Warringah Radio Control Society Incorporated

(Incorporated under the Association Incorporation Act 1984)

Newsletter - July 2006

17 year old Monte Udrzal with his Edge 540T and the trophies he won at May Scale Day for both the quality of the model and the standard of his flying.

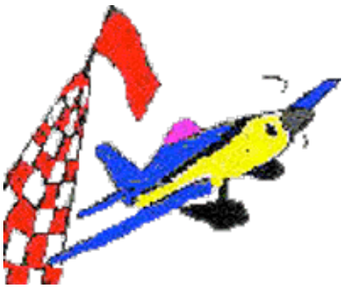
MEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

The next meeting will be held on Tuesday, 11th July 2006 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. The next meeting after that will be the TRASH & TREASURE NIGHT on Tuesday, 8th August 2006

WRCS Annual General Meeting 2006

By the time you get to read this Newsletter, the AGM will be all over and done, we'll have a new Committee for another year but as the Mag is published and distributed at the end of each month, as at the date of going to print, I cannot give you any more info..

On behalf of all the Members I wish to place on record our appreciation for the hard work the outgoing Committee put in for 2005/06 and to wish the incoming Committee a successful year ... Ed



RACING
Sunday, 16 July 2006

Classes: Open, Sport, Stock, Novice

THIS IS A FUN EVENT WITH SAFETY PARAMOUNT

Competition Director - Colin Simpson

Tom Sparkes has agreed to be the Competition Co-ordinator for 2006. The events are conducted by the Competition Directors as advised, with Tom co-ordinating and helping. If you have any enquiries about the competitions, please ring Tom on:

0419 977 613

If prevailing weather conditions make you uncertain as to whether the event is being held or postponed, please check this Website on the morning of the event.

MONTE EDGES AHEAD

Very rarely are we at WRCS able to say that we have a young pilot who is quite certain to make his mark on the world of modelling, but we are confident that 17 year old Monte Udrzal will fall into that class.

Monte has been a regular at the field for the past 3 years supported by his Pit Crew/Driver: Michael (aka Daddy) and his Backup Driver/Support Team: Louise (aka Mummy). We have seen this young pilot develop from trainers, through the "Magic" era and culminating now into a large model which he flies beautifully, here he is with his Edge 540T at May Scale Day where he came1st for Large Civil flying and 2nd overall for Large Civil

These are the specifications for the model:

Plane Manufacturer : WildHare RC
Size : 84inch / 2.13Meter wingspan/ 28% of real thing
Motor: Desert Aircraft 50R / 50cc
Reciever: Futaba 149DP PCM
4800MaH 8.4V Lithium Ion /Regulated to 6Volts for servos
750MaH NiMH / Receiver Power
2400MaH NiMH / Ignition Battery
i4c Servo Power Isolator

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Elevator Servos x2: Hitec 5945MG Digitals
Aileron Servos x2: Hitec 5945MG Digitals
Rudder Servo x1: Hitec 5955Titanium Digital 24KG torque!
Throttle/Choke Servo: Hitec 311's

KEMPS CREEK SCALE FLYING RALLY

by David Pound

While a lot of club members were attending the Shepparton AT-6 races and doing a great job of adding to the list of dead and dieing AT-6's that seem to have littered the club field over the past few weeks, Simon Press and Dave Pound took a trip to Kemps Creek Scale Day held at the Condor field. A fantastic field with a real life size Canberra bomber parked in the pits! One that could be fiddled with and you could kick the tyres to your heart's content. Dave Pound now have a real size jet engine hanging off his wall!!.

It was surprising to realise just how small a real jet engine is. Most of what you see is the empty jet tube that goes through the wing and out the back. You could have put the engine on a kitchen table no trouble!! It did have 2 engines, so trying to fit 2 engines in the kitchen could be straining the marital bliss. Mind you, it was looking a bit the worse for wear and had a birds nest in one of them, but it was fascinating to see how the pilot sat very low down in the cockpit with just his head and shoulders poking above the instrument panel and just a small blister going over his head very contoured and smooth but very claustrophobic.

