



Flying Tyger

Volume 8; Issue 1

June 2011



Club News Letter

Next Meeting

AGM

26 July 2011

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Oudtshoorn**

**Aerobatics
Training
11 July 2011**

**WP Round 3
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Chairmans Chat

Pieter Kapp

What is the definition of a 'meeting'. A general meeting, like our bi-monthly meeting, involves a committee, headed by a chairperson, and its deliberations are recorded in a written form, called minutes. Under the doctrine of collective responsibility, decisions taken at these meetings bind all members, whether present or not. Now doctrine of collective responsibility, rules that every member who participates (or who is suppose to participate) in a decision making group is

- 1) equally responsible for the consequences of the decisions taken
- 2) Should fully support and abide by the members decision (whether or not he/she participated in the decision making process, otherwise
- 3) Should resign from the group.

Point 3 is quite harsh, but to rephrase this— if you do not attend our bi-monthly General Meetings you will feel sidelined, not being informed about future happenings at the club, not be part of the decision making process and this can sometimes lead negative comments and uncalled for criticism. It should also be of interest to you, as a member, to know how the

money is spend, what the upcoming events are, feedback from the special interest groups (SIG) etc.

By the time you read this, the TMFC website should be up and running. The framework of the site was shown at one of our general meetings and well accepted. From here-on the site must grow with relevant information about our club, the activities and useful information. The advertising link is only for members who want to buy or sell and not intended for business use.

Congratulations to Ernie Smith and Johnny Calefato for their recent performance during the National LSA and Scale event at BOMAC— see Ernie's article.

TMFC made it onto the 3rd page of the Tygerburger with a nice picture of Johnny and Ernie.

You will all agree that the field is looking quite immaculate. A urinal (men's only) is in use between the container and the toilet— thanks Norman for your hard work.

Just out of interest, read the article in the latest SAMAA News page 9 and 11 on batteries by Dave Armitage. Although not all questions about batteries are answered, Dave gives good advice on regulators and what type of battery to use.—See you at the meeting

As a reminder the club fees are as follows:

Full Member	R700-00
Junior Member	R300-00
Pensioners	R300-00
Joining Fee	R800-00

Safety at the field is of the utmost importance. The Safety Rules and by-Laws are well documented. No Pilot shall fly without the minimum Grading requirements (SAMAA SOLO) unless accompanied by a SAMAA / Club Instructor.

TMFC Instructors

SAMAA Instructor Judges—	Johnny Calefato Charlie Blakemore
SAMAA Instructors-	Arno Bergman Pieter Kapp Deon van Zyl Peter Aldridge
Club Instructors-	Martin Knoetzen Deon Vosloo Johan Grobber Wessie van der Westhuizen Carlo Herselman

Website <http://www.tmfc.co.za>

EXECUTIVE COMMITTEE

Chairman	Pieter Kapp
Vice Chairman	Charlie Blakemore
Treasurer	Johan Grobler
Secretary	Martin Knoetzen
Legal Matters	Marais Kruger

All correspondence via email: info@tmfc.co.za

WING GRADING

Congratulations to the following members who obtained the following wing grading:

Elementary

Kevin Hart
Tobie Winterbach
Stephen Cakebread

Bronze

Barry Crawford

Visit to the club from an old friend

After sitting in numerous airports and 2 days of flying from Toronto Canada I arrived in Cape Town for a 3 week vacation. The first person to call was my good friend Charlie Blakemore. Having been a modeller in SA Charlie and myself spent many days flying together and were



members of the same club at one time. I have been sent many pics of the TMFC showing the building process, but had not seen the new club. Still exhausted from the trip I received a text "going flying at 7am tomorrow meet me at the One Stop" cool I think holidays about to start. I was taken to the new club and met Pieter Kapp there as well. Charlie insisted that I fly his Midwest Extra, as I did not get the chance to fly mine when I had it (we won't go there) although the wind was blowing a bit the plane flew very nicely and It felt just like the old days. I think you guys have one of the nicest setups in a club with no traffic except some cows strolling about good pit area and plenty of open space and to me it felt very peaceful out there. You guys did an amazing job of sorting your flying club out and I hope you have many years of good flying ahead. At one of our many breakfasts together Charlie presented me with a club shirt and cap, which I appreciate, and will wear it during my flying season here in Canada.

