



**The Competitors pause for a picture after the November 2004 Funfly, report inside**

**MEETINGS**  
 The next meeting will be held on **Tuesday, 8th February 2005** at Tennis Club, Eastern Valley Way, starting at 7.30 pm.  
 We have a special guest speaker, come along to meet **Vic Gramer** (former CO of 27 Sq based at Scampton, UK - that's where 617 (Dambusters) Cgr were previously based)

**FROM THE EDITOR'S PC**

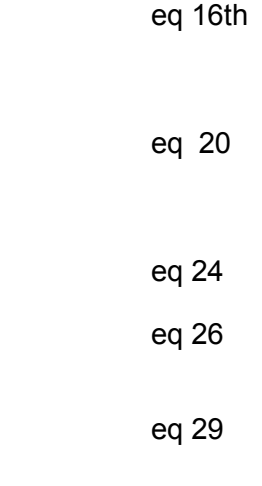
**IT WOULD BE FUNNY IF IT WASN'T SO ...**  
 It is said that to err is human, but that you need a computer to really foul up! Well, it is true! For some years now, WRCS has operated an Internet account through various servers, we changed our current server because we got a fairly good deal. Throughout we have operated an email address of "webmaster", our new server continued using this name to send and receive mail for months and then suddenly and without any notice we were disconnected and we couldn't work out why. It took about a month, but we were finally advised that we couldn't use the address to the "webmaster" but had to use some other title, so the email address to me is now: editor@wracs.org.au  
 Please change your records for the future, if you have any mail you wanted to provide to me as Newsletter Editor or the Andrew as the Web Manager, please send it again using this new address. Unfortunately we lost about 1 month of mail, I wish to apologise to all Members for this inconvenience, if your mail didn't get through please try again on the new address.

**NEXT EVENT**

**GLIDER & ELECTRIC DAY**  
**Sunday, 20 February 2005**



**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 IS INCIDENTAL.**  
 Competition Director - Jim Masterton



**SOUVENIR 2004 CD**

Souvenir 2004 CD's available, cost is \$10 + postage (\$3). All enquiries to the Editor 9371 0823 or send a cheque to:  
**Tom Wolf**  
 10/299 Elizabeth Street,  
 Sydney NSW 2000

*2000, 2001, 2002 and 2003 Souvenir CD's are also available on order, each on the same terms*

**Competitions Calendar for 2005**

The calendar has changed slightly since last year, these are the dates that are set by the Committee for 2005. We have tried to cater for all interests, flying in the friendly competitions offered is guaranteed to improve your flying. Please keep these dates diarised:

- Sun 20 February - Glider & Electric**  
Open to all gliders and electric models
- Sun 20 March - Combat**  
Classes: Sport, Open, Stock, 1/12 scale.
- Sun 15 May - Scale**  
Classes: Military, Civil, both Small and Large Scale.
- Sun 19 June - Biplane**  
2 or more winged models eligible. Flying for all standards.
- Sun 17 July - Racing**  
Classes: Open, Sport, Stock, Novice
- Sun 21 August - Helicopters**  
A special day for those who fly without fixed wings
- Sun 16 October - Scale**  
Classes: Military, Civil, both Small and Large Scale.
- Sun 20 November - Funfly**  
Classes: Open, Sport, Stock, Novice

**Competition Results for 2004**

**Congratulations to Tom Sparkes**

**Winner of the 2004 Competition**  
 During 2004, 37 Members entered fixed-wing competition events. The final results and final placings were:

Position	Points	Competitor
1st	195	Tom Sparkes
2nd	140	Colin Simpson
3rd	80	Tony Vella
eq 4th	75	David Foster;
		Mark Connor;
		Tony Warren-Smith
7th	70	Al Zuger
eq 8th	65	Garry Welsh;
		Monte Udrazak
10th	40	Jeremy Daly
eq 11th	35	Peter Barnes;
		Stan Begg;
		Jim Masterton;
		Kerry Smith
eq 16th	25	Mike Minty;
		Luke Swinkels;
		Dennis Grech;
		John Parker
eq 20	20	George Atkinson;
		Dick Ogilvie;
		Dean Schuback;
		Tim Jones
eq 24	15	Grant Furzer;
		Garry Welsh;
eq 26	10	David Sindle;
		Col Mitchell;
		Brian Porman
eq 29	5	Chris Hobbard;
		John Channon;
		Peter Donnan;
		Callum McLeod;
		Chris Hebbard;
		Vai Pinczewski;
		Harry Hubmann;
		Reg Milson;
		Ron Clark

