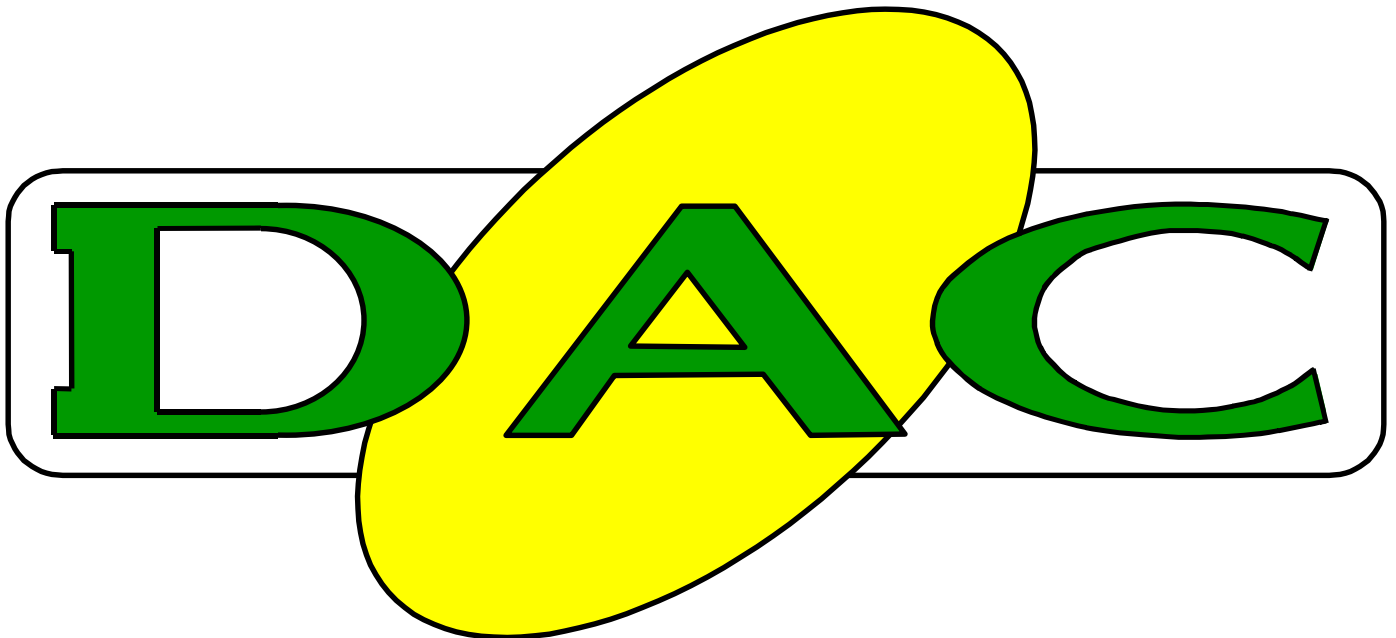


# Newsletter

February 2002

## DONCASTER



## AERO CLUB

NEXT MEETING 18/2/02,  
AT THE CLUBHOUSE,  
8:00pm SHARP

# *President's Report*

Greetings to all. I trust you and your families all had a Merry Xmas, and happy New Year.

Well, what did Santa bring? I haven't spent much time at the field lately so I haven't seen a lot, especially given the difficult & ever changing weather conditions. We've been blown out, washed out, & thundered out, for the best part of summer so far, so lets keep our fingers crossed for the future. I hope you've had some opportunity to at least test any recent 'acquisitions'.

It's good to see the continuing broad mix of models and flying at DAC, and that with all the restrictions caused by the foul weather many still find the opportunities to get airborne.

We unfortunately had another break-in recently, but the losses weren't too high. I won't go into detail, but just wanted to mention it as these things are constant reminders for us to secure our facilities on departure, and report any unusual incidents to the local Police & Council. Thanks to Graham Kay & Richard Page who sprung into action and gave up a Saturday to immediately rectify all damage.

