

**TRASH & TREASURE IS ON
TUESDAY 12th AUGUST 2008**

The Newsletter of WRCS Inc.
PO Box 349
Brookvale NSW 2100

Warringah Radio Control
Society Incorporated
(Incorporated under the Association Incorporation Act 1984)



NEWSLETTER

AUGUST 2008



**"The Mozzie
Partners" -
Graeme
Swalwell and
Jim
Masterton
with their
prize winning
de Havilland
Mosquito**

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

**The next meeting will be the TRASH AND
TREASURE NIGHT to be held on Tuesday, 12th
August 2008 at Tennis Cove, Eastern Valley
Way, starting at 7.30 pm. The next meeting after
that will be on Tuesday, 9th September 2008**

POSTAGE
PAID
AUSTRALIA



AGM 2008

This year's AGM was held at Tennis Cove on 24th June, there was a great turnout of members and those who renewed received their new keys to the field. The locks have now been changed.

The following officebearers were elected:

- President:** Colin Simpson
- Vice President:** Warren Lewis
- Secretary:** Brian Porman
- Treasurer/Registrar:** Ron Clark
- Committee:** Grant Furzer
Paul Mandl
David Pound

Col Simpson thanked the outgoing Committee , the Field Maintenance Team, the Competition Organisers and Caterers, our MAS delegate and the Newsletter Editor and Webmaster for their tireless work over the past year.

We wish the new Committee a successful year.

Warringah Radio Control Society Inc.

President	Colin Simpson	9419 7844(w)	0412 264 240
Vice President	Warren Lewis	9417 0269(h)	
Hon Secretary	Brian Porman	9488 9973(h)	
Treasurer	Ron Clark	9440 1990	
Committee	Grant Furzer	9451 3651	
	Paul Mandl	0411 854 977	
	David Pound	9907 9261	
C.F.I. fixed wing:	Dean Schuback	9638 5563(h)	0414 630 027
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Editor	Tom Wolf	9371 0843(fax)	0411 339 590



An Irishman walks into a bar in Dublin , orders three pints of Guinness and sits back drinking a sip out of each one in turn. When he finished all three, he comes back to the bar and orders three more. The bartender says to him, "You know, a pint goes flat after I draw it; It would taste better if you bought one at a time."

The Irishman replies, "Well, ya see, I have two brothers. One is in America , the other in Australia , and I'm here in Dublin . When we all left home, we promised that we'd drink this way to remember the days we all drank together."

The bartender admits that this is a nice custom, and leaves it there. The Irishman becomes a regular in the bar and always drinks the same way: he orders three pints and drinks the three pints by taking drinks from each of them in turn. One day, he comes in and orders two pints. All the other regulars' in the bar notice and fall silent. When he comes back to the bar for the second round, the bartender says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your great loss."

The Irishman looks confused for a moment, then the light dawns in his eye and he laughs. "Oh, no," he says, "Everyone is fine. 'Tis me.....I've quit the drinking!"

THE EDITOR'S LAMENT??

- * Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me either, just f--- off and leave me alone.
- * The journey of a thousand miles begins with 6 spins from 4 spins high.
- * Sex is like air. It only becomes really important when you aren't getting any.
- * Don't aspire to become irreplaceable. If you can't be replaced, you will have to do the volunteer job for the rest of your life
- * Remember, no-one is listening until you fart.
- * Never forget that you are unique, just like everyone else.
- * If you think nobody cares whether you're dead or alive, try misspelling a name in a Newsletter
- * Have you ever lent someone \$20 or a screwdriver and never seen that person again? It was probably worth it.
- * Some days we are the flies; some days we are the windscreen.
- * Good judgment comes from experience, experience comes from bad judgment.
- * There are two theories about how to win an argument with a woman. Neither one works.
- * Never miss a good chance to shut up.
- * Experience is something you don't get until just after you need it.
- * Light travels faster than sound, this is why some people appear bright until you hear them speak
- * Nothing is foolproof to a sufficiently talented fool
- * The 50-50-90 Rule: Any time you have a 50/50 chance of getting something right, there's a 90% probability you'll get it wrong
- * Definition of Radio Transmitter: A case for holding dead batteries
- * Before you judge someone, you should walk a mile in their shoes. That way, when you judge them, you're a mile away and you have their shoes.
- * When we are born we are naked, wet, hungry, and we get smacked on our arse. From there on in, life gets worse

