



**Jim Masterton with "Supermarine S-5". This was voted the most popular model presented at the 2003 November Scale Day**

**MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS**

The next meeting will be on **Tuesday 10th February 2004 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.**

**FROM THE SECRETARY'S DESK**

Boys oh boy did the 19 members present at the November, and last meeting of 2003, get some rousing and exciting debate. You don't know what you're missing if you miss a meeting! Just a warning though, whatever you do say, **DO NOT MENTION THE M WORD!** That is M, as in MAGIC. M has moved F from number one position in the WRCS lexicon of absolute NO NO's.

No reply from the Dept of Infrastructure from our two letters to the roadwork.

We have a new PA to replace the water damaged one and we are a little closer to the club financed WRUFF. Oh you don't know what a WRUFF is? Well it is a kit in a bag which will be available at cost (courtesy of your Club), to replace the previously commercially available Price Rite fun fly. The acronym is Warringham Radio Ugly Fun Fly. Referred to by George Ward, who is doing the hard yards on the project, as the "Plagiariar" (that's because he's stolen a little idea from just about every good model we could find).

There is a criticism that there was no reporting of meeting decisions in the Newsletter. Well my two cents worth is not to attempt to run a Club in absentia. Come along and know what is discussed and what is decided. What is discussed is far in excess of what is decided. Minutes are exactly that. They do not record every nuance and fracas, and in fact should technically only report the resolutions approved by the meeting.

So here are the minutes for November: 1. Minutes for October approved. 2. Two wing servos for the WRUFF, eliminating the torque rod. 3. Messrs Malone, Brock & Rosadi approved to be invited to join. That's it. It is that which February it is proposed at the time of writing (November), to show Denis Grech's Video of some of RENO AIR SHOW 2003. That is about 45 minutes.

Some of the features are A16, Mustangs, Unlimited, Jets racing. The Air Force F16 Thunderbirds, F16 of Arkansas Air National Guard, US Navy F/A 18 Hornet. A10 Thunderbolt, Edge 540 Car jet race, Stunting & Wingwalker on Grumman AgCat.

The only thing you just cannot experience is the excitement in the air and the vibrations from the jets when at near ground level.

When you read this we hopefully will have a new and wider mower to lessen the cutting time of the maintenance volunteers.

**SOUVENIR 2003 CD**

Souvenir 2003 CD's available on order, cost is \$10 + postage (\$3). All enquiries to Editor's 9371, 0823 or at the field. 2000, 2001 and 2002 Souvenir CD's are also available on order, same terms

**DOWN ARCHIVE ALLEY**

[from Brian Porman]

Blimey! You wouldn't read about it. Mugged at the start of that perhaps - well yes you would, cause you're reading about it now, right?

In response to Editor Tom's request for material, I suggested that perhaps re-issuing the late Charles Peake articles in 'Learning to Fly' would be of great interest to our new members to R/C flying.

Also there is always something that you come across in old magazines that would make good stuff for the Newsletter. I offered to type and send in bits for a series to be titled Down Archive Alley. Tom's response was, give it a go, although someone is sure to whinge!

Well a day or so later, I was flicking through the December/January 1997 issue of Radio Control Scale Aircraft (English publication) and in the Engine Bit, by Brian Winch, on Carburetors, the first thing that caught my eye was a reference to our very own Warringham member, John Doherty.

Brian had apparently shown a photograph, a few issues earlier, of John's Catalina, powered by two Wankels, and said that he had never had such a response in 20 years of magazine writing. John's modelling has been featured in a couple of recent Newsletter Workshop articles.

Next issue we will adjust the fuel metering carb. - I took a quick compass bearing towards the crash site from a point called "Pilot" (at north end of the pilot's magnetron bit) and headed for the dam with a few helpers. I knew our required bearing from "Pilot" was 102 deg. True (or 114 deg. True). However once in the valleys and shrubs below the dam, it was very hard (if not impossible) to see any part of the airfield for a good compass back-reference point. Thus our best-offer by compass now inevitably became a bit rough, and we failed to find the US-60 that day despite 2 hours of searching in the area.

How I wished for even a half-decent map to guide us in this rough bush area! I became resigned to never seeing my beloved US-60 again. Perhaps it was around that time I too discovered the power of prayer. "Saint Wilbur" I prayed, "Just let me find this flaming arc-plane and I promise to make a map of this jungle, for you and all the other good souls who fly down here".

Well a day or two later I returned with a GPS and walked for 400m from "Pilot" to "Pilot", but still no luck. I then started at back and relay. OH MY GOD!! The GPS read 601 became one of those "sadder men but wiser now". Gliding northward down base leg with a clearly visible ground speed of around 20 knots, I optimistically called "Landing from the Dam" only to see my US-60's nose suddenly drop. Within 2 seconds this headstrong nose-cone dived vertically into some distant bushes & taking the rest of my aircraft with it. Too late I computed the effect of a 20 knot southerly gust as "20 knot ground speed + 20 knot tail wind = zero true air speed".

At the point where bend is required heat so that the colour just turns to straw. Bend using pliers then NORMALISE by heating both sides of the bend for some distance with the feathering technique of less heat at the furthest point. The heat is what the male looks like on the ground, not the world's most beautiful creature you'll agree .....but in the air it's another story.

**DOWN ARCHIVE ALLEY**

[brian porman]

**Learning to fly - by Charles Peake**

The late Charles Peake was a long standing member and Qantas Captain who was lost to us in December last year. He featured in the October, 2000 Newsletter, as an Original WRMS. Chuckles, as his Club peers referred to him, also wrote a 5 part series for the Newsletter, on flying his full size Pitts Special, co-owned with 3 partners

CHARTER'S 'Learning to Fly' article was about Taxing Taildraggers. Unfortunately that article could not be located so we start with:

