

**NEXT MEETING IS ON  
TUESDAY 13th FEBRUARY 2007**

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

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



# **NEWSLETTER**

**JANUARY 2007**

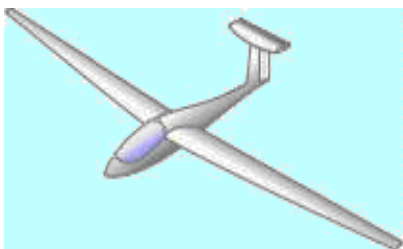


**Santa distributes gifts to the children  
at the X-mas Party, assisted by his  
little helper (Steffi Grech). We had a  
great turnout of youngsters who greatly  
enjoyed the party.**

**MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS**

**The next meeting will be held on Tuesday, 13th  
February 2007 at Tennis Cove, Eastern Valley  
Way, starting at 7.30 pm.**

**POSTAGE  
PAID  
AUSTRALIA**



# GLIDER & ELECTRIC DAY

**Sunday, 18 February 2007**

**PROGRAMME TO BE ADVISED NEXT MONTH  
THIS IS A FUN EVENT WITH SAFETY  
PARAMOUNT**

**Competition Director - Mike Minty**

## CONGRATULATIONS TO

# AL ZUGER

## 2006 WRCS CLUB CHAMPION



43 members participated in the various competitions conducted by WRCS, the full results have been put up on the Webpage.

Overall, the level of competition was high and we must thank Tom Sparkes who co-ordinated the events and all the Competition Directors who so generously gave of their time.

**AND THE WINNER IS:**

1st place	AL ZUGER	165 points
2nd	MARK CONNOR	125 points
3rd	PETER PAPAS	90 points
eq. 4th	GRANT FURZER	80 points
	MARK TER LAAK	80 points

**WE HOPE TO SEE ALL OUR MEMBERS COMPETING IN 2007.**

## FROM THE ARCHIVES

Following on from last month's article detailing the history of the Tim Cowan Scale Trophy, we found these photos in our archives. Happy memories ....



Above: Tim Cowan and his Fiesler Storch (pic taken in about 1982) - photo courtesy Chris Hebbard



Right: Stan Begg is presented with the Trophy (then known as the "Perpetual Trophy") in 2001 for his ME-110 - photo courtesy Des Rim



# FOR THE SPEED KINGS AND REV HEADS

Distance measured at the Belrose field from the wind-sock pole at the Eastern end of the field to the crest of the first Western ridge (flying from East to West):

MPH	KPH	ELAPSED TIME (Seconds)
30	48	10.99
40	64	8.25
50	80	6.60
60	96	5.50
70	112	4.71
80	128	4.12
90	144	3.67
100	160	3.30
110	176	3.00
120	192	2.75
130	209	2.54
140	225	2.36
150	241	2.20
160	257	2.06
170	273	1.94
180	289	1.83
190	305	1.74
200	321	1.65
210	338	1.57
220	354	1.50

This bit of miscellanea may be of interest to those who attended on Race Day and had their aircraft timed by the radar gun, and who may wish to continue to estimate their speed without that device

## Fun Fly November 19th 2006

Well, it may seem a long time ago now but it's still bright in the memories of those who took part! The morning dawned traditionally bright and sunny with half a dozen people down there soon after nine practising and trimming.

David Foster started the pilot briefing at precisely 10.00am and described the three events, loops in 30 secs; loop, roll, Cuban eight, roll, loop and land in the shortest time; climb for 25 seconds and glide for the longest time – no surprises there! There were the usual 3 classes of Open, Sportsman and Stock and for the first time, Electric. The idea was that each pilot should do the three events in one flight landing between each one to save time. This proved harder than it seemed with dead engines or a need to refuel. A reminder about balancing fun with safety was made with the strict rule about flying over the pits and then George Atkinson made the prophetic remark about “not worth crashing your plane just to win an event”.

Flying in the Open class were Harry Hubmann, Mark Connor, Al Zuger, Garry Welsh, Augusta Chang and George Atkinson.

In Sportsman were Mark Connor, Mike Minty, Matthew Dean, Mark Rickard, Augusta Chang and Al Zuger.

