NEXT MEETING IS ON TUESDAY 10th FEBRUARY 2009

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Warringah Radio Control Society Incorporated
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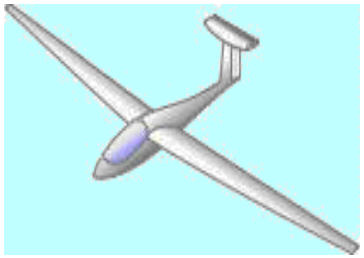
NEWSLETTER

JANUARY 2009

Members pose with Santa's Sleigh at the Christmas Party.

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS
The next meeting will be on Tuesday, 10 February 2009 at Tennis Cove, Eastern Valley Way, starting at 7.30pm.



THERMAL & ELECTRIC GLIDER DAY

Sunday, 15 February 2009

PROGRAMME TO BE ADVISED

THIS IS A FUN EVENT WITH SAFETY PARAMOUNT

Competition Director - David Pound

9907 9261 or davepoundy@yahoo.com.au

THANK YOU

In listing the contributors to the Mag during 2008 in the December printed issue, we regrettably failed to acknowledge the contributions made by David Cotton and Brian Porman. This error was corrected in time for the Webpage version, and now in print .
Apologies guys!.

Warringah Radio Control Society Inc.

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2009 COMPETITION PROGRAMME

This programme was published last month but just to make sure that all our Members are aware of it, here it is again!!

Thermal/Electric Glider Day - Sunday, February 15

Combat Day - Sunday, March 15

Scale Day - Sunday, May 17

Biplane Day - Saturday, June 20

Race Day - Sunday July 19

Pattern Competition (not part of points score) - TBA, the field will be closed this weekend to all other flying

Helicopter Day - Sunday, August 16

Garigal Cup - Sunday September 20

Scale Day - Sunday, November 1 (Special Theme TBA)

Fun Fly - Sunday, November 15

David Pound will continue in 2009 as the Competition Co-ordinator

The Lament

by Mike Minty

Where have all the flyers gone, long time passing;
Where have all the flyers gone, long time ago;
Where have all the flyers gone ……..

A good question! Five participants in a Fun Fly!!!! And one of those was an accident – he didn't know the comp was on.

I mean that is pretty pathetic- what's the point in holding a comp for 5 people?? When I was a lad, OK maybe not a lad, we had heaps of entries, I was just looking at a photo with 17 members lined up for a Fun Fly.

So why do we have comps? Well,

1) It gives members a chance to meet and fly with others they may not see on normal flying day; to socialise and be "part of the club"

2) It gives you a chance to fly more than the usual up and down the field with a few random manoeuvres thrown in.

3) It improves your skills. Anyone can fly around but to fly to a pattern, to a time or to a schedule means you have to concentrate more and you get better!

4) And not forgetting the trophies! The fame! The picture in the magazine!

And above all it's aimed at having more fun …..and ask the entrants, they do.

So where were you, why don't you join in? Do you think the tasks too difficult, do you think them too easy? Are you concerned that you will not do well or are you just lazy?

If the comps are not supported they will die and the club will be poorer for that.

If you want different events talk to David Pound or any committee member. These days the proliferation of cheap ARFs means the building time or expense of a hand crafted model is not the barrier it was, so check out this year's schedule of events, sort out a plane and join in or you may not be able to for much longer and the club would be the poorer for that.

Sobering Thoughts

by Mike Minty

Black Lead

Just before the last Fun Fly I thought I'd better check my Rx 600ma NiCd batteries. I had been away for 6 months so they had not been cycled during that time. One of them seemed not to hold a charge too well so I cycled it a couple of times but it still seemed weak – then I looked at the date I had written on the shrink wrap ……November 04. So it is four years old, maybe time to make up a new one!

I decided to strip the pack just to see what the individual cells looked like and possibly to use the connection lead on a new pack. The cells looked good, no obvious leakage but the wires were scary! I took some insulation off the negative lead – the copper wire was black and crumbly and it was the same all the way to the plug! The red was similar but not quite so bad. I reckon it was very near the state when it would just fail to connect battery to Rx and if that had happened mid-flight ……..