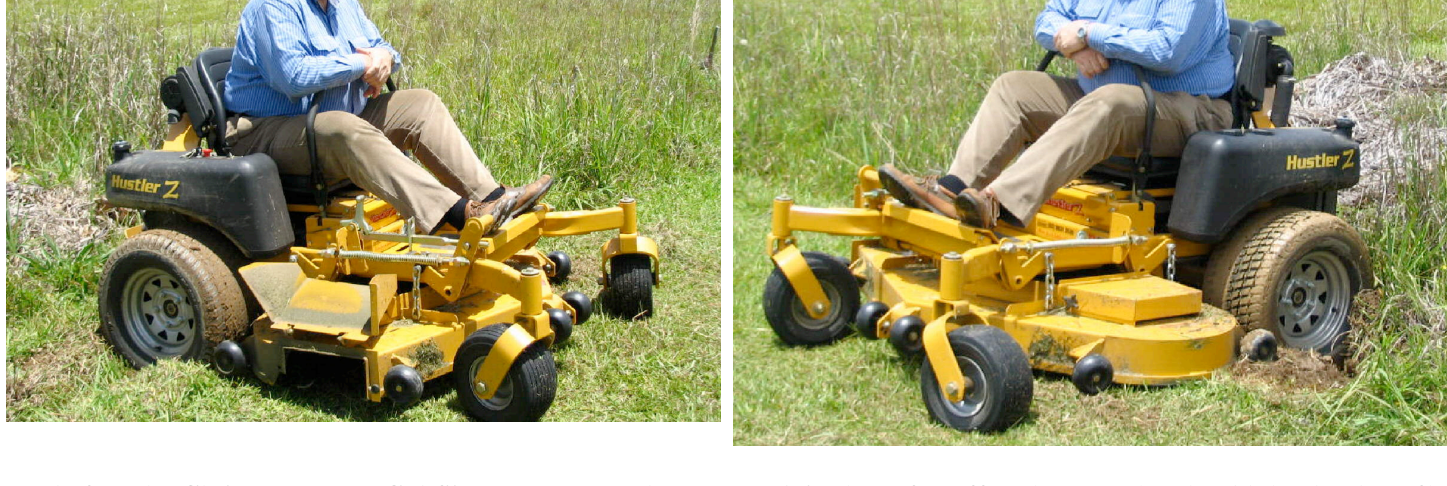
The results are published by the Committee without the results from the Helicopter competition in August, the convenor's have not provided those results to the Committee

**Fun Fly - November 2004**

The day dawned grey and cool but with a promise of sun later (so much for weather forecasts, it got decidedly chilly in the afternoon) and by 10 o'clock there was a bunch of happy flyers ready to roar while Chris and Kerry put the final touches to the event rules. There were four classes: Stock (the old Price Rite or new); Sport (conventional planes up to 46 power); Open (planes with bigger engines) and Hovermatic.... Sorry, that should be Hoverbatic (you know, all ailerons and huge rudders) each having to complete 3 tasks.  
 The first task was the Climb and Glide with a 15 second power run but with a slight difference - firstly you had to taxi down a measured line in the middle of the field (to remind everyone of the club safety rule to do so before taking off at the end of the pilot area not right in front of it) and then to a spot landing at the end. The second task re-enforced the taxi and take off requirements by having to taxi to a marked circle, round said circle, down a straight line and round another circle in less than 2 minutes.  
 The third task was to take off down the centre line leaving the ground at a marked point and then going under a limbo tape! This was followed by 30 seconds worth of as many loopy, roll, loop, yo-yos as you could before landing on the take off point and going back under the limbo - phee!  
 There were four entrants in the Stock class, Peter Barnes, Mike Minty, George Atkinson, Kerry Smith and Tom Sparkes but it was Peter who had to fly first. He got the highest glide time of 1:37 but missed the spot on landing and in fact Mike was the only one to get any spot points in that class. George demonstrated the most amazing throttle control - it wouldn't stop! Even on the ground with the barrel well and truly shut the engine continued to tick over beautifully at a very attractive idle! So we tried a finger over the carb.... It continued to idle nicely!  
 Mark Connor, Peter Barnes, Monte Udrazak, Al Zuger and John Parker flew Magics and cougars in the Hoverbatic class and George wasn't the only one to suffer from no-shut-downings, Mark had the same problem in his attempt.  
 When the dust settled and Kerry & Chris finished their number crunching, the results were, and trophies awarded:  
 Stock: 1st Kerry Smith 2nd Mike Minty 3rd George Atkinson  
 Sport: 1st Tom Sparkes 2nd Tim Jones 3rd Peter Barnes  
 Hovermatic: 1st John Parker 2nd Monte Udrazak  
 Open: 1st Tony Warren Smith

The judges were thanked and everyone went home happy!

