



They are a busy lot Simon Press works on his P38 Lightning while Jim Masterton and Graeme Swalwell work (in the background) on their Mosquito at October Scale Day 2005

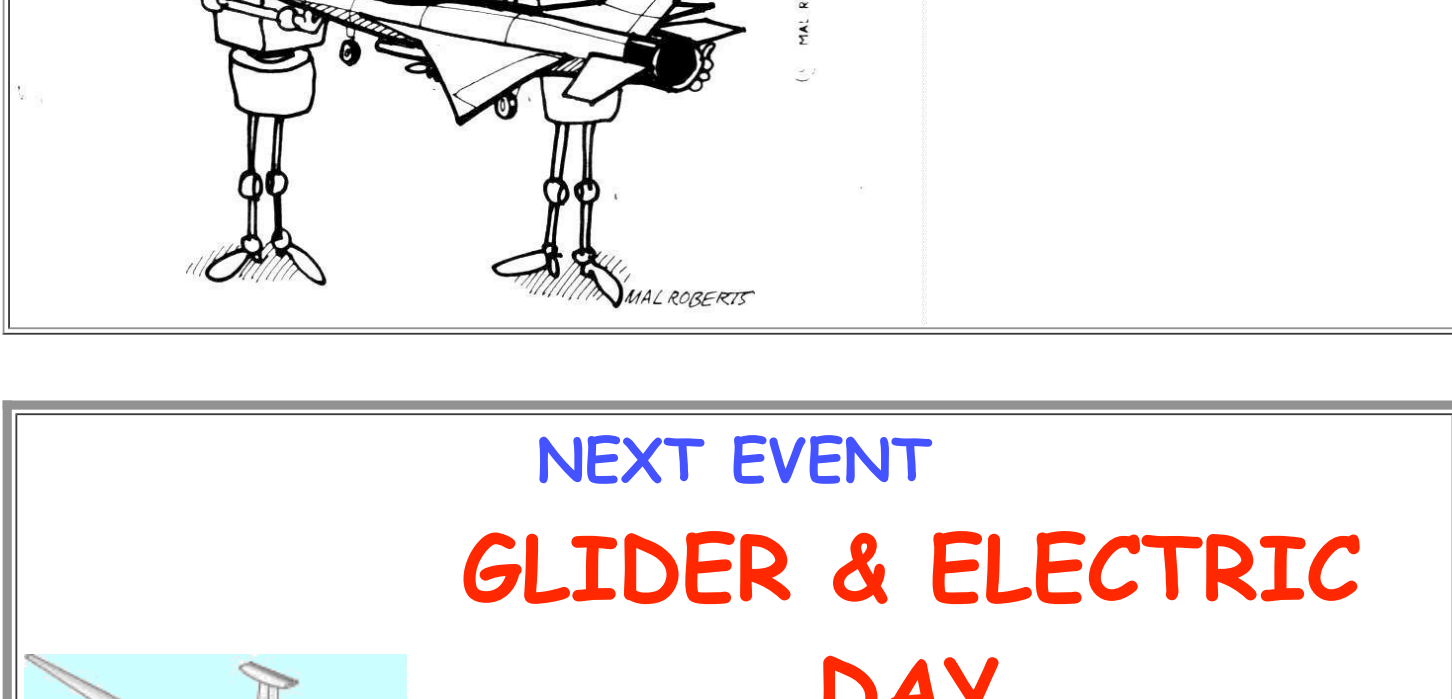
MEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGS
The next meeting will be held on Tuesday, 14th February 2006 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. The next meeting after that will be on Tuesday, 14th March 2006

FROM THE SECRETARY'S DESK
 Arising from the events surrounding the flight of the Lolly Bomber at the Christmas Party, a special meeting of the Committee was held. At the commencement of the deliberations it was agreed that the meeting should aim to define: "What can we learn and pass on from this incident"
 A "Board of Enquiry" of 3 pilots of Gold Wings standard who were not present at the field at the time of the flight was appointed, all written statements (including the statement of the pilot) were considered by the Board and their findings and recommendations were made available.
 The Enquiry's recommendations were:
 * Pilots should not overestimate their skills in difficult conditions
 * Extra precautions and safety margins should be exercised when non participatory spectators are present.
 * Pilots flying at a public display must have a dedicated observer/caller familiar with the local field and safety requirements.
 * Following third party incidents the airframe and associated radio equipment including TX should be impounded subject to inspection by suitably qualified expert.
 * Pilot involved should be grounded pending finalization of any inquiry.
 * Pilots should receive some effective training in handling emergency situations (including safely sacrificing model)
 * All models should be able to cut the engine reliably from the TX