The flying was well organised and safe with a transmitter pound strictly controlled by having your transmitter signed in and out and timed for your 20 min. So no problem with a stray transmitter being turned on by mistake, from what has been heard Shepparton could have done with the same set up. That might have avoided the problem of one of our planes being shot down.

Dave had 2 flights with his big Spitfire without problems and on the second flight he had the strip all to himself and could really hammer the runway.

It has an Enya 1.8 30cc and a wing span of 95" with custom retracts and a home made header and exhust box, 6 servos and a duel conversion Hitec receiver.

David found that flying that big Spitfire in a power dive and then low over the runaway and then coming out in a low roll is the biggest buzz, even now with getting a bit long in the tooth, it still looks and feels great. He was very relieved that it has pulled out of the dive.

Dave also had 3 flights with the smaller Spitfire that ejects the pilot with a parachute and it actually worked on all 3 occasions and the parachute landing just in front of the pilot box, he came 2nd with the large Spitfire and 3rd with the smaller one.

Simon had his twin engine P-38 Lightning and his metallic AT-6 Harvard and he flew both in a very scale like manner. He had a bit of trouble with the nose wheel on the Lightning on landing, a grub screw came out of the front strut and the strut went down on the wheel and locked it up and it ripped out, but he had a great flight and pulled off a 2nd in multi engine and a 3rd for the Harvard.

There were lots (too many) of very large aerobatic models some with Desert Air twin 100cc engines making a hell of a row blowing smoke and hovering in front of the pilot area that was a bit unnerving to say the least.

There was one jet incident where after quite a few flights a small jet with a Wrenn turbine came in to land. Great landing, it stopped about 150 ft. from the pilots area and a loud POP was heard and it then proceeded to turn itself into a very dramatic inferno very quickly. It was put out in short order with the ever ready fire extinguishers but there was not much left of the $10,000 it must have cost. OUCH

CYA in the pits.

Blackfingernail

SCALE DAY - MAY 2006

In spite of the threatened showers what a day it turned out to be!! Beautiful blue skies and a virtually breezeless autumn day welcomed the fliers and spectators who attended the Belrose field on 28 May. Incredible numbers of both fliers and spectators attended with more quality "flying" models than anyone could remember in years!
The large crowd were entertained by excellent flying displays of both large and small civilian and military aircraft, we invited Val and Steve Vickers to do the judging of the flying competition and trophies were presented for both the quality of the aircraft and the manner in which the models were flown.
A very successful sausage sizzle was assisted by Sandy Wolf and Lynette Austen, the sausages were burned courtesy of Tom Wolf

Photos by Peter Barnes and John Giffard

John Channon's Fokker D-VII with its distintive camouflage wings (left)

Al Zuger's Flair Puppeteer (right)

Former member Bruce Gould's Fokker Dr-1 (left)

Dean Riebolge looks over Peter Papas' Gee Bee (right)

Col Simpson's large radial Gee Bee (left)

Grahame Swalwell and Jim Masterton prepare the Mosquito for flight (right)

Garry Welsh's Stampe, Corsair and Texan (left) all lined up for the judging.

Garry Welsh's Corsair on take-off (right)

Dean Schuback's Spitfire (left) was photographed at landing

David Foster's P-51 Mustang ARF (right)

David Pound's "large" Spitfire (right). David is consistently receiving "podium finishes" with this aircraft
David also had his "small" Spitfire at the event

Simon Press checks out his P-38 Lightning (left).

Stan Begg's P-40 Kittyhawk (right) with Col Simpson (his observer)

Grant Furzer's Tupolev "Bear" (left).

Stu Maxwell (a visitor) showed off his BF109 (above) which he kits himself.

