

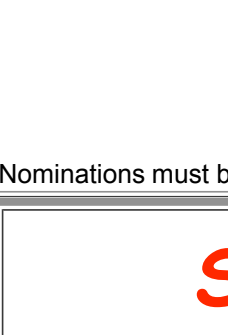
Garry Welsh's latest project ... more about the F4U-4 project inside

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

The next meeting will be held on **Tuesday, 10th May 2005 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.** and the one after that is

THE ANNUAL GENERAL MEETING

on **Tuesday, 28th June 2005**



FROM THE SECRETARY'S DESK

Life member, Alan Place forwarded a brochure to me which he thought might interest members: "Discovery Air Tours", the DC3 specialists, are offering a special of \$149 per person for a "Scenic Spectacular - Sydney Harbour & Beaches Tour". They also do the DC3 flights to the Temora Air Show for \$295 pp inc entry to Museum & in-flight refreshments. Tel: 9791 9900.

WRCS have been issued an order, under the Noxious Weed Act, 1993, to 'suppress & destroy' "CORTADERIA spp" (aka, Pampas Grass). It is pleasing to note that Ron Clark & David Menzies, have been waging war for 18 months and have volunteered to continue. They may ask for YOUR assistance so please give of your time as we HAVE to keep up this long running battle.

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 in one of the following positions:

President

Vice President

Secretary

Registrar & Treasurer

3 to 5 Committee Members

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

SCALE DAY
Sunday, 15 May 2005



Classes: Military, Civil, both Small and Large Scale. THIS IS A FUN EVENT WITH SAFETY PARAMOUNT

Competition Director - Chris Hebbard



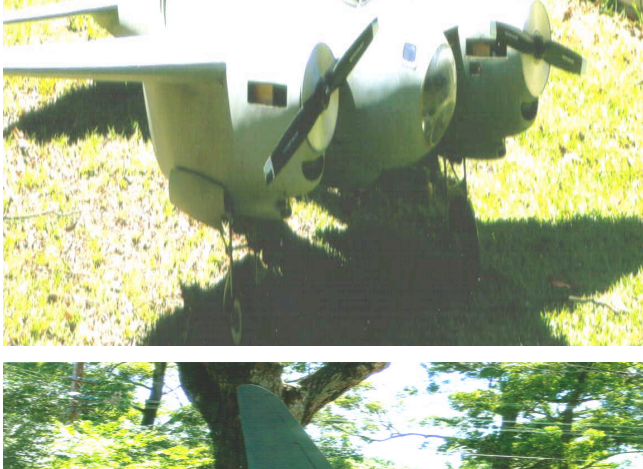
JUST FOR FUN

Pegasus - the mythical horse that had wings and flew now has a challenger. This unidentified little boy entered the fancy dress parade at the Easter Show with his "Red Baron" horse only to be photographed by Lynette Austin. No matter how much he darted about the ring he failed to take off.

Maybe he needed the third wing? ... or maybe it is just a horsepower problem!!

MIDWAY MAGIC

from Brian Porman



A must see, if you ever visit San Diego, California, is the Aircraft Carrier Museum - the USS MIDWAY, America's longest serving Aircraft carrier with a 47 year odyssey. Originally built in 1947, it has 12 boilers, compared with 2 in the Nuclear - USS Nimitz. As I recall, the Midway is only about a half tennis court shorter than the Nimitz. The deck was the format of the time, being straight with mid deck lifts. The Carrier was the first to be retro constructed with an additional raked landing deck and side lifts, or as they refer to them - Flight Deck Transition. The cost was so large that 3 more scheduled Carrier reconstructions were abandoned. It was cheaper to build from scratch! Moore'd very near Downtown, or what we refer to as the CBD, (and only about 400 metres from where we were staying at a Condo in Beech Street) the Carrier inspection is opened to the public at 10.00 am and costs all of \$US 8. [compared with Seaworld @ \$US 51] Visitors are issued with an electronic audio guide, where, by just punching in the exhibit number you are given an excellent narration. There are 35 exhibit narrations over the three decks.