**TAILDRAGGER TAKE-OFF**

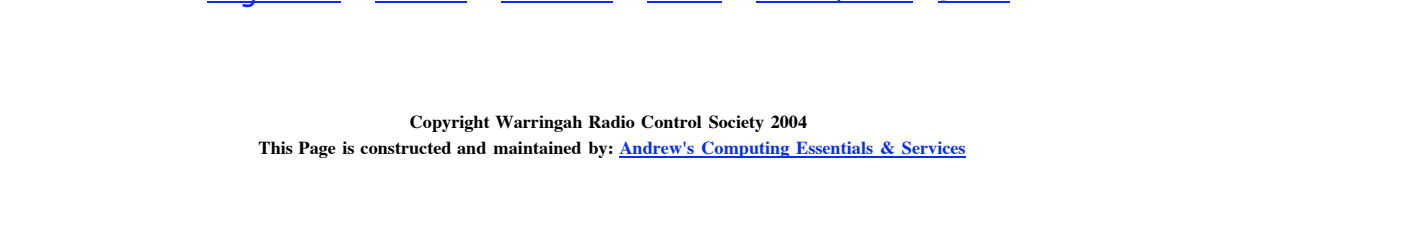
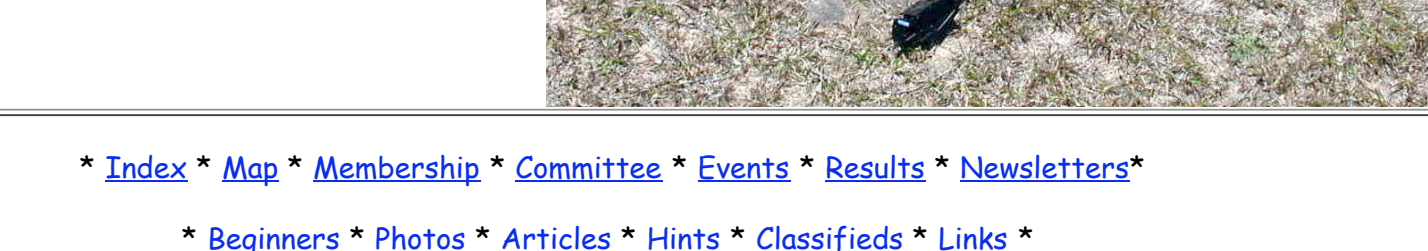
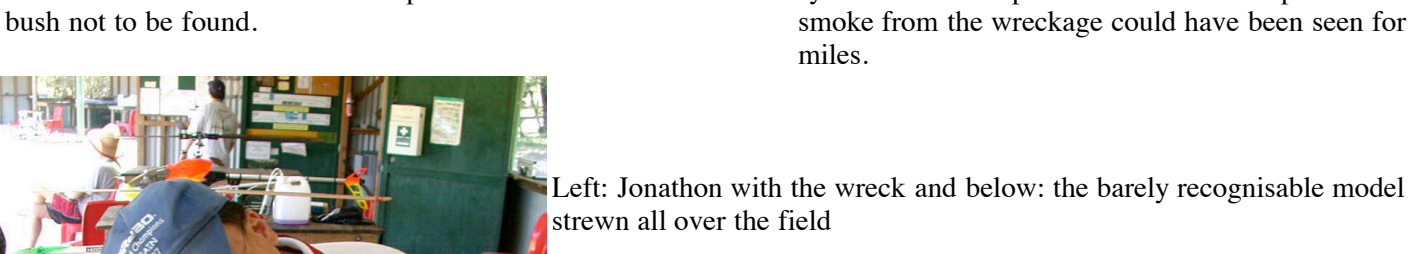
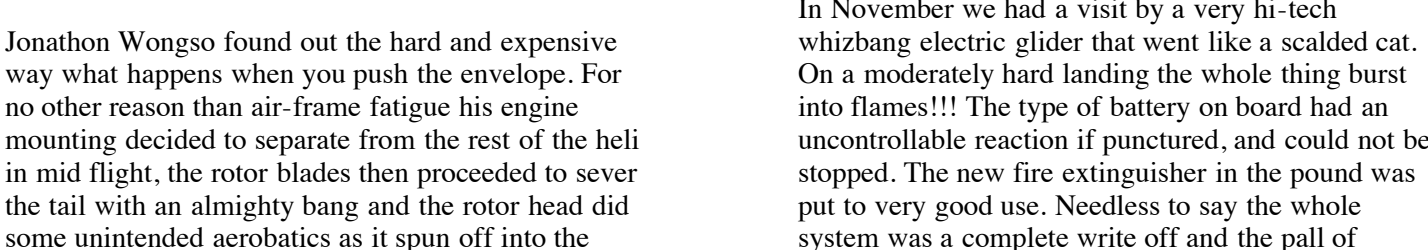
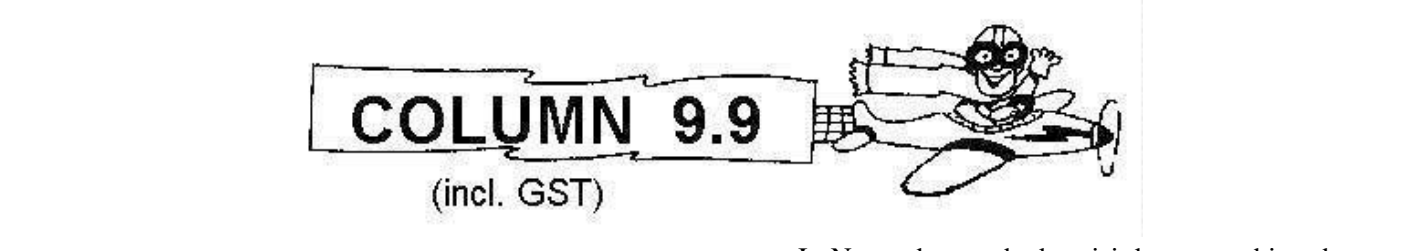
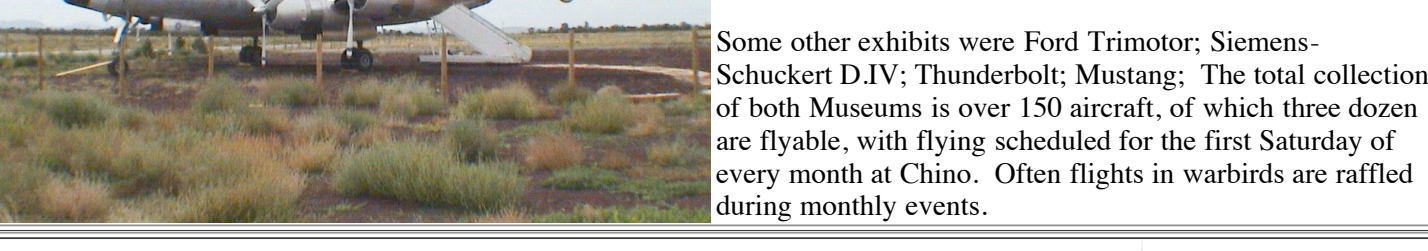
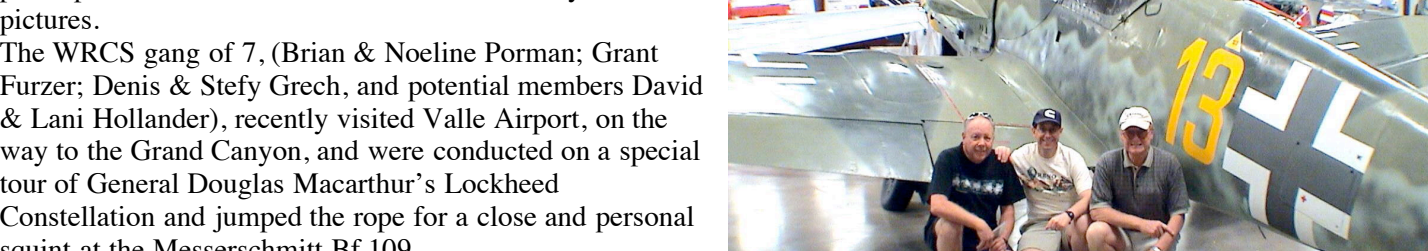
