

**THE A.G.M. IS ON  
TUESDAY 24th JUNE 2008  
AND THEN TUESDAY 8th JULY**

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

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



# **NEWSLETTER**

**JUNE 2008**



The concept that you're never too young (or for that matter too old) to build your airplane in the workshop is demonstrated by Lauren Grech who seems as pleased as punch with her effort.. Dad also seems to be happy about it, but we expect it will prove to be a challenge to fly.

## **ANNUAL GENERAL MEETING**

The Annual General Meeting will be held on Tuesday, 24th June 2008 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. and the meeting after that is on Tuesday, 8th July 2008

**POSTAGE  
PAID  
AUSTRALIA**



# WRCS Membership Renewal for 08/09

Your Membership Renewal letter is coming your way and will arrive soon.

Please do take time to read the form, then carefully follow **ALL** the instructions, please correct and/or fill in any errors or omissions.

The Club's Rules are posted up in the shed and also on our Website for you to refresh your memory. After you are satisfied that the renewal form is correctly filled in please sign the renewal form!

Kindly co-operate fully with the Committee in the Renewal process.

We hope you can attend the AGM on Tuesday, 24th June to collect your new Badge & Key set, but if you can't get there, follow the letter's postal option (pre or post AGM).

ALL filled-in renewal letters will be processed and mailed back to you.

Happy Landings to all for "08/09",

*Ron C,*

Hon-Treasurer & Registrar.

## Warringah Radio Control Society Inc.

President	Colin Simpson	9419 7844(w)	0417 264 240
Vice President	Warren Lewis	9417 0269(h)	
Hon Secretary	Brian Porman	9488 9973(h)	
Treasurer	Ron Clark	9440 1990	
Committee	Grant Furzer	9451 3651	
	Paul Mandl	0411 854 977	
	David Pound	9907 9261	
C.F.I. fixed wing:	David Menzies	9975 7576	
helicopters:	Shane Austin	0412 453 351	
Editor	Tom Wolf	9371 0843(fax)	0411 339 590



## TOM'S TRIVIA CORNER

### Jean Gardner Batten (1909 -82)

Arguably New Zealand's greatest aviator, she was born on September 15, 1909 in Rotorua, New Zealand and despite her fame, died in obscurity on November 22, 1982 in Palma, Majorca.

During the years 1933-37 she astounded the world time after time with feats of daring, combined with highly skilled flying prowess, setting and resetting solo distance and endurance records (some to stand for many decades).





The 1929 programme for the races with the competitor countries and history

Houston allowed Supermarine to compete and win against only British opposition. The Italian, French, and German entrants failed to ready their aircraft in time for the competition, the British team set both a new world speed record (379 mph, about 606 km/h)

The following days saw the winning Supermarine S.6b further break the world speed record twice, making it the first craft to break the 400 mph barrier on September 29 at an average speed of 407.5 mph.

Development of the other entrants did not cease there. The proposed Italian entrant (the Macchi M.C.72) which pulled out of the contest due to engine problems later went on

set two new world speed records. In April of 1933 it set a record with a speed of 424 mph. Then, a year and a half later, it broke 700 km/h with an average speed of 709 km/h (440.681 mph) in October 1934. Both times the plane was piloted by Francesco Agello. This last speed of 709 km/h remains the fastest speed ever attained by a piston-engine seaplane.

The race was very significant in advancing aeroplane design, particularly in the fields of aerodynamics and engine design, and would show its results in the best fighters of WWII. The streamlined shape and the low drag, liquid-cooled engine that was pioneered by Schneider Trophy designs are obvious in the British Supermarine Spitfire, the American P-51 Mustang and the Italian Macchi C.202 Folgore.

