

WRCS Members resplendent in their new uniforms at the Adelaide Races 2005 with Tom Sparke's Laird Turner which won its class

ANNUAL GENERAL MEETING

The Annual General Meeting will be held on Tuesday, 28th June 2005 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. and the meeting after that is on Tuesday, 12th July 2005

FROM THE SECRETARY'S DESK

The most important issue for all members this month is their membership renewal. Ideally pay your dues at the AGM on Tuesday 28 June at Tennis Cove. The Committee will be setting up at about 6.30 pm and registration will be available before the business of the night process. Hot ribbles and such will be available in past years BUT NOTE, THERE WILL NOT BE ANY RENEWAL AVAILABLE AT ANY HOBBY SHOP

SHOP: The AGM or renewal will be to fill in and SIGN your Renewal of Membership Form, carefully paste your old key on a piece of cardboard and together with your cheque, made out to WRCS post to: Peter Barnes, WRCS, 29 Kokoda Ave, Wahroonga, NSW 2076

NOTE PLEASE: No filled in renewal form No renewal. No key. An extra \$50 is required.

You are advised that for the 2005/06 year, you will automatically become a member of The Cove Sports Club and will be eventually issued with a membership card. This is a licensing requirement for our continued use of this magnificent facility for our meetings.

At the May monthly meeting, twenty three members enjoyed Gary Welsh's vast number of stills and videos by Dean Rieboige and Dennis Grech, of the Adelaide Air Races. Thank you fellas.

Check out the web site for the monthly minutes. GET TO BE LOOKIN SOOO GOOD! Our biggest expenditure this year (about \$4,000) was the Club T shirts, in April, in time for the 30 odd supporters and competitors to wear at the Sensational Adelaide Air Races. With a minimum order of 100, WRCS is well in the red and really recommend that members purchase a shirt. (Most competitors opted for 2 shirts each).

Why turn up at the field looking like a hobo, a garbo or a refugee from a days gardening? There is a very rare few, such as Ducky, or Clarky, (Ron not Peter) who are always sartorially splendid, and obviously have the class not to soil their garments but I would be killed if I don't wear anything that couldn't be oil soaked & left lying with the dog! I suspect there are others in the same leaky boat. At least the T shirt gives the Saturday flying a sense of PLACE!

So orders now from Tom Sparke's Peter Barnes before the AGM, and then you'll get back your new badge & new key a day or two post-AGM. But don't mail away your old key too soon if there is a chance you might want to open the field-gate pre-AGM!

Happy Landings to all for '05/05'!

Peter B. Treasurer & Registrar.

PHOTOS FROM ADELAIDE



Left: Part of the pits area. This shows Tom Sparke's pit with Col Simpson just behind (possibly the last photo of Col's racing Mustang).



Right: Tom Sparke and team with the Laird Turner. Congratulations to Tom for winning his class



Left: The Three Musketeers (l-r: Brian Porman; Barry Mason and Grant Furzer - in party) with their T-6 Texan



Right: The Three Musketeers with their T-6 Texan flown by Peter Sharpe. They are joined in the pic by Peter Sharpe.



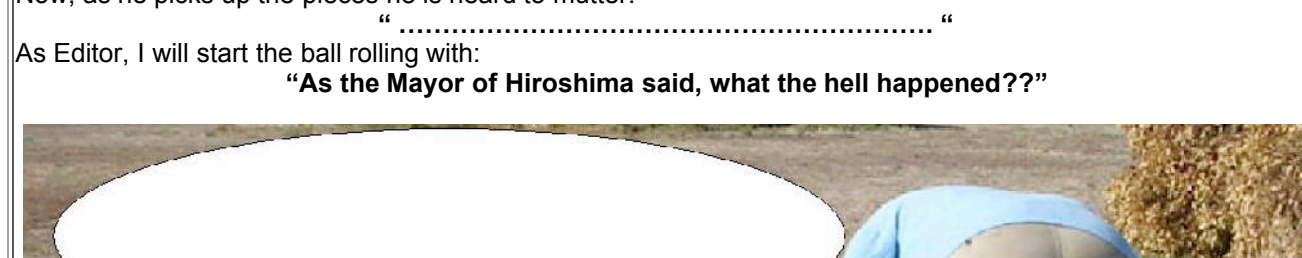
Left: Gary Welsh's F4U Corsair prior to the Adelaide Races. It was managed to patch it up but couldn't find a volunteer to hand launch the heavy model, he says this is the best model he has ever built