Col Simpson's FW-190 on take-off (above)

Dennis Gretch's Stuka (left)

Great action photos!! It is unusual to catch 2 planes in flight like this one on the left! Monte Udrzal is shadowed from above by David Pound's Spitfire. If you wish to see some real fantastic in-the-air flight photos, visit the Website Photos!!

Monte Udrzal"s Edge 540T powered by a Desert Aircraft 150 Gas engine (right)

Monte Udrzal assists Al Zuger preparing the Cessna for flight (right)

Reg Milson with his Piper Cub with glider tow hook (left)

Peter Papas' Extra on take-off (left). This electric powered plane is one of the Euromodels planes

Peter Papas" Pitts Special CM Pro ARF (right)

AND THE WINNERS WERE:

(There were some winners who received more than one trophy and we unfortunately do not have pics of all the winners)

340
CHINA AIRLINES

An appreciative crowd stayed on to watch the presentations.

Thanks go to Val and Steve Vickers for the hard work they put into the judging, and Mark Rickard as assisted by Kerry Smith for the excellent running commentary and organising

PHOTOS FROM SHEPPARTON 2006

We reported on this event last month but the photos were held over at that time. This is just a small selection of
photos provided by Garry Welsh and Peter Papas.

Left: Luke Swinkels assisted by Chris Hebbard at the flight line along with Mark Connors whith Peter Coles in the background

Right: Chris Hebbard assisted by Luke Swinkels is a picture of concentration at the flight line

Left: Chris Hebbard and Luke Swinkels busy themselves in the pit area, although it looks more like Chris is busy while Luke is elsewhere

Right: Two thirds of the Three Muskateers (far right plane) ready their AT-6 for take-off in a race

Left : Peter Papas, Col Simpson, Luke Swinkels and Chris Hebbard (l-r) show off their AT-6's and the radial class winning Gee Bee

Right: The assembled Gee Bee and the AT-6's in their cradles

Left: Garry Welsh was as ever faithfully supported by wife Maureen

Right: Garry's "racing stable" of the Corsair and the AT-6 "Texan"

Left: Garry transports his thoroughbreds in his converted horse float aptly renamed "Pegasus"

Right: Even the racing helmets are in Garry's special colours

Left: Luke Swinkels assisted by Chris Hebbard won a very hotly contested 20cc Texan AT-6 class

Left: Former member John Wenbourne {he wore our distinctive wrcs crash hat so we'll claim him as ours!] won the Reno class with his 62cc petrol powered Mustang

Right: Colin Simpson assisted by Peter Papas won the Golden Era Radial class with his large Gee Bee.

A much greater collection of the photos is on our Website, including some great action shots of the AT-6's racing at great speed which makes the photos so much more special.

COLUMN 9.9

(incl. GST)

After finishing his flight in his small Spitfire at May Scale Day and landing, David Pound brought it in to the edge of the field to the pits fence when suddenly his pilot ejected. The parachute failed to open and it was generally thought there must have been a good reason for the pilot committing suicide in this unusual manner rather than attempting another flight.

What happens when you don't check to make sure that your ailerons are not reversed before flight? You do 2 rolls immediately on takeoff and then go to collect the pieces in a plastic bag just like Peter Coles did on Scale Day.

This wife speaks for all those flying widows we leave behind as we go to the field week after week: "If I ever get married again, **I WILL MARRY AN ADULT!!**"

WRCS has new supporter with Member discounts

Euromodels of Cnr. Oxford & Adelaide St, Bondi Junction (Tel: 9369 2380) agreed to support WRCS by giving Members 10% discount on all purchases. All you need to do is show proof of your WRCS membership (such as your MAAA card or club badge). Euromodels are an electric flight specialist, to check them out visit www.euromodels.com.au

WRCS SHIRTS AVAILABLE

Please don't hesitate to put in your order as Tom Sparkes still has 61 nice WRCS-blue shirts in-stock, at $40 each, all sizes are still available

OOOPS?!?!?