How old are your batteries? Have you checked the leads recently?

Before and after!

One of the most expensive B&A events of 2004 has got to be the mighty 27' span B52 that hit the deck at the UK Nats.

The final verdict on cause was "pilot error" in part due to the pilot being distracted by people and events around him and subsequent over banking of the plane. Ain't we all been there, but not at such cost! Remember it takes skill and concentration to fly a model well and safely.

WRCS Christmas Party 2008

Report and pics by Mike Minty

You may remember the 12th December …… it rained heavily all day! But the party was on the 13th and once again the Gods of good weather smiled on us and, apart from a rather strong wind, put on a lovely sunny day and a warm evening.

Your reporter got to the field after 4.00pm by which time the Lolly Bomber had made a couple of runs and scattered lollies far and wide to the delight of the kids. Ron Clark flew the large Stick with a plastic container strapped to the wing. Brian Porman filled it prior to take-off and all Ron had to do was roll over the appointed spot and what was left (a fair number did tend to bounce out on takeoff or get sucked out by the slip stream) fell to Earth. The plane landed and small kids went first followed by the bigger ones. There was a pause in the excitement as a full size helicopter appeared over the dam ……it got closer …..and closer – IT WAS PREPARING TO LAND! Suddenly we could see that the passenger in the front seat was none other than Santa!

It landed, and Santa was soon handing out prezzies to all the kids while the more senior members gathered around the chopper to poke and pry and chat with the pilot.

The Lolly bomber then did a couple of parachute drops but the high wind saw more than one head off into the bush. The kids were issued with foam chuckies but in the prevailing wind they were basically swept 20m downwind and almost impossible to trim

Some adventurous members brought balsa chuck gliders, this trio of David Menzies, Mike Minty and Col Buckley managed a few flights before the wind cracked them all up. Ron Clarke suffered further ignominy when he tried to fly his little rubber powered model from last year – it landed safely and then Buddy the dog pounced on it and broke the wing!

And so to dinner with the usual roast meat and salads and a rather good chocolate mud cake for pud. The wine and beer flowed, the darkness crept on and it was time for the raffle prize giving.

First up were the two $50 vouchers for the Lucky Door prize and that went to Margot Hebbard and Tom Wolf donated by Paul Tilley of Hobby Heroes in Brookvale.

Then we got to the big one and Peter Sharpe got the first ticket drawn by Dene Simpson and went straight for the ARF Hellcat.

The next lucky winner was Richard the helicopter pilot who had expressed an interest in fyling a model Extra as he flies the real one! Santa made his Christmas wish come true!

Peter Wyss picked up the Spectrum Tx donated by Model Flight and Darren and Joshua Hayes were happy to walk off with the next prizeThen Paul and Lynette picked up 15 litres of methanol which they thought would do when the wine ran out!

And finally Simon Press had his ticket come up and claimed the 4 litres of oil.

Col Simpson put on his presidential hat to make a short speech on the past year and particularly to thank Warren, Ron and Brian for all the work they did in setting up the party and for Doug Radford who once again managed to find Santa and bring him along. He would have presented the Club Championship shield to Al Zuger but he was not there.

Tom Wolf and Des Rim received the joint Club Person of the Year Award for their hard work on behalf of the club and all its members.

There followed a special award of chocolates for “Mrs Burglar”, Caroline Sparkes and also for Dennis Gretch!

And there were congratulations for the newly weds, George and Lindy Atkinson just before George did his night flying heli demonstration again. Sadly this year it ended in a bit of a crunch when it was caught with a slam dunk by the wind but it does look great in the sky!

It was fully dark when we found out why Dean Schuback had brought along his telescope – it is very powerful and we were treated to views of Venus (with a bit missing – you don’t see that with the naked eye) and Jupiter where we could even see the moons and then to the dust clouds and deep space – all very impressive.

By 11.30 everyone had gone home .....except Mike Minty who once again camped overnight and peace and the roos descended on the field.