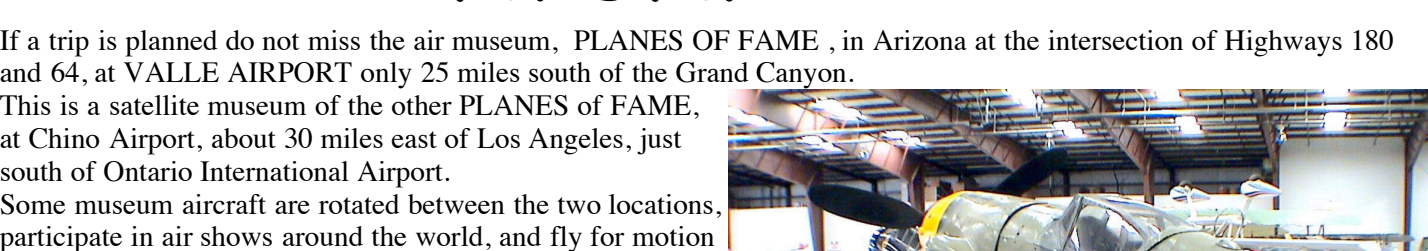
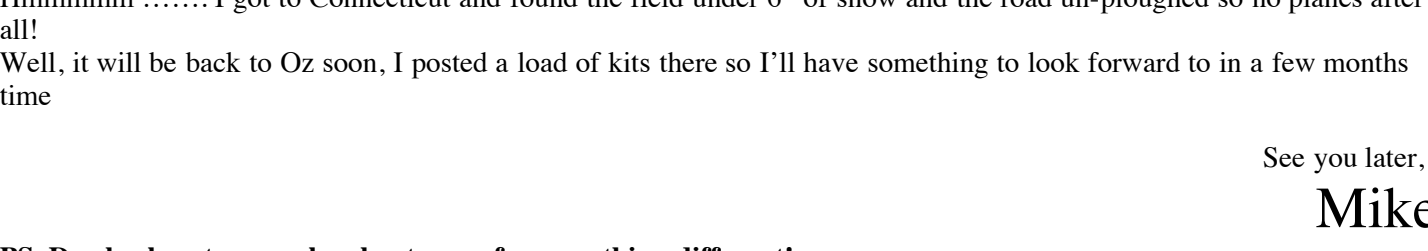
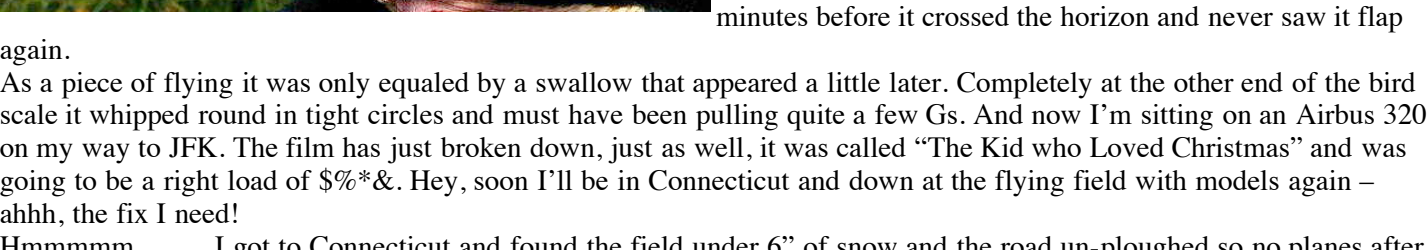
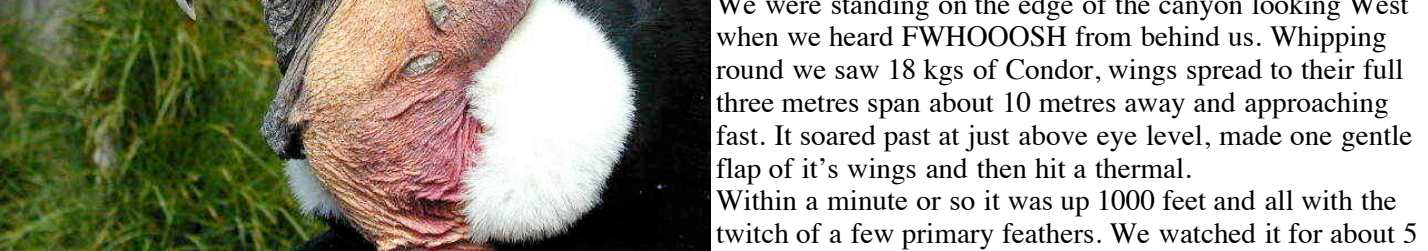
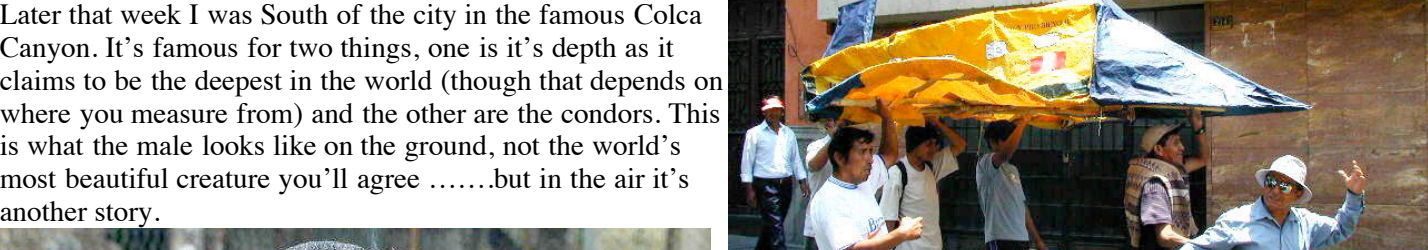
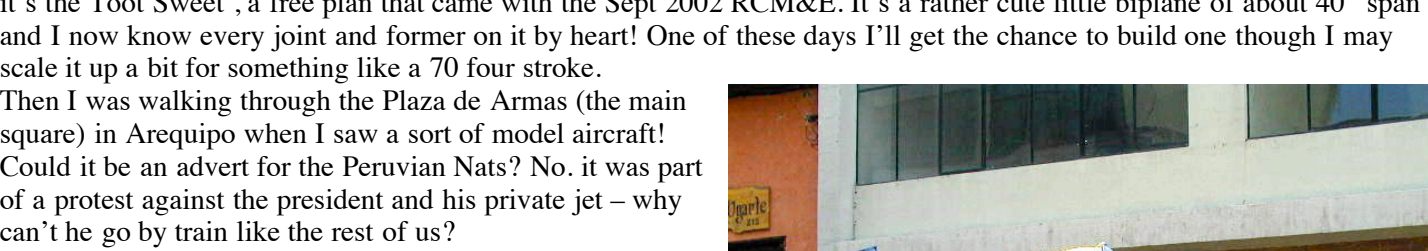
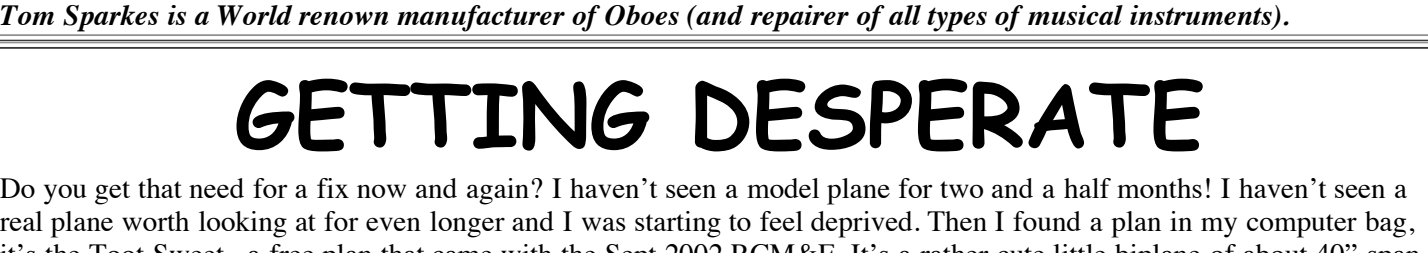
