

The results surprised many people, the scoring was out of maximum 600 points and the judges were requested to apply the same criteria as utilised in open competitions. The judges were not otherwise requested to apply any other criteria and remained totally independent.





The youngest Gold Wings holder, Vaughan Oosthuizen (left - who also had the distinction to be the first in the air), set a high standard which couldn't be beaten by those following and he blitzed the field in both rounds with a total of 361 points, and collected the \$150 cheque and the distinction of being the first name to be engraved onto the Perpetual Cup.





George Atkinson, and his helicopter, even though he could not carry out any part of the spins (which were worth a total of 40 points in each round, ie total 80 points), collected the second place \$100 with 329 points.

Peter Pappas (right), placed third with 319 points, collected the \$50 cheque The blank cheques to be made out to the Hobby Shop of choice were being presented when Model Aero Products CEO, Peter Coles, a credible 5th, offered to add 50% in value to the cheques if the recipients shopped at MAP.

At the completion of the contest Val Pinczewski loaned his pattern plane to Dave McFarlane, who proceeded to give a breathtaking display of aerobatics which left everyone gobsmacked.

Some of the other competitors are pictured:



Al Zuger

<image>



Harry Hubmann





Garry Welsh

Val Pinczewski



Ron Clark

There were a few minor issues to be ironed out for the future as there are to be two of these contests each year, the next is in September on a date to be finalised with increased prizes - so get practicing!! Practitice/coaching days are to be announced.

A great day and congratulations to all entrants, and to the many members who attended to help out, thanks to the guest judges and to BP and GF for running the BBQ, and a special thanks to Chris Hebbard and Kerry Smith who took over as CD's on short notice from Tom Wolf.



Simon Press

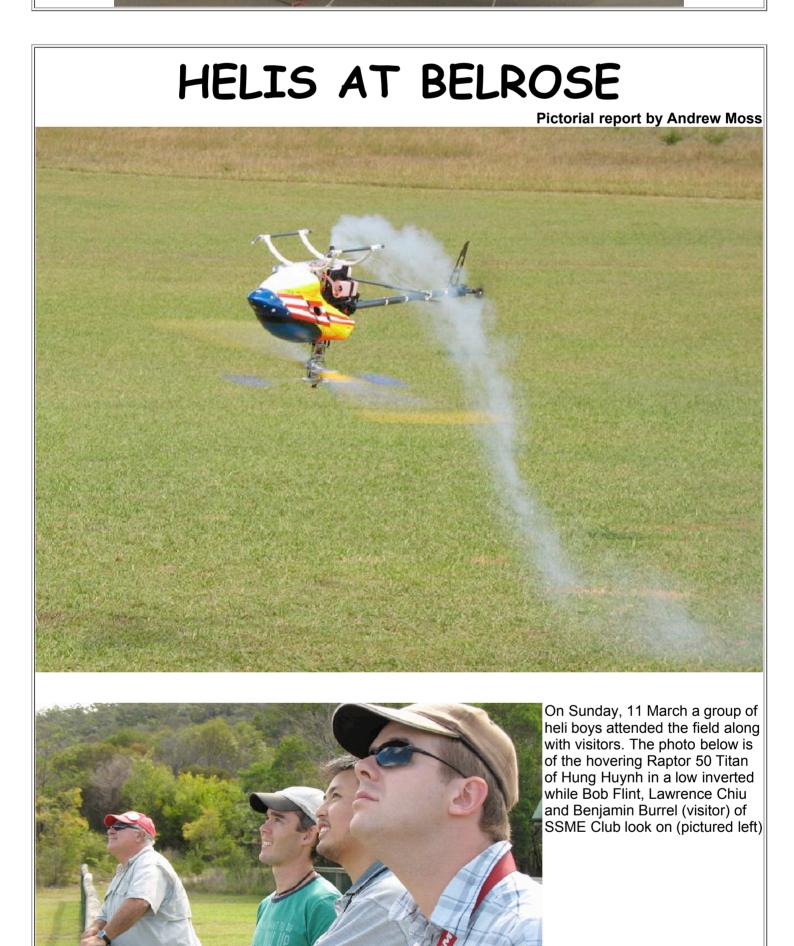


Anyway, here they are: 1. Foreign Aid has arrived! 2. Bloody hitchhikers, GET OFF THE ROAD! 3. Ladies and Gentlemen, keep your seatbelts fastened, we

are about to experience some bumps! If you have any alternative captions to the photos we publish, don't hesitate to share your humour with all the Members (the Editor reserves censorship rights!)I







LOST AND FOUND

A husband and wife are in bed together. She feels his hand rubbing against her shoulder. "Oh honey, that feels good.", she says. His hand moves to her breast. "Gee, honey, that feels wonderful.", she says. His hand moves to her leg. "Oh, honey, don't stop." she begs. But he stops...... "Why did you stop?" she cries ??? "I found the remote..."