Morning brought sunrise at 6.00am and the “workers” came a bit later to clear up the cables, lights and garbage – special thanks to Brian, Grant Furzer, David, Tom Sparkes and everyone else who worked so hard to make another great party.

Oh, and we had one other visitor that appeared by the stream “Coo! A snake” all the kids yelled, to be precise Acanthopis Antacticus – the Common Death Adder which my library book tells me can produce up to 33 live young in one go and with its “dangerously fast strike” is classed as Dangerously Venomous!!

THE MacROBERTSON TROPHY AIR RACE

Article by Tom Wolf

The MacRobertson Trophy Air Race took place in October, 1934 as part of the Melbourne Centenary celebrations.

The prize fund of $75,000 was put up by Sir Macpherson Robertson, a wealthy Australian confectionery manufacturer, on the conditions that the race be named after his MacRobertson confectionery company, and that it be organised to be as safe as possible.

The race was organised by the Royal Aero Club to start from RAF Mildenhall in East Anglia (UK) to finish at Flemington Racecourse, Melbourne.

There were 5 compulsory stops at Baghdad, Allahabad, Singapore, Darwin and Charleville, Queensland, otherwise the competitors could choose their own routes. A further 22 optional stops were provided with stocks of fuel and oil by Shell and Stanavo.

The Royal Aero Club put a lot of effort into persuading the countries along the route to improve the facilities at the stopping points.

The basic rules were:

* no limit to the size of aircraft or power,
* no limit to crew size,
* no pilot to join aircraft after it left England
* aircraft must carry three days' rations per crew member, floats, smoke signals and efficient instruments

There were prizes for the outright fastest aircraft, and also for the best performance by any aircraft finishing within 16 days (on a handicap formula).

The start was set at dawn October 20, 1934. Initially there were more than 60 nominations, but the field was whittled down to 20, including 3 purpose-built de Havilland DH.88 Comet racers, two of the new generation of American all-metal passenger transports, and a mixture of earlier racers, light transports and old bombers.

First off the line, watched by a crowd of 60,000, were Jim & Amy Mollison in the Comet Black Magic, and they were early leaders in the race until forced to retire at Allahabad with engine trouble. This left the scarlet Comet Grosvenor House flown by Flight Lt. Charles Scott and Cptn. Tom Campbell Black well ahead of the field and this racer went on to win in a time of less than 3 days, despite flying the last stage with one engine throttled back because of an oil-pressure indicator giving a faulty low reading.

The most dramatic part of the race was when a plane (the DC-2 Uiver operated by KLM), hopelessly lost after becoming caught in a thunderstorm, ended up over Albury, New South Wales. The townsfolk responded magnificently, the power station signalled "Albury" to the plane by turning the town lights on and off, and the radio station 2CO Corowa appealed for cars to line up on the racecourse to light up a runway for the plane. The plane landed, and next morning was pulled out of the mud by locals to fly on and win the handicap section of the race.

Perhaps significantly in the development of popular long-distance air travel, the second and third places were taken by passenger transports, with the KLM Douglas DC-2 Uiver gaining a narrow advantage over Roscoe Turner's Boeing 247-D, both completing the course less than a day behind the winner.

How MilSpecs Live Forever!

The US standard railroad gauge (distance between the rails) is 4 ft 8 1/2 in (1.44 m). That's an exceedingly odd number.

Why is that gauge used? Because that's the way they built them in England, and the US railroads were built by English ex-patriots.

Why did the English build 'em like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did they use that gauge then? Because the people who built the tramways used the same jigs and tools as they used for building wagons, which used that wheel spacing.

OK! Why did the wagons use that wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions.

The roads have been used ever since. And the ruts?

The initial ruts, which everyone else had to match for fear of breaking their wagons, were first made by Roman war chariots. Since the chariots were made by or for Imperial Rome they were all alike in the matter of wheel spacing (ruts again).

