



K.D.M.A.S

KLARION

DECEMBER 2023



**KLARION is the official
newsletter of
The Keilor and Districts
Model Aircraft Society
Inc.**

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PRESIDENTS REPORT – DECEMBER 2023

Welcome all to the last newsletter of 2023 and congratulations to Chris, our new editor, for his spectacular first edition last month.

November saw a couple of perfect flying days but quite a few rubbish days so everyone is looking forward to better conditions during December and into the holiday period.

Our annual break up/ Christmas lunch is on Sunday December 17 with Master Chef Kris in charge of the spit roast again.

On behalf of the KDMAS Committee I would like to wish you all a Happy Christmas and a safe and prosperous New Year.

Shane Talbot.

PARK UP-GRADES GOING ALONG SMOOTHLY

As the year comes to a close, there has been a lot going on around Sydenham Park. Mainly, the picnic table at the end of the East/West runway has been removed, and a new pressure sensor has been installed at the new boom gate to allow us to leave the club with ease. It is still unknown to us when the boom gate will become operational, but we will let you know as soon as we do!



LET ME OUT: A NEW PRESSURE SENSOR HAS BEEN INSTALLED AT THE BOOM GATE!



SPOT THE DIFFERENCE: COUNCIL WORKERS HAVE REMOVED THE TABLE AT THE END OF THE EAST WEST RUNWAY



THE BEST OF THE BEST – KEILORS TOP GUNS PUT ON AN IMPRESSIVE PERFORMANCE AT THE ASAA IMAC NATIONALS!



THE PATTERN IS FULL: A field of 48 Pilots braved the turbulent Victorian weather to duke it out over the title of National IMAC champion!

Over the weekend of the 27th to the 29th of October, P&DARCS played host to the 2023 ASAA IMAC National championships, with the best pilots from around Australia, and their aircraft making the long trek down to Victoria's south eastern entrance to the highlands. Competitors came from far and wide to test their skills and duke it out for the title of National IMAC Champion, two of

these aces, were our very own Craig Brister, and Phillip Daynes, both of which would be flying in the Sportsman class, with their respective aircraft.



Conditions were set to be challenging from the beginning, with a 55Kph downwind forecast for Saturday, and intermittent

NO I IN TEAM: Getting the Extra NG Slick 580 ready for takeoff is a full family affair with Craig getting a hand from the hardest working crew chief in the paddock.

weather events throughout the day's proceedings. I arrived at the field wondering whether the event would even be going ahead as scheduled. However, to my surprise, 48 ace pilots threw caution to the wind, and showed a masterclass of aircraft control and precision aerobatics, in what were truly daunting conditions. Some pilots had more difficulty than others, but no aircraft were lost, a true testament to the skills of these talented men and women.

NOT ALL FUN AND GAMES: Craig and Phil swapped their planes for pens, putting in a shift on the judging panel.



In typical Keilor luck, when Craig and Phil were scheduled to fly the wind turned from ugly, to brutal! Do you think this fazed them? Not in the slightest. With the windsock violently whipping in what was essentially hurricane strength winds, both men took to the skies, and put on an impressive display. Even from the ground it was easy to tell that they were both in their element in the high winds. With both of them, scoring well in the wind, and setting Craig up for a big final day on Sunday.



PHILLS THRILLS: Phil and his Skywing Exrtra flew an incredible flight in the heavy winds, keeping steady and buttering the landing

Craig, even after being put up in the toughest conditions of the day, had done well enough to set himself up for a run at the podium places on Sunday, exceeding his expectations, and comfortably grabbing 3rd place at the final scores! It's worth noting that Craig has finished in the top 3 in all of the competitions he's flown in, and his impressive performance has kept that run alive!

Phil was no slouch either, and remained cool, calm and collected, recovering well and

pulling of an incredible flight in the wind, elevating him into the top 6, and putting both Keilorians in the top Half of the Sportsman field. Massive shout out to the boys for doing us proud, and showing Australia that Keilor has some skin in the game.

