

**NEXT MEETING IS ON
TUESDAY 13th MAY 2008**

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

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



NEWSLETTER

MAY 2008



**WRCS "Team" at the Bowlyie Giant
Scale Rally... report inside**

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

**The next meeting will be held on Tuesday, 13th
May 2008 at Tennis Cove, Eastern Valley Way,
starting at 7.30 pm. The next meeting after that
will be the ANNUAL GENERAL MEETING on
Tuesday, 24th June 2008**

**POSTAGE
PAID
AUSTRALIA**

ANNUAL GENERAL MEETING

Notice is given to all Members that the Annual General Meeting of Warringah Radio Control Society Inc. will be held on Tuesday, 24th June 2008 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.

POSITIONS VACANT

At the upcoming Annual General Meeting all positions on the Committee will become vacant and some members of the present Committee have indicated 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 on 9488 9973

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



WARNING TO ALL GRANDPARENTS

Do **NOT** lose your grandchildren while shopping! A small boy was lost at a large shopping centre, he approached a uniformed police officer and said, 'I've lost my grandpa!' The cop asked, 'What's he like?' The little boy hesitated for a moment and then replied... 'Bundaberg rum and women with big tits.'

COLUMN 9.9

(incl. GST)



Our travelling Pom is just about off again, we guess that the only way we'll know where he is from time to time will be from the odd report when it comes to hand. Have a good time Mike!

As a parting gesture Mike was involved in the only mid-air that occurred in the general flying that followed the Combat Day event - Mike managed to clip the wing tip of Simon Press' trusty old Precedent Fun Fly as he chased the streamer Simon was towing. Not a mark on Mike's Dreamer but Simon crashed in the bush. It's mendable but will take a few good squirts of epoxy!



Another hobbyshop supporter has come on board, Vagg's of 569 The Kingsway, Miranda has offered club members a 10% discount on all purchases. Well worth checking out!

A few people green with envy? ... At Wings Over Illawarra, Warren Lewis managed to get a flight in Connie. The flight returned only a matter of moments before the bus was to depart to come home and Warren was given a bit of a hard time by some fellow passengers, but nothing could remove the smile off his face!

One man's loss ... Brian Addison spent day unsuccessfully looking for his downed model along the ridge but instead found Graham Camier's model lost a long time ago. Keep the faith Brian, you'll find yours soon.

SCALE DAY



Sunday, 18 May 2008



**Classes: Military,
Civil, both Small
and Large Scale.
Scale helis welcome**

**There is NO special manufacturer
category for this competition**

**THIS IS A FUN EVENT WITH SAFETY
PARAMOUNT**

Competition Director - TBA

*If prevailing weather conditions make you uncertain as
to whether the event is being held or postponed,
please check the Website on the morning of the event.*

Grovelling sometimes works. With my whinge in a recent issue about lack of material, I am inundated with stuff ... thanks guys and I hope it will continue. If you are wondering why the Mag was getting smaller and smaller and had so many space-fillers, you need wonder no more ... without stuff coming in from you members there is no material to publish.

The only thing I request is that it be your work and not some copyrighted material you've off-loaded from the Net or elsewhere!

Now, if you are wondering how we can keep the Mag going, the answer is simple ... but we'll let you work it out ... Ed

Combat Day March 2008

Report and photos by Mike Minty

The plan was to hold three events, one for Stock, one Open and one Sport but there weren't enough entrants so it had to be one event - Open Combat!

Streamers were added, spotters arranged and Contest Director Warren Lewis (ably assisted with the shouting by Flight Director Mike Minty) got the pilots together for a



briefing and the obligatory photo - always a good idea to do it **before** the event - especially combat.

The briefing was pretty simple - get up there and chop streamers and keep over the trees! You get 100 points for a cut of a streamer and a further 50 if you stay up the full 3 minutes of a round; and 6 rounds to be flown.

Round 1 saw Al Zuger, Matthew Dean, David Pound, Tom Sparkes, Clive Wetherhead, Simon Press leap into the sky and Al lost his streamer almost immediately - not cut, just fell apart but there were 2 real cuts to Matt & David!

Round 2 saw David Pound take off and his streamer tie itself in a knot so half of it fell off. He then developed an interesting strategy, he flew consecutive, near enough concentric loops and waited for someone to drag a streamer through his flight path. Not a bad ploy really as the truth is it's almost impossible to fly and cut a streamer, you can only head in the general direction of a plane and hope! This round Matt & Simon got cuts

Round 3 saw David Pounds streamer get caught in Al's prop while still on the ground, Tom got a cut and at the end of the round Simon "bumped" Matt's plane on landing but no damage done.

He was a pilot of the British Schneider Cup seaplane competitor.