Right: Stan Begg teamed up with Col Simpson and his T-6 Texan



Left: Tom Sparke with his 'Prize' with his good mate Peter Leacey who was a long time member of WRCS before migrating to Adelaide to live

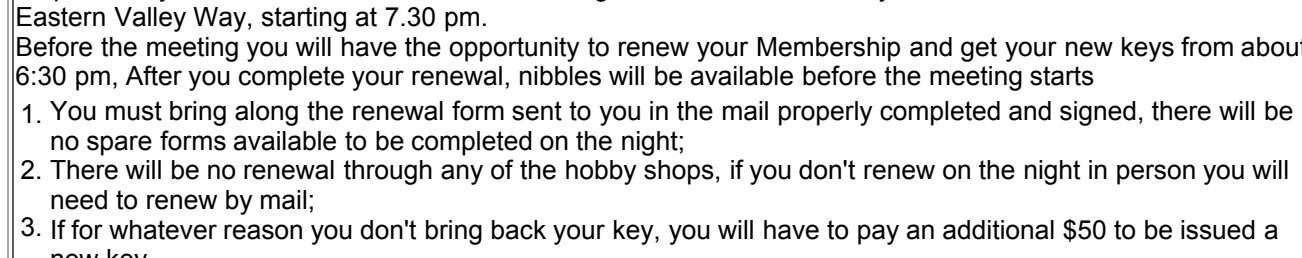


Right: The WRCS pilots got together for this photo. Don't the new uniforms look great?!!!!

CAPTION COMPETITION

Yes, we have all experienced it. David Pounds has been standing in Adelaide, even collecting the pieces was a major exercise as the bits were scattered for many metres. Now, as he picks up the pieces he is heard to mutter:

As Editor, I will start the ball rolling of Hiroshima said, what the hell happened??"



As yet we don't have any prizes but one will certainly be found, to be presented at the Christmas Party. This year's judge will be no other than Col Simpson himself.

Answers must be in by the November meeting, please send entries to Tom Wolf, P.O.Box 591 Vaclause 2030 or by email (prefered) to editor@wracs.org.au

ANNUAL GENERAL MEETING

As previously notified, the Annual General Meeting will be held on Tuesday, 28th June 2005 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, ribbles will be available before the meeting starts

- 1. You must bring your renewal form to the AGM, if you have not done so already, please send entries to Tom Wolf, P.O.Box 591 Vaclause 2030 or by email (prefered) to editor@wracs.org.au

POSITIONS VACANT

At the upcoming Annual General Meeting all positions on the Committee will become vacant, some of the present Committee members have indicated that they will not seek re-election! It is time for each and every Club Member to give serious consideration to joining the Committee on one of the following positions:

- President
Vice President
Secretary
Registrar & Treasurer
3 Committee Members

Nominations must be in writing. Forms are available from the Secretary, contact Brian Porman on 9488 9973

SCALE DAY - MAY 2005



Left: Tom Sparke with the Laird Turner



Below: John Channon with Fokker D-VII



Left: Mark Senners with Bucker Jungman



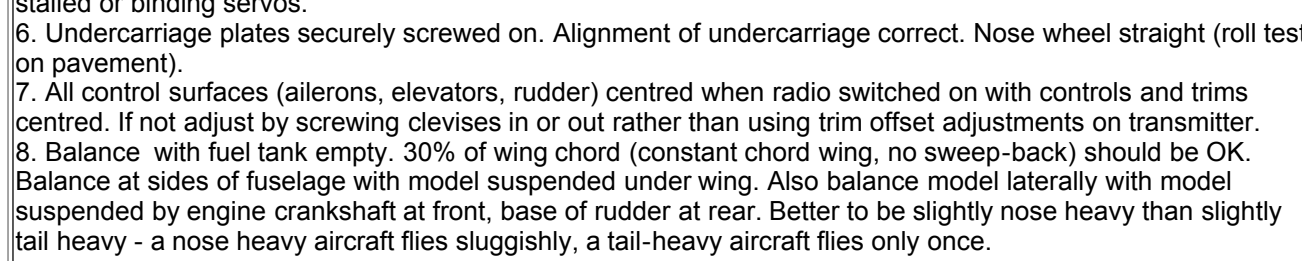
Below: Peter Sharpe with SkyMaster and getting it ready to fly. He had an eventful flight when the back engine stalled and the front engine also went deadstick just on landing. Tom Sparke was on hand to help Peter with the landing.