With the Trophy having been won outright with a third straight win by the British Aero Club, it was not resurrected in another form and with the development of jet engines and launches from aircraft carriers the need to develop fast piston engined seaplanes was no longer important

## ANNUAL GENERAL MEETING

The Annual General Meeting will be held on Tuesday, 24th June 2008 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. Before the meeting you will have the opportunity to renew your Membership and get your new keys from about 6:30 pm. After you complete your renewal, nibbles will be available before the meeting commences, BUT

1. You must bring along the renewal form sent to you in the mail properly completed and signed, there will be no spare forms available to be completed on the night;
- 2.. There will be no renewal through any hobby shops, if you don't renew at the AGM in person you will need to renew by mail;
3. The Committee advises members that starting from this year, you will not have to return your key at the AGM, so no longer will you have to test the key issued ... just bring your renewal fee and get your new key.

## POSITIONS VACANT

All positions on the Committee will become vacant at the AGM, some of the present Committee members have indicated that they will seek re-election. It is time for each and every Club Member to give serious consideration to joining the Committee in one of the following positions:

**President**  
**Vice President**  
**Secretary**  
**Registrar & Treasurer**  
**3 Committee Members**

Nominations must be in writing, Forms are available from Brian Porman (contact 9488 9973)



# CONGRATULATIONS TO OUR SILENT ACHIEVER

Our Members will be delighted to hear that **Kevin Einstein**, one of our more popular Members of many years standing, has been accepted into the 3D Masters - The World 3D helicopter championships based in Northampton, UK.

The best pilots from all over the world compete at this event in 3 rounds;

**Set Manoeuvres** - choice from 30 Manoeuvres with difficulty factors k=1 to k=3 (hard to very, very hard)



**Flight to Music** - Artistic, fascinating and entertaining

**Freestyle** - 3 minutes each in which to impress the Judges and the Spectators with deeds of derring-do; breathtaking and outrageous.

This competition will take place on 25-27 July 2008. For more information please check [www.3dmasters.org.uk](http://www.3dmasters.org.uk)

As we have asked our members to assist in the past, so we ask now that Members **please assist and accommodate Kevin while he practices for this competition**

By the way, many members may not be aware that Kevin has a hearing disability (an implant) and it is to his credit that he has achieved such an incredible standard in a hobby where all senses are tested.

Kevin has been a Member for over 10 years and over that period he has spent lots of time standing around the field watching other pilots enjoying themselves, Kevin has stood back.

The fact is that he cannot fly with any other aircraft in the air at the same time, fixed wing or heli.

In 1920 and 1921 at Venice the Italians won (in 1920 no other nation entered and in 1921 the only non-Italian entry did not start). After 1921, an additional requirement was added: the winning seaplane had to remain moored to a buoy for six hours without human intervention.

In 1922 in Naples the British and French competed with the Italians and the British private entry (Supermarine Sea Lion II) won.

The 1923 trophy, contested at Cowes, went to the Americans with a sleek, liquid-cooled engined craft designed by Glenn Curtiss. In 1924 there was no competition as no other nation turned out to face the Americans (the Italians and the French withdrew and both British craft crashed in pre-race trials).

In 1925 at Chesapeake Bay the Americans won again, the British challenger (R.J. Mitchell's Supermarine S4) and the Italians soundly beaten by pilot Jimmy Doolittle.

In 1926 the Italians returned with a Macchi M.39 and won against the Americans with a 246 mph (about 394 km/h) run.

In 1927 for Venice there was a strong British entry with government backing and RAF pilots (the High Speed Flight) for Mitchell, Gloster and Shorts. Supermarine's Mitchell designed S.5s came first and second.

The 1927 contest was the last annual competition, the event then moving onto a biannual schedule to allow for more development time.

In 1929, at Cowes, Supermarine won again in the S.6 with a new Rolls-Royce engine with an average speed of 328.63 mph (about 526 km/h).

In 1931 the British government withdrew its support but a private donation of £100,000 from Lady Lucy



Cover of the 1929 programme for the races held on the Solent

# THE SCHNEIDER CUP

Article by Tom Wolf

This competition for seaplanes was announced by Jacques Schneider, a financier, balloonist and aircraft enthusiast, in 1911 with a prize of roughly £1,000.



The race was held eleven times between 1913 and 1931, it was meant to encourage technical advances in civil aviation

but became a contest for pure speed with laps over a triangular course (initially 280 km, later 350 km).