**CHRISTMAS PARTY 2004**



The Trophy Winners

The Taxing event was the hardest for everyone especially the people with no steerable tail skid - there were more line cuts than in any combat comp! Peter Barnes was looking one of the straightest...but then he took off - whoops!  
 The "top, roll, loop, roll" proved interesting as most people found it very difficult to judge the take-off point so as to go under the limbo. Mike M was an early pole hitter, as was Kerry but luckily on landing and not enough to cause the pole or plane any damage as opposed to Tom who managed to snap the pole at the top!  
 Mind you, Peter B took off for a trimming flight and finished up in a tree! Al did a very impressive take-off under the tape and then flipped it inverted but forgot to push the down in.... it buried itself 5cms into the (luckily) soft mud!  
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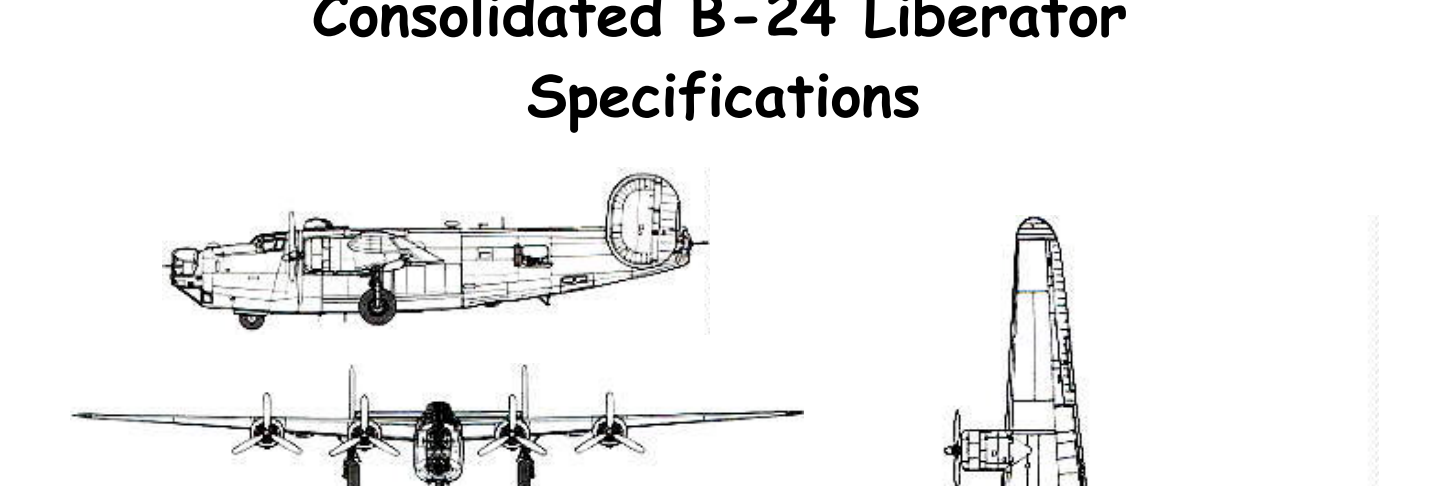
**2004 Christmas Raffle Draw**

The raffle was drawn at the WRCS Christmas Party on 11th December 2004 at the flying field.

