

Baz proceeded to sand and sand and fill and sand, advised by Sam, who then gave the show a coat of paint. Baz is now adding all the details and was last seen working on how to string the navigation system and had fibre glassed the inside of the ABS cowl and sprayed u/c and was sanding out preparatory to a final coat. As the photographs show a big transformation took place in June this year. The power is now not going to be the Supre Tiger, instead Baz has mounted a 90 Thunder Tiger four stroke. It looks great, and we look forward to the November scale day for an unveiling.



LARGE SCALE IN EUROPE



Thanks to Kevin Einstein we have learned of fantastic large scale model builders in Europe.

Peter Michel, a German model airplanes builder who builds original-faithful reproductions of the most famous airliners of the world. In his Ingelheimer workshop he has built Airbuses, DC-10, MD-11, the Concorde and the Boeing 747-400. If you are interested in visiting Peter's WebPage, log

onto:

http://www.michel-concorde.com/index2.html

Gordon Nichol is a well known large scale modeller in the UK who has completed a massive USAF B-52 project. The 8 engines that were needed were provided by Wren, to see the development of this model you can log onto:

http://www.wren-turbines.com/news.htm





And thanks to Dennis Grech we have learned of "the mother of all model sites" from nearby NZ: http://www.homepages.ihug.co.nz/~atong/



11th December

(dinner served at 6pm, keep your ticket to hand it in!!) We again are catered for by McGoo's Spit Roast with lots of yummy food.

Adults \$20; Children 5-12 \$10; under 5 FREE

Enquiries and Tickets available from Stefy Grech

Raffle tickets are also available from Stefy, first prize is a pick of: ARF Piper Tomahawk (77 inch span) or a PICA Cessna 182 kit (86 inch) Tickets are \$5 each.

THE BIG BRISTOL FLIES AGAIN!

The Bristol 'Scout' Biplane, designed by F Barnwell, first appeared in 1914. It was a neat single-seater powered by an 80 hp Gnome engine, which gave it the high maximum speed of 97 mph. The wings had fabriccovered wooden main spars and ribs; the fuselage was wooden-framed and fabriccovered

The Scout was intended

primarily as a reconnaissance aircraft, the early models being unarmed, although some pilots carried a rifle or a pistol. A few machines had a Lewis gun fitted to fire forwards and outwards beyond the airscrew arc, others had a

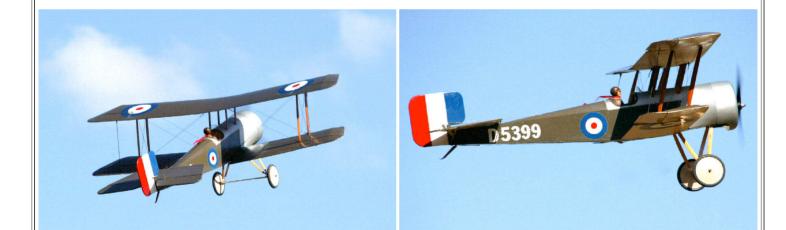
Lewis mounted on the top wing to fire over the airscrew. Some pilots used to drop clusters of steel darts on to the hapless enemy troops in the trenches below. What a terrible way to die! The Bristol Scout went through several stages of development, and the final version, designated 'D' appeared in December 1915.



My model is a quarter scale (2 metres wingspan) Bristol Scout D. It was constructed in 1988 from a Model Aviation News plan. Built of balsa and ply and covered in nylon, it is powered by a Super Tigre 2500 with a home made muffler folded up from brass sheet and silver soldered. The plug for the fibreglass cowl was an aluminium saucepan. I remember spending a week touring homewares shops before I found one of the right size and shape. The Scout flew very nicely, with no nasty vices. It was mildly aerobatic, performing loops, Immelmans and rather barrelly rolls with

by David Foster, photos by Rod Jamieson

ease. I flew it many times at SRCS Kellyville, the club I belonged to at that time. I even took it down to the Mammoth Scale Rally at Shepparton on about six occasions and one year won the Best World War I award.



Shortly after joining WRCS in 1997, while flying the Scout at Belrose, the engine cut just after takeoff (no doubt set too lean) and there was nothing for it but to crash land in the bush.

When I retrieved the model I found that one wing was extensively damaged, two of the cabane struts were broken, the firewall pushed back and the undercarriage was bent out proportion. I put the Scout on a rack in my warehouse as a repair project for 'when I retire'. In the following years nothing was done to the model - I suppose I kept putting it off because I was a bit daunted by the amount of work, particularly the recovering and painting required.