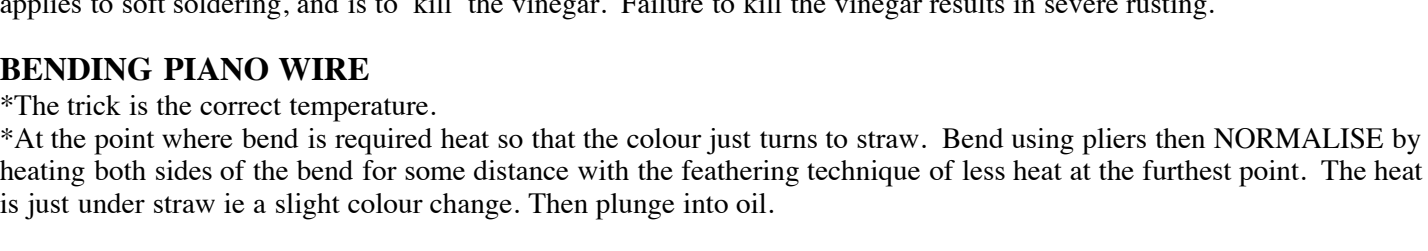
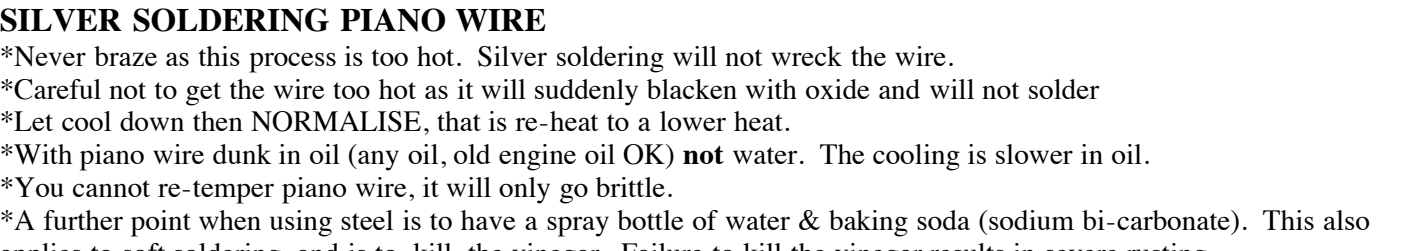
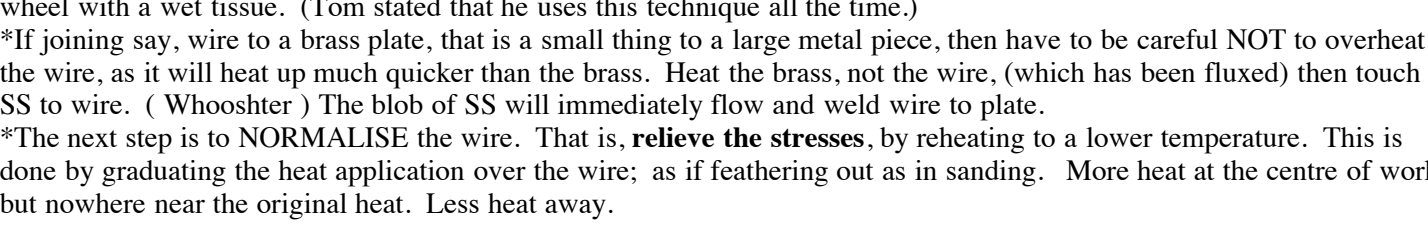
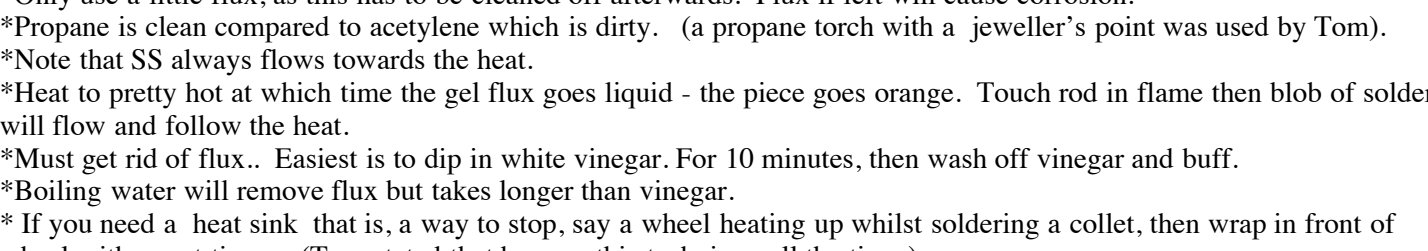
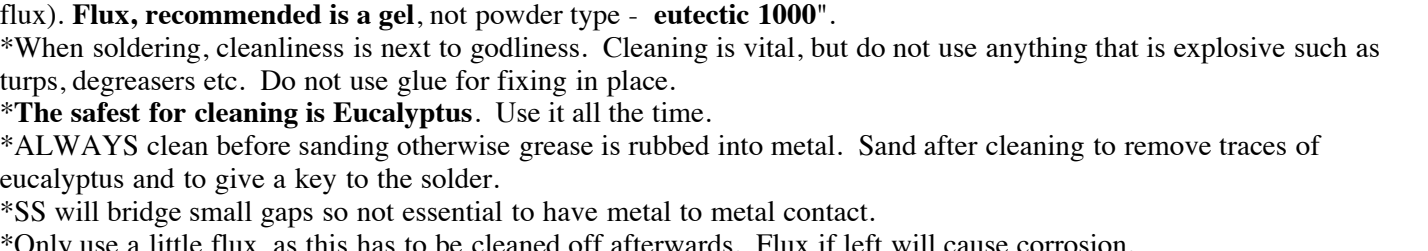
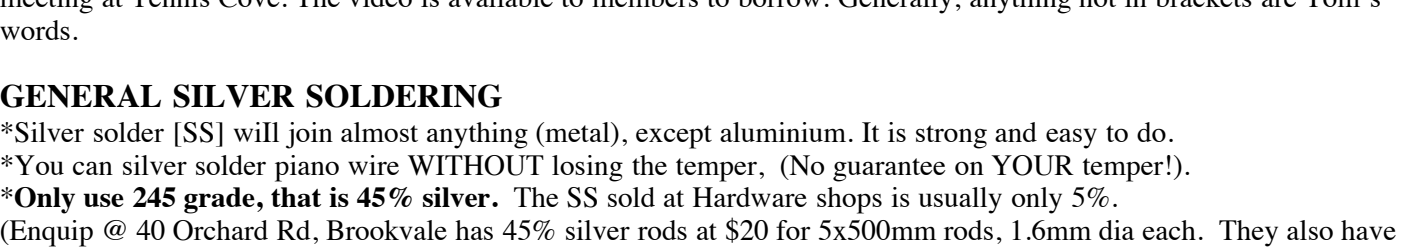
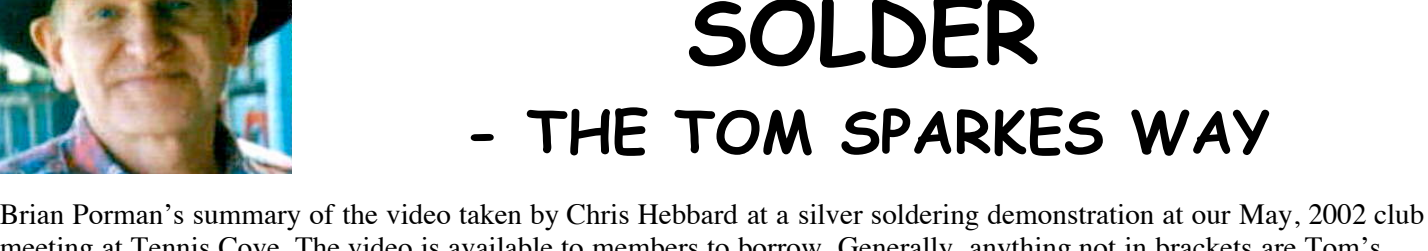
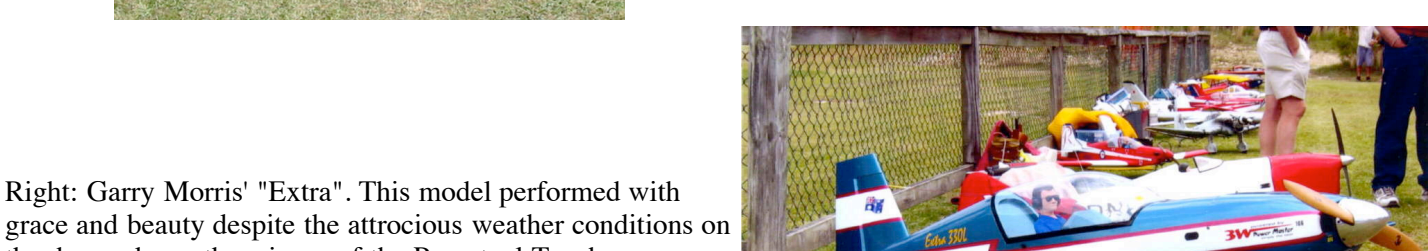