Actually we should have 70 based on the records of shirts received from supplier minus shirts paid for by members. Wot a mystery!!!!
Could it be that some members took delivery of a shirt or two on credit, and somehow forgot to pay later? Anyway, if you've got a bad memory and now realise that maybe you haven't yet paid, could you please send $40 per shirt to Tom.

Constellation Club

We went on a trip a while back to the Barossa Valley and Adelaide. While there we looked in on Peter Leaney who many will remember from his WRCS days before he retired. Well, he is a member of the Constellation Club (www.cmfci.org) based in St Kilda just North of the city. As their leaflet says "one of the best flying fields in the country, 40 acres of level site with no trees or obstacles to fly around." It's true, and it's also a long way down a dirt road to get there!

The day we went was a “Scale Day”, not a competition, just a day when members are encouraged to bring a scale model. Peter took an Me 262 with a regular engine in the nose but, of course, you hardly see it in the air. Here he is and, just to prove the point, there it is in the air. It doesn’t have an undercarriage, it takes off from a dolly that is fitted with a second Rx (on the same frequency) and a steerable nosewheel (you should be interested in that one Mr Pound) and it lands on the dummy jet engines! See what they mean about all that flat space!

There was a great selection of planes and sizes, the biggest was this chunky Antonov by Brian Gibbs and the smallest was one of these “co-joined” jets of Richard Mudge who lives in Cobdogla (where ever that is!). He won the Reno event at the Adelaide racing last year so is no mean flyer. Again once in the air you don’t notice the joining bits, just a very tight formation of planes.

Another old familiar face was Iain McLeay who I hadn’t seen for about 15 years still flying his venerable Typhoon (it’s over 20 years old) though it lost it’s canopy recently. The “Jug” just behind him is an ARTF that his son in law sent over from the USA – very impressive too.

At the risk of giving Peter too much exposure, I am including this picture of his Ryan STA. It started life as a Great Planes ARF until it met “Picky Pete” who decided it was not scale enough and pulled all the covering off to do it in fabric with rib tapes, panels, flying wires and assorted other scale features. It is more than powered by an OS 120 four stroke.

And that’s a fine picture to end a very sunny visit to Adelaide. No doubt many of you will be there for the next races. Me I’m off to the UK again but will report in on any good flying stuff.

Mike M

RACERS GET LINK

If you are interested in racing, Garry Welsh's Scale Racing notices can now be accessed directly by linking through our Webpage!

July Caption - Just for Fun!

Here is a picture downloaded from the Internet (credit to whoever took it) which lends itself to a caption ... so how about contributing one! (Please keep the caption short to fit legibly into the available bubble ... maximum 10-12 words))

Send your entry to the Editor by email to **editor@wrcs.org.au** by 23rd July and the winning entry will be published next month.

June Caption Winner

Prize won by: Patrick McGrath

CAPTION COMP JUNE 2006 ENTRIES

Editor:

"That noise!! Just think, we could have stayed in SYDNEY!!"

Patrick McGrath:

1. "Now thats what I call"Landing on the Numbers"
2. "Wow. Got his wheels down just in time."
3. " I didn't really need my hair parting."
4. "Look at all those things hanging out. "
5. "Perhaps he thinks he's late for morning tea? "
6. **"All the way from Amsterdam and he cuts it short!" - WINNER!**
7. "Come on Son, Wave to yer Mum. "
8. "Now Son—Thats BIG"
9. "No Son, I haven't got the transmitter. "
10. "Dad—can I have a go on the buddy box."

Col Mitchell

"Ok stupid I'll go round again! This time get the floats down!!!"

Tony Vella

"After landing turn left at the second set of traffic lights."

Andrew Wolf

"Must be a mail plane, look at those balls!!"

Tom Sparkes

"Wouldn`t you think he would drive his car to the beach like everyone else !!!!!!!!!!!!!"

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