In Stock were Al Zuger, David Foster, Mark Ter Laak, Mike Minty, George Atkinson

And in Electric were Al Zuger, Harry Hubmann and Mark Connor



Mark TL decided to do some adjustments to his trannie before flying – great these computer radios providing you have the 142 page manual and plenty of time!

Augusta flew first in Open and did 3 perfectly formed large loops complete with throttling back on the downward side followed by



Mark C who whipped through 11 in more fun fly style and then Harry topped that with 17! George was flying a strange high aspect ratio model in Open which fell out of the sky doing the loop, roll bizzo, broke the prop and with no spare that was George out of the comp! At the end of the first round Augusta had 284, Mark Connor had 315, Harry had 416, Al had 445 despite going into the trees at the end of his climb and glide and Garry had 312.

Here's "Happy Harry" with plenty to smile about half way through the loops. Mike Minty should have listened to George as he drifted a long way doing his 10 loops in Sportsman to finish up over the ridge, disoriented and down in the bush! It has still yet to be found! Others flew better and at the end of round one Augusta had 235, Mark C was on 410, Mark R on 287, Matthew on 297 and Al on 191.



Stock class went well with no problems in round one to give Mike 315 points, Mark TL 331, George 160 and Al 377. David generously didn't fly so he could keep the event moving and save time.

Electric was interesting, flown as a class for the first time this year. Mark Connor flew first with a Stryker and did 26 secs for the loop roll part – the fastest time of all and then after the 25 sec motor run the Stryker was just a tiny dot in the sky to produce 4mins 42secs for the climb and glide - also the best of the day! Harry flew an Me163 foamie to good effect and then got attacked by the two plovers as he came in to land. Al brought his very impressive Sukhoi but had a few motor problems with it.

So to the final results and it was good to see relative newcomer Mathew Dean achieve his first 'non-novice podium finish' with a 2nd in Sportsman. Mark Rickard earned his "second trophy in 20 years with WRCS" with a 3rd in Sportsman ... both won in the last 6 months!



started life as a pair of wings from an Aeroflyte ustler that he built about 20 years ago! It has had many fuselages in its life, all succumbing to ground effect (ie crashing) and now has a new glider fuselage. He was the first to admit it was a bit heavy but it went up and managed 53 secs from the bungee. In a recent week Al managed 4'46" with his lovely red and white Sig glider just



Membership of WRCS automatically includes social membership to The Cove Sports Club (this is where we have our meetings and your membership fees have been paid by WRCS for you), so why not enjoy the benefits of your membership by visiting there? Kerry Rymer (the Manager) and the Club staff will welcome you.

### Warringah Radio Control Society Inc.

President	Kerry Smith	0412 722 090	
Vice President	Mark Rickard	9451 2824(h)	
Hon Secretary	Brian Porman	9488 9973(h)	
Treasurer	Peter Barnes	9489 0353	
Flying Instructor	George Atkinson	9947 4812(h)	0414 972 118
Editor	Tom Wolf	9371 0843(w)	9371 0823(h)

# Friday Afternoon Gliding and Electric

Peace and quiet now reigns at the field after 4.00pm on Fridays now we have a dedicated glider and electric spot (good time to practice for the Feb Comp too). At the moment there are the stalwarts of Al Zuger, Harry Hubmann, Mike Minty and Baz



Campbell with Mark Rickard turning up a bit later after a hard days work and ready for a glide, a beer and a barbie (that's BBQ not strange plastic doll).



Shown here are Harry trying to save his strained neck as his electric jobbie was sooooo high, the group and Mark. Now you may think that Mark's glider looks a bit chunky (Al says it's a scale troop carrier) but it

<b>Open Class:</b>	1st	Harry Hubmann	978 pts
	2nd	Mark Connor	729
	3rd	Al Zuger	692
	4th	Garry Welsh	312
	5th	Augusta Chang	284 "
<b>Sportsman Class:</b>	1st	Mark Connor	851 pts
	2nd	Mathew Dean	507
	3rd	Mark Rickard	490
	4th	Augusta Chang	390
	5th	Al Zuger	191 "
<b>Stock Class:</b>	1st	Al Zuger	689 pts
	2nd	Mark Ter Laak	634
	3rd	Mike Minty	599
	4th	George Atkinson	356
	5th	Al Zuger	191 "
<b>Electric Class:</b>	1st	Mark Connor	987 pts
	2nd	Harry Hubman	480
	3rd	Al Zuger	DNS



Here's a bunch of guys having fun (except for Harry too busy having fun flying at picture time). Thanks to the many helpers and the contestants, let's see a few more next year!