I would like to take this opportunity to thank Charlie and Pieter for the good times and countless laughs we had while I was there. You guys rock big time!!

Regards

Selwyn Sischy.

2010 saw **CLOWNS HOBBIES** go from strength to strength, and we realise that YOU, our loyal patrons are the reason behind our success. .

As a token of gratitude, we would like to announce the following specials to TMFC Members.

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2011 South African Scale Nationals and Boland Large Scale Aerobatic (LSA) championships *by Ernie Smith*

This event was hosted by **Bomac (Boland Model Aircraft Club)** which is located in the beautiful Paarl/ Wellington wine lands area. This was the first time in many years that a Scale National competition of this type was held in the Western Cape. Organising a national competition of any type usually requires many dedicated people who are prepared to give their time with little reward, financial or otherwise. The other fact is that most clubs usually run a financial loss after hosting such an event. Given the above facts most clubs prefer not to get involved.

Bomac however, with little or no experience when it comes to organising competitions of this nature went ahead and hosted this event. It was great to see the enthusiasm of the Bomac organising committee and their members and how proud they were in achieving this goal.



Allans 1912 Blackburn

The competition took place over the Easter weekend and started on the Friday 22nd April 2011 in glorious sunshine with absolutely no wind. The usual glitches namely, pilots arriving late for the pilots briefing, some last minute withdrawals due to aircraft that were damaged while practising etc. forced the organizers to change the program for that day. Since the Boland Large Scale Aerobatic and the National Scale competitions were run in conjunction with one and other, matters were further complicated. The program times for the various disciplines within the competition had to be changed resulting in the LSA pilots being asked to fly first. Since they were only suppose to start round 1 @ 11h00 one could imagine the frantic rushing around to get the planes assembled and fuelled for the ready boxes. In the ensuing momentary chaos the two LSA judges namely, Fanie Fourie and Ray Moody took their place on the flight line and the LSA pilots took their places in the relevant ready boxes. There were five entries in the Intermediate LSA class namely, Kurt Macrill, Allan Carpenter, Johnny Calefato, Ernie Smith & Michael Basson. Kurt and Michael had to withdraw, Kurt's withdrawal due to a damaged plane that could not be prepared in time. This left the Intermediate class with three contestants, namely Allan Carpenter, John Calefato and Ernie Smith. Allan flew his well prepared 27% H9 Extra 260 and Johnny flew his new 30% Katana with a 50cc competition series Tartan twin motor which performed exceptionally well for a methanol motor. Ernie flew his new 35% H9 Extra 260 with a 110 Bi 3W motor which also performed well. In the LSA Sportsman class there were originally four entries of whom two withdrew. Unfortunately, Gus Thomas broke his Yak while flying a 3D display for the public prior to his round, leaving Bradley Carpenter as the only remaining participant. The first round of LSA Intermediate was flown on the Friday with Allan Carpenter in first place, John Calefato in second place and Ernie Smith in third spot. Young Bradley Carpenter although being the only competitor in the Sportsman class, flew exceptionally well in the first round. The weather fore-

cast for the rest of the weekend did not look good with rain and wind being predicted for late Saturday and the Sunday. Although the competition was suppose to take place over three days , with one round on the Friday, two rounds on Saturday with one round and the prize giving on the Sunday, the organizers decided to cancel the last round on Sunday . This meant that the competitors had three rounds to compete, with two rounds to count and one throw away round. In LSA each round has two sequences or schedules therefore since three rounds were flown the pilots were judged on six sequences. Since one round (two sequences) can be discarded this leaves four sequences to count.