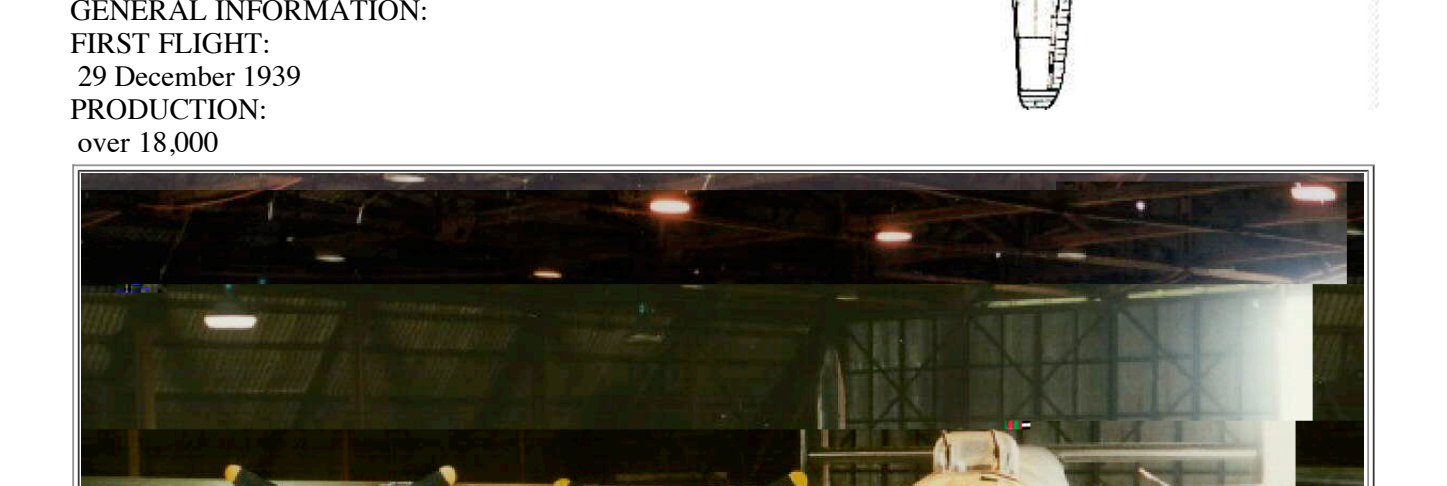
**Four Prizes were drawn, winners are:**  
 86inch PICA CESSNA ticket #46 Jim Masterton  
 77inch TOMAHAWK ticket #66 Tom Wolf  
 WRCS Plagiartist ticket #132 Derek MacIntosh  
 1/12 standoff scale BONANZA ticket #142 Colin Mitchell

Col Simpson, Garry Welsh and Mike Minty each had their tickets drawn but donated their prizes back to the Club.

