

Warringah Radio Control
Society Incorporated

(Incorporated under the Association Incorporation Act 1984)



www.wrcs.org.au

NEWSLETTER

APRIL 2009

Hors de Combat, and other news



MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

The next meeting will be on Tuesday, 14 April 2009 at Tennis Cove, Eastern Valley Way, starting at 7.30pm. The next meeting after that will be on Tuesday, 12 May 2009

SCALE DAY



Sunday, 17 May 2009



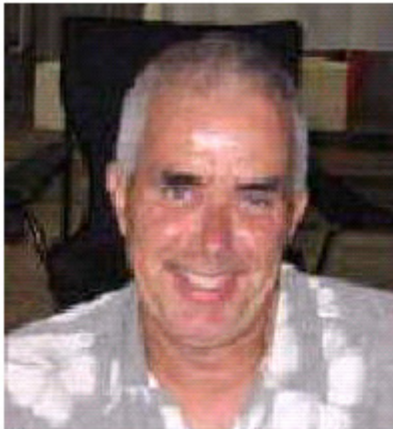
**Classes: Military,
Civil, both Small
and Large Scale.
Scale helis
welcome**

**THIS IS A FUN EVENT WITH SAFETY
PARAMOUNT**

**Competition Director - David Pound
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Warringah Radio Control Society Inc.

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MY FUEL MIX

by Tony Martin

Members sometimes come up and ask me what fuel I use, and also how my model seems to run so well; so I thought it was about time I let you into a few of my little secrets - well not secrets really, just a few tips on how I do it.

Firstly, I will tell you a little about my background. I started flying RC around the mid-eighties back in England, and soon developed a fascination with Four Stroke engines.

Back in those days I would stock up on pre-mixed fuel from the various Model Shows throughout the year, and would buy both Synthetic and Castor based fuel by the gallon and mix the two together; that would give me a 50:50 blend which I found worked well.

I used straight fuel with no Nitro as I found the engines would run well without it, and used the same fuel in both two and four strokes. When coming to Oz, I discovered model fuel prices here were much higher than the UK. I was used to paying £3 a gallon, but here it was \$18 for five litres, so I decided to start mixing my own.

It is great to have the opportunity to buy Methanol at our Club, so I would like to say a very big "Thank You" to the fantastic people who make it all possible.

I have settled on one simple mix which I have used pretty much all my time at WRCS, which is now over 17 years, so here goes.

I buy bulk Methanol; Synthetic oil and Castor; and mix to the following formula by volume:

12% Synthetic oil

3% Castor oil

85% Pure Methanol

The Synthetic must be a type suitable for our model engines, so do not use Motor oil from the car accessory shops, as most of these are probably not tested and verified for our purposes. I currently use Cool Power as it seems easier to get hold of, but I have also

used Klotz in the past and got equally good results with both. The Castor should also be the right grade for model use.

My mixing process is very simple and is as follows:

Take a clean 5 Litre plastic container, ex pool chemical or similar, and pour in the measured amount of oil. You will require 600mL of Synthetic + 150mL of Castor.

I add these together to the measuring cup before pouring into the 5Litre, then rinse out the measuring cup with some Methanol and pour it in, that way you are not losing any oil from the mix.

Now make up the balance to 5Litres with Pure Methanol.

At this point I will add the smallest amount possible of Armor All from my car cleaning kit to act as a de-foamer. This stuff is magic, just try shaking the fuel container before and after, and you will see the Armour All kills any foam stone dead. This is important, as fuel foaming in flight can be a serious problem and will certainly lead to un-expected Dead Sticks.

So there you have it, you have just mixed yourself up five Litres of Pure Fun! But wait I hear you say, what about the Nitro! Well I have to admit to being a bit biased on this one.

You will remember from the beginning of the article I said I don't use it, so let me explain.

Nitro was used originally to improve the idle and increase maximum power; and years back when the manufacturing quality of engines was not so good many would need Nitro to run well, but you will find most modern engines do in fact run extremely well without it.