-report & pics by Mike Minty

# Where's the pilot?

by Mike Minty

There is little worse in my opinion than a scale, or semi-scale model with a great big EMPTY cockpit or canopy! Real planes have pilots, models look wrong flying around with no one in them. Mind you some of the "pilots" I have seen are hardly better than nothing. If you forget about the dolls heads, skulls, animal heads (a pink fluffy pig in a Smog Hog!), etc one of the classic inclusions is the dear old Williams Bros plastic special in all sorts of sizes. It's not bad, but painted in gloss colours, as it often is, looks pretty naff and very unrealistic .....so spend a bit of time improving it.

For a start the fixed stare ahead looks very unnatural – chop his head off and stick it back on at a slight sideways and downwards pose. You can use shavings of the plastic dissolved in thinners as a good glue.



Now you can paint his clothes with matt paints but there is no substitute for a bit of fabric! Here is the back pocket of an old pair of cords – cut a hole in it, cover it and him in contact cement and pull it over his head.



## WORTH A VISIT!



### Royal Australian Air Force Museum

RAAF Base Williams

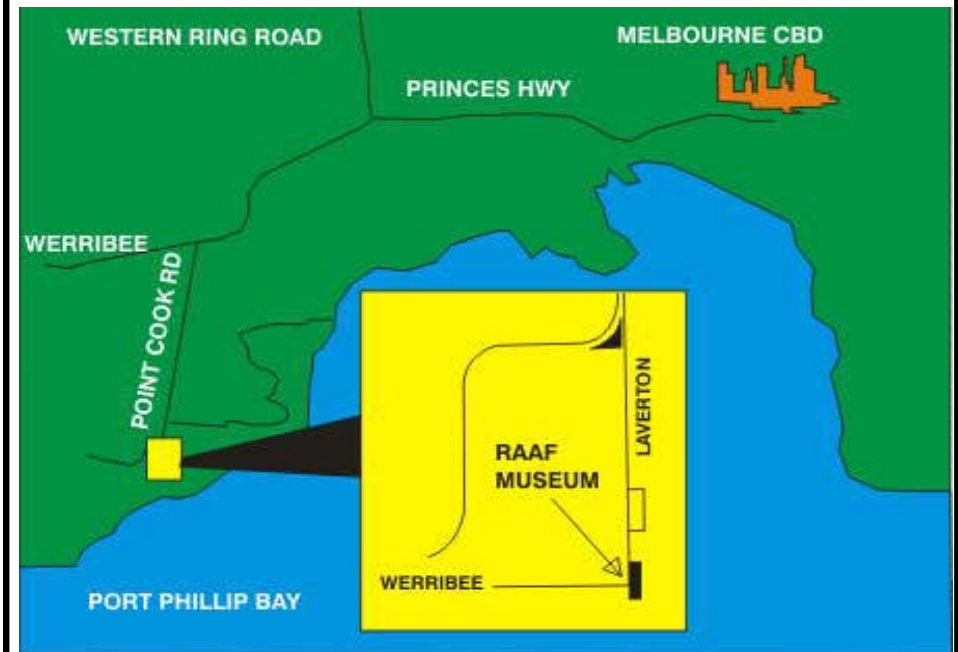
Point Cook,

Victoria, 3027, Australia

Point Cook, the birthplace of military flying in Australia and the RAAF, is steeped in history and tradition.

For many years, it was a training base of the utmost importance and from its schools emerged many great names in aviation. Flying training at Point Cook continued until 1992, when Basic Training was moved to Tamworth, New South Wales and Advanced Training to Pearce, Western Australia.

For more info: <http://www.aviationmuseum.com.au/>





## COLUMN 9.9

(incl. GST)



The idea of a special competition for gold wing flyers only (separate from the Club calendar) is to be a reality. It will involve performing the gold wings programme with precision with a number of serious and valuable prizes to be awarded, the details are to TBA soon. Time to start practising and perfecting that routine??