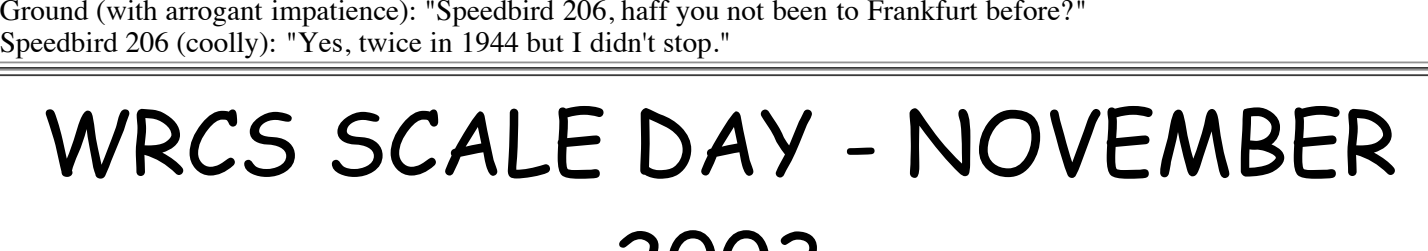
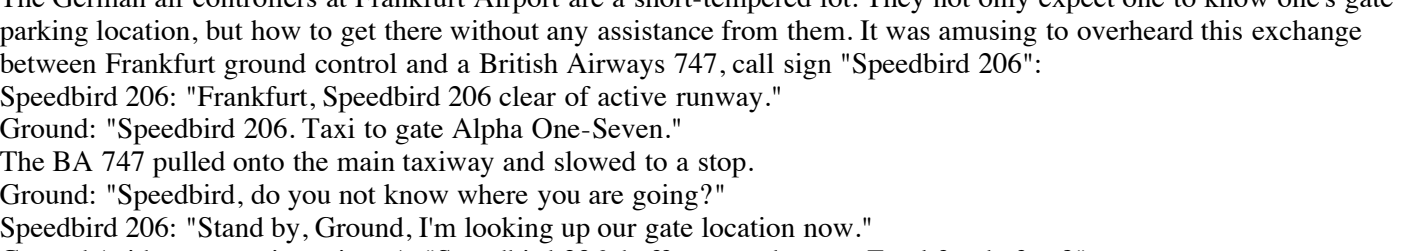
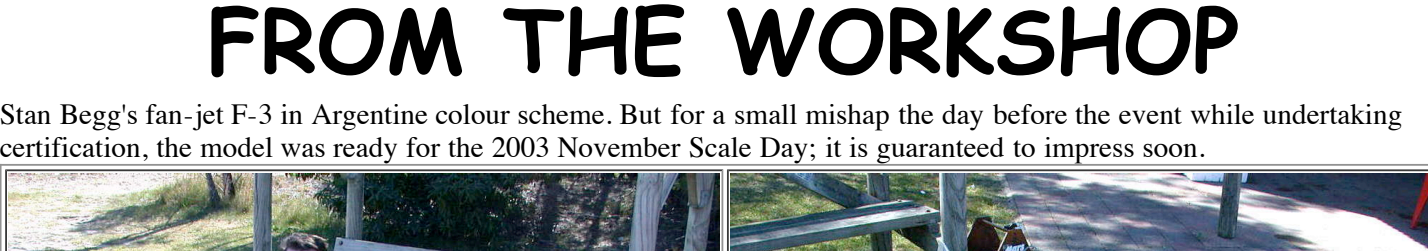
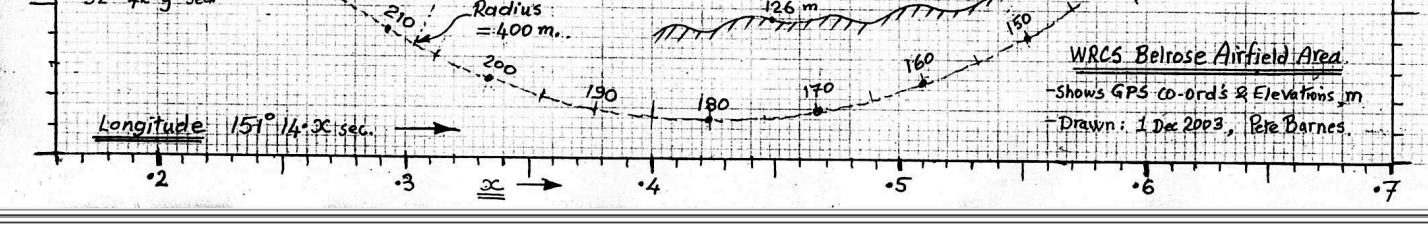
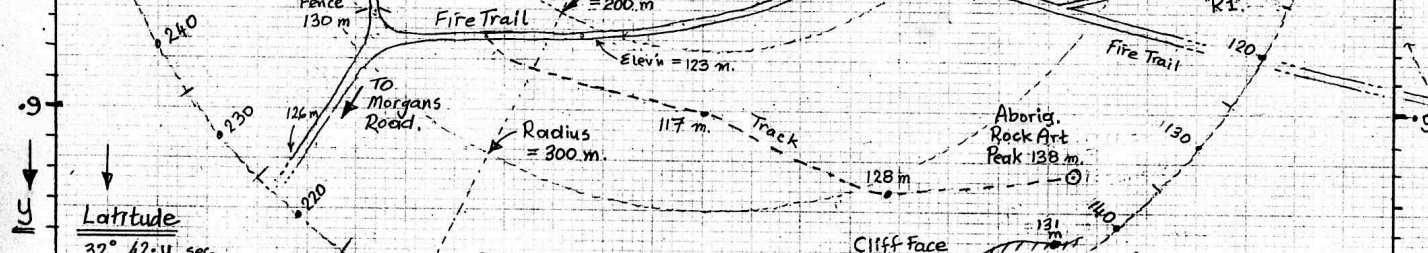
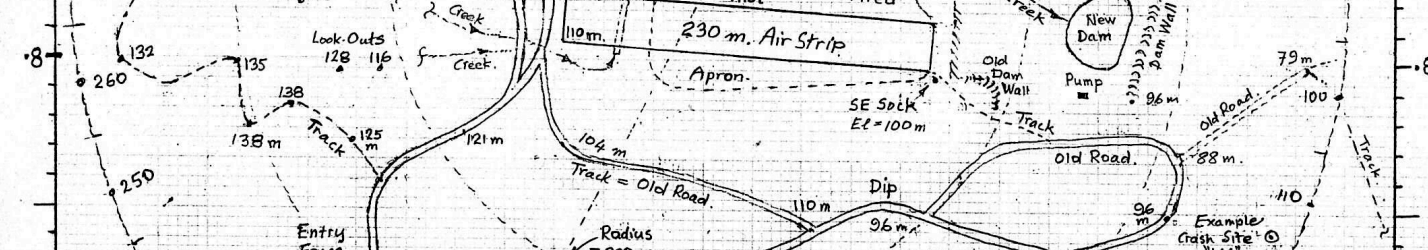
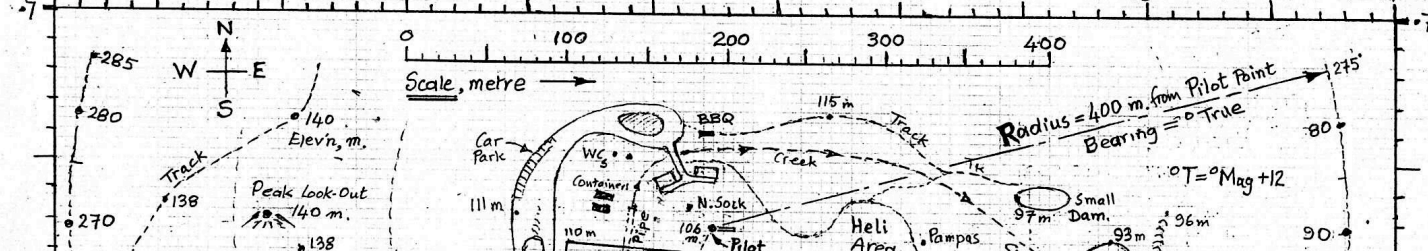