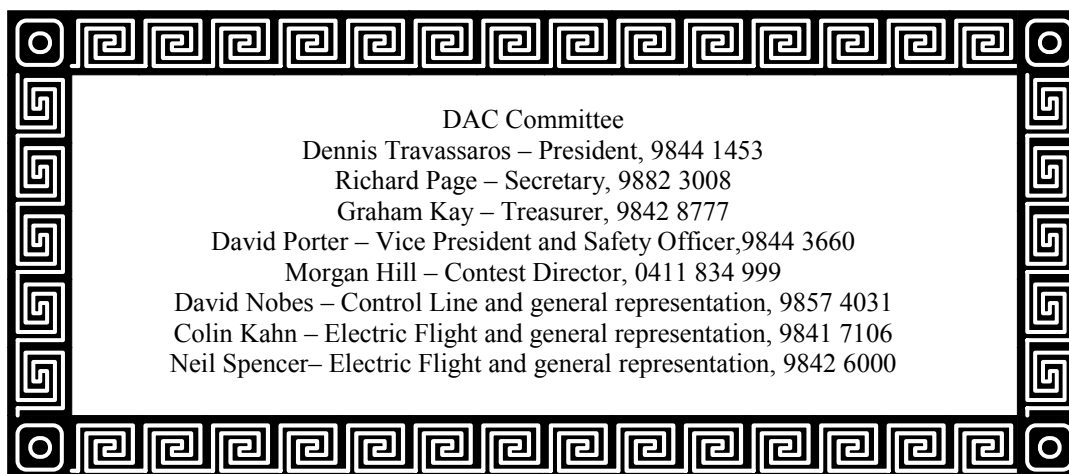
It sounds as though the Camperdown 'get together' went well, with a number of pilots and models attending. Some 60 – 70 flyers participated in all, many travelling a long way from home to be involved, several even interstate!! Congratulations to local celebrity Max McCullough on getting his photo in the papers whilst launching his huge A320(?) glider, it looked magnificent..

The VMAA trophy is fast approaching and Morgan Hill will be this year's Team Captain. Thanks to Cliff McCiver & Paul Marlan for joining the 2002 team; we won it last year, let's see DAC do it again!! Please direct any enquiries regarding the event and our entry to Morgan Hill on 0411 834 999. The event is now being held on April 13<sup>th</sup> / 14<sup>th</sup>.

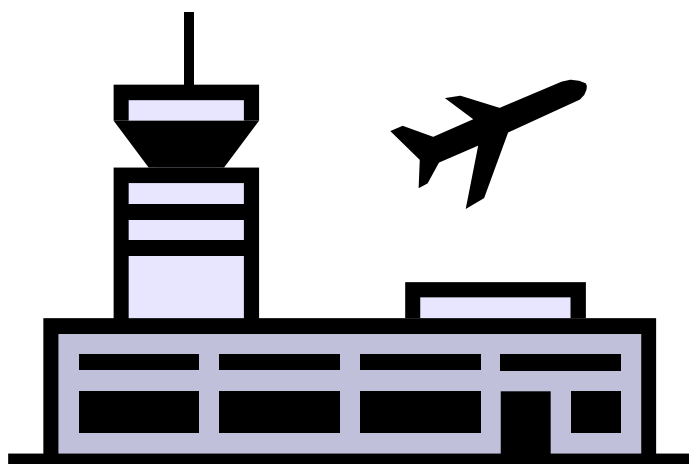
Our next meeting is Monday 18/3/02, starting at 8.00pm sharp, at the clubhouse. Please come along and contribute to our discussions.

Regards,

Dennis Travassaros, DAC President



# Flight Tower Conversations



The following are accounts of actual exchanges between airline pilots and control towers from around the world. They were sent by one of our experienced, internet enabled members, Mr Colin Kahn – thanks for the contribution, and the giggles!!

While taxiing the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. The irate female ground controller lashed out at the US Aircrew, screaming: "US Air 2771, where are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C's and D's, but get it right!"

Continuing her tirade to the embarrassed crew, she was now shouting hysterically: "God, you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes ma'am," the humbled crew responded.

Naturally the ground control frequency went terribly silent after the verbal bashing of US Air 2771. Nobody wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high. Then an unknown pilot broke the silence and asked, "Wasn't I married to you once?"

~~~~~  
The controller working a busy pattern told the 727 on downwind to make a three-sixty - do a complete circle, a move normally used to provide spacing between aircraft. The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?"

Without missing a beat the controller replied, "Roger, give me four thousand dollars' worth."