MEET YOUR COMMITTEE

Unfortunately not every member of the Club was able to attend the Annual General Meeting, these pics may help you identify the current office-bearers of WRCS next time you are at the field:



Colin Simpson
President



Warren Lewis
Vice-President



Brian Porman
Secretary

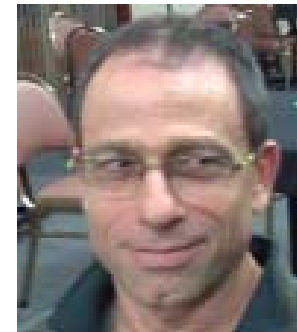


Ron Clark
Treasurer/
Registrar

Committee Members:



Grant Furzer



Paul Mandl



David Pound

NEW FIXED WING CFI



Dean Schuback has been appointed by the Committee as Chief Flying Instructor of WRCS.

This follows the resignation of David Menzies from that position, we thank David for his efforts during the past 12 months.

Shane Austin will continue to be the CFI for helicopters.

REPORTING INCIDENTS

The reporting of incidents which may have serious consequences to person and property (and one the test could be "there but for the Grace of God") which involve a review of what happened may prevent further incidents of the same nature because it hopefully enables all modellers to gain knowledge and generates increased safety awareness at all levels. This doesn't mean that someone or something must be actually hurt or damaged, but would definitely involve a "close shave".

It was reported in the latest MAAA Newsletter that in a recent incident a model went into 'failsafe' most probably due to the glow driver being left attached. The operator of the model now recognises that, had a fail safe parameter been set (which could have been easily done as the model was operating on 2.4GHz) this could possibly have saved damage to a vehicle and the model. If your radio has a failsafe capability it is very important that you know what it is set to.

There are different views on what is best for the control surfaces and none are perfect for every situation but the most important thing is that the failsafe position for the throttle is not full power. This can happen if you do not set it up yourself particularly if you have used servo reversing. When the failsafe operates the engine should either go to idle or stop.

MEMORIES WITH SPITFIRE

by Mannie Wides

In 1967 a Spitfire Mk. IXc was bought at a scrapyard and restored by Larry Barnett, Alan Lurie and the Atlas Aircraft Apprentice School.

The restored Spitfire had its first flight at Jan Smuts Airport (South Africa) 29th September 1975.



On 1st February 1982, I was tasked to fly as support aircraft to the Spitfire PT 672 from Lanseria, north of Johannesburg to Ysterplaat Air Force Base Cape Town for an air show, the Spitfire pilot was Alan Lurie.

These are photos taken at Beaufort West at one of our refuelling stops, and in formation over the Karoo en route to Ysterplaat.

Unfortunately I don't have a photo of a Renault R4 towing the Spitfire to the threshold of the runway, because the engine would have overheated, It was quite a sight.





GOODBYE RAAF-B707

The Royal Australian Air Force's last remaining Boeing 707, A20-624, flew low over Sydney on its final day of service on 1st July 2008. This faithful servant has more recently been performing VIP passenger transport and mid-air refuelling tasks and was also there to support the allies in the Gulf War.

During the final flight over Sydney Harbour and the CBD the 707 was being shadowed by a RAAF Hawk



fighter from which aerial photographs were being taken, but the



sight of an airliner shadowed by a jet fighter so low over the CBD caused alarm for many Sydney office workers who had not been cautioned about the flight and many decided to evacuate their skyscrapers fearing a 9/11 type of incident.



WRCS ANNUAL HELICOPTER DAY Sunday 17 August 2008

The day will open to all helicopter pilots from beginners to experts. Flying will be judged throughout the day with three categories: Beginner, Intermediate and Expert. We will be running a BBQ so please come along and check out the choppers.



**THE FIELD WILL BE CLOSED TO GENERAL FLYING
DURING THIS COMPETITION EVENT
THIS IS A FUN EVENT WITH SAFETY PARAMOUNT
Competition Director - Andrew Moss (0408 460 007)**

It was up, up and away for the flying kangaroo's new super jet as Qantas Airlines' first Airbus A380 effortlessly climbed into the skies above the French city of Toulouse, signalling the end of two years of assembly problems that plagued manufacturer Airbus.

