

MEETINGSMEETINGSMEETINGS The next meeting will be held on Tuesday, 12th July 2005 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. The meeting after that will be on 9th August 2005, this will be our Annual Trash &

Treasure night!!



English Laser 4 strokes would be more suitable and would have lower fuel consumption ... an important factor as space for fuel tanks in the engine nacelles is rather limited. Graeme's efforts to finish the model ran into problems and Jim Masterton came to the rescue. Jim's exceptional

skills resulted in the Mosquito being ready for taxiing tests at Belrose on 19 April 2005, during these tests the model showed that it wanted to fly and any doubts about insufficient power were put aside. Many WRCS members have been privileged to watch Jim fly his large engined ME-110 and

have observed how well he manages some awkward moments. The Mosquito has retractable main undercarriage, tailwheel and flaps and one

transmitter is used for these 3 functions with a second transmitter for ailerons, elevator, rudder, throttle on a different frequency. For the test flight Jim had control of the major controls and Graeme the flaps and undercarriage, at this stage the model is wearing grey undercoat. After the M.O.P. inspection (for models over 7kg) was completed by Col Simpson, it was time to assemble the model, start and tune the engines and make the maiden flight. The first take-off attempt was aborted after a pronounced torque swing to the left was experienced. The second attempt was

successful and although the model required some trimming adjustments for ailerons and elevator, Jim soon had it flying very nicely. After about 10 minutes, Jim executed a smooth landing with full flaps deployed about 3 metres above the landing strip.

Following some adjustments, the Mosquito was refuelled for its second successful flight, during which a slow roll was accomplished and it will be limited to this as far as aerobatics are concerned.

The test flights were made with 16" x 8" two bladed propellers without spinners. Three bladed 15" x 8" props will be fitted with spinners cut out to fit and Jim plans to paint the model in the colour scheme of an R.A.A.F. Mosquito flown in WWI Although a few teething problems resulted in

the model not being on show at the May Scale Day, it is planned to have it ready for the September Scale event and full credit to Jim for his many skills and time spent to bring the project to its completion.

Graeme and Jim wish to thank Stuart Weir and the membership of the Pitt Town Club for allowing the use of the field and facilities. It is reported that another possible joint project is being planned for 2006, this being a 114" wingspan Nick Ziroli P38 Lockheed Lightning kit that Graeme brought back from the USA in 2000. Graeme already has Twin ZDZ 40cc petrol engines asnd nearly all the other bits for that model.

FROM THE WORKSHOP 2 104" F/G CATALINA



piled on the scales is 21.16 lbs. Since the maximum gross weight of the Catalina was 34,500 lbs., the model There were two flaws in the moulding, a not true knuckle in the nose area below the turret, and the stabiliser became too thick when the two halves came together. The first was easily rectified with filler (seen in the photo) and the over thick stabiliser will not be noticed at operating height. We will call this a "Stand-off Scale" model. The motors are OS91FX. OS61FX would probably do but since the 91's are no heavier, minutely bigger, and were on special they won. Prices quoted

varied from \$360 to \$480. The 91FX's will sport scale 14" propellers. I will endeavour to get a pull-pull

cable system for the rudder and

all up weight should not exceed 34.5 lbs., which leaves 13.34 lbs. for painting and unforseen.

 Built by John Doherty front and rear of the blister openings and front and rear of the cockpit. The moulds were made by Geoff Reichelt, to the original

Consolidated Catalina plans loaned to him by John. The fibreglass hull, wings and stabiliser were expertly moulded by Tim Nolan. Vacuum moulding incorporated foam sandwich hollow construction in the wings and stabiliser providing strength with lightness. At the present stage of construction the weight with servos, radios, batteries

The Catalina model is 1/10 scale giving it a wingspan of 10.4 ft., with floats folded and length of 6.39ft. It is moulded in fibreglass, but has plywood bulkheads fitted at key places such as the stay support points,

elevator if I can route the leads satisfactorily through the awkward area of the fin and stabiliser. This is desirable to keep tail weight down. Previous experience with 78 and 104" Cats showed that the short nose on the Cat needs to (and can) hold a lot of lead. As on previous models I will fit a small rudder immediately behind the pointed end of the aft motor. take-off.

planing surface. This has proved very effective steering on the water, even with one motor out. The model Catalina (as for full size) flies adequately on one Although the black finish could have contributed to poor vision and the demise of the 104" model, this one will most

probably be black also and have the number A24-79 as did previous two models. A24-79 had the dubious achievement on its first mission with 43 Squadron of dropping a mine on

Catalinas played an extroadinary and widely diversified part in WWII and the extremely long range missions out of Australian bases are well documented in books such as:-Catalina Chronical by David Vincent.