Of course this event wouldn't be possible without the people who dedicated their time, into putting on a cracker weekend. In particular, ASAA president, Michael Andrysik, contest director Darren Mecklem, and the entire ASAA committee, all of which should be commended in putting on a well-run, entertaining, and ultimately fun event.

As for our IMAC boys, they're getting some well-deserved rest before the 2024 competition calendar starts on the 3rd of February, at Northern Flying group.

Way to go lads!



BIGGER IS BETTER: A truly impressive fleet of flyable house deposits were on display all weekend, with this 3.2 metre Yak casting a larger than life shadow over the pits.



ON THE COVER – EXPERIMENTAL MASS AIRDROP SYSTEM (XMAS-01) – AKA SANTAS SLEIGH



JOLLY ROGER: THE XMAS-01 being flanked by two F-15 Strike Eagles over the South China Sea

December 24th, 1969. Over the pitch black night over North Vietnam an SR-71 Blackbird conducting reconnaissance operations at an altitude of 79,000 feet had quite the shock. All was going smoothly until the SR-71 crew picked up a Bogey approaching from the rear at a rapid rate of knots. The Blackbird was cruising at Mach 3.1, but somehow the blip on their radar kept on creeping closer and closer.

Pilot Danny “Dasher” Mullins and his Reconnaissance Systems Officer Brain “Vixen” Webb were perplexed at the sight of another Aircraft not only being able to not only keep up with the SR-71, but outpace them! As far as they were concerned this was a threat. Due to the secretive nature of the Blackbird, Mullins and Webb decided to use that to their advantage, as Mullins pushed the Blackbirds engines to max power, Webb clicked the radio onto an open frequency to deter their adversary. “Unidentified aircraft on our rear, identify

yourself immediately, or we will open fire.” Webb exclaimed over the comm with a stern tone. There was silence for a minute, before the blip raced up to practically alongside the Jet. There was a crack in the static and a faint sound of bells chiming could be heard ever so slightly, before a loud, but jolly voice replied. “Oh Brian, that’s not a very nice thing to say is it.” Webb gasped in shock at hearing his name. The man continued. “And I know you don’t have any weapons aboard, and lying is a very naughty thing to do.” Before the blip rapidly accelerated at easily Mach 5 away from them and into the night, the only thing the pilots saw was a trail of sparkles leading off into the night. When the crew landed back at Okinawa, both men decided to keep it quiet about what they had seen. However when the crew entered the barracks atop both of their beds, were two lumps of coal.



HOLY NIGHT: RAF crews escort the XMAS-01 over Russian Airspace in December of 2022

This was the first ‘confirmed’ sighting of the Experimental Mass Airdrop System (XMAS-01) affectionately known as Santa’s sleigh. Since then many pilots have claimed to see the Sleigh, all of the sightings occurring in the late night of December 24th and sometimes the early hours of the December 25th. It’s said that the Sleigh has a maximum cruise altitude 90,000 feet, with a top speed of Mach 10 allowing it to circumnavigate the globe in 1 hour and a half! Not much is known about the engines, but it has been theorised that it uses an organic fuel mix of Milk, Cookies, and Carrots. Over the skies of Guam in 2012,

on Christmas morning, the crew of a KC-135 Stratotanker, received a request from the pilot of the XMAS-01, it was a simple request and one that the tanker crew obliged, one glass of milk, 9 carrots and a cookie. Refuelling took all of 10 seconds before the XMAS-01 accelerated away at breakneck pace. To the tanker crew's shock a fresh roasted ham was left for them in the hanger but no one saw anyone come in or out.

The XMAS-01's navigation system, the Radar Utility Direct Orientation Logistic Pilot Helper or R.U.D.O.L.P.H system, ensures the sleigh can fly in any weather conditions, with a 100% mission success rate. Some people have claimed to see XMAS-01 with a distinct red light on its nose, and trailing sparks following it through the night. Although we aren't aware of any weapons systems, it is best not to assume, so please be good, for goodness sake!



MISSILE-TOE: An Iranian MiG-29 fires a shot off at the XMAS-01, however it was easily avoided. The pilot received a sack of coal when he returned to the base, along with a note reading "Back on the naughty list for you."