Qantas pilots and engineers began acceptance trials before it leaves for Australia in August and by October it is scheduled to be flying to Los Angeles.

The double-decker A380, which has a wingspan almost as large as a football field, will be named Nancy Bird Walton after the sprightly 92-year-old aviatrix.



The jet can carry 850 passengers but Qantas is likely to reconfigure the plane to seat just 500 to give extra space.



FROM YOUR PRESIDENT

Circuits and Mid-Air Collisions

It has come to the attention of your Committee that there have been a series of mid-air collisions over the past few months. These mid-air collisions invariably leave at least one participant aggrieved and both participants well out of pocket.

Mid-air collisions should be totally avoidable if very simple rules, of which you have all signed as read, are followed.

A mid-air collision cannot occur, head-on, if conventional flight circuits are followed.

Unless there is agreement with **ALL** flying pilots to the contrary, take-off should always be "into wind".

When taking off from the carpark towards the dam you are to do a **RIGHT HAND CIRCUIT** (making right hand turns to go around). Take-off is followed by a right hand turn through 180 degrees once flying airspeed is reached (by now flying down wind!!), and the down wind leg after take-off must now be along the southern ridge line, **NOT BACK UP THE FIELD** (that is, not over any part of the mowed area). A second 180 degree turn will now bring the aircraft back down over the field.

If the wind direction requires a take-off from the dam towards the carpark (uphill), then the first 180 degree turn is to the left (as are all the other turns) and you must complete the **LEFT HAND CIRCUIT** which will take the down wind leg over the southern ridge.

Once in the air, if **ALL** flying pilots wish, they can elect a circuit direction to suit. This requires **ALL** pilots to fly in the same circuit direction. Any new pilots who join in the flying must fly the same circuit as the pilots already in the air until there is another agreement by **ALL** flying pilots to change the circuit.

"THE UFO OF NARRABEEN"

Many members will have read this headline in the 5 July 2008 edition of the Manly Daily.

The news article relates how, on Thursday (3 July) at about 4.20pm, staff and holiday makers at the Sydney Lakeside Holiday Park at Narrabeen were given the shock of their lives as an electric remote control glider with a 2m wingspan crash landed into the Park.

Fortunately there was no injury or damage to any person or property (even the glider remained mainly intact) and if you are the owner of the glider and can prove it, contact the Park on 9913 7845, they would like to return the model to its rightful owner as it is taking up a lot of space.

As we know, "fly-aways" are extremely rare and only occur when there is loss of radio contact between the transmitter and the receiver in the model, previously has been due to loss of receiver battery power or if, on launch the receiver is accidentally switched off. When this happens, the plane usually climbs and starts to circle until it is blown away by predominant winds.

Eventually when the fuel or main battery power runs out, gravity takes its toll and the model descends in a "dead-stick".

This recent event emphasises (as if we ever needed a reminder)



the importance of Club membership and observance of the Rules, and the relevance of MAAA membership with the insurance benefits to both the pilot and the public should anything untoward happen.

The photo may assist in finding the owner of the model.

2.4GHz EQUIPMENT

With many Members now considering buying and using 2.4GHz equipment, whatever your views may be as to the products approved by MAAA, it is important that you realise that the 2.4 GHz band is used throughout the world but the specifications for the equipment vary from country to country. Because of this, it is impossible to be certain just by looking at a product that it meets the Australian regulations, which in many cases are more stringent than that applying in other countries, including the USA.

The MAAA requires that all equipment used under its procedures complies with Commonwealth legislation as administered by the Australian Communications and Media Authority (ACMA). The best way of assuring this, is that the equipment has a **C Tick** compliance mark applied by either the manufacturer or the importer, which means that the manufacturer or importer is taking the responsibility that the equipment complies with the Australian regulations and they are legally required to hold documentation to prove it. This has to be available for audit by the ACMA. If the equipment does not have a C Tick, then it is the individual user's responsibility to have documentation to satisfy the requirements of the compliance test. You don't need to be a genius to understand that if there was an incident and therefore the circumstances arose to test whether the documentation held by the individual is adequate, the issue would ultimately be tested by a Court of Law and may well be outside the indemnity of the insurance in existence that covers members and may render the individual personally liable.