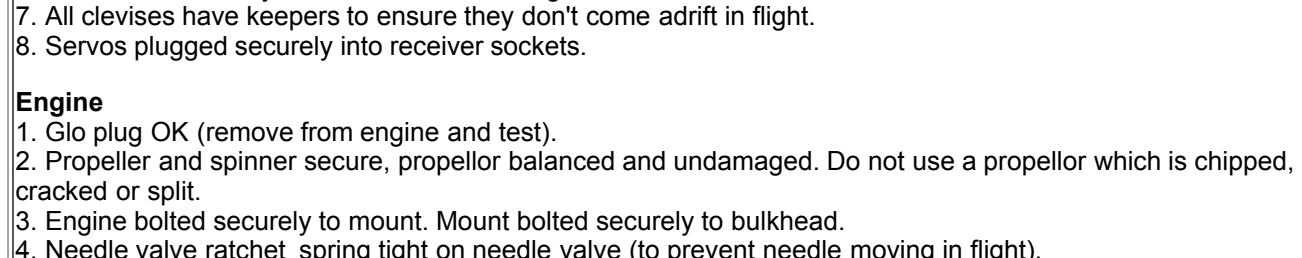
Left: Peter Barnes with P-51 Mustang, he calls it 'Old Faithful'



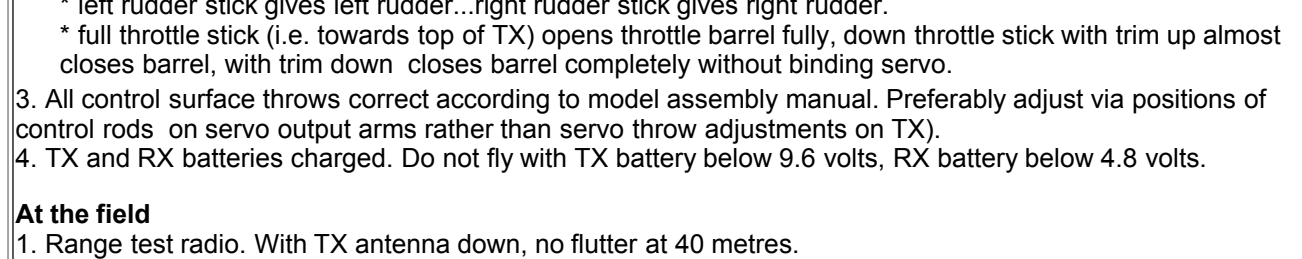
Below: Ron Clark with his Spitfire



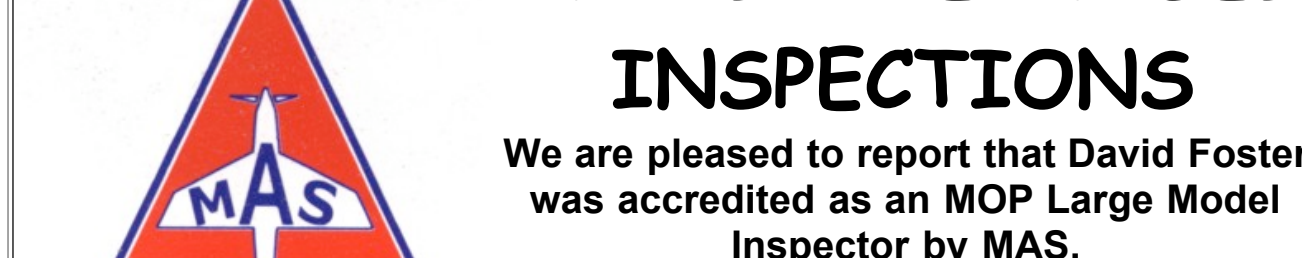
Above: David Pound with his Spitfire



Right: Barry Mason with his kit Cessna 182



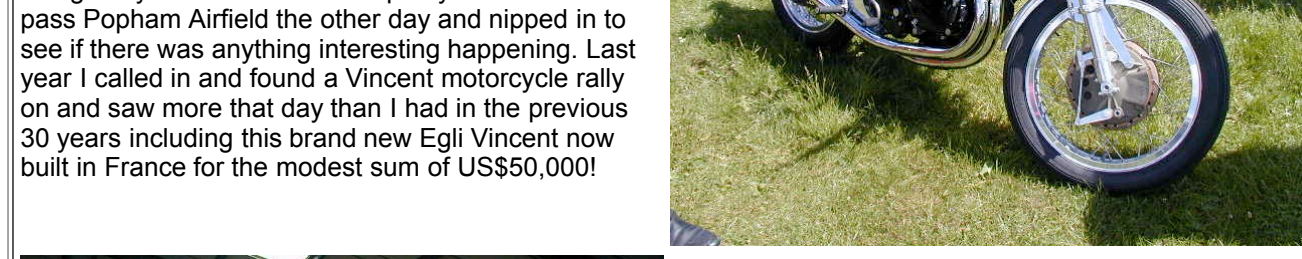
Below left: Al Zuger with his Edge 540



Below right: Dean Shuback with his Extra 300

THE IMPRESSIVE AIR FORCE

Simon Press brought along his 'American Collection' to Scale Day



All aircraft and aircrew were extremely impressive and will doubtless appear as features in future Mags.