The races were very popular and some of them attracted crowds of over 200,000 spectators.

The official name of the prize, in French, was "Coupe d'Aviation Maritime Jacques Schneider".

If a national Aero Club won three races in five years they would retain the cup permanently and the winning pilot would receive 75,000 francs. Each race was hosted by the previous winning country.

The races were supervised by the Fédération Aéronautique Internationale and the Aero Club in the hosting country. Each national Aero Club could enter up to three competitors with an equal number of alternates.

The trophy was first competed for on April 16, 1913, at Monaco and was won by a French Deperdussin at an average speed of 45.75 mph (about 73 km/h).

The British won in 1914 with a Sopwith Tabloid at 86.6 mph (about 139 km/h).

The competition resumed in 1919 at Bournemouth where in foggy conditions the Italian team won but they were later disqualified and the race was voided.

This is a matter of safety for him as he cannot hear what's going on around him, he has no idea where other aircraft are in the sky and is therefore unable to concentrate. Nor is Kevin able to hear any communications with pilots near him.

What he has done is wait until there is no-one flying and then fly on his own. he has to stand about 5m in front of the main entry into the field so as to keep his heli away from the pits as per the 30m rule. Often if it's busy Kevin has waited for up to 1 hour for a quiet spot. There are some cases where several pilots would fly one after the other, not all at once and Kevin doesn't get to fly at all even though his flights are only 5 minutes long.

As some Members are not aware of Kevin's disability they proceed to take off while he is flying and the sudden roar of engines so close to him make him very nervous as if there was a run-away model heading for his legs.

With the field getting more and more busy all the time, we would ask members to show a little consideration to Kevin. Once he is flying, clearly he cannot hear your request for permission to take off and therefore can't possibly have given the clearance for you to fly. Kevin's flights are very limited in time, please wait those few short minutes and let's show consideration to our silent achiever.



Stephen MacMahon in his paraglider taking off recently at Bowylie.

The paraglider came from Israel and is the same as the reconnaissance vehicles used for aerial photography by the Israeli military.

# BELROSE RURAL FIRE BRIGADE VISITS WRCS

When you arrived at the field and saw the variety of emergency vehicles you could have been excused to think there was something amiss, but in fact the local rural firefighters were paying us a social visit.



In early May we entertained the local bushfire folks, training flights and a sausage sizzle was



a prelude to Col Simpson, the club President, presenting a cheque donation to Peter Iles, Deputy Captain of the Belrose Rural Fire Brigade. Peter told us that the donation will go towards installing a Garmon unit into one of the firefighting vehicles.

Our good relationship with the firefighters goes back many years and we hope to maintain close relations and as a good measure, we hope to see some of the firefighters join us and learn to fly in the coming months. We also hope these social visits will become an annual event.



# RAAF BIRD-STRIKE

A bird-strike involving an RAAF F-111 fighter/bomber took place on Friday, 11 April 2008 at approx 3000ft during airborne training exercises at the Evans Head



(NSW North Coast) Firing Range.

There was a remarkable amount of damage to the aircraft (particularly to the radome).



Both engines went out - right engine due to bird bits ingestion, left engine due to fibreglass from the smashed radome.

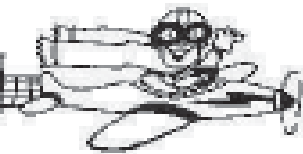
The crew managed to relight the

right engine to 80-85% power and the left engine to idle. The ingested bird (a large pelican) didn't fare so well. The crew then flew the aircraft back from Evans Head Range to Amberley Air Force Base (in excess of 30mins flight time) with no barometric airspeed or altitude information. The aircraft has GPS and radar altimeter to provide similar information.