A couple of months ago I got to thinking that I'd like to go down to Shepparton for the Rally in mid-September this year, not just a spectator but as a participant. But what to fly? I immediately thought of the Bristol Scout. I got it down to have a look at what was required but concluded it was beyond me, particularly the painting. Me and spray painting just don't get on. Fortunately my good friend Jim Masterton came to my aid, with his building, covering, painting and soldering skills. In the space of a couple of weeks Jim had the Scout as good as new. Thanks a million, Jim!

First I had to have the model re-certified (it weighs a tad over 7 kg) then we were ready to fly. A week's delay sorting out a problem necessitating the fitting of new fuel tank. I was a bit apprehensive about flying it again, but I needn't have been - the Bristol took to the air with gusto, just like it had done seven years ago. I have flown it several times in the past few weeks and every flight is sheer pleasure. Both the Scout and I are looking forward to our return visit to Shepparton, plus many more flights at Belrose. Look for it at the Club's Scale Day on September 26.



relationship with the Club. When notified, they each wrote a letter of thanks to the WRCS Members, with Alan writing: "My last model flight was in 2002, and it was with reluctance that I decided to retire from the hobby which gave me so much pleasure for 20

odd years. However when one becomes and octogenarian there is not just gratitude for survival but realization that the body is trying to tell you something about giving it a fair go." And David wrote: "You may be assured that we will take this decision of

the members as an indication of their warm feelings towards us both and we intend to be frequent visitors to the field both to enjoy the models and to continue the many friendships we have made over the years".

This is the first time such Membership was offered, sadly in the past many of our long-term Members passed away whilst still financial members and before such honour could be bestowed on them. WE HOPE TO SEE YOU GUYS AT THE FIELD EVEN IF YOU CAN'T FLY!

Γί ISEFUL I IPS -[DD] This tip is thanks to the Townsville Aeromodellers Newsletter.

EPOXY CLEAN UP

Isopropyl alcohol can be used to thin or reduce epoxy glue. Upon the evaporation of the alcohol, the epoxy will attain nearly all its original strength. For clean-up, acetone is typically used as a solvent which cuts the epoxy and eliminates its gluing action. Acetone however, is toxic and has a tendency to build up in your system. Not only is it toxic but it stinks, especially pungent inside the house, if that is where you model. So get rid of that acetone. In its place try using plain old table vinegar! According to the TAN it works better than acetone!





Stefy and Dennis Grech have lost the Stuka Room to Lauren. We are all delighted for them..

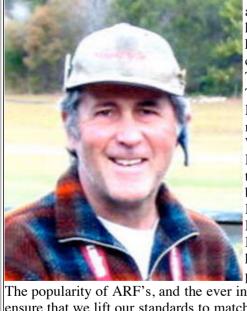
Here's a bit of luck!! Grant Furzer brought along the first completed production line "Plagiarist" for its maiden, and found that the rudder wasn't working too well. After landing an close inspection found ... you guessed it ... a metric and imperial push rod and clevis being mixed up!! Had it been on any other control the model would certainly have come to a sorry end.

DISEASE PREVENTION contributed by a Member

Miss Bea, the church organist, was in her eighties and had never married. She was much admired for her sweetness and kindness to all. The pastor came to call on her one afternoon and she welcomed him into her parlour. She invited him to have a seat while she prepared a tea. As he sat facing her old pump organ, the pastor noticed a cut glass bowl sitting on top of it, filled with water. To his shock and surprise, in the water floated, of all things, a condom! When she returned with tea and cookies, they began to chat. The pastor tried to stifle his curiosity, but soon it got the better of him and he could no longer resist. "Miss Bea," he said, "I wonder if you would tell me about this?" and he pointed at the bowl. "Oh yes," she replied, isn't it wonderful? I was walking downtown last fall and I found this little package on the ground. The directions said to put it on the organ, keep it wet, and it would prevent disease. And you know ... I didn't have a cold all winter!"



by George Atkinson



Many of you already know me, and know that I am passionate about certain aspects of our hobby. To be specific, the safe enjoyment and promotion of our hobby. The best way to promote and enjoy flying is to do it safely. I certainly have a better day when everything goes to plan; nothing breaks or worse, crashes.

The very last thing I want to see is any one injured.

This brings me back to the safe enjoyment and promotion of our hobby. Many challenges exist that must be overcome before this can happen. One of the most basic that is often overlooked is attitude. What Attitude is that?

In the general sense of aviation, the term attitude is used to describe the angle of the nose of the aircraft. However, today I would like to briefly discuss the more basic concept of safety as an attitude.

In the world of commercial aviation, safety includes behaviour based on attitude. Now I can hear many echoes of "there's nothing wrong with my attitude" or " I've been just fine doing it my way for xx years". In many cases, that is true, however, times are changing. Bigger planes (and helicopters) with bigger, more powerful engines are available.

The popularity of ARF's, and the ever increasing affordability of these higher performance aircraft, requires us all to ensure that we lift our standards to match the performance of our aircraft.