FOR ALL EYES!!

WE DO NOT HAVE A GARBAGE SERVICE

Toohyes New stubbles, Coke cans, water bottles, busted trainers, oily paper etc. are just some of what someone has to clean up.

IF YOU BRING IT TO THE FIELD TAKE IT HOME PLEASE!

Pre-flight Check List

Recently we've seen several expensive and nicely built aircraft destroyed or badly damaged as a result of ignoring simple pre-flight checks. The following check list should be followed with every model before each flying session to ensure that you are not taking your pride-and-joy home in a garbage bag. It's preferable to check your model out at home - where there are less distractions - rather than at the field. Do not fly any aircraft which does not pass all these tests.

Airframe

- 1. Structure sound, no fractured glue joints, no splits or cracks in wood, no tears or punctures in covering, correct alignment of wings and tail.
2. No twists or warp from fuselage, wings and tail.
3. Fuel tank secure, preferably in foam rubber, clunk free to move, no splits or pinholes in fuel tubing.
4. All hinges securely glued in and preferably pinned. Give each control surface a pull test to check.
5. No binding in control surfaces (ailerons, elevators, rudder, throttle arm). Nothing drags a battery thicker than stalling during slow flight.
6. Undercarriage plates securely screwed on. Alignment of undercarriage correct. No wheel straight (roll test on pavement).
7. All control surfaces (ailerons, elevators, rudder) centred when radio switched on with controls and trims centred. If not adjust by screwing clivers in, or out rather than using trim adjustments on transmitter.
8. Balance with fuel tank empty. 30% of wing chord (constant chord wing, no sweep-back) should be OK. Balance at sides of fuselage with model suspended under wing. Also balance model laterally with model suspended by angle brackets at front, base of rudder at rear. Batteries to be slightly nose heavy than slightly tail heavy - a nose heavy aircraft flies sluggishly, a tail-heavy aircraft flies only once.

Radio Installation

- 1. Servos securely mounted (put screws in grooves not too tight), controls (ailerons, elevators, rudder, throttle) move easily - no binding (push rods or cables).
2. Servo output arms secured with screws.
3. Receiver antenna free of moving control rods, servos and horns.
4. Receiver antenna has strain relief (eg shirt button) where it exits fuselage, rubber band at tail.
5. Control horns firmly mounted and screws tight.
6. All clevises have keepers to ensure they don't come adrift in flight.
7. Servos plugged securely into receiver sockets.

Engine

- 1. Propeller OK (minus engine and test).
2. Propeller and spinner secure, propeller balanced and undamaged. Do not use a propeller which is chipped, cracked or split.
3. Engine bolted securely to mount. Mount bolted securely to bulkhead.
4. Needle valve ratchet spring tight on needle valve (to prevent needle moving in flight).

Radio

- 1. Correct model selected from transmitter's memory.
2. All control surface travels correct and transmitter stick movements give correct control surface movement.
* left aileron stick gives left aileron up, right aileron down...right aileron stick gives right aileron up, left aileron down.
* up elevator stick (i.e. towards bottom of TX) gives up elevator...down elevator stick (i.e. towards top of TX) gives down elevator.
* left rudder stick gives left...right rudder stick gives right rudder.
* full throttle stick (i.e. towards top of TX) opens throttle barrel fully, down throttle stick with trim up almost closes barrel, with trim down closes barrel completely without binding servo.
3. All control surface throws correct according to model assembly manual. Preferably adjust via positions of control rods on servo output arms rather than servo throw adjustments on TX.
4. TX and RX batteries charged. Do not fly with TX battery below 9.6 volts, RX battery below 4.8 volts.

At the field

- 1. Range test radio. With TX antenna down, no flutter at 40 metres.
2. Rubber bands new or in perfect condition. Recommended installation - 2 criss cross each side, two fore-and-aft each side - total 8.
3. Many of the above should be checked before each flight, particularly those visible from external examination, such as condition of wing bands, tightness of wing bolts, etc

MOP LARGE MODEL INSPECTIONS

We are pleased to report that David Foster was accredited as a MOP Large Model Inspector by MAS.