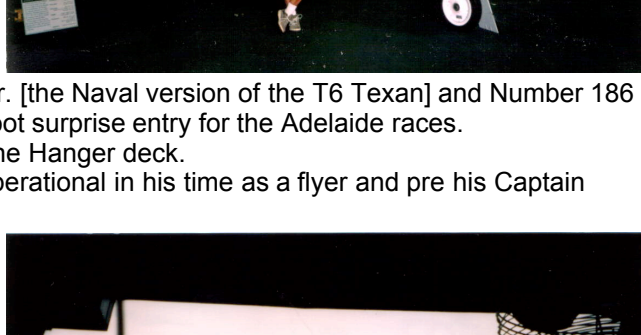
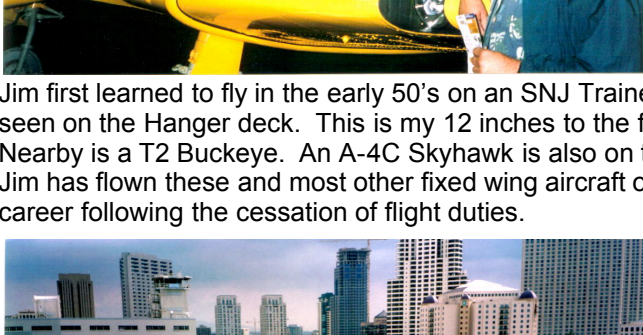
We were particularly lucky, as a friend of my son in law, Brian, Captain Jim Connolly, a retired Navy Captain and Aviator, gave us a 6 hour tour top to bottom, explaining all aspects of Carrier operations. The photo on the left was taken on the wharf prior to boarding shows Jim with the two 'Brians'. Jim knew all the other 'yellow cap' volunteers and all gave us riveting anecdotes about flying F4's and other aircraft from the deck of this ship.

In fact, the F4... on the flight deck in the take off position, was flown by Jim as a member of the Freelancers Squadron. Tail art shown in the photo on the right. There is about 230 ft of take airborne and there needs to be 30 knots of relative head wind.

Another F4 is on the Flight Deck in the landing position There is about 3 times the take off length for landing. We met and were entertained by an LSO, the landing signals officer who waves off/clears aircraft for landing and rates the performance with the assistance of others. Every landing is critiqued and a pilot can be taken off flying duties if he botches a landing, such as picking up the first or third wires.

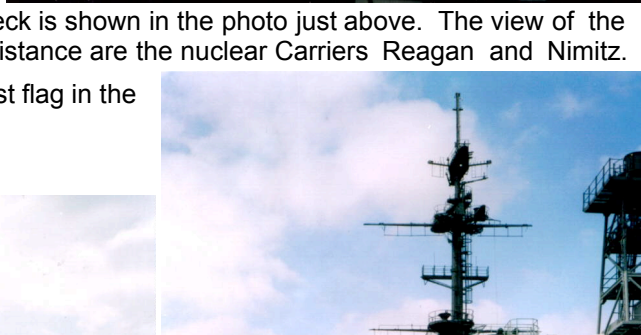
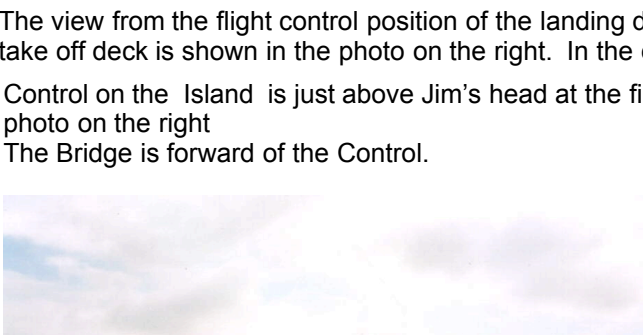
Jim confirmed that night landings were the most stressful operation that any pilot faces. He said that the pilot does not watch the deck when landing he just listens to the LSO and watches the meatball of the Fresnell Lens array.

In all there are 14 aircraft on display of the types that have operated from the Carrier. [two F4 Phantom's; T2 Buckeye; A-4C Skyhawk; SNJ (Naval version of Texan; F4 Tomcat; H3 Sea King; SH2 Sea King; CH 24 Sea Knight; Huey Gunship; A7 Corsair S3 Viking; A6 Intruder and a twin prop stores/airmail/special personnel etc delivery plane but I can't recall the type. All fuel is taken aboard at sea, never in port. Apparently this is the most stressful time for the Captain, as he has to maintain station for 6 or 7 hours only 200 ft or so from the tanker and this happens every 4 or 5 days.



