

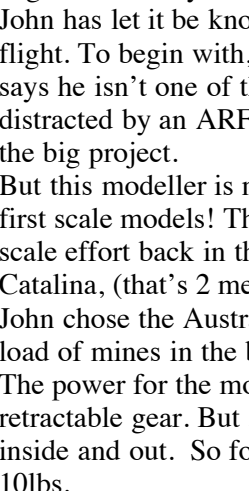
Newsletter - April 2004



And the winner is (or are) .... The winners line up with their trophies at Glider/Electric Day.

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

The next meeting will be on Tuesday, 11th May 2004 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.



FROM THE SECRETARY'S DESK

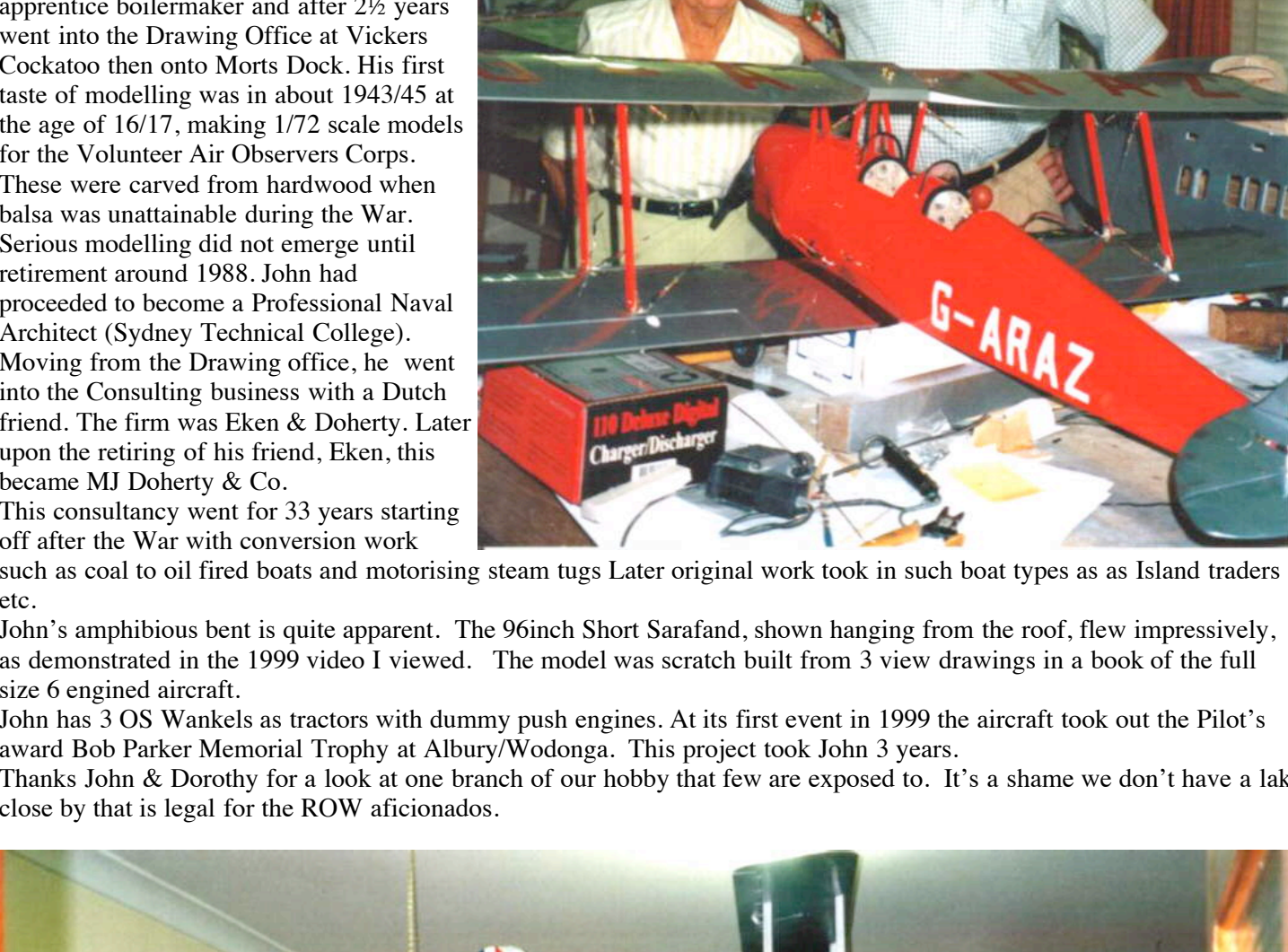
Complacency killed the cat, or something like that. I ask that you don't leave your Club affairs to someone else. There is an issue that has peeped over the horizon that could affect your flying. The monthly meeting can cover issues more freely than in this forum, so make the effort to attend meetings. The March meeting was short but a lot of 'yak' took place before and afterwards which cements the bonds and camaraderie of the flying fraternity. 12.5 % attended and 4.5% sent apologies. Of the other 83% I am sure there would be some not in town, working infirm/sick, baby sitting, at other functions, attending Tech. But surely not all 166? I am sure like other years there will be around 80 at 90 at the AGM. In June, I would like to think it was because there were several contenders for the vacant Officers positions, but if the past is a guide most will grab their new keys, not bother to get to know new faces and bolt. Not even giving a thought to the time and effort of Treasurer, Stan Beggs in making this event occur as he has done for over 10 years. This is Stan's last hurrah, come hell or high water, so perhaps you might remember to give him the Yeh for the decade of dedication. NOISE An issue was brought to the attention of the March meeting, whereby there was the loss of a Helicopter flying site at Riverwood because of noise. There are some very doubtful engines at the Belrose field, which can be heard at the main gate! If there is a noise breach the Committee may take drastic action against the member so self regulate as you have been warned previously.