We were pleased to hear about the appointment of 2 more Assist. CFI's to help George Atkinson and Chris Hebbard in maintaining our Club's high standards with our team of instructors. We thank David Menzies and Dean Schuback in advance for their help.

A firm date for the "Gloucester Cup" is 10 and 11 March 2007, please let Mark Rickard or Peter Clarke know your plans as they are arranging group accommodation at the motel on Bucket's Way.

Some who attended the X-mas Party were amused the way Geoff Green wore his seasonal socks - navigationally quite correct, after all port is red! And was Mike Minty getting ready for night flying with the kerosene lamp attached to his flight box? The answer is that the night flying was done by Peter Papas who proceeded (even with complete darkness) to catch his model by hand on landing, and by George Atkinson whose helicopter display was applauded by everyone.



We were contacted by Byron Simpson, VP of Gosford City Aeromodellers Club who saw the caption for the November issue (the rubber inflatable in the cabin) and suggested this caption: "Patti, yes.... I'm sure they won't notice one missing" ... we like it!!



Trim of the seam and stick it around the neck to make a collar. Paint or, if you are really keen, put a piece of fabric in for a scarf. Paint the face with matt "flesh" Humbrol, fill the eyes in gloss white and smudge a bit of brown on the eyebrows and the lips – NOT gloss red on the latter!.

Now for the helmet! You need an offcut of "leather" vinyl, or if you are lucky, real thin leather, or even a piece of imitation suede (the corner of the car shammy chamois?). Cut 3 pieces to match the panel lines on the moulding and stick on with contact cement again. A thin strip around the edge finishes it off nicely.



When you do the eyes remember that the iris can be all sorts of colours and should be touching the top lid not bang in the middle. A thin line across the top of the lid helps too. A "leather" strap on the goggles, some paint around their rims and he's ready to fly.

Now you have to admit that for a couple of hours work and hardly any cost your cockpit would look much better with him in it.



# Christmas Party 2006

Well, when there's the smell of roasting meat in the air, the awnings are out, there are tents on the field and a couple of control liners it can only mean one thing .....Santa is coming to Belrose!



The Gods blessed us with a cool but rain-free evening and xxx members, families and guests turned out for the annual get together with plenty of food, drink, entertainment and prizes! One of the first displays was Simon Press and his all white

Duellist carving up the sky. It sounds terrific and looks just as good. Next up was Peter Pappas with his big electric wing flying round very smoothly and then catching it on return – neat! George Atkinson did a nice display with his electric wing too, the power and speed of these models has gone up in leaps and bounds over recent years.



And from the sublime we went to the control line, only two people this year, Stan "First time I've flown in 40 years" Begg and Mike "oh it must be Christmas" Minty. Stan had pulled an old C/L model out of the cupboard with an original Gordon Burford Sabre35 that he had bought for about a fiver as a lad of 14 from



## MAAA APPROVES 2.4 GHz

In response to the many requests for information, we are pleased to inform our Members that on 30 November 2006, MAAA approved the use of 2.4GHz Equipment conditional on its use in accordance with the Policy set out in MOP058. Please read the conditions very carefully, they can be found on the Internet at:

<http://www.users.on.net/~jsilczak/MOP058%20-%20Policy%202%204%20GHZ%20EQUIPMENT%20-%2030%20Nov%202006.pdf>

The frequency band for Australia is between 2.4000GHz to 2.4835GHz and approved equipment will have a "C-Tick" logo showing that it complies with Aust Standards.

Currently there are 2 transmitters approved, namely the Spektrum DX6 and DX7, and there are 2 receivers approved, namely the AR6000 and the AR7000.

The combined use of the DX7 and AR7000 is not limited but is subject to the "Guidance Instructions" set out in the MOP058..

The use of DX6 with either the AR6000 or the AR7000 is limited to be used only with Park Fliers (both electric and non-powered) and small electric helicopters only which would not be expected to fly further than 150 meters from the pilot.

A new board for frequency keys has now been installed and all the Club Rules apply including the use of frequency keys and time limitations. HAVE FUN!