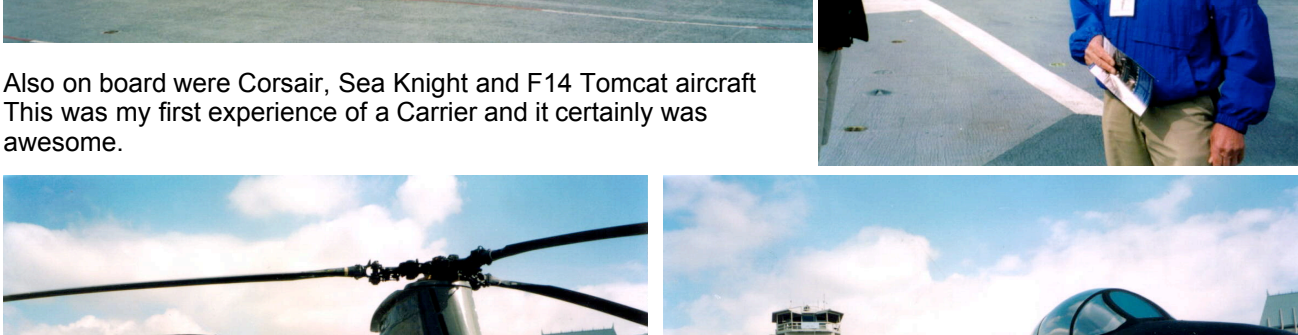
Jim first learned to fly in the early 50's on an SNJ Trainer. [the Naval version of the T6 Texan] and Number 186 is seen on the Hanger deck. This is my 12 inches to the foot surprise entry for the Adelaide races.

Jim has flown these and most other fixed wing aircraft operational in his time as a flyer and pre his Captain career following the cessation of flight duties.

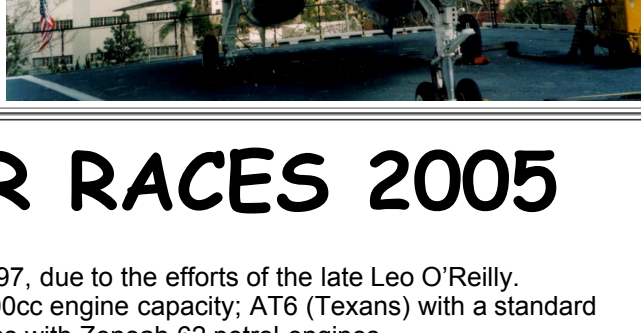


The view from the flight control position of the landing deck is shown in the photo just above. The view of the take off deck is shown in the photo on the right. In the distance are the nuclear Carriers Reagan and Nimitz. Control on the Island is just above Jim's head at the first flag in the photo on the right.

The Bridge is forward of the Control.



Also on board were Corsair, Sea Knight and F14 Tomcat aircraft. This was my first experience of a Carrier and it certainly was awesome.



ADELAIDE AIR RACES 2005

Brian Porman's Report:

The Sensational Adelaide Air Races commenced in 1997, due to the efforts of the late Leo O'Reilly. There are three classes; Golden Era with a maximum 100cc engine capacity; AT6 (Texans) with a standard 1.20cu engine; and as from 2003, the Reno/Warbird class with Zenoah 62z petrol engines.

Garry Welsh flew his F4U Corsair in the Warbirds and Chris Hebbard was again in the AT6's. There was no single major sponsor as in the past. Nevertheless, every entrant who flew, received a prize, from a number of equally generous, sponsors.

WRCS was at the inaugural event in 1997, represented by Colin Simpson with Mike Reynell as crew, racing in the AT6 class. Chris Hebbard and Colin raced in 1999 with their AT6's and Colin's Hall Bulldog. The three Musketeers and friends have attended 4 times with their AT6, flown by Grant Furzer, first entered in 2001 and entered and flown in 2003 and 2005. Tom Sparkes flew his Sparrowhawk in 2003 after attending as a spectator in 2001.

This year Tom Sparkes entered his Mustang in the Warbirds/Reno, Zenoah 62cc class, and his 80cc Laird Turner in the Golden Era class. Colin Simpson also had a Mustang in the Warbirds and his new CM pro in the AT6's. Garry Welsh flew his F4U Corsair in the Warbirds and Chris Hebbard was again in the AT6's.

Grant was there with the Musketeers No1 entry and Brian Porman, at his first event as a pilot, flew the second Musketeers AT6. This second aircraft has been campaigned at all five of the Adelaide Races, having been previously owned by Mike O'Reilly and in '99 raced by special American visitor, Sean McMurtrie, who put on a flying display at lunch time.

This year, unlike previous years, there were no mid air collisions. However there was an untold number of prangs for various reasons, of magnificent models. In general terms a there was a lot of trouble with under carriages. Some of the prangs unfortunately, were terminal.