Consequently unless you have either the C Tick or your own independent compliance documentation, you may well be putting more than just your model at risk if you fly using this equipment. This must be a very important matter to consider when you think about buying your equipment overseas or from an overseas source.

At the recent AGM it was also reported that some Members have had really bad experiences with one particular brand (resulting in catastrophic equipment failure and the loss of very expensive models), if you wish to know more you will need to talk to Ron Clark and Tom Sparkes.

One very common example of a change in circuit direction is the left hand circuits, after take-off, when pylon racing.

IF YOU HAVE A MID-AIR WHILST FLYING AGAINST THE CURRENT CIRCUIT, THEN IT IS YOUR FAULT AND YOU CAN EXPECT THE OTHER INVOLVED PARTY TO COME TO YOU FOR APPROPRIATE COMPENSATION.

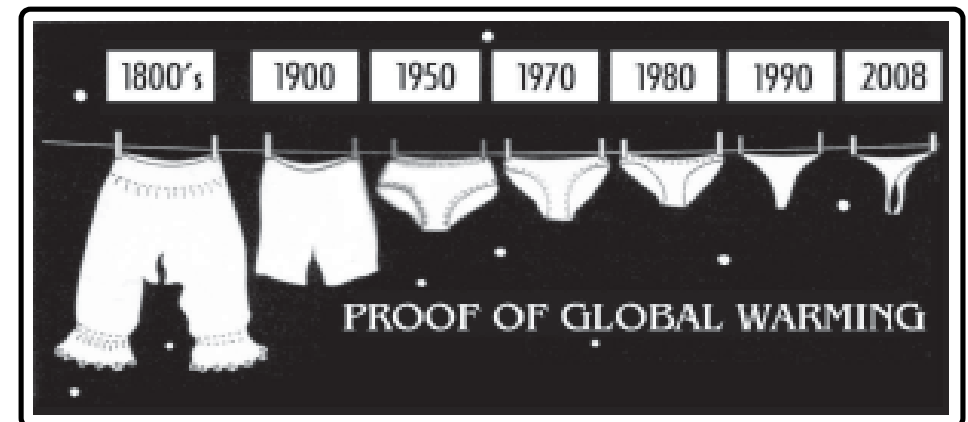
As for aircraft that are flying in the **SAME DIRECTION**, the leading plane has priority in every instance and the following plane must give way. The following plane should also be aware that the lead plane may make a sudden turn in either direction or change altitude suddenly

These are the reasons for the well known club rule (enforced at all other clubs as well) to call any **AEROBATIC MANOEUVERS** that involve a change in direction and thus seek permission to do so from **ALL** the other flying pilots.

These rules affecting circuits also apply to **HELICOPTERS** who use the main field, their circuits also require that the "return leg" of the circuit not be over the mowed area of the field and they should be particularly aware that fixed wing aircraft often do low passes at high speed down the centre of the field, so there is no hovering or 3D manoeuvres permitted over the mowed area of the field whilst fixed wing aircraft are flying.

In anticipation of orderly and safe flying,

Colin



KNOW YOUR NEW CFI



Firstly, I would like to thank the Committee for asking me to take up this important role, I am honoured to be asked.

For those of you that fly on Saturdays most of this information will already be known to you, but for every other club member, it may be of interest.

I have only been a club member for a relatively short period of time (just over 4 years), and an instructor for just under 2 years. You may then be asking the

question, why me? What gives me that right to hold this position? To better answer this question, I thought I would give you a more detailed understanding of my background.

I have been training/coaching people since I was 15 years old. My first instructor rating was for Middle Harbour Yacht Club where I taught kids and adults how to sail.

At the age of 22 I gained the Level 1 Coaching Certificate for squash and in 2001, I successfully completed a Workplace Assessment and Training qualification through Swinbourne University.

I currently work for Aussie Home Loans as a Trainer and have been training professionally for over 10 years.

I hold a current Private Pilot Licence with night rating and have over 260 hours. I have also completed the commercial theory exam.