AMPHIBIOUS W\*R\*A\*M

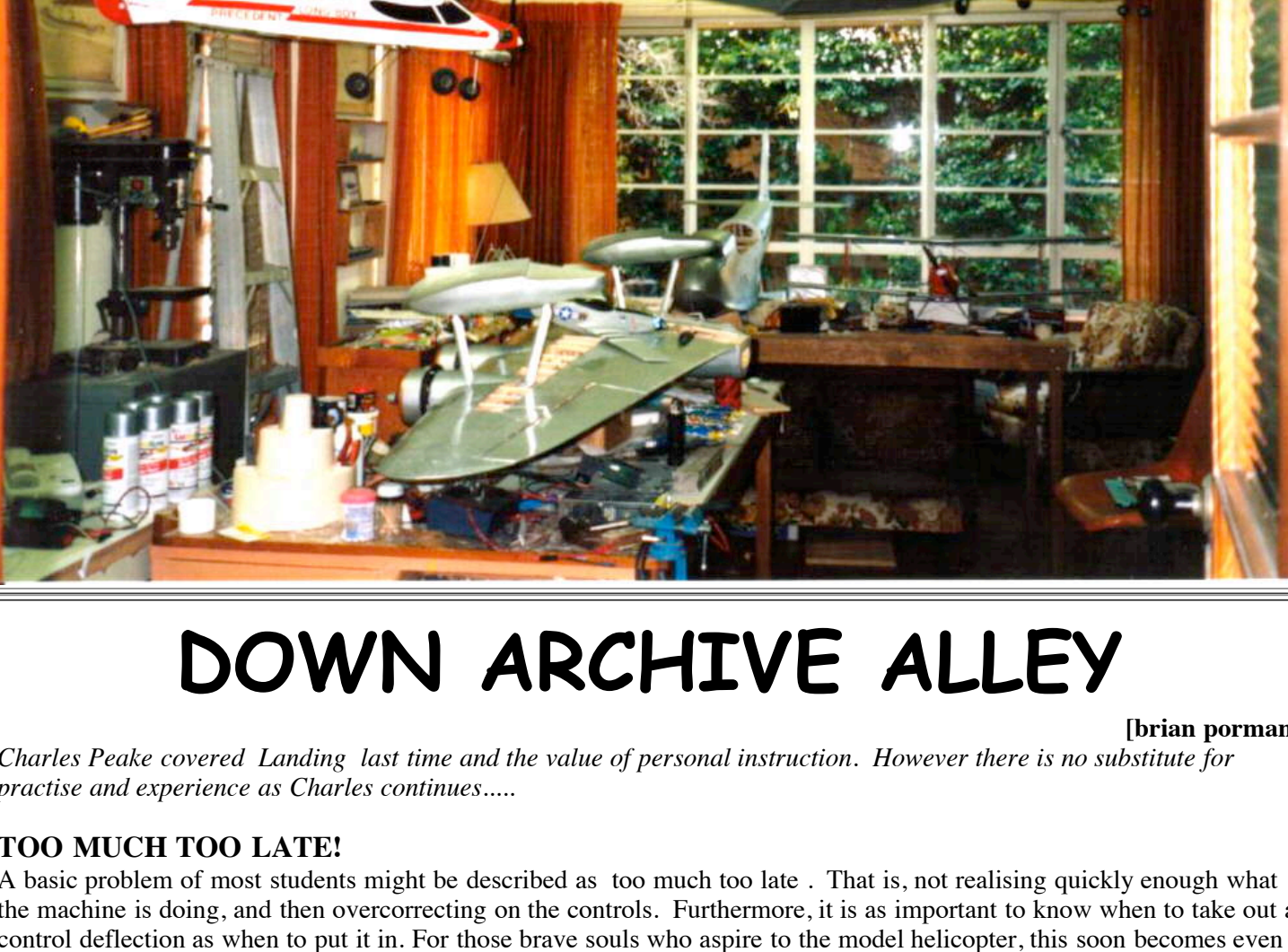
(Brian Porman)