CONGRATULATIONS DAVID

Any Members who wish to avail themselves of this service need to make prior arrangements with David and also obtain the requisite form from the MAS (as David does not presently have a book of forms)

Hello Aerophiles from the UK

I'm back here and in the van again which, much to my surprise since it had been sitting in a farmer's barn for 5 UK winter months, started at the first turn of the key!

So I'll have done nothing with models, partly due to being busy with other stuff and partly inertia. But I did pass Popham Airfield the other day and nipped in to see if there was anything interesting happening. Last night I called in and found a Vincent motorcycle rally on and saw more that day than I had in the previous 30 years including this brand new Egli Vincent now built in France for the modest sum of US\$50,000!

There were no bikes but there was a rather pretty looking Tiger Moth but by the time I'd got my van and got my camera out it had flown away. Then it rained and a Champunk in RAF colours took off and I was about to give up and head off when I spotted a guy opening a hangar door and look what I found! A Cri Cri! The other planes give a feel for the size but it's when you stand next to it and the spinnners are knee-high you really appreciate how small it is! I spoke to the owner, he has fitted 200cc motors that give a 125 mph top speed but it and the spinnners are knee-high you really appreciate how small it is! I spoke to the owner, he has fitted 200cc motors that give a 125 mph top speed but it and the spinnners are knee-high you really appreciate how small it is! I spoke to the owner, he has fitted 200cc motors that give a 125 mph top speed but it and the spinnners are knee-high you really appreciate how small it is!

You will notice this gorgeous Staggenwing in the background, what a beautiful design that is. Ah well, back to the van and I must dig out the 'electrics' and get them ready for when the tempo goes up a bit (it's been bloody cold recently) and the rain stops. Happy flying if you are, Mike

PLANE FOR BIG BOYS

Des Rim has alerted us to a super large model Liberator, photo by Mark Smith. 75 year old old fashioned model. Farran has built a 23kg replica of a B-24 Liberator. With a 4.2m wingspan it is believed to be the largest model engineered nose controlled model in Australia! After a five minute flight at former RAAF Base Laverton it was declared to be a breeze to fly. Seen holding the model are Tony and son Mike.

MEMBERS RECALL THE RED BARON

Thanks to Ron Lucas and Stuart Clarke, stories have come in about the exploits of the Red Baron (aka Stuart Leon Harris).

Many members recall the hole that was in the eastern wall of the train shed. That the hole was made by a Spitfire model being flown by Stuart, although some of his flying techniques and ignoring of safety issues raised some comment. It was a not too uncommon experience to see a 'Puce' of a model flown by Stuart. We again show a pic earlier published on 7th June 2002 of a ceremonial disposal.

The late Charles Peake used to tell stories about Stuart, and Alan Place has shared some experiences with him, such as the time when Alan was in Stuart's plane when it ran out of fuel, and he had to land in the playing ground of the Kings School, Parramatta but could not take off from there, so the plane had to be stripped down and freighted away at a very considerable expense.

Mike Minty went World Wondering (how times haven't changed!), and that he wrote a short obituary while the mags shortly after his death around 1987 (but we don't have an archive copy)

David also tells that on the day Stuart died he was flying at the field but left shortly before Stuart collapsed on the field and was very surprised to subsequently find Stuart had died. Apparently Mike Medcock tried to resuscitate Stuart but it was hopeless as he was gone, but David remembers that Stuart was flying a Spitfire earlier on that day (and he adds "very well").

I am proud that some Members have taken up the invitation and have started corresponding with Stuart's grandson, lets hope we hear some more of those great olden (golden) days.

COLUMN 9.9

(incl. GST)

Stefy Grech flew a flawless flight to gain her Bronze wings under the guiding eye of Club Instructor, Kerry Smith on a perfect Saturday 21 May last. Grant Furzer had put in a bit of time on Spiffy (perks that could be better worded!) but was coveting around Canada at the time. In a later flight Stely repeated the display with a series of dazzling touch and goes and then finished with a perfect landing. All of this missed by hubby who was wrestling with the irrepressible Laurent!

Col Simpson seemed a bit 'miffed' when asked if after Adelaide he had any models left to fly (see the field and was very surprised to see no one). No, the reason why Col was not there on Scale Day was because his dearest made some alternate arrangements for the day.

Your Editor got an enquiry why there is not more 9.9 in the Mag? The answer is that rarely does he receive any (or other) gossip. So it is now up to you!!

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