Accordingly, the Committee resolved to add the following to the Rules of WRCS effective immediately:
 1. If a "serious incident" occurs then the transmitter, key and aircraft are to be impounded immediately, and the Club flying privileges of the pilot suspended pending the outcome of a "Board of Enquiry". (A "serious incident" that will trigger a Board of Enquiry is defined as one which injures or has the potential to injure a third party and may require an MOP Incident Report.)
 2. A "Board of Enquiry" is to be appointed consisting of three Gold Wing standard members not present at the incident site as soon as possible and all witness statements, including a statement from the pilot should be invited and be considered and the findings and recommendations of the Board are to be provided to the Committee for such action as the Committee may determine.

Shepparton Air Races
May 13/14, 2006
 Entries for this Competition close on 28th February, if you are interested or want more info please contact Garry Welsh by email on:
Garry.Welsh@LonsData.com
 Garry will gladly let you have the Entry Form and the Rules and put you on his mailing list for his regular newsletters.

**USEFUL HINTS:
 DECALS AND LOGOS**
 We often hear of problems finding information and other details (including samples) of the precise and detailed decals and logos for the models we are building. Thanks to Doug Radford, look up these internet sites if you are having such problems:
 * Luftwaffe markings, camouflage and squadron emblems can be found at <http://users.hol.gr/~nowi/>
 * Free download true type fonts used by USAF, RAF, RCAF and LUFTWAFFE can be found at <http://hans.presto.tripod.com/fonts/stencil5.html>
 * Logo downloads are to be found at http://webchancier.com/index_en.html
 Inkjet decal paper is available from a NZ source but you may be able to find an ozzie source. The NZ contact is Walter Skinner (walter@extra.co.nz)
 Transparent and repositional vinyl and inkjet labels may be available from a stationary supplier



This entertaining cartoon was found in an old publication, credit to Mal Roberts. Unfortunately we don't know which publication or anything about Mal Roberts, but we thought our readers would enjoy the cartoon.

NEXT EVENT
GLIDER & ELECTRIC DAY
Sunday, 19 February 2006

Open to all electric models
Glider 5 minute max. Bonus points for spot landing, 3 rounds.
Electric 5 minute max. Bonus points for spot landing, 3 rounds.
Deduct motor run times from total flight times.

THIS IS A FUN EVENT WITH SAFETY PARAMOUNT
 Competition Director - Mike Minty

2006 Competitions Co-ordinator
Tom Sparkes
 After his competitions successes in the past 4 years, Tom Sparkes has agreed to be the Competition Co-ordinator for 2006. The events will be conducted by the Competition Directors as advised, with Tom co-ordinating and helping, the Competition Calendar is on the Website.
 This of course means that Tom is ineligible to enter any of the events and we expect to see some really exciting and close competition between Members this year.
 If you have any enquiries about the competitions, please ring Tom on **0419 977 613**