WANT YOUR AIRCRAFT ON THE COVER? – FIND CHRIS AT THE FIELD AND ASK TO ORGANISE A PHOTOSHOOT FOR YOUR PRIDE AND JOY!



CHRISTMAS AT KDMAS! – MAKE YOUR LISTS AND CHECK THEM TWICE!

As the year comes to a close, let's all get together to celebrate the best way we can, by filling the sky with as many models as we can!



Sunday the 17th of December is our Annual Christmas break up, as this will be the third Sunday of the month, a special working bee will be held on **Saturday the 16th of December** to get the field ready

for the event. It is tipped to be a ripper event with Kris Vlahos preparing a mouth-watering Souvlaki Spit for us to enjoy, flying all throughout the day, and maybe even a few little fun games for everyone to enjoy.

Everyone is encouraged to bring a variety of models; this sport has brought us all together so the least we can do is dust off the cob webs on some of our older birds, and put them back into the sky where they belong. Personally I'll be bringing the planes I learnt to fly on, flying a model you haven't flown since stepping up in the hobby always brings with it a dose of nostalgia, back to the days where a trip to the field meant shaky hands and constant adrenaline, also it would be quite the sight, seeing 50+ trainers gracing the skies in the slowest formation display known to man.

If you do plan on attending we'd like to ask that you bring a side dish, salad, desert or snacks to compliment the incredible Souvlakis we'll be having. On that note, drinks are BYO, but please drink responsibly and maybe put the Transmitter away after you've had a couple. Regardless, it'll be an awesome event can't wait to see you all there!



THE PILOT BRIEFING: WHAT GOES UP MUST COME DOWN! WHY YOU SHOULDN'T FEAR MAIDENS.



WELL, SHE'S UP: John and his Freewing Mirage had a few teething issues during the Maiden, but John kept a clear head, and brought her home safely.

In our hobby, there are few things that get the heart racing as much as maiden flights. Whether it is a full kit build, or a BNF foamy, taking a bird up for the first time always gets the adrenaline going. However, when the blood gets pumping, that's when we're most likely to make a mistake. Maidens can force even the most accomplished pilots into making rookie mistakes, but that isn't a reason to fear them. After talking with other pilots at the club, and observing my friends with their maidens, it's clear that no one is immune to the gut stirring feeling that you get the first time the mains leave the ground, so what can we do?

The first thing we can do is pay close attention to how we set up our aircraft, it's fair to say that most BnF's and ARF's will not come out of the box with perfect throws on the control surfaces, however too many pilots disregard this and throw their plane up, and hope they can trim it during flight. Take the extra 20 minutes to go around the model and manually adjust each clevis until all control surfaces are flush and level. The next part of set up is your **rates**,

you never know how a model will fly until it's in the air, although rate settings are personal preference, it is always beneficial to set up multiple rates for all scenarios. Personally I like to set up my rates using a **throw meter** and I'll always go into a Maiden with three rate sets, my Low rates, which are set to 5 degrees of throw, my mid rates which are set to 10 degrees, and my high rates which are at 15-20 degrees depending on the airframe. This gives me the flexibility to start on mid rates and dial it up or down depending on the characteristics of the plane once airborne. After ensuring that your servos are swinging the right way and checking your CG for the thousandth time, you're finally ready to hit the skies.

Before taking off, it can help aid the nerves by doing a few taxi tests, once on the runway, slowly apply power until the model starts moving at close to its take off threshold, then kill the power and bring her around again. This can help pilots understand how their plane will behave on take-off, and landing, and it'll give you a good idea of some of the quirks of the model. Learning that your big balsa warbird needs a ton of right rudder to keep it tracking straight on the ground is better learnt on a taxi test than when trying to get airborne.

Now comes the fun part, after your plane is set up and you're happy with the ground handling, it's time to clench your cheeks, grit your teeth and send her up into the big blue. Keep your patterns simple, there is no prize for putting



MAYBE ONE LAST CHECK: Even though the Habumacchi had flown before Geoff modified it, he still took the time to ensure everything was set up just perfectly before gracing the skies.

your brand new RV-9 into an inverted flat spin on a maiden. Fly straight, trim as needed, and allow time in the air for you to acquaint yourself with the model. Remember a Maiden should only be a benchmark flight, used to work out your max and minimum flight times, set up gremlins, low speed characteristics, and weight distribution.