First and Furthest by Jack Riddell. Catalina Dreaming by Andrew McMillan.

- Silent Victory by Arthur Leebold. (this book covers Catalinas on air route Ceylon-Perth on trips up to 32 hours.)
- And peaceful achievements:-Forgotten Island by P.G. Taylor.
- Frigate Bird by P.G. Taylor (this plane Frigate Bird II is in the Power House Museum)

BIPLANE DAY

Biplane Day was, to say the least, eventful. Very few entries and on a day when general flying was allowed together with the competition very few models escaped unscathed. Al Zuger (Scout); Mark Connor (Bucker Jungman) and David Foster (Fokker Dr.1) managed to go home with their models in the same condition as when they arrived, but: 1. Col Simpson never got to fly because of engine problems in both models he brought along (although in the process of an attempted take-off he did lose his landing gear); 2. Peter Papas lost a piece of the engine off his Christen Eagle and barely made it back deadstick; 3. Stan Begg managed to dip a wingtip of his brand new Super Skybolt into the ground on take-off resulting in cartwheels that almost broke the back of his model; and

4. Tom Sparkes took off in the wrong direction with his Fokker Dr.1, but at least was amused (we think) when it was observed that it still had two wings left (actually two and a half if you count the one between the wheels).





Al Zuger with his Scout

Peter Papas with Christen Eagle

(vers. 06/2005)

RESTRAINING DEVICE

At the recent Committee meeting attention was drawn to the necessity to remind some members that all models MUST be properly and adequately restrained whilst starting their engines and then until moving it in idle to the starting position. It was decided that there were ONLY 2 RESTRAINING METHODS acceptable: 1. any sturdy upright restraining device taller than the height of the model (and this excludes the holding brackets on most flight boxes); or

2. the model must be securely held by hand by another person. Many systems have been observed in the flight area and in the interests of safety in the confined and narrow area and this is what appears to be the best and safest. One suitable and approved method is a steel shafted restraining device available through Chris Hebbard for \$40.00. Chris will show you how to make your own if you wish.

It was also observed that: a. the use of broom sticks, cricket stumps and the like causes large hole damage to the pit area (which we really don't want in the long run) and unless properly driven deep into the ground may not restrain the model b. the use of string, rope or bungee systems is not acceptable for a variety of reasons, such as: i. using string to restrain the model by wrapping it around the tail may be utilising the weakest area of the model and not limit sideways movement during the start

ii. using old bits of string etc. left behind by others may be inadequate as the string may have deteriorated with weather and being trodden on. iii. not all knots are suitable or adequate to restrain a model when under power (even if only idle) iv. some hooks and clips may not be sufficient and slip,

v. AND when using such system the model would be left without adequate restraint whilst the operator unhooks the model from the system

WRCS Rules/Regulations

General i) Each member has the obligation to co-operate to ensure the safe operation of model aircraft.

ii) Flying Times at the Jack Black Field Monday to Saturday 8:00am to dusk

Sunday 9:00am to dusk iii) Engine Noise - Effective mufflers are compulsory. Our sport has a noisy reputation from past operation of ineffectively silenced motors. This has resulted in the closing of many flying fields. We must recognize that noise is the greatest threat to the continuing use of our field. Running In of new motors or prolonged tuning of motors must be carried out away from the pits. Models that are perceived to be 'noisy' will be subject to noise meter testing to ensure compliance with club guidelines (max 98db @ 3 metres, 1 metre above ground). iv) Restricted areas – The 'Pilot Area' commences at the first fence (nearest entry bridge) to the third fence. 'The Flight Line' is the area between the second and third fences. The 'Pits' the total area extending from the western shed to the eastern fence and from the creek to the third fence.