Last year you saw just what John Doherty was capable of building when he was featured in the September issue of the 'From the Workshop' series with the 4 engined Maia and the Pigback 4 engined Mercury. John has let it be known that the Maia is yet to have its maiden flight. To begin with, it needs two very qualified pilots, and John has isn't one of them, not yet anyway. Meanwhile he has been distracted by an ARF Tiger Moth and others, to give relief from the big project. But this modeller is no shrinking violet when it comes to building first scale models! The pic on the right shows John's very first scale effort back in the early 90's. It is a 79 and a bit inches Catalina, (that's 2 metres to you young 'uns). John chose the Australian Black Cat squadron markings. The original of John's number, was notorious for dropping a load of mines in the bay at Broome on take off during World War II. The power for the model was provided by two OS Wankels, each about 0.30 cu inch. As you can see, it was fitted with retractable gear. But John said the plane was just too heavy, as expecting the worst, he lathered on the resin and glass inside and out. So for the first flight at Lake Glenhavan, near Scone, the w/c was removed and the weight came down to 10lbs.

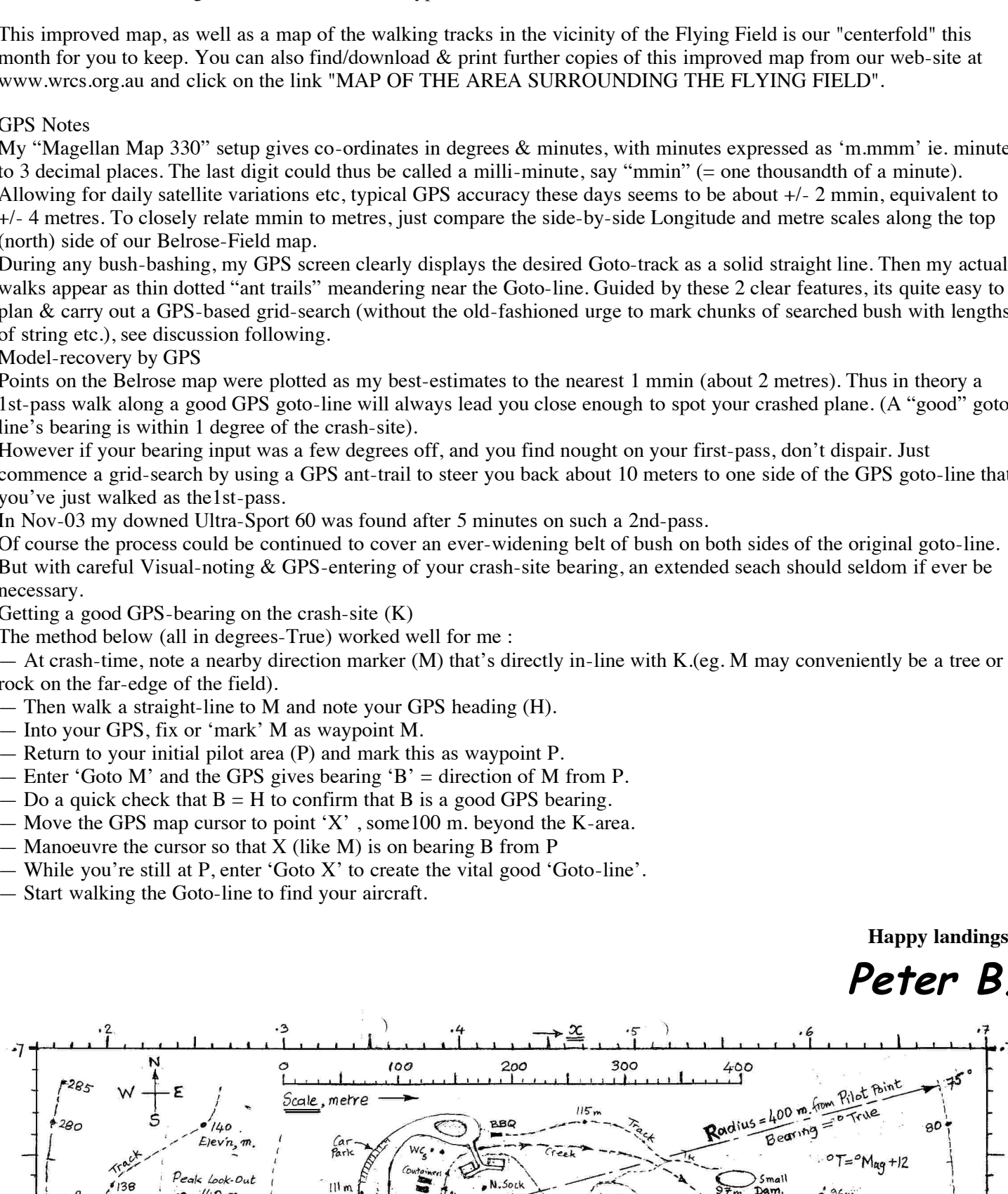


The plane flew beautifully. John followed this project with a 104 inch, (2.6 metres) Catalina which unfortunately he put into the dirt, instead of the water! But the original Black Cat is still in one piece and hanging in the garage.



John's wife Dorothy is also a member of the Club and is seen here with John and his 96 inch Short Sarafand hanging from the ceiling. A video of the first flights was very impressive. I got to thinking that there must be something about two family members and first scale projects. The other Club husband and wife team, Dennis and Steffi Grech, chose for their first scale project a twin engined ME 262, which also still survives and in fact flew on 31 January. So perhaps the go is to join up the missus before you get into multi's! I guess pigs will fly before Jill Furzer joins Grant! But let's meet the Doherty's again. The next photo is of John and Dorothy seen standing behind the Tiger Moth in that very large model room that used to be the family room of their Gordon home. (One advantage of the kids leaving home!) John started his working life as an apprentice boilermaker and after 2 1/2 years went into the Drawing Office at Vickers Cockatoo then onto Morts Dock. His first taste of modelling was in about 1943/45 at the age of 16/17, making 1/72 scale models for the Volunteer Air Observers Corps. These were carved from hardwood when balsa was unattainable during the War. Serious modelling did not emerge until retirement around 1988. John had a previous career as a Professional Naval Architect (Sydney Technical College). Moving from the Drawing office, he went into the Consulting business with a Dutch friend. The firm was Eken & Doherty. Later upon the retiring of his friend, Eken, this became MJ Doherty & Co. This consultancy went for 33 years starting off after the War with conversion work. John's as a civil engineer and motorising steam tugs Later original work took in such boat types as Island traders etc.

John's amphibious bent is quite apparent. The 96inch Short Sarafand, shown hanging from the roof, flew impressively, as demonstrated in the 1999 video I viewed. The model was scratch built from 3 view drawings in a book of the full size 6 engined aircraft. John has 3 OS Wankels as tractors with dummy push engines. At its first event in 1999 the aircraft took out the Pilot's award Bob Parker Memorial Trophy at Albury/Wodonga. This project took John 3 years. Thanks John & Dorothy for a look at one branch of our hobby that few are exposed to. It's a shame we don't have a lake close by that is legal for the ROW aficionados.



DOWN ARCHIVE ALLEY

(brian porman)

Charles Peake covered Landing last time and the value of personal instruction. However there is no substitute for practise and experience as Charles continues.....

TOO MUCH TOO LATE!