I must say that I did not see Peter Leaneys Laird Turner wing failure, but the next morning we were taking off across the debris on the field where the aircraft apparently hit the deck very near to the pilot's line/starting line. Garry had bad luck when with its tail still up and running at some speed after touch down, the Corsair attempted to leave the no. 1 pylon further west. Pylon 1 caskair nil!

Two other crashes which appeared to be some sort of receiver failure, fortuitously occurred after rounding the number 1 pylon and the crash's were away from the spectators and pilots.

One of these was Colin's Mustang. In another crash, Lithgow based Dave Brown was on finals with his magnificent Mew Gull when a sudden elevator glitch caused the aircraft to pitch up, stall and spin in.

But the good news is that Tom Sparkes in the radial class Golden Era with his Laird Turner, despite the fact as verified by Brian Porman that in at least one race which was checked he had to fly 11 laps before getting the chequered flag! That's a 10% penalty, but thankfully he was well ahead on points. Lap counting in other classes was definitely a problem which the Committee needs to address for 2007 otherwise its Rafferty who rules!

We still do not have the final results as contestants do not know the last day's figures. But at last count Colin was best placed of our AT6 entries at around 6th. Brian Porman was last of those who have finished next, albeit towards the tail although he will tell you that after 2 races he was 13 of 23.

The morning of the last day was very windy and a number of aircraft were damaged. Brian was the only one to get down in his heat in one piece or without hitting the pylon. There was a bounce and a wind flip which bent the retract.

That meant no last race but Colin had loaned his backup plane (Thunder Tiger) to Grant and so when he landed in the third last heat the craft was refuelled and raced by Brian in the last heat.

The race caller called it "Texan for Hire" but Brian said it was trimmed exactly like his and the landing with fixed gear, was "PERFECT NO bounce! They say that any AT6 without a cracked canopy has not flown as they are notorious 'bouncers'."

WRCS with the able organising of our ex pat Peter Leaney had a great night on the Sunday night at the Bombs Bicycle Club and on the Monday a sightseeing and wine tour in McLaren Vale. With a total of 30 supporters and pilots WRCS were the largest group although there were more pilots from Victoria and Queensland. Ian Phipps, (he built our sheds) now in Queensland, flew down to have a gander and join in the social events. A great time by all. Peter Leaney has already suggested that in 2007 we have a tour on the river!

Garry Welsh's report:

Terrific time in Adelaide, good organisation, flying, models, people, social and food. Arrived Wednesday 13th and had a couple of flights at ~4pm refresh off the Sturt highway.

Thursday windy, lots of people messing around, one Zlin from Perth snapped 18" off the port wing tip hooning around no. 3 pylon at top speed.

Friday I broke a recoil starter spring...Ernie E was able to supply a couple of new ones made from his secret steel...says hello to Garry M and Ai Z.

Saturday I won my start against two experienced war birds with my old sailing skills and my onboard monitor indicated an airspeed across the line for me of 193kmph, most of my 10 laps was 140 to 170 kmph, speed changed from 6500 on the ground to 8400 in the air. Landing performed an MOP inspection of the internal structure of no. 1 pylon at 41kmph, plywood, angle iron, tent pegs...spinnerply 10/0...prop/ply 5/10...cow/ply 8/1...main spar/ply 1/9...main spar/angle iron 0/10...landing edge/angle iron 0/10.

Sunday my battle damage was under control (and gaffer tape and funny stickers) and the Corsair was back at the field...legless.

Monday was a terrific bus trip though McLaren Vale wine things...thanks Peter. I have great photos of Maureen, me and Tony Farnham taking in the cockpit of the complete Sabre (we weren't all in it on once!!). Les, who designed the mid fuel tank for our extended range at CAC was a fountain of knowledge and had flown many of the jets in the place.

Wednesday the petrol pump on the Golden Grunter failed in the main street of Kingston SE on the SA Limestone Coast about 100m from the SA-NRMA. They decided I needed to have a new petrol pump flown in to Mount Gambier from the rest of the world and trucked to Kingston SE - 48 hours. NRMA-plus provided a hire car and beach front motel for two nights.

Saturday Maureen took me into EVERY rocky formation (apostles, bridges, arches, grottoes) until night fell when we were forced to sleep in Pegasus on the side of the Great Ocean Road, at the top of 100m sheer drop to the Southern Ocean with iceberg water from the South Pole crashing onto the rocks below in brilliant moonlight...we didn't get nicked by the police, I would have claimed driver fatigue...just catching a "power nap"...Apollo Bay was completely booked out with a music festival and Anzac weekend and stuff and this was the first cleft on the side of the road we could find at 8pm which could hold both the Grunter and Pegasus without us falling into the sea and having an ocean adventure...can't see much of the Great Ocean Road view at night before the moon comes up. View was great the next day.