Power is very good even with normal Sport engines, and higher compression ratios used these days mean idle should be good too.

There are of course exceptions, but given the superb engineering quality of most engines today, I would suggest you will get good results with only straight fuel.

The reason I use Castor in addition to Synthetic is because I have chosen to use less oil than most manufactures tell you (They usually advise 20%) Castor will withstand a higher temperature than Synthetic, so if anything goes wrong and you end up with a lean run, the Castor will probably save you.

Now, I can assure you 15% oil is quite OK, in fact people have experimented with oil content as low as 8%, but I do not recommend you try this yourself!

You must be sensible in how you tune your engine, and I can tell you I have never damaged one or worn one out.

Always tune slightly rich on the ground, and do not try and screw the last few revs out of it; take your time and run it up at full throttle for at least 20 seconds to ensure the mixture is OK.

If you get satisfactory performance using the mix I have suggested you will achieve two major benefits:

Your fuel will be cheaper; and you will not have to deal with the corrosion problems caused by Nitro.

I have engines which have run for several years, some with well over one hundred hours, and have not had any corrosion problems. The only maintenance is usually a de-coke with the Four Strokes, and bearings very occasionally.

So, for what it's worth, that is how I do it. If it sounds good to you why not give it a try!!

Happy Landings (Hopefully on the field)

□□□□



IMPORTANT DECISIONS MADE AT THE FEBRUARY MEETING

The meeting gave unanimous approval to the following:

New Rules:

1. a proposal for all large models 23cc and above are to be started outside the pit fence and that two concrete pads will be constructed with provision for restraints.
 2. all electric models must only be armed/connected to power in the pit area (not the sheds) with the model on the ground.
- Members will appreciate the safety features of these decisions.

Bushfire Victims:

The Film Company which used the field on Feb 27 is donating \$1000 to the Club and it was decided by spontaneous acclamation that we not only donate that \$1000 to the Bushfire appeal but add a matching \$1000 from club funds.

Future Competition Events:

Because of poor attendance, the committee has moved to allow general flying on Fun-Fly Day and Race Day but that the Competition Events would take precedence over general flying as decided by the CD of the day and general flying would be suspended.

CLUB SHIRTS

Some years ago the Club invested in handsome blue shirts displaying the Club logo on the front and the Club name on the back, there are still some shirts left. David Foster has these surplus club shirts available for

\$15.

TOM WOLF IN HOSPITAL...AND OUT AGAIN... AND IN AGAIN...AND OUT AGAIN

Tom Wolf, our recently retired Newsletter Editor, had a check up on 10th March and, after returning home, suffered a heart attack on 14th March. He had a quadruple bypass some decade and a half ago and one line collapsed.

This was re-done, on Wednesday 18th ("not under warranty" he said) and on 20th they had him up and walking around.

Latest news on 23rd from his son, Andrew, is that Tom is due home evening of 23rd - as we write this.

Our very best wishes go to Tom and we hope to see him soon, although Sandy said he cannot be subjected to the access road bumps for a while.

What bumps?



Mumblings from your new editor

Against my better judgement I agreed, a couple of months ago, to take over the newsletter production and the website maintenance. Tom and Andrew Wolf had been handling these tasks for about 9 years and, having now found out just how much work they put in each month, **I'm extending a huge thankyou on behalf of all the members to Tom and Andrew for services beyond the call of duty!**

Now, with impeccable timing, I managed to take over the details from Tom on the evening before he went into hospital. At the time of writing, we are still having a few password troubles so the website hasn't been updated for a couple of weeks, but it will be fixed before you read this, passwords willing.

Next up, a few ideas to try out with you:

Firstly, the club currently spends a few thousand \$ each year printing and posting newsletters out to members. The February club meeting discussed this issue and voted in favour of moving to an electronic newsletter, published on the website, which you can read on-line or print to enjoy at a quiet moment. More on this later.