I believe that my extensive training background and current flight experience, (both real aircraft and models), will stand me in good stead for this role.

I am available to Members who may wish to contact me to clear up any questions about their flying and I wish everyone incident free and happy flying.

See you at the field

Dean



Yes, it was corrected by the time the Newsletter was uploaded onto the Net. Obviously Jim Masterton's prize-winning model was the Bucker Jungmeister. How many readers also noticed that the photo showed only one wing? Jim had already disassembled the model by the time the photo was taken.

Could they be doing something right!? There was not a single other nomination for positions and the entire Committee from last year were re-appointed for another 12 months. What gluttons for punishment!!

For certain technical reasons some members were not receiving their MAS Newsletter through the email for some time. The MAS Editor now assures us that the problem has been resolved, if you are still having problems please let someone on the Committee know.

Steve MacMahon insists that it be known that he **is not** the culprit ... this time ... even though he owns a Discus glider. He claims that he was not the pilot of the rogue glider that crashed at Narrabeen and insists on his innocence until proven otherwise. In his defence he also claims that he was in Coffs Harbour and that his Discus does not have an electric motor.

What a bargain!! The National standard prop for racing AT-6 is 15x10 APC, they cost about \$26 in local shops. Grant Furzer ordered 6 of them from Tower Hobbies (USA) for US\$10 (about AU\$11) each. Grant received them, delivered to his front door, within 3 days for a delivery charge of a mere \$90.

- **Camber;** Increasing camber on the wing geometry will improve lift at slower speeds such as in thermalising and also landing This can be done by using 15 – 20 degrees down flaps or 15 degrees down ailerons if no flaps available. This can be configured on a stage switch or a variable slider on the side of the radio.
- **Sailplanes** with only rudder and elevator; the writer uses an additional setting with 5 degrees up elevator for thermalising and stooging around. This is a slow flight configuration.
- **Reflex:** this setting is optimal for speed performance whereby the flaps or ailerons are 5 – 10 degrees up sacrificing lift and a marginal increase in drag to fly between thermals or cross- country.
- **Crow-breaking;** This configuration has ailerons up 10 – 15 degrees and either flaps or elevator 5 – 10 degrees down. The optimal setting for flaps or elevator will need to be experimented with as the writer has found a large variation in settings in sailplane designs. Speedbrakes are the penultimate for crow-breaking. Crow-breaking is also well used in slowing the sailplane for thermalising.
- **Landing configuration;** camber or crow-breaking is well used for landing configuration. Full flaps mixed with down elevator are also used. Your imagination is limited to what is available in mixing and surface controls for landing. Be aware, a sailplane is very aerodynamically efficient and unless some landing configuration is mixed in the radio, a lot of space will be required to bring it down. A large glider may end up at Narrabeen if approaching from the carpark!!!

There is a very good video by Paul Naton from RadioCarbon Arts that discusses this topic in depth. (Performance Tuning for Gliders). The diagrams are courtesy and permission from Paul who will be visiting Australia next year to film a Thermal Challenge. More about this later. The writer will try to get Paul to give a presentation for a club night if his trip coincides with a WRCS meeting.