In 1928, he flew the first solo flight between England and Australia, departing England on



Hinkler in 1928

February 7, and arriving in Darwin on February 22 and back in his hometown of Bundaberg, Queensland on February 27.

The aircraft used was an Avro Avian, registration G-EBOV. He is quoted as telling Australian Prime Minister Stanley Bruce at this time 'You know, one day, people will fly by night and use the daylight for sightseeing.'

(In 1998 Australian Lang Kidby recreated this flight in a similar 1927 Avro Avian).

Hinkler achieved the first solo flight across the South Atlantic in a De Havilland Puss Moth in 1931, being only the second person to cross the Atlantic solo, after Charles Lindbergh.

On the 7th January, 1933 Bert Hinkler was accidentally killed whilst attempting another solo flight from England to Australia in the Puss Moth. He crashed in the Italian alps and although he had survived the crash, he died outside the wreckage. Hinkler is buried in Florence, Italy.



Hinkler in 1932

Herbert John Louis Hinkler

December 8, 1892 - January 7, 1933

- better known as **Bert Hinkler**, a pioneer Australian aviator.

Article by Tom Wolf



Hinkler in WWI

Bert Hinkler was born in Bundaberg, Queensland. The son of a German immigrant, he was fascinated by flight. In 1911 and 1912, he built man-carrying gliders and flew them successfully at Mon Repos Beach near Bundaberg. Late in 1913, Bert Hinkler set off for England and worked for a while for the Sopwith Company. He served with distinction during World War I with the Royal Naval Service as a gunner/observer in Belgium and France, for which he was awarded the Distinguished Service Medal, and later as a pilot in Italy.

In 1919 he joined A.V. Roe & Co. in Southampton and from 1921 - 1926 was Chief Test Pilot. Between 1920-1931 he created many aviation records.

In 1921, Hinkler shipped a tiny Avro Baby to Sydney. It was filled with fuel and flown non-stop to Bundaberg, Queensland, a distance of 1370 km.

During the 20's he competed in numerous aviation events and created many records including a non-stop flight from England to Latvia.



Hinkler with AVRO

At this point we should say a special thank you to the spotters. It's hard enough to follow the flight of one cavorting plane but when there are 6 in the sky you need someone to watch each plane for those precious cuts.

So thank you to Andy (a visitor who got roped in), Peter Gaunt, Joe Schaffer, Col Buckley, George Atkinson and Mark ter Laak.

Round 4 saw David Foster join the fray as he had recovered from a bush walk searching for a plane last seen consecutive looping its way over the ridge - another 2.4 gig problem - and he got a cut! The flying was tight and you would have thought a mid-air must happen but it didn't and Matt got another cut. Then an eagle turned up, took a good look but decided it was outnumbered and flew away.

Round 5 saw the same kind of tight action with a cut to Clive and another to "Chopper" Matt

Round 6 had Simon's streamer fall off so he landed quickly and fixed on another and he went up and got 2 cuts. Matt got another and so did David Pound

So after 40 minutes of hectic flying a total of 13 cuts had been managed and the distribution of points gave

1st Matthew Dean 800pts

2nd Simon Press 600pts

3rd Place David Pound 500pts

4th Tom Sparkes 400pts

5th Clive Wetherhead 350 pts

6th Al Zuger 300pts

7th David Foster 250pts



Trophies were awarded and then Matt & Simon went up for some more streamer chasing - some people just can't stop having fun!

Bowylie Giant Scale Rally

Report by Col Buckley, photos by David Cotton

Just past Gunderoo well known Terry Hills entrepreneur Dick Smith owns a property called Bowylie. He generously donated the field over the weekend of April 12 & 13th to scale modellers to put on an inaugural rally so they could fully strut their stuff.

On the huge property is a 3600ft sealed runway, a small gauge steam railway, hangers, aviation clubhouse and accommodation.

Over 160 planes, 400 pilots and helpers and great weather made the event an absolute winner. Volunteers manned the flight line, transmitter pound and check-in desk to ensure



"Very busy" WRCS teams

smooth running of the operation and the local Gunderoo Rural Fire Brigade and P & C provided wonderful food throughout the day to make sure stomach rumbles were less than the sound of engines. Dick Smith made everyone feel very welcome chatting to helpers and pilots as well as giving early morning displays in his powered hang glider.



A couple of "Boeing Stearman". Peter Coles' model shares the spotlight with its "Queensland cousin"

FROM THE WORKSHOP



These are the photos taken by David Cotton of the test flight of Peter Coles' monster "Stearman".

The team 'revs' it up and then it's a bit of a walk in readiness for take-off



The flight was literally copy book from the beginning of the take-off to the stopping on the runway after the flight, Peter was delighted and very relieved when it all went so well.