Secondly the website. We've had quite a few ideas and requests, mostly discussed on club nights, for some changes to the website. Top of the list are some forums/blogs, more frequent news and rapid updates (event changes, field issues etc), ideas on navigation - actually there is quite a list. Anyway, the excellent news is that Peter Wyss has volunteered his services as webmaster, and Peter and I will be working closely with Col Buckley (who has volunteered to assist with newsletter copy and production) to

develop a new website and put it up for you to try, and for you to comment on. We're going to be changing the hosting and using some neat software to make the site interactive, with voting, capacity for 'members only' zones, different navigation, newsfeeds and quite a few other tweaks. As I write this, we are looking to make it available for you to test within a fortnight. I'll drop an email to every member that has given me an email address when it is ready to look at. Please note, when you see it, that it is under construction!

Thirdly, I've got just over 150 email addresses for members. There are about 25 people who either haven't given us an email address yet, or have done so but might have changed it so emails are bouncing back. **If you didn't get an email from me** about the field closures for Home and Away shooting, then please send me your correct email address, if you have one, to:
cliveweatherhead@hotmail.com

I've had a fair bit of fruity correspondence already, but nobody telling me that they don't want to receive email updates on important news. I'll send these willingly but, if you object, also let me know and I'll take you off the circulation list!

That'll about do me for now. I'm very happy to receive ideas and comments on the newsletter and the website, and to try and refine the communication approach to suit as many people as possible. We've got close to 200 members, and at least that many strongly held opinions on dozens of topics, so I'll do what I can **BUT**, if all else fails, have a chat with me at the field.

See you there!

Clive

Thermal and Electric glider day Feb 2009

The morning dawned cloudy but at least not windy and raining like the originally scheduled day! By 10.00am there were 10 entrants ready for the briefing and 2 more turned up just after. Mike Minty was the CD with Dave Pound as the Flight Director. Both Col Simpson and John Channon had to do a hurried test flight with new models before the start, John's being particularly impressive on the climb. We were all set to start the first round of thermal glider as the sun started to come out.

John Channon was first up but couldn't find much lift with his ancient, but still smart Sagitta but he did manage to find the trees on landing! David Foster followed and had the same problem with lift but managed a perfect placing on the spot landing for 50 extra points. Mike minty was up next with his equally ancient Aquila again finding little lift as did Doug Radford flying a Graupner Hi Fly he bought off Mike in 1982. Al Zuger (being launched here by George) missed the trees on approach by at least 3 cms and Steve McMahon who followed struggled to find lift too. The average flight time was only 2 mins 45 secs against the target of 5 mins with Steve best at 3:28.



First round of the Electric was run in the same order and while flights are easier to make longer using the motor a heavily loaded plane is not so easy to put on the spot. John Channon nailed it but only with a 3:39 flight time. Mike managed a perfect 5:00 flight time but missed out on any landing points. Al turned in 5:04 with a 30 point landing to take the lead but Col Simpson leapt in with a 5:10 and a perfect 50 landing – not bad for the first flight after the test flight! George Kaley did a nice 5:07 plus 30 while son Robert followed him with 5:17 but no spot points. Stan Begg looked good with his Javelin with a 4:59 but blew the landing. Peter Papas decided he would join the fun with a Striker and while his time of 4:57 looked good it took him 1:43 of motor running compared with an average of only about 30 secs for the others. Here Peter gracefully launches for Stan.

The second Thermal round reflected the warmer conditions and more lift with generally improved flight times, Doug was best at 5:04 but Al missing out due to coming off the line early though he did manage a perfect 50 from a "skewered into the ground" landing.