When I asked the "too-tough-for-words-boardriders" at one of the three Bells Beach breaks "when did he think we would get escalators for the 90 yearolds to get down and back from the cliff tops to keep surfing", he of course growled "if you can't get there you shouldn't be there" and "you'll find escalators in Bali!...but he will be 90 soon, 15 at heart like the rest of us, and wishing he had started lobbying for this old fat widders idea of escalators to the surf when he first heard the ground breaking idea in 2005! (Professional surfers are more conservative and reactionary to not-invented-here-ideas than various RC flyers are.....)

Torquay, Geelong, ring around Melbourne (much easier than getting past Sydney), Wagga and Temora were dark, so miss those. Pymble 1am Sunday night (Monday morning 24th/25th)

Lets do it again...watch out for the QLD guy's...they are planning a Shepparton and an odd year Air Races...

Congratulations Tom Sparkes for showing how it was done in the Radial class...he won!

SIZE IS A PROBLEM!

OR Beware that extra foot (300mm to the new age people)

(from rookie AT6 pilot b porman)

As a sad postscript to the Adelaide races, Colin Simpson shredded his beautifully presented white and yellow CM Pro AT6 the following Saturday at Belrose!

Colin was covorting around the sky, late in the afternoon, having a wov of a time with his Webra powered racer when he decided to do a low level flat out run up the field (a favourite Simpson display, - what about those Sabre ducted fan runs).

As he describes it, he was doing about 180kph when WHAM BAM , SHREAK, RIP CRUNCH straight through the trees at the windsock. WRITTEN OFF.

Jeez, Colin, George only just purchased that windsock, and Ron Clark erected that morning . But it survived. Colin was so taken with this fibreglass ARP [a term coined by Grant Furzer as almost ready to paint] that he intends to replace it but a little lighter than the 8.2 kg wreckage.

Now this crash brought to my mind and this was possibly because at Adelaide, aside from colliding with a pylon, the field is very large and forgiving. So there is no consequence of the error. In normal conditions a fly around would have been the way to go but the realisation did not occur until the plane was doing a bunny hop! And the starter wants you down when called to land, not messing around, so to speak.

So how do you re-programme the brain? Damned, if I know, but Stan was given good advice at Maitland [aiming a distance transfer problem. Piloting at Maitland is from the edge of the 30 metre line. He was told "fill at yourself when on finals"]

Stan was initially hesitant but when the P40 stopped rolling the first time, it was a cricket pitch away. He continued that method the rest of the day with excellent results.

Stan suggested that at our field aiming at the corner of the long grass ring when approaching from the east could be a better start. I suppose from the west aiming at the other fringe corner would at least keep you out of that wattle tree grove along the southern edge. Perhaps a good caller would help to assure a go-around if all looked dodgy. But how do you know HIS brain is adjusted??

In their excitement the average model aeromodeller will burn 365 calories per flying day, while celebrating afterwards with their partner will only burn 276, proving once and for all that radio control flying is 24.4% better than sex.

Ed ... RUBBISH!!!! I don't know where some of this misinformation comes from.

Recently while going through an airport during one of his many trips, President Bush encountered a man with long hair, wearing a white robe, and sandals, holding a staff. President Bush went up to the man and said, "Aren't you Moses?"

The man never answered but just kept staring straight ahead. Again the President said, "Moses!" in a loud voice, the man just kept staring ahead. So there is no consequence of the error. In normal conditions a fly around would have been the way to go but the realisation did not occur until the plane was doing a bunny hop! And the starter wants you down when called to land, not messing around, so to speak.

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FROM THE WORKSHOP



We can now reveal to you Garry Welsh's latest ... an F4U-4 Corsair in Cherry Point North Carolina training colours. The model is based on Top Flite Giant Scale Gold Edition kit and has an 87 inch wingspan!

On board the model features:
... a 62cc motor,
... 10 servos (7 digital),
... 2 receivers and 2x1700mah batteries,
... an EagleTree onboard monitor (for RPM, 2 temps, x-y G forces, current, voltage, airspeed, altitude, up to 4 servo positions)
... and Peter Gow (Custom Retracts) mains and Robart tail wheel unit

Still to do:
Pilot, canopy, cockpit, yankee stickers on wing and sides.....maybe wheel doors someday. Garry reckons it's the best project he has ever done!