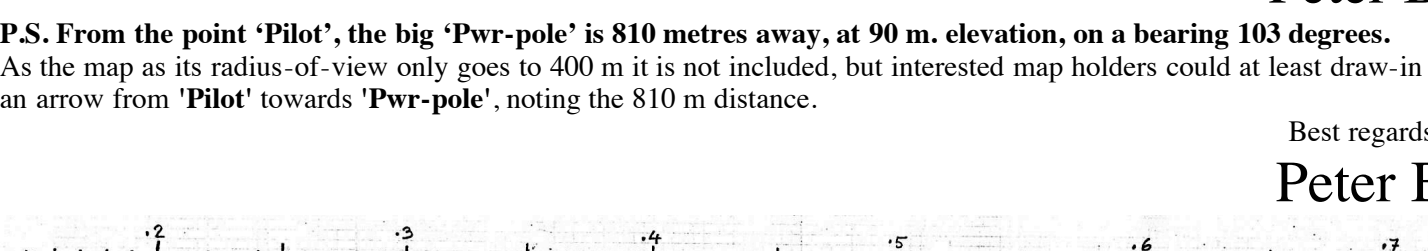
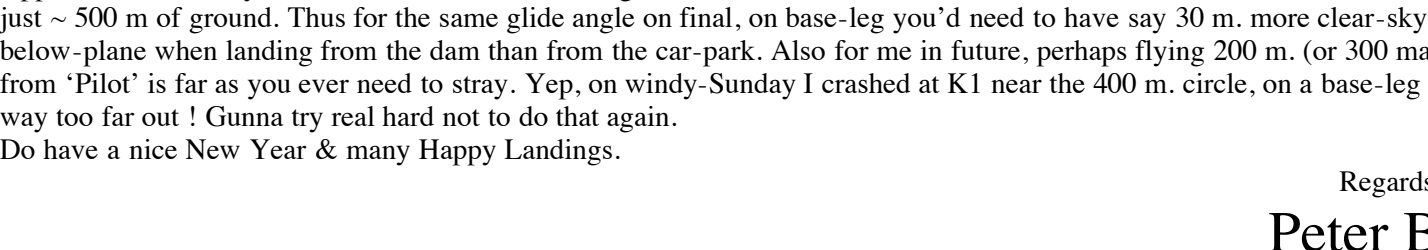
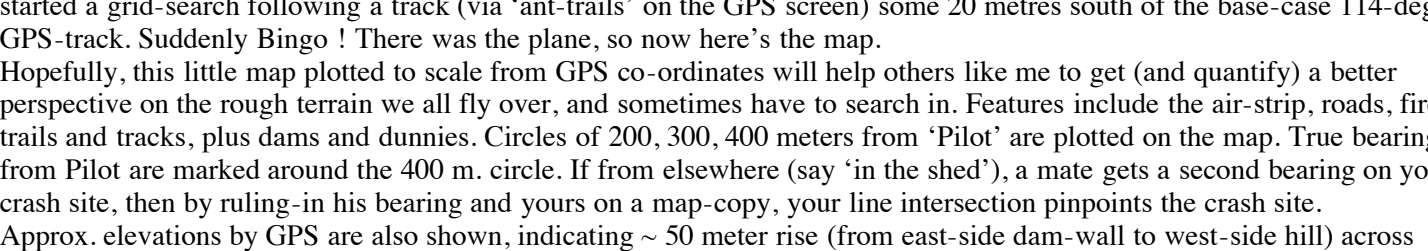
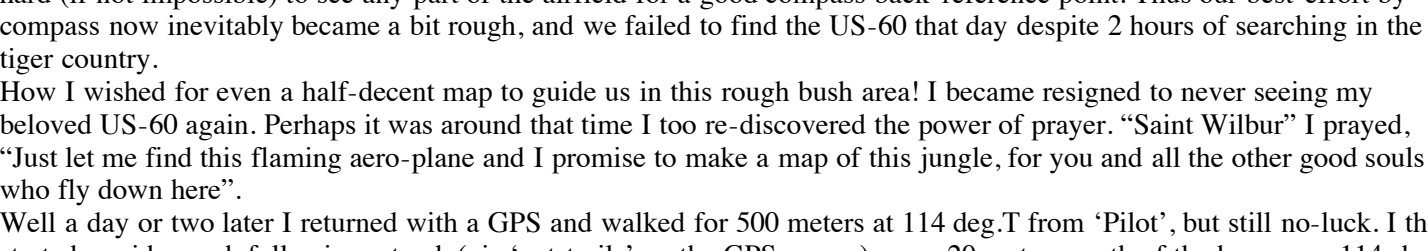
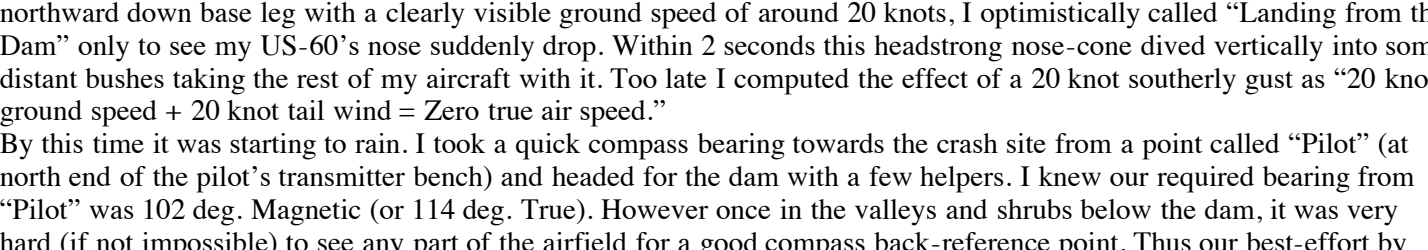
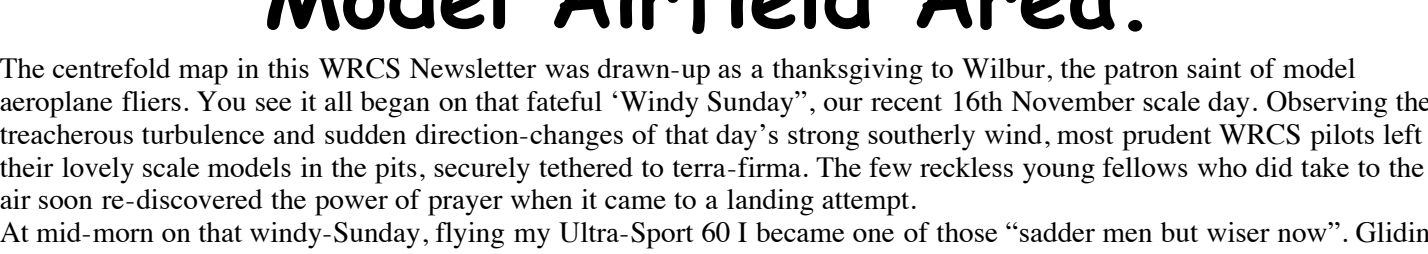
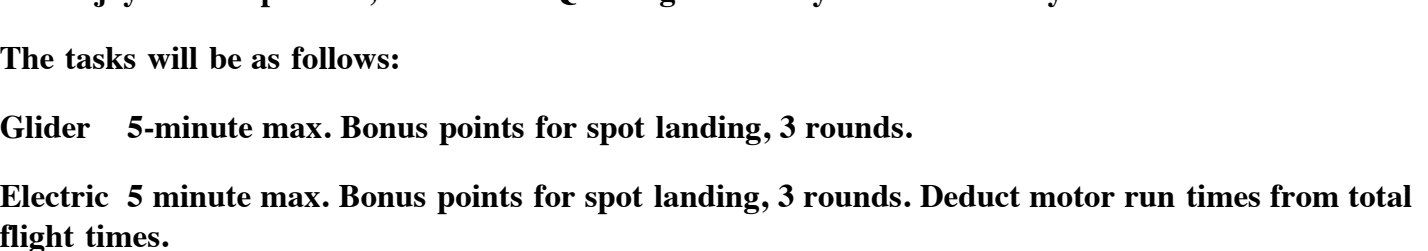
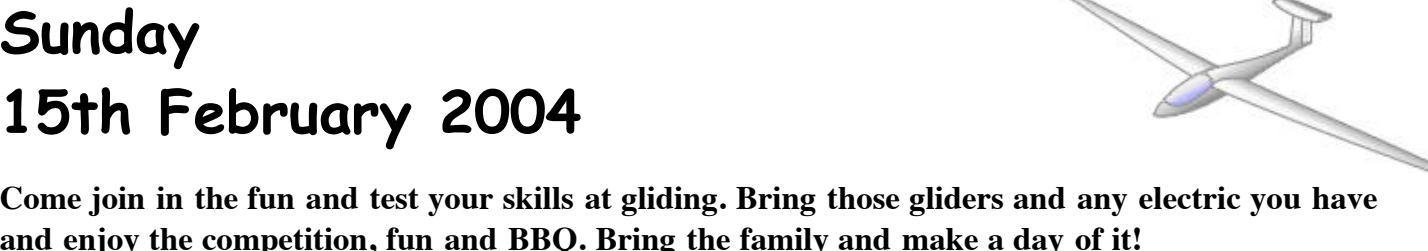