Rounds two and three of LSA were flown on Saturday . The second round was flown in good weather with very little wind. Allan had another consistent flight with Johnny also showing potential with his Katana. Ernie's Extra finally behaved after all the teething problems were ironed out and he was able to put the sequences together. Bradley had another impeccable flight in rnd.2. Rnd.3 was flown in a windy crosswind with most pilots losing their lines. Needless to say the scores were not as good as in rnd.2. The results of the Intermediate class rnd.2 and rnd.3 was Ernie first place, Allan second place and Johnny third place. In rnd.3 Bradley once again performed well in the Sportsman class.

The final results for

LSA Sportsman

1st: Bradley Carpenter

LSA Intermediate

1st: Ernie Smith

2nd: Allan Carpenter

3rd: John Calefato



There were quite a number of really good LSA pilots who did or could not participate in this event for one or other reason. They were missed by everyone involved with LSA

The Scale National event consisted of three different classes namely, **F4C, Stand off Scale and Sport scale**. A basic description of these classes for those of us who don't participate in Scale competitions are as follows: F4C is a class where detailed documentation and knowledge of the model aircraft is required. In this class the model aeroplane has to be a replica of the full size plane. The model is thoroughly scrutinised and points are then awarded for what is called static. The pilot must also be able to fly this model in a predetermined schedule mimicking the flight of the full size plane. Points are then awarded for the flight. The static and flight points are then added to obtain the final result



Stand off Scale is a class where the model is judged from a distance of not closer than 5 meters and the plane has to be 100% scale with the necessary documentation as with the above class. The scale detail on these models in this class is not as important. The model is scored statically and a score is also give for the actual flight. The two scores are then added to obtain the final result.

Sport scale is a class where the model has to be at least 10% scale. No static judging takes place and only the flight of the model is judged to obtain the final score.



John' Calefato's Piper Cub

All of the above classes were flown as with LSA over a two day period. The Static judges were Jan Coetzee, Nick Van Rensburg and Andries Theron . The other judges were Noel Booyens , Ray Moody and Kenny . These

are of the top scale judges in S.A. In fact Jan Coetzee will be the chief static judge at this year's world champs.

The **F4C class** had three entrants namely, Johan Ehlers, John Calefato and Dirk Coetzee. Dirk's model was really beauti-



ful with lots of detail but failed to score any static points. This may have been due to the lack of proper documentation. Johan Ehlers had a well prepared model that has performed very well for him in the past and obtained the highest static scores. His documentation and knowledge of his model was excellent. John Calefato's static points for his Piper Cub were not as high as they could have been as he ran out of time refurbishing this model before the Nat's. The static results for F4C were Johan Ehlers in 1st place and John Calefato in 2nd place.

John Calefato used all his experience and made up for his relatively low static score by winning both the final flight rounds. **The final F4C scores were Johan Ehlers 1st place and John Calefato 2nd place.**

In Stand off Scale there was four entrants namely, Alan Carpenter, Lo-Ammi Fourie, John Calefato and George Lawrence. In this class, Alan Carpenter achieved the highest static score followed by George Lawrence and John Calefato. Alan had three great flights with his model and George also flew consistently with his model. John had an inconsistent motor on his Breitling Cap and could not achieve the scores necessary to elevate him to 1st place. **The final results for this class were as follows: 1st Alan Carpenter, 2nd John Calefato and 3rd George Lawrence.**

Sports Scale had the highest number of entrants totalling seven. In this class Koos Pretorius had the most consistent flights. Lo-Ammi Fourie also had some good flights and posted some good scores. John Calefato, flying a 27% Extra 260 once again had a problem with an inconsistent motor and suffered dead sticks during two of the rounds leading to poor scores. Dirk Coetzee also flew very well, posting some good scores to get him onto the podium. **The Final result for this class was as follows: 1st Koos Pretorius, 2nd Lo-Ammi Fourie and 3rd Dirk Coetzee.**



Albatross

The competition was concluded on Saturday late afternoon with the prize giving and a wonderful spitbraai, humour, reminiscing and wine. It was truly great to see the camaraderie and the fun had by all. It is however a great pity that when a provincial/national event is hosted so close to home that more pilots and officials from the various clubs **don't show more interest** by supporting such an event with more enthusiasm. **Once again congratulations to BOMAC!!!!!!**



Lo-Ammi's Edge 540