~~~~~  
A DC-10 had an exceedingly long rollout after landing with his approach speed a little high. San Jose Tower: "American 751 heavy, turn right at the end of the runway, if able. If not able, take the Guadalupe exit off Highway 101 and make a right at the lights to return to the airport."

~~~~~  
It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City.

KC Approach: "Malibu three-two Charlie, you're following a 727, one o'clock and three miles."

Three-two Charlie: "We've got him. We'll follow him."

KC Approach: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

Delta 105 (in a thick southern drawl, after a long pause): "Well...I've got something down there. Can't quite tell if it's a Malibu or a Chevelle."

~~~~~  
Unknown aircraft: "I'm bored!"

Air Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said bored, not stupid!"  
~~~~~

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7."

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7. Did you copy that report from Eastern?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern and we've already notified our caterers."

---

The German air controllers at Frankfurt Airport can be a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign "Speedbird 206":

Speedbird 206: "Top of the morning, Frankfurt, Speedbird 206 clear of the active runway."

Ground: "Guten Morgen. You vill taxi to your gate."

The big British Airways 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by a moment, Ground, I'm looking up our gate location now."

Ground (with arrogant impatience): "Speedbird 206, haff you never flown to Frankfurt before?"

Speedbird 206 (coolly): Yes, I have, actually, in 1944. In another type of Boeing, but just to drop something off. I didn't stop."

---

O'Hare Approach Control: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound."

United 239: "Approach, I've always wanted to say this...I've got that Fokker in sight."

---

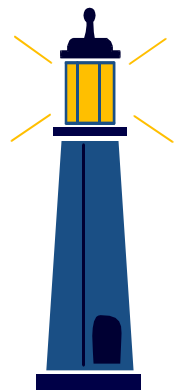
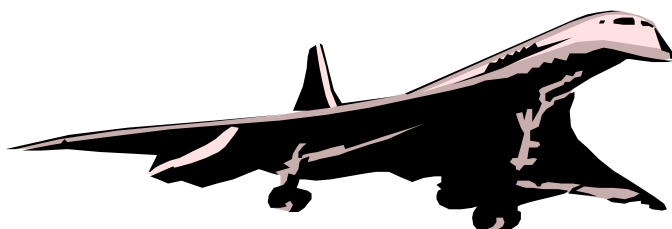
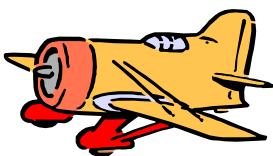
A Pan Am 727 flight engineer waiting for start clearance in Munich overheard the following:

Lufthansa (in German): Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice (in a beautiful British accent): "Because you lost the bloody war!"



## Tips for the Beginner

### Nicads - how to optimise your electrons.....

Whilst opinions will always differ, many people I've spoken to, combined with my own experience, have contributed to my understanding of Nicads, and how to get the most out of them. Something you should always pay attention to is the condition / function of your Nicads as failures can be quite sudden, resulting in disaster. Broadening your understanding of Nicads in general will help avoid this. As the experienced members know, this article could easily take up many pages, so I'm keeping detail to a minimum. Another point to note, my comments only apply to Nicads, **not** Nickel Metal Hydride (or others), and the technologies differ substantially.

Many believe that charging your system overnight before a day's flying is all you need to do, which may be OK in most instances, but that doesn't necessarily tell you how healthy your Nicads are, and you can do a lot better. Traditionally trickle charging over a longer period (10 – 15 hours depending on the charger) provides for better results, but you should also think about maintaining and monitoring the cells, not just charging them. Fast charging obviously provides for convenience, less preparation, and is an absolute must for high usage / demand applications, e.g., large scale or aerobatic models, and electric models, so familiarisation in fast charging may also be essential.

Charging should be done with your radio system's charger following the manufacturer's recommendation (to the letter for best results). Fast charging is also necessary for many applications, hence there is a range of chargers available, and I'm not about to start naming them, but as a general rule of thumb, you get what you pay for. Spending a little more doesn't just buy more features in a prettier package, it normally buys better technology for peak detection and the charging cycle in general. Be prepared to invest in a good fast charger, if you want good results, and when you purchase one always refer to the manufacturer's instructions. Another rule of thumb with fast charging – charging any cell or pack in less than about 15 minutes is too fast, reduces battery service life, and its capacity. Fast charging for too long can be just as damaging, or worse. If the charger doesn't detect the peak voltage quickly / accurately and automatically switch over to trickle etc., the Nicad will literally melt down, and potentially cause a chemical fire. As there are so many variables with fast charging from the input source, the charger, the cell(s), to the charge time / rate etc., I won't explain it all now, but please start learning. Monitoring the temperature of the battery with the back of your hand is a very quick / broad test. Anything hotter than luke warm indicates something's not right.