A basic problem of most students might be described as too much too late. That is, not realising quickly enough what the machine is doing, and then overcorrecting on the controls. Furthermore, it is as important to know when to take out a control deflection as when to put it in. For those brave souls who used to the model helicopter, this soon becomes even more painfully obvious than in the case of a fixed wing model. Note that it was emphasised earlier that with the ailerons especially, the aircraft continues to roll as long as the ailerons are deflected. So, in maintaining the wings level for a straight flight, the ailerons must be allowed to centralise as soon as the ailerons are level. Likewise, when you roll out of a turn to the wings level position. Allowing for daily satellite variations etc, typical GPS accuracy these days seems to be about +/- 2 mmin, equivalent to +/- 4 metres. To closely relate mmin to metres, just compare the side-by-side Longitude and metre scales along the top (north) side of our Belrose-Field map. During any bush-bashing, my GPS screen clearly displays the desired Goto-track as a solid straight line. Then my actual walks appear as thin dotted "ant trails" meandering near the Goto-line. Guided by these 2 clear features, its quite easy to plan & carry out a GPS-based grid-search (without the old-fashioned urge to mark chunks of searched bush with lengths of string etc), see discussion following. Model-recovery by GPS Points on the Belrose map were plotted as my best-estimates to the nearest 1 mmin (about 2 metres). Thus in theory a 1st-pass walk along a good GPS goto-line will always lead you close enough to spot your crashed plane. (A 'good' goto-line needle until you have the highest rpm the engine can retain without stopping, then wind (the screw) in about 45 degrees 1/8th of a turn) to give a very slightly rich mixture. Except in the most extreme circumstances, this is a set and forget area as it is very tolerant of prop loads, plug changes and extremes of weather. (Air bleed) is a very simple and reliable mixture control so why isn't it used on more carbies? It has two drawbacks! To choke the engine for starting the throttle must be open otherwise air is drawn through the hole and it drastically reduces the suction on the fuel supply. The other problem is that it controls the fuel mix for a very small amount of throttle movement, so that the engine is slobbery rich in the mid range. The method of overcoming this to some extent is to fit a carby with a small venturi and this is the case with the Enya and OS and this has a side benefit behind it that the suction from the tank is greater so tank position is not so critical with most of the engines fitted with these carbies. Before we move too far away, on both these carbies you can see another spring loaded screw, in both cases, on top of the carby. This is the rotor retention and idle speed screw. Serving a double purpose it retains the rotor in the carby body and can also be adjusted to set the speed of the idle. In most carbies, if this screw comes out, the rotor follows quite rapidly so keep an eye on it occasionally.

Improved Map of Area Surrounding the Belrose Airfield

Since the first-draft map issue dated "Dec-03" as published in the January issue of the Mag, many club members have given encouragement, suggested additions and spotted typos. With thanks to all for your constructive contributions, an improved map is now offered with:

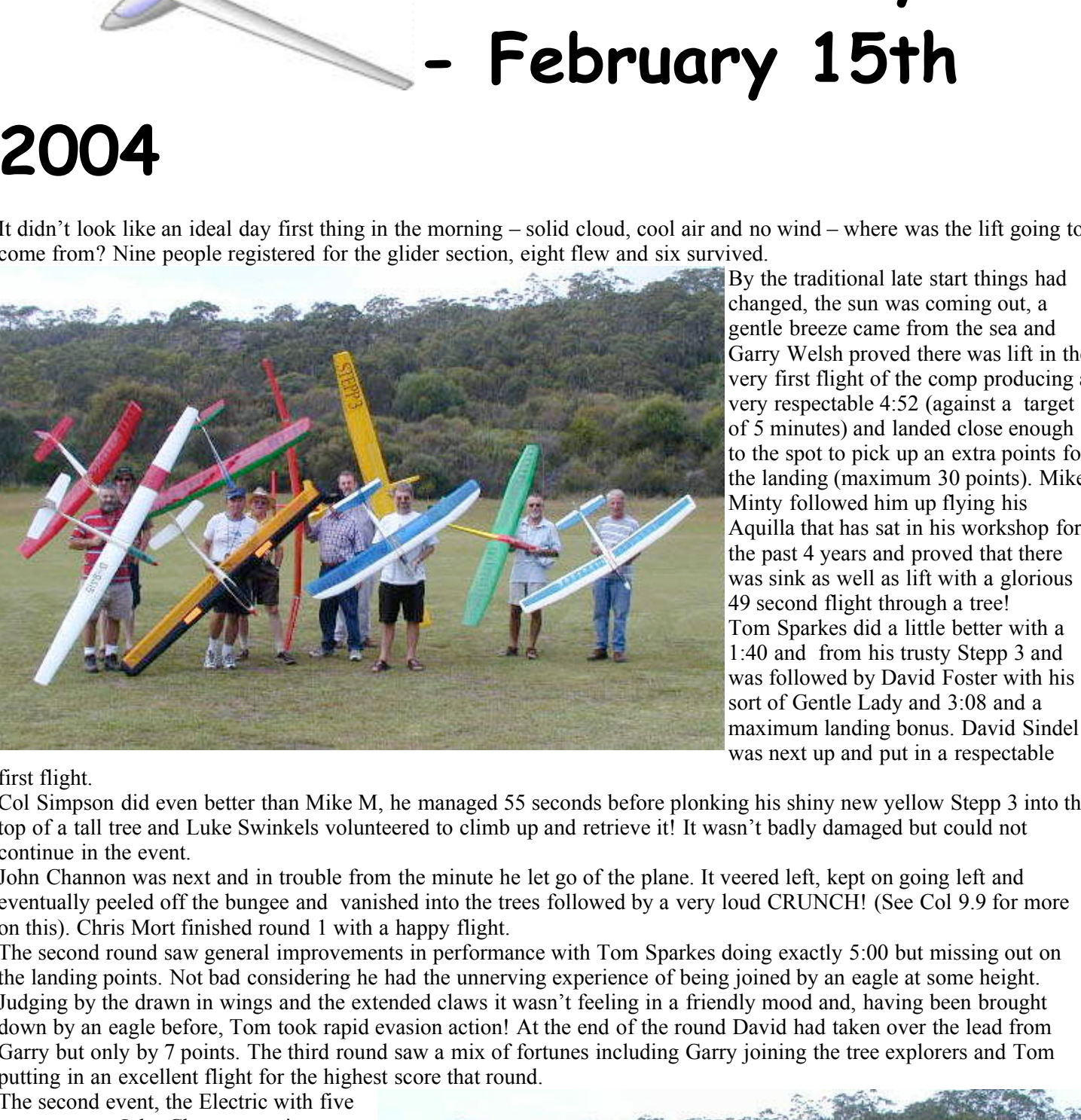
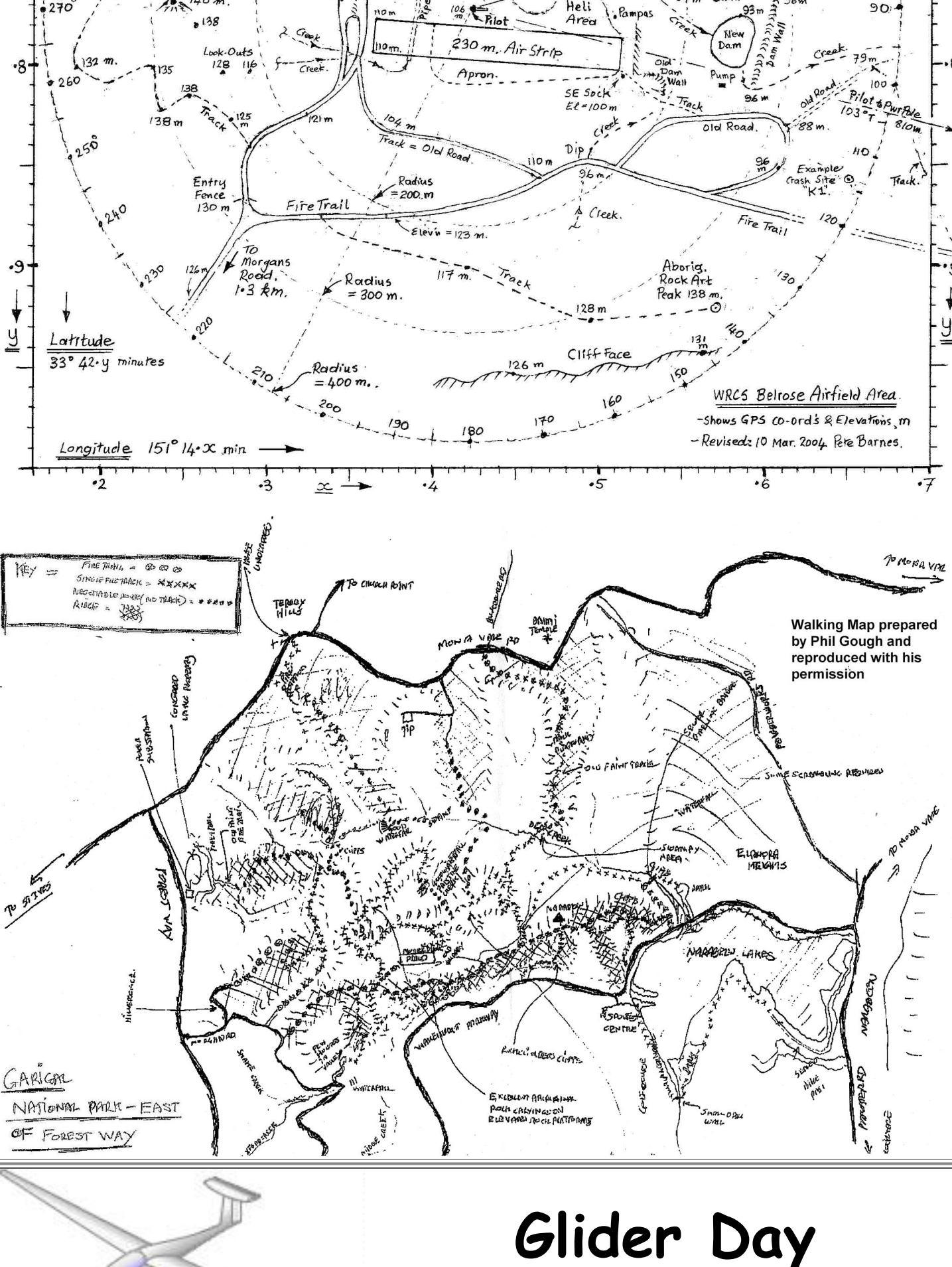
- clearer print (less 'noise' from the background graph paper)
- sight-line to the landmark 'big power pole' (at 103 deg.T. 810 metres)
- X-Y scale units correctly labelled as degrees & minutes (not seconds)
- Latitude reads 33 deg etc. (32 was a 1st-draft typo and now corrected)