HAPPY SOARING

SOARING CORNER

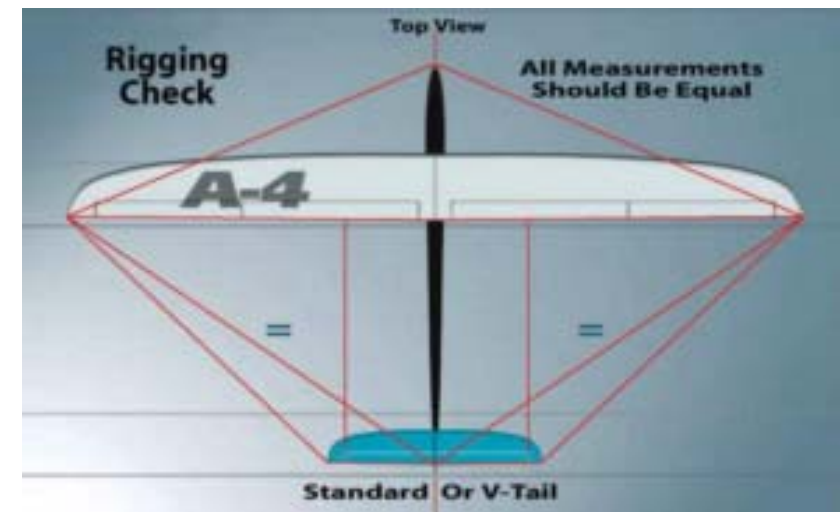
by Stephen MacMahon



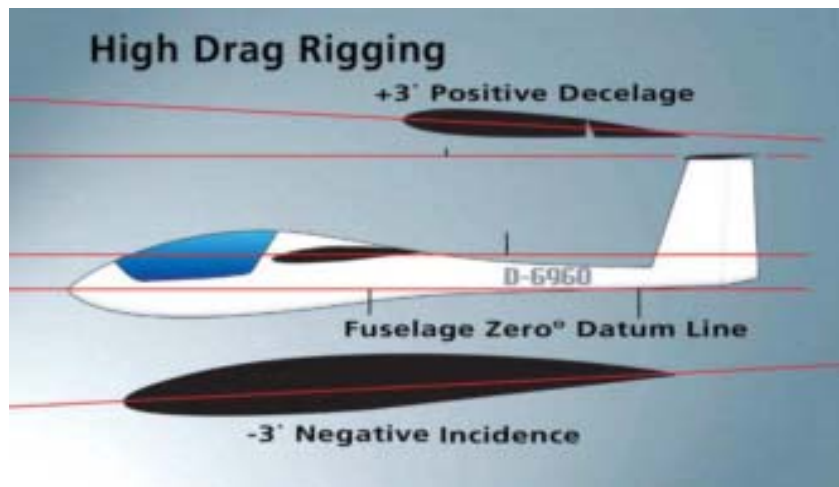
PERFORMANCE TUNING YOUR GLIDER

This is an inordinately difficult topic to cover in a short article but it is worth precis' some of the steps to help improve glider performance:

1. **Check to see that all flying surfaces are square.** Despite all good intentions, ARF kits are notorious for not being square. Use a piece of string to check the wing tips align equally with the tip and tail of the fuselage. Also check the horizontal stab to each wing tip and a reference point on the fuselage. I use a point just behind the wing root.



2. **Wing and Decalage incidence is very critical on a glider.** The ideal is to try to keep a zero wing incidence and a minus 3-degree incidence on the decalage. Many sailplanes fly with negative wing incidence and positive incidence on the decalage. This creates stable flying characteristics but its high drag capability decreases performance.



3. The centre of gravity of a glider is very controversial. I say this, as it is one aspect of a glider that can be varied depending upon conditions and flying style. Setting the COG in a powered plane is only “relative” as it is determined in an unfuelled aircraft and changes when full of fuel to empty. With modern performance gliders, a change of 1 millimetre can be the difference between balanced and tail / nose heavy. A great deal of time is needed to get it balanced. During the first few flights a “dive test” will be required and with the use of adhesive weights, one can experiment to get the sailplane balanced to your flying style.

One can also change the COG depending on conditions. On calm days, tail heavy is good adding weight to the tail. On windy days, nose heavy will improve performance.

The optimal is to have the sailplane balanced and rather than adding weights to the nose or tail, adding weight to the COG. This is easy to do in expensive performance sailplanes as they have a hollow brass tube as the wing spar but the former technique is better in the general “run of the mill” sailplane.

4. Adverse yaw will significantly affect gliding performance when hunting for thermals. I configure my radio, ailerons mixed with rudder, to compensate for this. The drag from adverse yaw will cause loss of height far quicker than in a coordinated turn. When in a thermal, it is better to switch off this mix and use rudder for the turn and offset ailerons to balance the turn.



5. Radio Settings for optimal performance:

There are various settings that can be configured for optimal performance for sailplanes;

- **Take off;** For aerotowing, uncouple all mixed settings with zero settings for elevator, aileron and may be 10 degrees down flaps if available, to improve lift on takeoff. On a bungee launch, about 2 degrees up-elevator will improve tension on the bungee. Zero settings or maybe 10degrees flap will work well for a hand launch.
- **Cruise;** Zero settings on all controls.