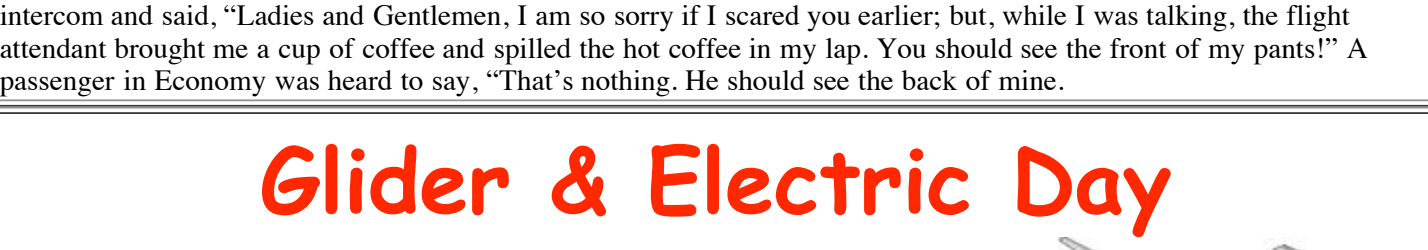
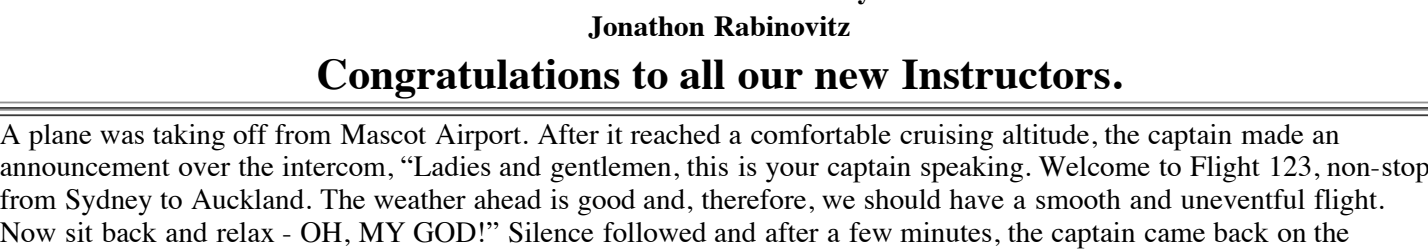
The essential characteristic of the taildragger is that the tail must be allowed to rise in the early part of the takeoff roll, and the aircraft permitted to gain flying speed with the fuselage more or less horizontal.