## COLUMN 9.9

(incl. GST)



Our speed freaks will be happy to hear that this year's Big Model Pylon Racing will be held at the State Field at Cootamundra on 9-10 August 2008. **Cool racing**

For all those interested, the results of the competitions are published in the Mag, but if you wish to see the standings on the competition ladder, you should **visit the Website where the competition ladder is published.**

Ever vigilant member Lynette Austen found a news report headed "Magic Powder: Regrowth Formula at our Fingertips" in the May 1, 2008 copy of the MX News (a throwaway newspaper handed out free at transport stations) about how in the USA, Lee Spievack had lost the top of one of his fingers and then it regrew (including the fingernail and fingerprint) after he powdered it with a powder made from pig's bladder. Interestingly, this Mag published an article (with photo) about this news feature in our May 2007 issue. **Are we that far ahead of the rest of the field?**

It was recently suggested that the weather warnings on competition days should be placed onto the Website on the morning of the competition, members should be aware that in fact this procedure has been in place and weather warnings given, **for at least the past 2 years!!**

In spite of this weather forecast procedure, the gremlins do get into the act. Although many members wanted information as to whether the May Scale Day was affected by the high winds, no weather report was received from the field so no report could be put onto the Net. **Apologies to all inconvenienced.**



## BIPLANE DAY

Saturday,  
21 June 2008

As long as it has  
at least 2 wings it  
can be entered.  
Flying is for all  
standards.



This competition is held together  
with general flying at the field  
**THIS IS A FUN EVENT WITH SAFETY  
PARAMOUNT**

Wouldn't you know it! No sooner did I  
compliment our Members for the number  
of articles contributed and then it started  
to dry up ... **AGAIN.**



It may be caused by confusion as to closing dates (not that it would matter as most material can wait that extra month before it goes to print without losing its relevance), but for the record:

**The Mag is printed at the beginning of the 3rd  
week of each month (ie about the 20th)**

This is to allow for collating etc so that it can be posted out to you for you to receive it close to the end of the month ... *Ed*

# Scale Day - May 18, 2008

## Report by David Pound, Competition Co-ordinator

The weather forecast on Saturday for Sunday was gale force winds South East Gusting to 40 knots and raining.

That's as bad as it gets for flying at Belrose, so I did not give it much hope of happening, but very early Sunday morning it was clear blue skies and not a breath of wind except from me.

The wind arrived at 8.30 on the dot as soon as I stepped out of the car at the field. It went to about 15 knots but steady, not too many gusts so it was flyable but it took some skill.

There were 22 aircraft entered and 13 flew, many had multiple flights.

This was down on last year of about 50 aircraft but the forecast was so bad many thought preservation ruled the day.

Some of the lighter aircraft that entered did not fly due to forces of gravity applying, but we had a magnificent showing of the flying skills from those that did.

There were no crashes but we had a few heart stopping attempts to land with very hairy throttle ups and go arounds with the planes hanging on the props at awkward angles, but they all made it with loud claps and cheers from the pits.

As the numbers were down, only 2 classes of competition were held

## Civilian

- 1st **Doug Radford** with a scratch built "Avro" 1930 monoplane with an OS 120 4stroke 90 inch Span
- equal 2nd **Tom Sparkes** with a Dehaviland DH Comet 1930 racer with twin OS 40cu and 88" span and **Doug Radford** with a Clipped Wing Cub, Magnum 120 4stroke 80 inch span.
- equal 4th **Ron Clark** with a Ryan STA, 82" wing span and an OS90 FS 4 stroke and **Al Zuger** with a Laser 100 ZDZ80cc petrol and 96" span.

## Military

- equal 1st **Stan Begg** with a Curtiss P40 N Kittyhawk 62cc Zenoah 2400mm wing span and **Martin Cowan** with a scratch built Supermarine Spitfire MKVII 83"span, Moki 30cc.
- 3rd **Tom Sparkes** with a North American P51D Mustang "whats up Doc" 62cc Zenoah 85" span
- 4th **Colin Simpson** with a Mitsubishi A6M5 "Zero" 40cc ZDZ petrol 2040mm wing span.



left: Doug Radford with 1930 AVRO "Avian" monoplane, first in Civilian



right: Tom Sparkes assisted by Ron Clark with "DH Comet" , equal second in Civilian



left: Martin Cowan's "Spitfire", equal first in Military



right; Jim Masterton with his "Bucker Jungmeister "