## AND WHAT IS 2.4 GHz?

We hope in the coming issues to familiarise our Members with details of this new and developing technology, along with experiences (both good and bad) so that each of you can make up your own minds whether to invest in the technology. Keep in mind that at the moment only the combined use of DX7 transmitter and AR7000 receiver is unlimited, and the guidelines are quite strict and must be observed.





The evening brought a steady supply of wine and beer and little groups formed around the pits to discuss life, the universe and aeroplanes. One group were overheard discussing the place of existentialism in modern philosophic thought .....or was

it cricket? Here's a typical gathering, Our Editor with Col and those desperados again.

Sweatshirts came on as it got colder covering up a motley collection of club and other T shirts but the prize, if there



had been one, for the Most Original Shirt would have gone to M a t t h e w Dean for his Hawaiian item covered in bags of chocolate coins for the kids to tear off (the shirt was Lynette's idea)!



Oh, and here's George Ward carrying supplies – good one George.

The night ended and peace returned. In the morning the sun rose to find two tents this year, Mark R had joined Mike M in camping over night. Thanks to everyone who worked so hard to make it a success. Roll on next year!



his paper round money of 4/- a week (younger members ask your Dad to explain these strange words)! He soon found his old skills and executed some very interesting manoeuvres until he also found out you get dizzy and went SPLATT. Mike's ex-Peter Leaney wing managed an even shorter flight before he lost line tension and another SPLATT followed. Ah well, a bit of cyano and there's always next year.



And so we got to Lolly Bomber time. Mike Reynell did the honours with the plane and, as ever, the drop was enthusiastically received by a bunch of kids (and some parents too, 27 rushed out on the 3rd run). The mad rush meant some kids got a lot and some missed out so it was up to

Mums to organise an "it's nice to share" session after collection. Here are the little treasures searching the long grass for the goodies.

We then got to presentation time and our Prers, Kerry Smith, was pleased to give an award to Chris Hebbard who has been Vice Pres for .....wait for it .....the last 21 years! As well as a certificate he got a book on Boeing aircraft and a huge chocolate mousse cake that he generously shared with all. Here he is with his Right Hand Person, Margo and said cake!

The other presentation was a new one for Member of the Year and the inaugural award was for two other stalwarts, Brian Porman and Grant



Furzer for all the work they have done on the field and in support of the club over the past year. The award is a splendid silver Wright Flyer on a polished wooden base with plenty of room for more names (hint, hint, the club needs more willing helpers). Here they are with Des Rim having swopped the trophy for a celebratory drink!



A popular addition to the BBQ (delicious as ever!) was face painting for the kids and the adults. Here are a group of happy faces (and arms) just after the Lolly Bombing and a couple of adults(?) showing their stuff, nice one Lynette and Ron Clark.



It was noted that some of the

head bands looked just like a row of stitches after a lobotomy ....could explain a lot!

And then there were the chuck gliders! David Menzies had about 30 of them in a box and, after a lot of threats and whistle blowing, Mark R got them lined up for a comp with prizes for Longest Glide, Youngest Child, Most Aerobatic, Weirdest Dad and anything else he could think of to encourage participation. Mark Der Laak was seen demonstrating the art of Chucking to his daughter .....he threw it, it hit the ground about a metre in front of himself!



On to Prizes and Awards .....The Annual competition Trophy was won this year by Al Zuger but could not be present to receive it from Tom Sparkes. Cec Ashley won the two person trip to Mudgee with the Discovery Air DC3, and Dennis Grech won the Most Improved Flyer award.

The raffle was very popular with some excellent prizes donated by Col Taylor Models, Model Aero Products, Kelletts Hobbies, Extreme Hobbies and Hobby Headquarters. Thank you gentlemen!



What would Christmas be without Santa, and once again he made it all the way from the North Pole to bring pressies to all the boys and girls ably assisted by Stefi Grech.

As evening drew on the illuminated planes appeared.

First was Stan at 8.15 pm and his hand launched shiny Heron plane powered (?) by an OS10. Helped by Mark Rickard (he of the bullet proof helmet and whistle) he showed up nicely in the sky but it was down to George Atkinson to show his



helicopter in all its glory. Illuminated blades and body whipping through the sky were a bit hit with the crowd. Here is a low hovering picture that barely does it justice