A common mistake people make on maidens, is underestimating the visibility of their model in the air. For instance my YF-23, featured in last month's newsletter, looked great on the ground, but once in the air was impossible to tell which way it was facing. This leads me to my next tip. **Roll out, don't pull out.** If you're ever in doubt of which way is up, it's always safer to roll your aircraft rather than pulling back on the stick and hoping for the best. This could be the difference between going home with a plane or going home with a 3000 piece jigsaw puzzle.

When it comes to landing, keep it simple, maidens shouldn't be treated any different to any other approach you do. A simple but effective trick I do on all my landings is my acronym, **SLAP.**

S – STABILISE YOUR APPROCH.

L – LEVEL YOUR WINGS, AND KEEP THEM LEVEL.

A – ADJUST POWER TO KEEP THE NOSE FROM DROPPING.

P – PITCH UP GENTLY (NOSEWHEEL) / PLANT THE MAINS.

Once you're on the ground, breathe a sigh of release, look back to the pits with a smile, and quickly retreat to the bathroom to change your pants.

So next time you take that brand new bird, remember, no one can escape maidens, so why fear them.



ROLL OUT vs PULL OUT: When John lost orientation he rolled out, when I lost orientation, I pulled out. As you can see.... John still has a working plane



DATES TO REMEMBER

NEXT WORKING BEE –

SATURDAY 16/12/23 – 9:00(0900) AM START

NEXT COMMITTEE MEETING –

SATURDAY 16/12/23 - POST WORKING BEE

KDMAS CHRISTMAS BREAK UP –

SUNDAY 17/12/23 - 12:00 (Midday)

“WINGS” ACHIVEMENTS FOR NOVEMBER

HAIMI BOSCH –

SILVER WINGS –

05/11/23

GILES 202 – IC

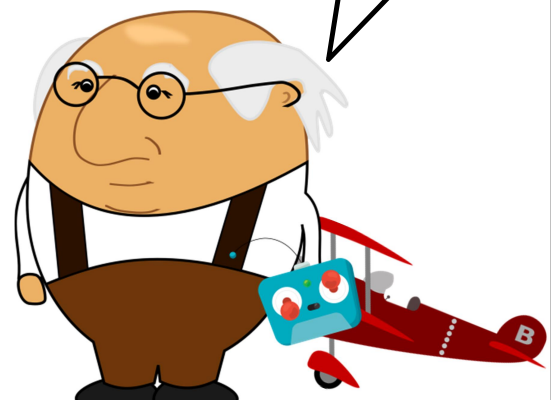
CONGRATULATIONS HAIMI!



“Glen! How can you forget your transmitter! it’s the one thing you need”



“Ahhhh Bill? Where’s your plane?”





FOR SALE

CLASSIFIEDS

SELLER	ITEM	PRICE!
JEFF (ON BEHALF OF THIRD PARTY) 0422 365 666	FOKKER E.IV TYPE WARPLANE: War plane with all servos and Saito 4 stroke motor. All needed is battery and receiver.	\$150 - PNP



SELLER	ITEM	PRICE!
JEFF (ON BEHALF OF THIRD PARTY) 0422 365 666	ETRICH TAUBE TYPE WARPLANE: War plane with all servos and Saito 4 stroke motor. All needed is battery and receiver.	\$150 - PNP





PHOTO'S FROM THE FIELD - NOVEMBER 2023



THE GREGS KEEPING EVERYONE WELL FED AT THE WORKING BEE



EL PRESIDENTE SHANE AND PETER INSPECTING THE NEWLY INSTALLED CABINETS IN THE CLUB HOUSE



JOHN SHOWING KEN THAT SHORT SHORTS ARE STILL IN FASHION



FIELD OFFICER DAVID COMMANDING THE TROOPS AT THE WORKING BEE



LEFT: THE MOST PHOTGENIC MAN AT THE FIELD, STEVE WAS ALL SMILES OVER THE WEEKEND



RIGHT: PETER PUTTING ON SOME FINISHING TOUCHES TO THE NEW ROLLER DOOR.