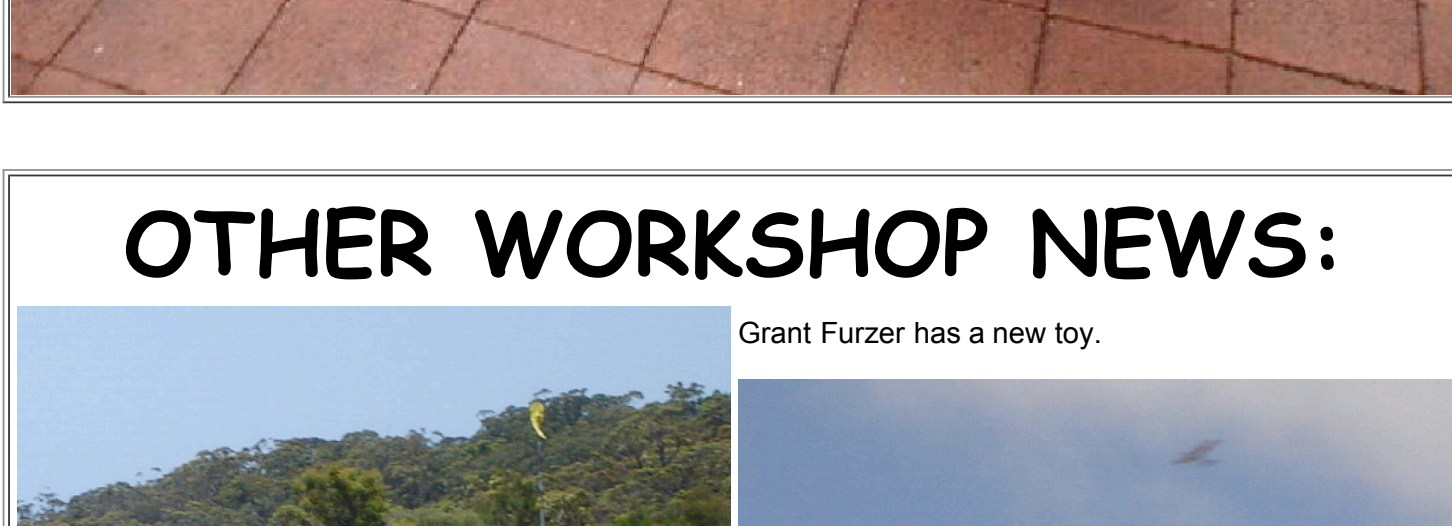
Clive "Killer" Caldwell
 In the April 2001 issue of the Mag we published an article about Clive "Killer" Caldwell (if you wish to read the article you can find it on the Club webpage). We have now been reminded by Alan Place that a book titled "Killer Caldwell - Australia's Greatest WWII Fighter Pilot" was published in 2005 and is available from NAPOLEONS, military book specialists at 139 York St, Sydney (Tel. 9264 7560).
 Group Captain Clive Caldwell scored 28 1/2 confirmed kills and was awarded DSO, DFC & Bar, and Polish Cross of Valor.
 Most of his victories were scored in North Africa, but on his return to Australia he added some Japanese aircraft to his tally.

This is sure to get me in trouble ...
 On Sunday morning, everyone got up early and went to the local church. Before the services started, the people were sitting in their pews and talking about their lives, their families, etc. Suddenly, Satan appeared at the front of the church. Everyone started screaming and running for the front entrance, trampling each other in a frantic effort to get away from evil incarnate.
 Soon everyone was evacuated from the church, except for one elderly gentleman who sat calmly in his pew, not moving... seemingly oblivious to the fact that God's ultimate enemy was in his presence. Now this confused Satan a bit, so he walked up to the man and said, "Don't you know who I am?" The man replied, "Yep, sure do."
 Satan asked, "Aren't you afraid of me?" "Nope, sure ain't," said the man.
 Satan was a little perturbed at this and queried, "Why aren't you afraid of me?" The man calmly replied, "Been married to your sister for over 48 years."