Most models have a much higher power to weight ratio than a full size aircraft, and this may allow the propeller to accelerate to a high rpm before the aircraft has reached a speed which would allow it to take off. Be careful not to over correct, which may cause a ground loop in the opposite direction. [Alan Place explained that a ground loop is when the aircraft swerves off the runway, and not as the unwashed like me might expect, a tail over nose flip].

The further forward the main gear is positioned, the more pronounced the ground looping tendency. The latter can be corrected with up elevator, but this requires precise elevator timing, as it must not be held in long enough to cause the model to lift off with insufficient speed, as is described earlier. In a sense you have to learn to fly the tail first, while the model is gaining speed for lift-off.

As you can deduce, main gear positioning is critical. The optimum position generally sums to be as follows; with fuselage horizontal (tail up), the axes should be vertically below the wing leading edge.

There were no sketches with the original article. The drawings are from an article by George Vale in RCM&E, vol 40 issue 5, in which he refers to his rule of thumb for wheel location.



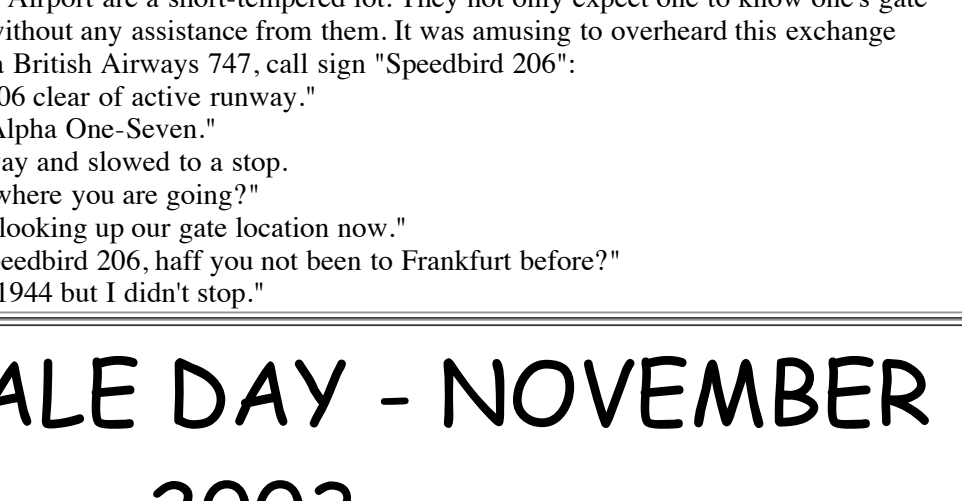
**THINKING OF YOU FROM PERU**

This is a note I started about 2 months ago and then forgot to finish or send. Still somethings never date to do they. It's not often that I find the model in the box. I display more interesting than the full size ones but in the case of Oakland Air Museum, C.A., that's what happened!

There was a reasonable collection of bits while he reached over it to adjust the needle.

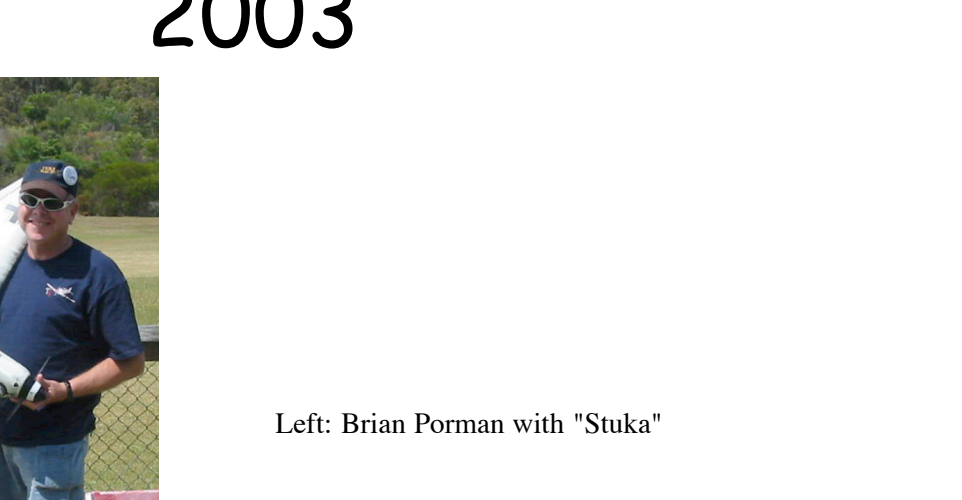
Actually three "Golden Era" planes - I like them! But then there was this model about 80" span - the Bell Buffalo - have you ever heard of it cos I don't know it. What an interesting 400 m. circle. If from elsewhere (say "in the shed"), a mate gets a second bearing on your crash site, but then piling-in his bearing and yours on a map-copy, your line intersection pinpoints the crash site. Approx. elevations by GPS are also shown, indicating - 50 meter (from east-side dam-wall to west-side hill) across just - 500 m of ground. Thus for the same glide angle on final, on base-leg you'd need to have say 30 m. more clear-sky below-plane when landing from the dam than from the car-park. Also for in the future, perhaps flying 200 m. (or 300 m) from Pilot to start the wind-up. Easiest fix to take when the condors. Heat the brass, not the wire, (which has been flexed) then touch SS to wire. (Whoosher!) The blob of SS will immediately flow and weld wire to plate.

\*The next step is NORMALISE the wire. That is, relieve the stresses, by reheating to a lower temperature. This is done by gradually the heat application over the wire; as if feathering out as in sanding. More heat at the centre of work but nowhere near the original heat. Less heat away.



And then there was this delightful figure with no indication as to what, when or why! The older members of WRCS may notice a more than passing resemblance to the late Stuart Leen-Harris, aka "The Red Baron", who, having managed to fly through WWII, never really managed to get the hang of model flying. He was famous for the bonfires he had after many a ragged landing. It was once said of him that he burned out of the model and landed perfectly. Yes, on windy-Sunday I crashed at KI near the flying circle, on a base-leg way too far out! I can't say that real hard not to do that again.

Do have a nice New Year & many Happy Landings.



Regards,  
Peter B.

Best regards,  
Peter B.

**MORE INSTRUCTORS QUALIFY**

The Instructors Course that was run at WRCS by Steve Vickers and Mike Close on the weekend of 13/14 September 2003 was attended by 11 candidates. They all passed and have been accredited with their Instructor rating. They are:

- Peter Barnes
- Ian Kennedy
- George Ward
- Mark Connor
- Warrett
- Jonathan Rabinovich
- Peter Gaunt
- Andrew Wolf
- Alois Zuger
- David Foster
- Kerry Smith

**Congratulations to all our new Instructors.**

A plane was taking off from Mascot Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom. "Ladies and gentlemen, this is your captain speaking. Welcome to Flight 123, non-stop from Sydney to Auckland. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax. OH MY GOD!!" Silence followed and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier, but I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!" A passenger in Economy was heard to say, "That's nothing. He should see the back of mine."

**Glider & Electric Day**

**Sunday 15th February 2004**

Join in the fun and test your skills. Bring those gliders and any electric you have and come to enjoy the competition and fun with BBQ, grilling the family and make a day of it!

The tasks will be as follows:

**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.

**New Pocket Map of Belrose Model Airfield Area.**

The centrefold map in this WRCS Newsletter was drawn-up as a thanksgiving to Wilbur, the patron saint of model aeroplane fliers. You see it all began on that fateful "Windy Sunday", our recent 16th November scale day. Observing the treacherous turbulence and sudden direction-changes of that day's strong southerly wind, most prudent WRCS pilots left their lovely scale models in the pits, securely tethered to terra-firma. The few reckless young fellows who did take to the air soon re-discovered the power of prayer when it came to landing a model.

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At the point where bend is required heat so that the colour just turns to straw. Bend using pliers then NORMALISE by heating both sides of the bend for some distance with the feathering technique of less heat at the furthest point. The heat is what the male looks like on the ground, not the world's most beautiful creature you'll agree .....but in the air it's another story.

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