CRAIG AND PHILLS IMAC COMPETETIORS TAKING A WELL DESERVED REST AFTER A BUSY SEASON.....



... WELL, A SHORT REST, THE BOYS STILL WANTED TO FLY.



AHHHHH, MAN DOWN? PHILL'S PILOT HAD ONE TOO MANY END OF SEASON DRINKS. LUCKILY HE HAD THE AUTO PILOT TURNED ON.



THE GRBAC BOYS SHOWING SOME LOVE TO THE OLD BOOMERANG



OUR VERY OWN MASTER BUILDER JOHN FINALLY GETS OUT ON THE RUNWAY AFTER SLAVING AWAY ON THE CLUB HOUSE



AFTER ALL THE HUSTLE AND BUSTLE PETER FOUND HIMSELF A NICE QUIET SPOT.... TO RUN IN HIS ENGINE



FIGHTS ON! DIAMIEN AND HAYDEN HAVING A NICE LITTLE DUEL IN THE SKY



JOHN AND HIS YAK SHOOTING FOR THE MOON!



IT DOESN'T MATTER IF IT'S A TINY FOAMY, OR A BIG Balsa BOY, A T-28 IS ALWAYS A WELCOME SIGHT!



JEFF AND NICKS YAK GETTING READY FOR SOME BEAUTIFUL FLIGHTS IN THE BIG BLUE



YOU CAN NEVER GO PASSED A PHEONIX GLIDER!



OR A CONSCENDO! LOOK HOW HAPPY MICK IS!



SMALL BUT MIGHTY, ESPECIALLY WHEN G.1 IS AT THE STICKS



THESE TWO DON'T STOP TINKERING DO THEY?



GREENY'S LITTLE BIRD, IS NOT SUCH A LITTLE BIRD



JUST SMILE AND WAVE BOYS. VIC POL MUST BE TRYING TO RECRUIT ACE DRONE PILOTS



FRANKS EXTRA REALLY IS ONE OF THE CLEANEST 3D PLANES I'VE EVER SEEN



CHARLES AND DAMIEN GETTING SOME SUN ON THE FLIGHT LINE



GEOFFS HABUMACCHI, A THROWBACK TO A BETTER TIME!



IF ONLY WE COULD ALL LOOK AS COOL AS RAS BRINGING A PLANE IN



G.3 AND HIS S-BACH WITH A TINY JOE.....



.... AND JOE WITH A TINY S-BACH



G.2 HAS TO BE ONE OF THE SMOOTHEST LANDERS ON THE PLANET. LOOK HOW LEVEL THOSE WINGS ARE!



OUR CLUB IN THE MIDDLE OF THE PARK!



I THINK OUR NEWEST MEMBER IS A BIT OF A PRICK



NICKS YAK IS ALWAYS A RELIABLE FLYER



**JOHNS MIRAGE
CASTING THE
PERFECT
SILHOUETTE
OVER THE
RUNWAY AT
KDMAS**

IF YOU MADE IT THIS FAR.....

First off, thanks for reading. This newsletter is a bit of a tester for future newsletters, so let us know whether you prefer this format with longer articles, and a ton of photos, or if you preferred the November layout with short sweet articles, and fewer photos, or a mix of both.

Secondly, if you have an article that'd YOU'D like to write, please let Chris know. Starting in this edition of the newsletter **the Pilot Briefing** will be a segment in every newsletter where other club members can share their insights, or experiences. E-mail us at kdmass@y7mail.com if you'd like to contribute the January edition of the Klarion.

And Finally, we'd love to wish you and your families a very merry Christmas and a happy new year, we cannot wait to celebrate with you all at the Christmas Break Up fun fly!

Happy flying!



DAMIENS ULTIMATE BIPE GRACING THE SKIES ON A CLOUDY SATURDAY MORNING