v) Visitors to the pits must be accompanied by a financial member. vi) To comply with our insurance, all visiting flyers MUST complete and sign the Visiting Flyers Register on each and every occasion.

vii) Members who host visitors must also sign the register and are responsible for the visitor's compliance with ALL the rules. viii) Proof of current MAAA insurance and any necessary certificates required must be presented before flying. ix) The 'Pilot Area' is ONLY for pilots and assistants actively operating aircraft.

x) All children are to be in the company of and under the direct supervision of an adult. xi) All dogs are to be on a leash at all times. xii) Mobile Phones – All mobile phones must be turned off in the pits, the flight line and the pilot area. xiii) Garbage – Members must take their rubbish home with them including broken models or parts of broken

models. There is no garbage collection at the field. xiv) Liability – The Club considers that any damaged caused by the non observance of these rules renders the offender liable and may void insurance cover for the offender. Transmitter Operation

i) On arrival at the field, ensure your transmitter is switched off and placed in the transmitter pound. ii) Transmitters must be clearly identified with the owners name and operating frequency. iii) Frequency control will be by means of the keyboard system. This is located in the lockable transmitter pound area in the eastern shed. Your gate entry key will open the transmitter pound and the last member leaving at any time MUST ensure the pound is locked before leaving.

iv) The frequency bands that may be used are 29MHz, 36MHz (20KHz spacing on ODD numbers ONLY – e.g. 36.050, 36.070 etc) and 40.665MHz and 40.695MHz. Small electric park flyers only will be permitted to use 27Mhz band (26.995, 27.045, 27.095, 27.145 and 27.195). Park flyers limited to maximum 500g weight and max 9volt battery. v) No transmitter may be operated for any purpose unless the appropriate frequency key has been inserted in

the correct slot in the Frequency Keyboard. vi) Frequency Keys must be clearly marked with the owners name and operating frequency and must be of a design and size to suit the keyboard. A separate key is required for each operating frequency. vii) Only the operator of a transmitter can remove their own frequency key from the keyboard.

viii) A maximum time of 20 minutes is considered fair for any one use of a frequency. ix) If you are unlucky enough to land your model in the bush, turn your transmitter off and return it to the pound and remove your key before departing to search for your model. x) All transmitters and receivers must be in good order and condition.

Flying i) All members and visitors must hold Bronze Wings (or higher) qualifications for the appropriate model type, before flying in the main flying area without a supervising instructor. ii) All models must comply with MAAA guidelines and any relevant certificates must be available for inspection before flying. WRCS reserves the right to check any model and certificates at any time to ensure compliance. iii) With the exception of helicopter pilots practicing hovering, all models must be flown from the flight line. Pilots must take their position on the flight line before commencing take off. Helicopter pilots wishing to practice hovering must do so in the reserved North east corner of the field iv) Aircraft must remain at least 30 metres south of the first fence. The longer grass at the edge of the field denotes this.

v) Taking Off – Clearance must be obtained from all pilots with aircraft in the air before taking off. Clearance must be obtained at the flight line and prior to proceeding further. NO RESPONSE- NO TAKE OFF! Obtain the clearance by yelling louder or walking closer. Please notify the Chief Flying Instructor of any member that consistently ignores your call for clearance.

vi) Large models, multi engine aircraft, pylon racers, high performance aircraft (including electric), ducted fan jets and .90+ powered helicopters, require the pilot to have a minimum standard of Gold Wings. High performance model pilots must exercise extra care to avoid mid air incidents with slower aircraft. vii) Helicopters and fixed wing aircraft must fly full circuits on the main field if other aircraft are flying. viii) Helicopters in the practice hover area must not have the blades turning west of the engine test stand. The stand is 30 metres from the Pits fence. Helicopters in the hovering area must remain in the hovering area and not encroach on the main flying field. ix) Aerobatic manoeuvres of aircraft of any type require a clearance from other pilots with aircraft in the air.

x) Hand launching of any model is not to take place from the flight line and is to be carried out beyond the 30 metre boundary and launched away from the flight line. xi) Test flights of new models may be carried out on the field if the pilot obtains sole use of the field and marks the frequency board accordingly. A sign for this purpose is kept in the pound xii) Before retrieving models on the field, clearance to go on the field must be requested and granted from all other pilots currently flying. Access and exit the field promptly by the shortest practical route. xiii) Children under the age of 10 years are not permitted to fly solo.