Round 2 of the electric saw very good times with 8 of the 12 pilots getting within 10 secs of the target 5 mins. Al got the highest score from a 5:10 flight and a perfect



slide it in landing. Peter Wyss joined in having arrived too late for Round1 and managed a 5:20 and a 30 point landing. Quote of the round was from Stan Begg flying his rudder only plane and thinking it had ailerons. After a particularly exciting approach an anguished "Shit! It's the wrong *&%\$ing stick". John Channon had an interesting flight as an eagle came to investigate him – John won. Col's flight got to 4:30 when it disappeared into the trees! Here's Doug launching for John.

Round 3 of Thermal saw John have a short flight but a perfect landing while Mike put in the best flight of the day with a 4:56 and a 50 point landing. Al managed to stay on the line all the way up and produced an excellent 5.07 with a 30 point landing. John is seen here launching for Mike with Stan doing the timing.



Round 3 of Electric was full of very good times, the average being very close to the required 5:00 except for Mike Minty whose canopy flew off his all foam ASW28 followed rapidly by the battery! The plane then did a series of loops slowly to the



ground while Peter Papas

went looking for the battery! George Kaley put in the best flight with exactly 5:00 and a 30 point landing followed closely by Stan Begg with a 5:01 but only a 10 pointer. Robert managed a 4:58 plus 20. Col did 4.34 before running out of battery power and air space – it's still up the ridge somewhere! Peter Wyss did a 5:12 and a 20 pointer while Peter Papas did a perfect 5:00 plus 30 but again his motor run time of 54 seconds (against the best of only 15) pulled his score back. Steve managed a good 4:58 with a rapidly repaired wing tip following his rather enthusiastic landing in the previous round but stuffed the landing. This is Robert launching for himself.

When everything was added up the results showed these guys and their scores—

Thermal glider

1st Mike Minty 822

2nd Doug Radford 670

3rd Steve McMahon 613

Electric Glider

1st Al Zuger 897

2nd David Foster 821

3rd George Kaley 872

The Mort Trophy was presented to Mike Minty for the best Thermal flight of the day, 346 out of a maximum 350 points. Thanks to all the participants and the helpers with timing, it was a most enjoyable day!

Here are the winners and gridders



And here's the entire group – one thing we are not short of on Glider Day is wingspan!



Thanks to Mike Minty for a great report. Ed

2009/10 ANNUAL GENERAL MEETING
&
JUNE MONTHLY MEETING

TUESDAY 30th JUNE @ 6.30pm
VENUE: TENNIS COVE SPORTS CLUB
325 Eastern Valley Way, Chatswood
(Finger food as usual)

PLEASE NOTE: You do not have to return the 08/09 key as new keys will be issued...

...BUT you MUST bring your membership invoice and either a cheque or cash on the night.

Any member wishing to nominate for the new committee should email the Secretary Brian Porman before 24 April as he and registrar Ron Clark are overseas, then, until June 6th and need to have appropriate forms mailed out to you.

OTHERNEWS:

The MAS is wishing to have Clubs nominate an Education Officer. Any takers? (See MAS newsforthe full story)

The Club's MAS rep, Garry Welsh, has retired after sterling service. Is there a member who would like to take up this position?

Combat Day

Sunday 15th March 2009

There was a massive storm on the Saturday night and it looked a bit dodgy for the combat day. No problem, though, the skies turned out a perfect Sunday morning.

11 competitors turned up for a day of cut and thrust. We had 5 aircraft in one section and 6 in the second and 5 rounds were flown for each section, the rounds were 5 minutes long - which was plenty long enough as it was sometimes hard to concentrate with 6 aircraft buzzing around and streamers fluttering in all directions.

We had, over the whole contest, 34 cuts! I have been entering this contest for 15 years and 34 cuts is an unprecedented amount - in the normal contest you are lucky to get 5 or 6 cuts over the whole day for the whole contest.

In the first round alone there were 11 cuts - often after about 2 or 3 minutes of flying in each round most of the streamers had been cut short so everyone started to hunt the longest streamer (once it was me with the longest streamer and to get 5 aircraft chasing your tail is, to say the least, a bit unnerving).