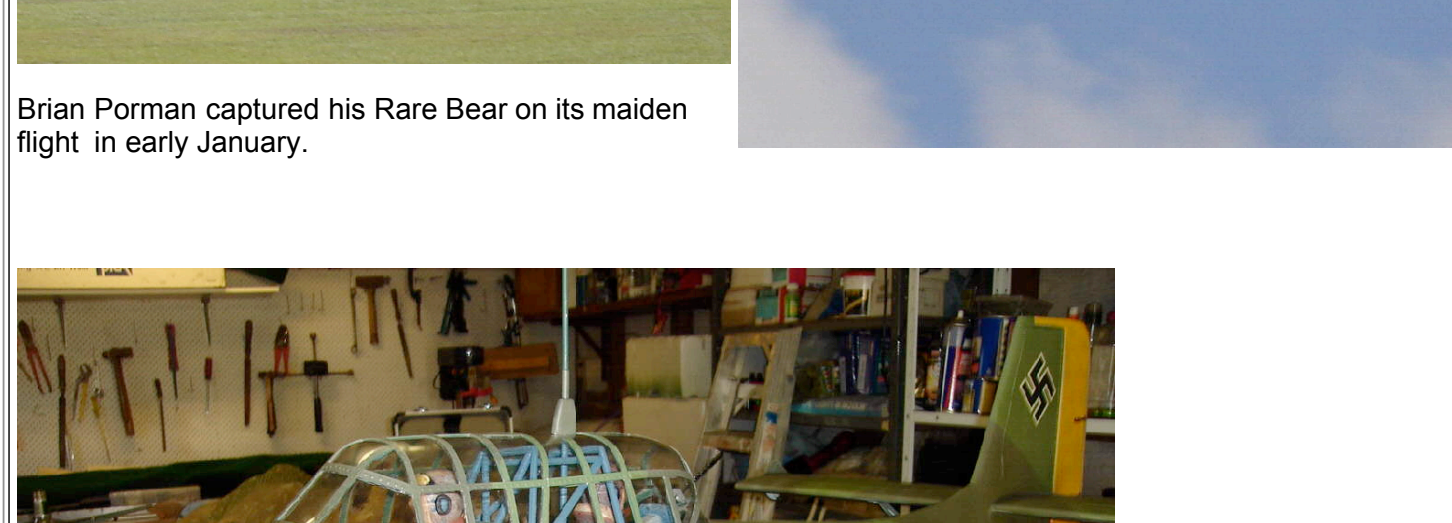
FROM THE WORKSHOP
 Here is Tony Vella's New Year's project. It's an almost ready to fly Hawker Hurricane that required a lot of work, as he hammered at it for the last three months, but it is now just about ready to be sent into oblivion!!!!!!
 It's got a servo on each elevator, a servo on each flap, one on each aileron, one on the rudder, and one on the retracts air valve.
 It is powered with an OS 120 Pumped (therefore requiring no pressure feed)



turning a 16 by 8 prop.
 Tony is hoping to test fly it shortly, as soon as he works out why the retracts don't work!



Brian Porman captured his Rare Bear on its maiden flight in early January.



The Grech Stuka is still in its hideaway hangar but getting closer to trial flights.
 The detail is terrific.
 The landing light is so bright that it will be used for secret night landings!

Barry Mason's Cessna has at long last committed flight, it is shown here with with ground crew ...
 ... it moves out onto the field ...
 ... and then takes off in the hands of Grant Furzer



OTHER WORKSHOP NEWS:

COLUMN 9.9
 (incl. GST)
 There was no great rush of captions for the new Caption Competition. Are all the Members receiving the Mag? Surely many more of you can do better than your humourless Editor?
 Emma and Dean Schuback are expecting, congratulations to both. Baby is expected in July.
 We don't know where he found the time, but Dean also successfully completed the Instructors course late last year so it's all happening for "the shoe". He and the other successful candidate, Grant Furzer, will receive their wings and certificates at the February Club meeting.
 Barrie Quartermain has been in North Shore Hospital for about 11 weeks and still has some operations to face. George Ward is the contact. We all wish Barrie a successful outcome and a speedy recovery.
 We are reliably informed that the Richter scale readings around the lower North Shore are the result of weight falling off two of our larger than life senior and well loved members following a bit of nip & tuck! They follow in the footsteps of another member who has intentionally lost over 45 kg (more than 1/3 of his starting bodyweight) in less than 2 years!
 David Cotton upgraded to the new Great Planes G3 simulator but anyone buying it should be aware that it you need a lot of computer "Grun" to drive it. David had the G2 program before and thought the old computer would handle it, but no, \$1300 later (for a new computer) he has found the G3 is great.

February Caption - Just for Fun!
 Here is a picture downloaded from the Internet (credit to whoever took it) which lends itself to a funny caption ... so how about contributing one!
 I have started it off with my suggestion but I feel confident that you people out there can do so much better. Send your entry to the Editor by email to editor@wrms.org.au and the winning entry will be published next month.



January Caption Winner
 and A W R Y!
 Up...
 Up...



Prize: One bottle of wine won by: Lynette Austen