Thus we have the answer to the original question. The United States standard railroad gauge of 4 ft 8 1/2 in derives from the original military specification (MilSpec) for an Imperial Roman army war chariot. **MilSpecs (and bureaucracies) live forever!**

So, the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

A follow-up to this story:

When Napoleon marched on Russia, his army made much slower time than planned once they reached eastern Europe because the ruts weren't to Roman gauge.

Because they made slower time than planned they got caught in the field in the Russian winter rather than on the outskirts of Moscow. And then, of course, they lost the war.

Now the twist to the story...

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory at Utah.

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel.

The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

In a show of typical WRCS co-operation, Tom Wolf and Des Rim (who shared the Club Person of the Year Award) immediately agreed that Des was to have the trophy the first 6 months and then he will hand it over to Tom at the AGM.

Rumour has it that Richard (the heli pilot) generously donated the Extra that he won in the Christmas raffle back to the Club, the Committee will decide what to do with the model, it will probably be raffled off again.

You have to feel for George Atkinson. Shortly after he left the flying field after the Christmas party where he had lots of damage to his heli when it was caught by a freak gust of wind, his car was hit by a falling tree. Some days it's not worthwhile to get out of bed.

GOTTA LOVE THE RAF

It was reported on 8th November 2008 that a light aircraft pilot who went blind in mid-air after suffering a stroke at 4,500 metres (15,000ft) was shepherded in to land by an RAF aircraft.

Jim O'Neill, 65, was flying his four-seater Cessna over North Yorkshire when he lost his sight and called for help.

O'Neill was flying home to Essex from a holiday in Scotland when he had the stroke, and descended to 1,500ft. With the instrument panel a blur, he failed four times to land at Full Sutton airstrip near York, and was diverted to Linton-on-Ouse.

Wing Commander Paul Gerrard escorted O'Neill in to land in his Tucano T1. Sergeant Richard Eggleton, a radar operator, talked to O'Neill via the radio throughout. The RAF routinely practise shepherding, but it's usually for lost aircraft, not blinded pilots, which is what makes this amazing.

O'Neill thought he had been dazzled by sunlight., but when the Cessna dipped into cloud, the pilot, who has 18 years' flying experience, realised he was unwell and sent out a mayday.

"I was just about to hand him on to the next control tower at Humberside airport, when he started turning and descending sharply without instructions from me," said Eggleton.

Gerrard was alerted in the Tucano training aircraft which he had taken up from the base an hour earlier and he altered course and took up position alongside the Cessna, as close as it was safe for him to go.

As the two planes descended, O'Neill reported glimpses of both his panel and the airfield as his vision came and went. The RAF record of the two planes' communication has Gerrard gently giving instructions to stay below the low cloud.

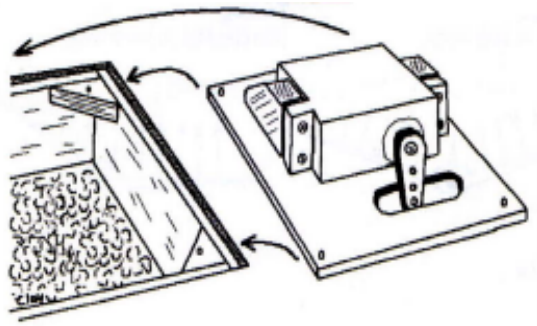
Aircrew watching at the base said the Cessna had bounced heavily but stayed upright and ran to a halt on the long runway. Medical staff boarded the plane, and O'Neill was transferred to Queen's hospital in Romford, Essex where he was found to be seriously ill but in a stable condition.

The stroke had left O'Neill blind in one eye and with limited vision in the other.

BUILDING HINT

FLUSH WING SERVO MOUNTING

Flush servo mounting is advantageous wherever it is important to reduce drag (such as a glider or racer and on scale models).



Make a hole in the wing (hot wire, razor or a router) and line the hole with 3/32" balsa on the sides and put in ply corner pieces to accept the screws for the cover.

The cover is made of 1/16" ply to fit flush with the wing skin.

Mount the servo onto pine or ply blocks glued to the cover, cut a slot for the servo arms and you are ready to go.

This mounting is strong, light and allows for easy access to the servo.