This improved map, as well as a map of the walking tracks in the vicinity of the Flying Field is our "centerfold" this month for you to keep. You can also find/download & print further copies of this improved map from our web-site at [www.wrsc.org.au](http://www.wrsc.org.au) and click on the link "MAP OF THE AREA SURROUNDING THE FLYING FIELD".

GPS Notes  
The "Magellan Map 330" setup gives co-ordinates in degrees & minutes, with minutes expressed as 'm.mmm' ie. minutes to 3 decimal places. The last digit could thus be called a milli-minute, say "mmin" (= one thousandth of a minute). Allowing for daily satellite variations etc, typical GPS accuracy these days seems to be about +/- 2 mmin, equivalent to +/- 4 metres. To closely relate mmin to metres, just compare the side-by-side Longitude and metre scales along the top (north) side of our Belrose-Field map. During any bush-bashing, my GPS screen clearly displays the desired Goto-track as a solid straight line. Then my actual walks appear as thin dotted "ant trails" meandering near the Goto-line. Guided by these 2 clear features, its quite easy to plan & carry out a GPS-based grid-search (without the old-fashioned urge to mark chunks of searched bush with lengths of string etc), see discussion following. Model-recovery by GPS Points on the Belrose map were plotted as my best-estimates to the nearest 1 mmin (about 2 metres). Thus in theory a 1st-pass walk along a good GPS goto-line will always lead you close enough to spot your crashed plane. (A 'good' goto-line needle until you have the highest rpm the engine can retain without stopping, then wind (the screw) in about 45 degrees 1/8th of a turn) to give a very slightly rich mixture. Except in the most extreme circumstances, this is a set and forget area as it is very tolerant of prop loads, plug changes and extremes of weather. (Air bleed) is a very simple and reliable mixture control so why isn't it used on more carbies? It has two drawbacks! To choke the engine for starting the throttle must be open otherwise air is drawn through the hole and it drastically reduces the suction on the fuel supply. The other problem is that it controls the fuel mix for a very small amount of throttle movement, so that the engine is slobbery rich in the mid range. The method of overcoming this to some extent is to fit a carby with a small venturi and this is the case with the Enya and OS and this has a side benefit behind it that the suction from the tank is greater so tank position is not so critical with most of the engines fitted with these carbies. Before we move too far away, on both these carbies you can see another spring loaded screw, in both cases, on top of the carby. This is the rotor retention and idle speed screw. Serving a double purpose it retains the rotor in the carby body and can also be adjusted to set the speed of the idle. In most carbies, if this screw comes out, the rotor follows quite rapidly so keep an eye on it occasionally.