Not as unnerving as being chased down to the ground after shouting "deadstick"! - Ed

In the first round there were 4 competitors that had 2 cuts each, 4 with one cut and 3 without cuts. Everyone who entered on the day got at least 1 cut.

There was 1 mid-air between Dave McEnerney and Al Zuger. Both aircraft were "stuffed" but Al had a Magic as a back up and continued in the next round of the contest.

The only other happening was John Parker had a flame-out and landed in the top of a tree and that took 2 guys an hour to get down...

...but, amazingly, not even a scratch!

It never ceases to amaze me how the aircraft miss each other in this event, but they usually do!

Round five was kept as the final, and in this round there was Michael Harder entering with 7 cuts to his name, Al Zuger 5 cuts, Dave Pound 5 cuts, Mark Conner 4 cuts and as a wild card entry (just to make it even more confusing) - Gus with zero cuts.

In the final Michael Harder failed to get any further cuts so ended up with 7, Dave Pound and Al Zuger got one extra cut each and ended up with 6 cuts each, Mark Conner failed to improve his 4 cuts and Gus got his one and only cut. So that left Al Zuger and Dave Pound to have a fly-off for second place. This duel was furious and fast. I had a Quicky 500 and Al had a Magic, both with an OS46 in the nose, both more or less the same speed but Al's was more manoeuvrable. Al managed to cut

me in the first 30 seconds so it turned into me hunting and him evading, but revenge is sweet and I trimmed his whiskers with a cut after 2 more more minutes so we were even again with 6 cuts each in total, and that cut put some lead back into Al's pencil (steady - Ed) and for the rest of the round we were both attacking again, but no more cuts were forthcoming and so it was still a tie for second place when combat finished. To sort it out like gentlemen, we ended up tossing a coin and Al won the toss and he got the second place with me third and Mark Conner 4th.

The winner on the day was new member Michael Harder with 7 cuts.

A fantastic day and a the best combat contest I have been in. Come along next year to find out why this is so much fun.

The Blackfingernail

See you in the Pits

A few photos from the combat day:



The first picture illustrates the madness, the second is the winner (and his dinner date), then the 3 top placers, and finally Al asking to borrow some 5 minute epoxy.

Paul Tilley has also put a low res video on Youtube - "combat day at WRCS" - take a look!

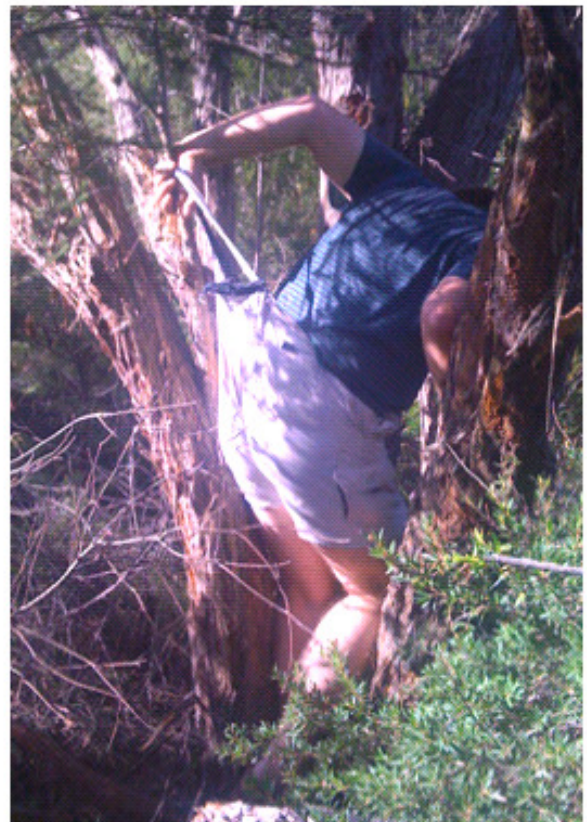
Tales of the TA152

For those of you who have been watching Dave Pound bringing his FW from bare airframe to certification, you'll enjoy the following. I can't do any better than quote Dave:

"...here are some shots of the heavy model certification of my TA152. The aircraft and I passed the certification with no dramas, and the first flight, again with no dramas, but on the second flight I came into land too high and too fast and tried a go around...but I forgot to pull up the flaps, and the undercarriage, and with all that hanging down I stalled it into the tree tops.