- 1. Priority for 'Right of Way1. Power models with engine failure pilots must call 'Dead Stick' clearly to
 - obtain right of way 2. Gliders landing

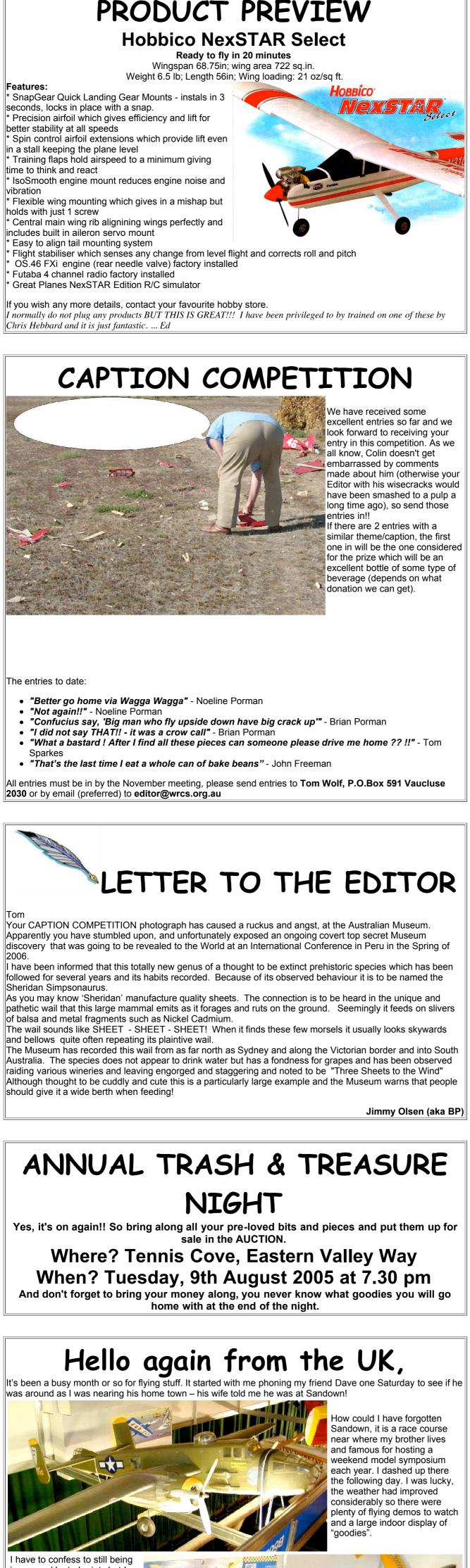
• 3. Powered models landing - pilot must call 'Landing' clearly on entering the circuit, but should be prepared to give way to the above cases by 'going round' • 4. Take Off – clearance must be obtained as above.

xv) No flying is allowed over the pits, barbecue area or spectator enclosure. Aircraft must not fly over the helicopter hovering area except when the hovering area is closed on special event days. The car parking area must be avoided except on controlled landing approaches. xvi) No taxiing is allowed in the pits.

xvii) All aircraft must be effectively restrained during startup and at all times when engines are running in the pit area (No string, rope or bungee). xviii) After flight all engines must be shut down before entering the pits. Aircraft should be turned around facing away from pits before shutting down. xix) Membership badges must be worn to help identification, and show membership and insurance are current. xx) Proof of current insurance will be requested and must be supplied if insurance is via a club other than WRCS.

If any of these regulations and procedures are unclear please seek clarification from the Chief Flying Instructor or a Management Committee Member. Summary

As you will have appreciated by now the above safety regulations are common sense rules that have evolved over the years of safe operation of our club. Please follow them closely and enjoy your membership of the Warringah Radio Control Society.



impressed by turbo jets but I am getting a bit blasé about big Caps, or whatever, pretending to be helicopters and helicopters pretending to be aerobatic planes. I know it's very clever hanging on their props and almost touching the rudder on the ground, and making a heli do rolling circles takes more rapid

thumb movements than I'll ever manage but somehowI just like'em flying like real ones do.