ALEXANDER ADOLPHUS DUMFRIES HENSHAW

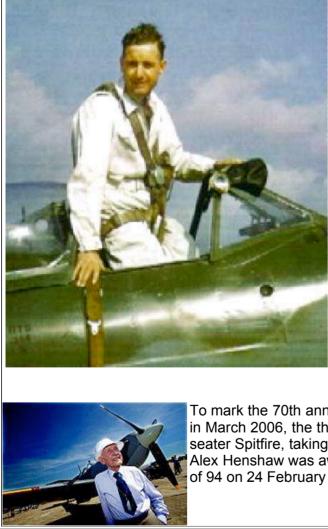
Maybe if he hadn't been one of the most successful sports aviators before WWII, professional pilot Alex Henshaw may not have earned the title of "the last of the great amateurs". Alex Henshaw was born in Peterborough, UK on 7 November 1912 and by 1939 he had won the Hawker-Siddeley Cup in 1933, the King's Cup in

1938 and had set a solo record for a flight from Gravesend to Cape Town and back in February 1939. It was then that he saw and fell in love with the Mark1 Spitfire and he came to be involved in the evolution of the Spitfire in November 1939 when he joined Vickers, in June 1940 he moved to the Vickers plant at Castle Bromwich, near Birmingham, where 320 Spitfires were produced each month, and he was appointed chief production test pilot for Spitfires and Lancasters.

Henshaw flew over 2360 Spitfires and Seafires himself, he survived a number of potentially fatal engine failures and continued flying the Spitfires until the end of production in 1948.

Alex Henshaw's remarkable personal history is too long to set out in detail (but which can be found easily on a Google search on the InterNet), from time to time Henshaw did scandalise the authorities, such as when he barrel-rolled a Lancaster bomber (the only pilot to have pulled off this feat)

barrel-rolled a Lancaster bomber (the only pilot to have pulled off this feat) and when he flew his Spirtfire down Birmingham's Broad Street flying upside down and below the height of the Council House. His amateur flying was subsidised by a rich father and some prudent investments, and after the war he returned to business.







To mark the 70th anniversary of the first flight of the R.J.Mitchell designed Spitfire, in March 2006, the then 93-year-old Henshaw flew over Southampton in a twoseater Spitfire, taking the controls once airborne. Alex Henshaw was awarded the MBE for his wartime service., he died at the age of 94 on 24 February 2007.

COLUMN 9.9

Our wondering Pom is off again ... may be back in 6 months ... may not ... life is good. By the way, I've worked out the only advantage of old age ... it takes a long time!



First Fatal Aircraft Accident—On Sept. 17, 1908, at 5:14 p.m., the Wright Flyer, with Orville Wright and First Lieutenant Thomas E. Selfridge of the Army's Signal Corps First Field Artillery, took off from the parade ground at Fort Myer, Va., and circled the field four and a half times. Suddenly, a piece of one of the propeller blades broke off and the airplane plummeted to the ground from an altitude of about 75 feet. Orville survived ... Selfrige didn't.



Australia's Museum of Flight 489A Albatross Road, HMAS Albatross, Nowra.

WORTH A VISIT!

Situated 8 km south west of Nowra and just outside the main gates of the Royal Australian Naval Air Station, HMAS Albatross Genuine 1930s aircraft include 6 Tiger Moths; Gypsy Moth, the oldest flying plane in Australia; De Havilland 89A Dargon Rapide and Dragon luxury passenger planes; 2 Klemm

pilot trainers; Stearman bi-planes and many more. During the 1930s Aircraft flew over the North and South Poles and Mount Everest.

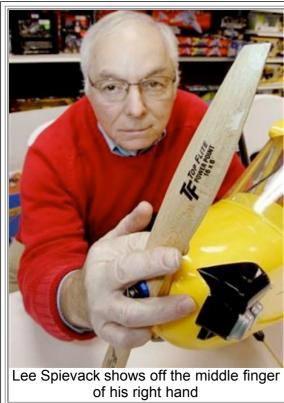
Significant advances in aviation technology resulted in record breaking and racing aircraft and the 30's saw Australia produce more than its share of courageous pilots than would be expected from its small population. The Museum is open seven days a week all year (except for Christmas, Boxing and New Years Days). Pre-

The Museum is open seven days a week all year (except for Christmas, Boxing and New Years Days). Prebooked guided tours are also available (for groups of twenty or more). The museum's verandah overlooks the historic airfield at HMAS Albatross which has variously served the RAAF, the USAAC, the British Navy, the RNZAF and the RAN for more than half a century. Fundraiser airshows are also organised by the museum (in conjunction with the RAN) each April and October.

More info: http://www.museum-of-flight.org.au/site/

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THE TOP PHALANGES In August 2005 Lee Spievack lost his fingertip to a spinning propeller on a gas powered model airplane leaving just a bit of the nail bed. At the recommendation of Alan Spievack (his brother and a former Harvard surgeon whose company promotes healing and tissue regeneration), he used an extract of pig bladder and applied it every two days. In four weeks the digit had its original length and in four months, it looked like a normal one. "It's a little hard, as if calloused, and there's a slight scar on the end", said Spievack. The nail continues to grow at twice the speed of his other nails. "All my fingers in this cold weather have cracked except that one," he said. There are other documented cases of top phalanges regeneration.

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