2. After the routine range test and safety inspections, the tug will be started up and taxied to the runway entry with the tug-line attached.
3. The tug pilot will go to the flight-line, and ask permission for a glider-tow operation and for entry to the field for the glider pilot to position his glider at the apron of the runway and hook-up.
4. When permission is granted, the tug pilot will signal to the glider pilot who has been waiting near the second fence that it is OK to enter the field.
5. The tug will then taxi to the runway apron for hook-up to be done by the glider pilot.
6. On the field, the glider pilot will maintain regular eye contact with the tug pilot, so that in case of a take-off or landing by another aircraft or for any other reason, the tug pilot can warn the glider pilot to quickly exit the runway.
7. Hook-up is completed by the glider pilot and after he has signalled to the tug pilot that hook-up of both glider and tug is successful, will quickly walk back to the flight-line whenever possible, and staying off the runway.
8. Once the glider pilot has joined the tug pilot on the flight-line, the tug pilot will ask permission for take off for aerotow operations.
9. Good communication between tug and glider pilot is essential and especially the pattern of the flight plan before release. At the point of release the two pilots should determine the direction of their respective aircraft on release (eg, the glider peels off to the left or right). Once a difficulty in the towing operation is recognised by either pilot, he should advise the other pilot immediately and the glider releases and advises his intention and circuit pattern for landing to the pilots in the flight line.
10. After landing, and there are no sequential tows, the tug will taxi back to its field station near the second fence and its pilot should ensure the tow line is not in anybody's way.

HAPPY SOARING

He even fired up the steam railway on Sunday and many jumped in the carriages for a trip round Bowylie as Dick worked the steam and bipped the whistle.

A large contingent of over 40 from WRCS made the journey to Bowylie and was entertained by some

wonderful flying machines including old string and canvas planes to twin turbine jets. Our pilots more than held their own aided by the willing band of helpers and there were numerous highlights as our members flew their aircraft in the crowded circuit.

With a pot of over \$11,000 in prizes for best model, lucky draws etc; many drove away with more equipment than they came with. It is hoped this well attended rally will become a bi-annual event as

it was voted to be one of the best.

Even though there were a few 'incidents', WRCS was by far the biggest club represented and I am sure in two years time WRCS will have an even bigger delegation at this very popular event.



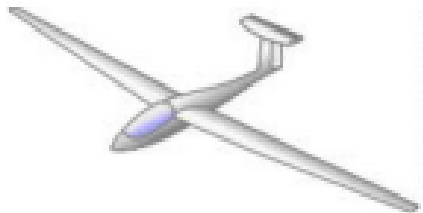
"Bulldog" - Winner of Pilot's Choice



Chris Venter's A10. Our photographer felt this one of the best models (Chris is a past President of WRCS)

SOARING CORNER

by Stephen MacMahon



Recently the writer caught up with our soaring guru, David Foster, who was proudly showing him his latest purchase and secret weapon, an electric glider, aptly named a "BINGO". This glider was

given a good review in October 2006's edition in QEFL magazine. The Bingo is a precision competition /sport glider with a 2.46M wingspan aptly suited for 7-cell electric glider competition. The Bingo is a "Star Flight", precision hand-made kit, originating from the Ukraine and imported by Peter Pine Electric's at Tweed Heads.

David Foster and his "BINGO"



This glider is highly specialised unit where great care is taken to keep it as light as possible to hunt out the weakest of thermals and at the same time, have incredible climb power to reach thermal height in the shortest possible time. It is a V-tail with an RG-15 wing configuration.

The leading edge is kevlar with a very thin carbon trailing edge. The kevlar/carbon weave leaves the wing thin but very strong and light. The pod and nose cone is painted carbon with a carbon tail boom.

The tail-plane is constructed of balsa ribs capped with carbon and a thin carbon trailing edge.

The control surfaces include ailerons (top hinged), flaps (bottom hinged) and an elevator/rudder configuration on the V-tail. The total kit weight is around 620 grams! The quality of this construction would be difficult to better.

David has chosen a Scorpion 302 electric motor with a 90-amp speedie and a 14 x 10 folding prop.

This is an awesome unit and well worth a look. All I can say is look out in the next electric glider day and I am sure with David's skill, he will be a force to contend with, especially in 7-cell competition.

STOP PRESS: Graeme Swallowwell has recently joined the aerotow glider group on a Saturday. Well done, Graeme. After a little tweaking, his glider will enjoy the efforts of thermalling high above the ridges at Belrose.

AEROTOWING:

Mark ter Laak, one of our seasoned aerotow pilots and inventor extraordinaire, has put together proposed procedural guidelines for aerotowing operations at Belrose. They are yet to be approved by the Committee (although as they are already successfully in operation they are not expected to be disapproved).

1. The fuelling station and start-up should be on the runway side of the second fence, in the corner near the windsock. This allows access for the frequent refuelling without disconnecting the tug-line.