As luck would have it, there was no damage. One of the shots shows me climbing down and my pants getting caught up into the biggest wedgy known to man..."
Dave

Here's a few photos, and I think we all owe that tree a debt of gratitude (for the wedgy, rather than the soft landing)! Ed



UPDATE ON THE TALE OF THE ETIHAD A340-600

The story provided to us by a Member was published last month bringing an almost immediate response from another Member informing us that the story was fictitious and derogatory of Etihad, which we agree is a reputable airline and we certainly did not intend to (nor did we) say anything about that airline's integrity. What we did was to report on an event involving an aircraft, prior to delivery to that airline, hitting a wall while being tested for delivery, and the event did happen. The photos are believed to be real and not fake.

We reported that it involved personnel from an organisation called ADAT, it has been brought to our attention that Airbus personnel were also on board and that investigations are continuing as to who did what and what happened on board.

We hope that clarifies the situation for all, if you wish to know more about this event there are many resources available on the internet, you may visit the following links:

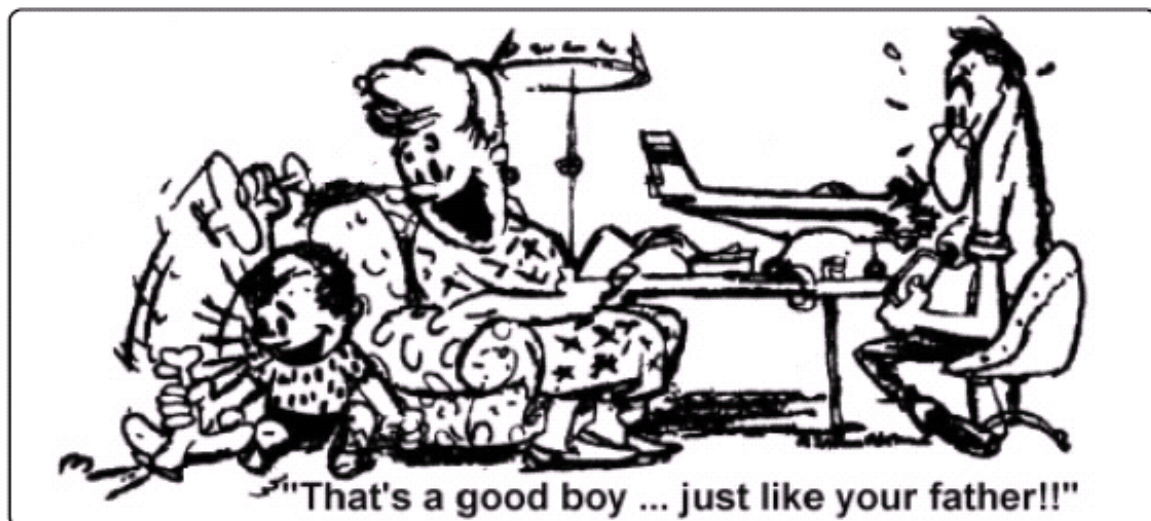
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snopes.com/photos/airplane/etihad.asp

Ed





That's more than enough for this issue. We hope you enjoy it and keep it for posterity!

My thanks to all the contributors this time, without whom you'd be looking at a thinner and duller newsletter.

Please help me, Peter and Col produce enjoyable web content and interesting newsletters. Your articles will help enormously, and I'll try to keep editorial license to a minimum! Send me stuff to cliveweatherhead@hotmail.com - I'm happy to receive publishable material, especially if it is your own work rather than someone else's!

Clive