New pilots will watch what the old (that should read experienced) pilots do and begin to copy it. What is the standard you set for yourself, that others follow ???

Is it safe? For you? For other pilots? For spectators?

Does everyone enjoy what you are doing? The answers to the above questions is very dependent on your attitude.

This article is not intended to be the last authority on this subject. It is, however, my intention to raise the level of awareness and stimulate discussion. I welcome all positive discussion on this and other subjects. Flving Tip

Regardless of the level you fly at now, set yourself small goals to achieve each flight. It could be landing on a particular spot, completing a more scale like take off or landing, a more axial roll, a rounder loop (or two). The examples are endless. Simply attempt to do something better than last time.



contributed by a member A mother enters her daughters' bedroom and sees a letter on the bed. With the worst premonition, she reads it, with trembling hands:

"It is with great regret and sorrow that I'm telling you that I've eloped with my new boyfriend. I found real passion and he is so nice, with all his piercings and tattoos and his big motorcycle. But it's not only that Mum, I'm pregnant and Ahmed said that we will be very happy in his caravan in the woods. He wants to have many more children with me and that's one of my dreams. I've learned that marijuana doesn't hurt anyone and we'll be growing it for us and his friends, who are providing us with all the cocaine and ecstasy we want. In the meantime, we'll pray for science to find the AIDS cure, for Ahmed to get better, he deserves it. Don't worry Mum, I'm 15 years old now and I know how to take care of myself. Some day I'll visit you so you get to know your grandchildren.

Your daughter, Judith

PS: Mum, it's not true. I'm at the neighbour' s house. I just wanted to show you that there are worse things in life than the school report card



Greetings from deepest Hampshire in the sunny UK – yes, it has been really sunny! (but in the covering email he says: "Well, it's not models but it is planes! Greetings from a now very rainy UK. Mike")

OUR POMMIE MATE IN

THE UK!!

The Wayfarer's Walk is a seventy mile walk through some of the most beautiful parts of Southern England. It starts at Inkpen Beacon near the border of Berkshire and Hampshire and goes to the coast at Emsworth. Keen young things, and I guess some older ones, stride the length with their tent and backpack and enjoy every minute of it -I can think of a lot better ways to spend my time and effort! But, I wanted to see it so I opted for a book by

Barry Shurlock titled "Pub Walks along the Wayfarer's Walk" which contains 20 circular walks, each one along part of the WW, and starting and finishing at a suitable hostelry. I figured all I had to do was drive the van to the pub, persuade the landlord to allow me to park in their car park and get on with it – and it worked! I have done 11 of them so far and in case you are wondering what this has to do with model aircraft the answer is nothing – but I did find some interesting full size ones.





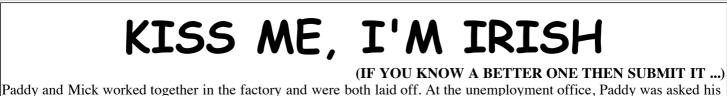
Steventon. On a bend, only a few yards from the road, was a brand new shiny yellow Piper cub!

I screeched to a halt and wandered around it. It was clearly a Cub but a bit strange, it looked a bit like an L4 because of its extra glazing around the cabin, the cowling looked like a Super Cub and it was fitted with metal ailerons and flaps strange.



I went into the adjacent hangar and found two guys working on a couple more. Their English wasn't too good but they explained there were 16 of them to be done and there was a load more in the hangar behind. I wandered round the back and into the hangar, whew! There were not 16 but certainly a load of dissembled Cubs, all in Israeli markings. So that explained their origin and when I went back to the fitters I managed to understand that they had been bought from the Israeli army where they had been used for training and were anything between 25 - 40 years old. In the UK they are being stripped, inspected by the CAA and, when fixed up, recovered, painted yellow and will be sold on the private market.

So if you want a different look for your next Cub model how about an Israeli trainer? Me, I shall continue travelling until I can get back to flying again. Mike



occupation. "Panty stitcher ... I stitch the elastic in ladies' panties," he replied. Being unskilled labour, Paddy was given 100E a week. Mick replied, "Diesel fitter", and since this is skilled work he was given 200E a week. When Paddy found out Mick was getting 100E a week more than himself, he was furious. He stormed back into the unemployment office and demanded to know why his mate was getting more moolah. The clerk explained that panty stitching is unskilled work, whereas diesel fitting was skilled work. "What damn skill???" yelled Paddy ... "I sew the damned elastic on the panties. Mick puts them over his head and says, 'Yep, diesel fitter'".

* Index * Map * Membership * Committee * Events * Results * Newsletters*

* Beginners * Photos * Articles * Hints * Classifieds * Links *

Copyright Warringah Radio Control Society 2004 This Page is constructed and maintained by: Andrew's Computing Essentials & Services