The indoor display had some amazing stuff, especially the ARF scale models. There was a time, not long ago, when I would have been embarrassed to be seen with some of the shiny warbirds around, but now they are matt finish and very detailed, even with weathering. These two look a bit funny as they were hanging upside down but I have inverted the pics to reduce your neck strain.

And this splendid 71" span Gee Bee can be yours for only 270 guid (that's about US\$500 or A\$650I think) There were lots of other models too, cars, tanks, boats

and among these were two giant semi-scale battleships about 12 feet long. What made them unique was that they were controlled from the inside! Yep, the deck hinged up and an operator could recline

inside and drive them. The one on the right has it's "lid" slightly raised. They were not demonstrated but I reckon they must look good cruising around the local duck pond. Speaking of which, they also had R/C ducks and geese.





My favourite model was this one though - the fat dragon. The guy had it set up with R/C so he could steer it around, wave its arms and flap its wings plus he had a speaker and mike system so he could talk to people around it, and the jaw worked when it talked. The kids thought it was wonderful and it was a rare adult who didn't grin as it passed. You can see the operator at the

top of the stairs behind it. I bought a few goodies and the following week got my Zagi flying again. I have only managed 2 flights since being back, partly due to dashing around doing other stuff and partly due to the lousy weather! It has been a cold wet and windy spring and looks like keeping it up fpr the summer. I am writing this in the famously beautiful Lake District where it has been raining every day for 4 days! Anyway I flew it twice and am starting to get used to it. It is very maneuverable but seems to want to keep doing what ever it last did with great enthusiasm unless you really shove in a lot of opposite control - rolls are very interesting!

My next bit of flying came as a result of finding a stunt kite in a skip outside a house that was being renovated. Never one to miss a freebie I grabbed it as it looked complete and also the two reels of line. The kite was easy to cleanup, replace one bit of broken elastic on the wing tip and straightenbut the bloody lines took about 45 mins to untangle. I didn't get a chance to fly it until we were in Wales at the estuary of the Dyfi (Dovey in English) at a lovely sand dune area called Ynyslas (no English equivalent). One windy but sunny evening (at this time of year the sun doesn't set until about 9.30pm) we rolled out the lines and Caroline chucked it up while I did my best to control it. I discovered two things rapidly - one was the age old inevitable maxim "it doesn't matter where you fly your kite or from where the wind blows, you will always finish up looking into the sun!" The other was that it is a mean little bugger and needs careful string pulling or it does rapid, consecutive loops until it hits the ground – hard! Oh, it is also tough.



Finally I took to the skies in style myself. We called in at a classic English local pub one Friday to find an auction taking place to raise funds for a local school. The local gliding club had donated a

flight in a gliderguess who got that one! So the following Wednesday I crossed my fingers and the weather improved enough for me to go to the Shalbourne Soaring Association and here I am seated in front of Brian,

the duty instructor, waiting for launch. The V8 down the other end of the field hauled us rapidly up to about 1400 ft and with a terrible bang we were off the cable. I asked what the climb

to be closer to 45 degrees from my viewpoint. We cruised around, picked up a thermal and were soon at about 2200feet. It was a great view over the fields and villages and he let me have a brief waggle of the stick but after 20 mins he said that was it for a freebie so it was spoilers out and going down time. I really enjoyed the flight, one of these days when I'm rich I might just get one of them! OK, that's it for another month or so. I have two other planes to fly yet, but more of them when I can and that depends mainly on the weather! Happy flying or dreaming,

angle was and he said about 30 degrees but I reckon that was motion relative to the ground, the plane seemed

Mike

COLUMN 9.9 (incl. GST)

When observing the benefits of having a lost model alarm in the model so that it can be found to fly another day, BP was heard to comment that Col Simpson didn't need one as he very rarely took any models home anyway. If looks could kill ...

Grant Furzer lookout ... The reputation as the "Club Hoon" may soon pass to David Menzies who was recently observed flying his electric glider like and at a speed that no glider is supposed to fly. Perhaps the expression "too fast for fear" should apply??

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