Maintaining your Nicads really just involves using them, and cycling, or 'exercising' them. Nicads left unused for lengthy periods, can be rejuvenated sometimes, but sometimes not. The best thing to do if you don't plan to use them often is to cycle them, and as the name suggests, it means to run them through the complete discharge / recharge cycle. Battery cyclers are commercially available at very little cost, and well worth the investment. These normally flatten your Nicads to the correct level, and then you recharge them normally. Cycling your cells once a month should keep them quite healthy, and you should do this whether you plan to use them or not. It's normally quite easy to cycle the receiver pack, but that's not normally the case for the transmitter – always get professional advice which relates to your equipment before cycling anything. In some cases it may be easier to get a radio technician to install a socket on your transmitter for cycling.

Monitoring Nicad condition also helps your understanding of Nicads, and ensures their condition is flightworthy. Again, battery checkers are commercially available, quite inexpensive and well worth the investment, and easy to use. If a Nicad pack has been well maintained, you will find it holds a higher state of charge, for longer, or has greater capacity. You'll notice this with the results your battery checker provides, when you test the model's flight system at the field after flying progressively.

Keep an eye on the transmitter's voltmeter during the day too, if it drops too low, the transmitter should emit an audible warning. Transmitters vary in this and other respects however, so familiarise with yours. If I'm flying all day, my transmitter voltage will drop to a little below 10 volts (around 9.7 – 9.8), and the beeper goes off at about 9.2 volts. Whilst cycling it's battery is a little more difficult, it provides the same benefits. Again, cycle the pack once a month regardless of how much you use it, but not before you're familiar with the process because it is tricky, and you can make matters far worse if you don't do it properly. Never use your transmitter if you doubt the voltage reading,

and don't wait for the warning beeper if it's equipped, read the instructions and always stop flying well before either situation is reached.

Using the basic principles of correct monitoring, maintenance / cycling, and charging, will contribute to an improved overall understanding for you, and the best results for your Nicads. Even with the best practices however, Nicads will fail eventually, and personally I wouldn't keep a pack beyond 3 or 4 years (depending on usage / maintenance). Improving your understanding of Nicads is your best form defense, or failure prevention. As you build your knowledge of Nicads, you'll begin to read their operational characteristics, and identify from that how to handle them, improve them, use them, and finally dispose of them, well before you're left looking at a pile of splinters / debris on the ground, wondering what may have caused it.

Other things you need to be mindful of are cables / wiring, connections, and switch harnesses etc., as they can also cause power loss / malfunctions. All Nicad packs should be sealed / welded to eliminate poor connections. Treat it all like your own pacemaker – learn how to handle what you should, and leave complex areas to the experts.

You'll get many varied opinions on Nicads, and the one that really counts is yours, because it's the one you'll employ – develop it wisely and ask experienced modellers for advice....

Dennis Travassaros





# NEXT MEETING

Come along to discuss the club's operation, and provide input on various issues. It's also time to get things in order for the 2002 VMAA Trophy, and see if we can win two year's running!!

Date: 18/2/02

Time: 8pm start

Venue: The Clubhouse

See you there...

Dear



Jake,

DJ,  
I learned to fly last year and recently bought myself a new computer radio. I am amazed to find that I can couple in all sorts of control movements to make my flying easier and smoother. However the last time I flew I landed heavily and broke off approximately 15 mm from the tip of one blade. When I restarted the engine the vibration was alarming.  
I have reread the instruction manual many times and there seems to be no function that I can dial in to reduce the vibration.  
Have I got an out of date radio or should I purchase a more expensive piece of equipment that will have this facility??  
Muggins from Mulgrave

Dear Muggs.,  
The trouble with you guys is that you go mad buying expensive radios and then can't afford to buy props. You could try filing a 7.5mm slot in the hub towards the longer blade.....  
Jake

DJ,  
I read with interest your revelation in the last issue of the magazine that you have a twin brother named Jack. I also deduced that your father's name is John.  
Why don't you get Jack to write your column because I'm sick and tired of putting up with your stupid rubbish?!?  
Disgusted from Donvale

Dear Disg.,  
Jack has been ghost writing this segment for years....  
Jack

??!!??