Getting a good GPS-bearing on the crash-site (K)  
The method below (all in degrees-True) worked well for me :  
- At crash-time, note a nearby direction marker (M) that's directly in-line with K (eg. M may conveniently be a tree or rock on the far-edge of the field).  
- Then walk a straight-line to M and note your GPS heading (H).  
- Into your GPS, fix or 'mark' M as waypoint M.  
- Return to your initial point (P) and mark this as waypoint P.  
- Enter 'Goto M' and the GPS gives bearing 'B' = direction of M from P.  
- Do a quick check that B = H to confirm that B is a good GPS bearing.  
- Move the GPS map cursor to point 'X', some 100 m. beyond the K-area.  
- Manoeuvre the cursor so that X (like M) is on bearing B from P.  
- While you're still at P, enter 'Goto X' to create the vital good 'Goto-line'.  
- Start walking the Goto-line to find your aircraft.

Happy landings,  
Peter B.



Glider Day - February 15th 2004

It didn't look like an ideal day first thing in the morning - solid cloud, cool air and no wind - where was the lift going to come from? Nine people registered for the glider section, eight flew and six survived.

By the traditional late start things had changed, the sun was coming out, a gentle breeze came from the sea and Garry Welsh proved there was lift in the very first flight of the comp producing a very respectable 4:52 (against a target of 5 minutes) and landed close enough to the spot to pick up an extra points for the landing (maximum 30 points). Mike Minty followed him up flying his Aquila that has sat in his workshop for the past 4 years and proved that there was second as well as lift with a glorious 49 second flight through a tree! Tom Sparkes did a little better with a 1:40 and from his trusty Stepp 3 and was followed by David Foster with his sort of Gentle Lady and 3:08 and a maximum landing bonus. David Sindel was next up and put in a respectable

first flight. Col Simpson did even better than Mike M, he managed 55 seconds before plonking his shiny new yellow Stepp 3 into the top of a tall tree and Luke Swinkels volunteered to climb up and retrieve it! It wasn't badly damaged but could not continue in the event. John Channon was next and in trouble from the minute he let go of the plane. It veered left, kept on going left and eventually peeled off the bungee and vanished into the trees followed by a very loud CRUNCH!! (See Col 9.9 for more on this). Chris Mort finished round 1 with a happy flight.

The second round saw general improvements in performance with Tom Sparkes doing exactly 5:00 but missing out on the landing points. Not bad considering he had the unenvying experience of being joined by an eagle to some height. Judging by the drawn in wings and the extended claws it wasn't feeling in a friendly mood and, having been brought down by an eagle before, Tony took rapid evasion action! At the end of the round David had taken over the lead from Garry but only by 7 points. The third round saw a mix of fortunes including Garry joining the tree explorers and Tom putting in an excellent flight for the highest score that round.

The second event, the Electric with five entrants, saw John Channon again checking out the foliage at the end of the field. Having landed in it, he even tried to power his way out but he had to resort to tree shaking and some pole help from Garry & David to end the event. Col Simpson, determined to do better this time, made a very presentable 5:05 and lots of spot landing points. Interestingly 4 of the 5 flew over the 5 minutes in the first round just showing how useful those whirring things on the front can be in keeping the plane up. There was an interesting comparison between Col's sophisticated and powerful through the air by a little foam jobby, in truth little more than a "toy aeroplane" that had been assembled a few minutes before the comp. Both did a few seconds over the 5 minutes but Col only used 26 seconds of motor whereas Luke needed 1:22 thus suffering a large penalty as motor run seconds are deducted from duration seconds.

John Channon was the only person to achieve exactly 5:00 AND a perfect spot landing though it has to be said that the spot needed a degree of enthusiasm and energy that left half the tailplane hanging off! David Foster demonstrated his method of removing kinetic energy as he approached the landing at a speed that would down by an eagle before, Tony took rapid evasion action! At the end of the round David had taken over the lead from Garry but only by 7 points. The third round saw a mix of fortunes including Garry joining the tree explorers and Tom putting in an excellent flight for the highest score that round.

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