**THE NEW MOWER**

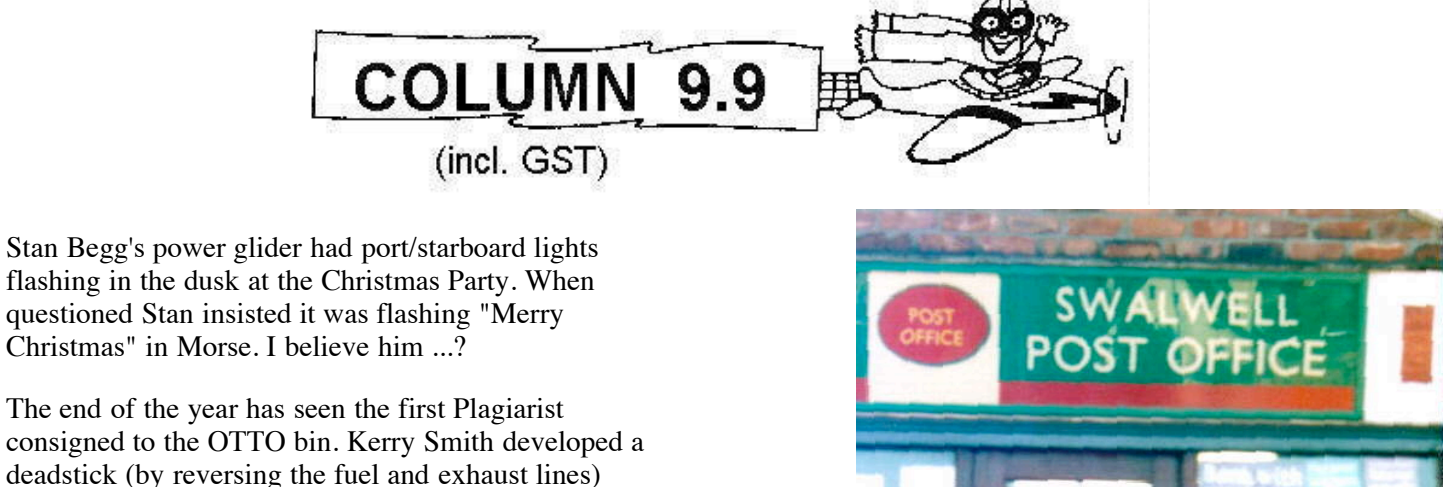


We took delivery of our new lawnmower some time ago to supplement the previous one which we found wasn't fast enough. It was not quite as old fashioned as the picture on the left shows, but it did make mowing hard work, the new one cuts lower and wider.  
 As you know, we have a handy band of volunteers who do a fantastic job week after week to keep the field in a condition we are all proud of and this mower makes their job so much easier.  
 It is appropriate that we express our gratitude to Brian Porman, Grant Furzer for their maintenance work, Des Rim for the whippet shipping and George Ward for maintaining all of equipment. More volunteers are still needed. Jim Masterton and Barry Mason help out from time to time.  
 Anyway, our President decided to try out the mower and guess who was the first to bog it?



Just before the Christmas Party, Col Simpson managed to get stuck in the soft stuff at the Dam (or should that be damn?) end.

**CONSOLIDATED B-24 LIBERATOR**



In the November issue we informed you that WRCS has made a donation to the B-24 LIBERATOR MEMORIAL RESTORATION FUND to assist with the work being done by the many volunteers.  
 In December 1989 the B-24 LIBERATOR MEMORIAL FUND INC. was formally incorporated as a non-profit Association and in 1997, in recognition that the aircraft restoration was in fact proceeding, the word "RESTORATION" was added to more adequately describe the Fund's purpose.

Some 90% of the airframe and 70% of its furniture and fittings from many parts of the world and from generous benefactors have been obtained to restore the only remaining Liberator in the southern hemisphere, and one of only eight still existent in the world.  
 The restoration proceeded in one of the World War II hangars on the old Werribee airfield just outside Melbourne, but has temporarily stalled due to the collapse of one of the hangars and theft of parts by unknown persons but it is the Fund's intention that the airframe will be completely restored.  
 The donation was acknowledged by Colin Grey OAM, the Project Development Manager who wrote:  
*"The ground up restoration of a four engine bomber is a huge task that is seldom undertaken outside a large museum. That a group of volunteers in Australia have virtually completed such a project is quite outstanding.  
 However it would have been impossible without the support of many organisations such as yourselves from Australia and around the world that have donated money and materials to the project.  
 Your gift towards the completion of the program is gratefully received; your support will ensure that our endeavours are successful and a B-24 as part of Australia's National collection."*  
 If you are interested in helping up-to-date with the restoration project, the internet address is: <http://www.b24australia.com>



Elevator fitted and ready for the vertical tails

**Consolidated B-24 Liberator Specifications**



ENGINES: 4 P&W Twin Wasps 1200 HP each  
 WEIGHTS: 16 tons empty, 31 tons laden  
 SPEED: 290mph max, 215mph cruise  
 CEILING: 28,000 feet laden  
 RANGE: 2,100 miles, 3,000 miles aux tanks  
 CREW: 2 pilots, engineer, 2 nav-bomb, 2 radio, 4 turret gunners

GENERAL INFORMATION:  
 FIRST FLIGHT: 29 December 1939  
 PRODUCTION: over 18,000

**COLUMN 9.9**  
 (incl. GST)

Stan Begg's power glider had port/starboard lights flashing in the dusk at the Christmas Party. When questioned Stan insisted it was flashing "Merry Christmas" in Morse. I believe him...?

The end of the year has seen the first Plagiartist consigned to the OTTO bin, Kerry Smith developed a deadstick (by reversing the fuel and exhaust lines) and lost it on the way home. R.I.P.

Tom Wolf insisted on a ticket number of his own choosing in the Christmas Raffle. You wouldn't believe who won the 77" Tomahawk! Ticket #66, proving once again that number 6 is lucky! Brian Porman (who initially didn't want to sell "preselected" tickets) was amazed. The strange coincidence was that Tom actually wanted ticket #60 but that had been sold to Col Simpson who won the prize but then donated the prize back to the Club.

Every one in a while we get hold of a photo that maybe ought to be made into a Caption Competition. Well we won't do it this time, but here is Graeme Swalwell at Swalwell (somewhere in England)...

If anyone else can find a post office named after themselves we'll publish your picture too!



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