

Cove, Eastern Valley Way, starting at 7.30 pm. AND don't forget the Christmas Party on Saturday, 9th December 2006, entry by ticket only. **WRCS** CHRISTMAS PARTY

by ticket only!!! at 4 pm on SATURDAY 9th December

(dinner served at 6pm, bring along your ticket to hand it in!!) We again are catered for by McGoo's Spit Roast with lots of yummy food. Adults \$22; Children 5-12 \$10;

under 5 FREE Face painting and Christmas stockings for the kids Lucky Door prizes for those attending donated by Col Taylor Models Raffle tickets are \$5 each, Prizes are:

First: World Model CAP 232-46R Castrol .46 size ARF kit (donated by Model Aero Products) PLUS Thunder Tiger .46 Pro engine (donated by Kelletts Hobbies) Second: Galaxy Air-Kill .90 size ARF kit (donated by Extreme Hobbies) Third: World Models Sky Raider Mach-II low wing .40 size ARF kit (donated by Hobby Headquarters)

> See Lynette Austen at the field most Saturdays or send cheque (made out to WRCS) and a stamped self

address envelope to: Stefanie Grech 42 Fuller Street

FUNFLY

Sunday, 19 November 2006 commencing 10:00am sharp 4 Classes:

* Open (for purpose-built 3D fun-fly models, eg 'Magic'. Any I.C. engine) * Sport (for .46 engine- powered sport models, eg 'Super Sports', 'Sky Raider') * Stock (for models conforming to club Stock class rules, eg 'Plagiarist', 'Price Rite Fun Fly') * Electric (any electric- powered model) The same model can fly in only one class.

will be flown. THIS IS A FUN EVENT WITH SAFETY PARAMOUNT BE IN IT – JUST FOR THE FUN OF IT! Competition Director - David Foster (9948 1790) or dmfost@bigpond.net.au

3 Tasks:

Depending on number of entrants, two or more rounds

* Take-off, roll, Cuban, loop, Cuban, roll, land

Tom was busily fixing the landing gear that had been damaged during a test fly of his Zenoah 62 powered

Regretfully the hasty repairs were lacking time and the aircraft was withdrawn, but Tom still had his trusty

Decathlon's gear and spent several hours in the repair

David also pulled out his trusty Sopwith bipe that has

been to more Shepparton's that it's pilot can remember.

Thankfully, all other aircraft escaped any drama's but I was having fun getting to grips with a new onboard glow

David Foster also had a small mishap with his

Fokker DR1 Triplane.

* Climb and glide (25 sec motor run)

* Loops in 30 seconds

25th Anniversary Shepparton Mammoth Scale Rally

16 - 17 September 2006

report and pics by Doug Radford A great weekend with the best flying weather you could The team from WRCS, Tom & Caroline Sparkes, Ron & Sue Clark, Barry & Michelle Mason, Des & Sandra Rim, Doug & Barbara Radford, Grant Furzer, Dennis Grech, David Foster and Col Mitchell made the trek south to Shepparton with a total of 8 large scale aircraft. When I arrived at the field on the Friday for a test fly,

The WRCS "Team'

Ron Clark's and Tom Sparkes' aircraft

The winner of the pilot's choice,

Tasmanian Clive Butler's Wirraway



Doug Radford and Barry Mason with Doug's Clipped

Wing Cub

The Moki radial in the Wirraway

Saturday dawned clear with no wind and an early arrival at the field saw the registration of pilots, many with multiple aircraft, building to well over 100 and from all over OZ. Pilot briefing at 9AM and then it was down to

Usually there were 6 aircraft in the air at all times during the day. The boys and girls in the pound and on the flight line did a great job trying to keep everyone happy. Sunday was much the same with just the odd cloud and

Again plenty of flying before a break to the Olive Farm

Wandering around the pits we saw many great aircraft from the Model Engines Liberator, DeH Comet, an all electric Hercules, (yep even the retracts were electric).

It's the social times that make these weekends so

flying and lots of it.

fantastic.

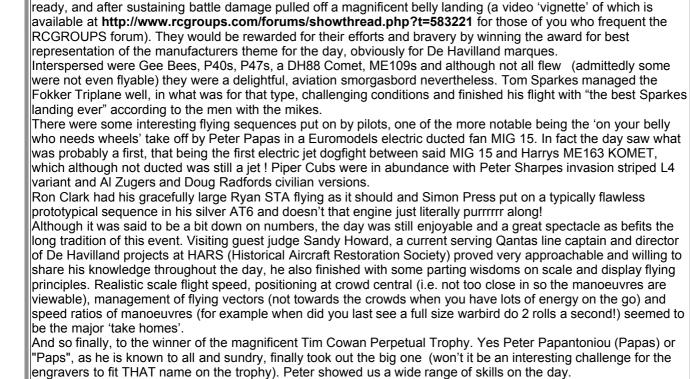
a slight breeze to contend with.

for a great antipasto lunch.









These ranged from flying showmanship and exuberance, over a range of aircraft types, through to dogged

intends to 'frame' his mount (the lovely Miss N5J or the Advanced Scale Models Pitts S2A) for posterity.

passion from your efforts.....so lets make sure we thank them when we pass their way in the future. Now, I simply must get my hands on a Spitfire and show the Kommandant 'what for'.....

However the last word must go to the not inconsiderable numbers of helpers and coordinators. To Lynette, George and helpers in the canteen, to Kerry, Mark and Chris at the judges stand/flight line, to Grant, Ron, Brian and others who, as usual, had the field pristine. A lot has been said recently about the acknowledgment of the relatively few members who consistently do the work and it seems fitting to conclude this report with a thank you to all the above and the others unnamed (and to whom I apologise in advance). The rest of us derive our fun and

determination, after some earlier landing mishaps, backed up by excellent field repair skills! It's believed that Peter was so happy he was smashing plates on the floor at home (in the best Greek tradition) till late in the evening and

Webpage

Ciao Dino

A few pics from

Scale Day

Due to shortage of space this month, more pics will be

published next month and all will be put on the

Sunday October 15th and the air over the Garrigal National Park saw some of the most ferocious dogfighting since the days of Western France circa 1941.Two Spitfires on a 'rhubarb' mission, flown by Englishman Dave Paddy "Pound and his wingman Al "Zig Zag" Zuger had ambushed the lone FW190 ace Col "Kommandant" Simpson. Things were looking grim for Ze Kommandant with the Spittys literally getting in each other's way in their eagerness to get into the terminal 'tail shot' position. However the Kommandant was in a vengeful mood, for the morning had seen the shooting down of Oberst Furzer during a Stuka training sortie…the Oberst was now

Members of the Observer Corps on the ground let out a series of involuntary oohs and aahs as the planes swooped, dived, rolled and desperately tried to out turn and turn into each other at treetop height. Fours minutes later, and just as quickly as it had started, the sky was suddenly empty. Zig when you should Zag Zuger, bleeding profusely from a variety of cannon wounds, had landed, overshot and was now trapped in the smoking wreckage at the edge of the field. Paddy Pound had landed but, with brakes shot to pieces, the Spitfire had dug its nose in at the end of the runway..." I won, I won" he cried but Kommandant Col, outgunned but not outflown, had

just said.....the last couple of snags on the barby are going?off we go then!

smoothly brought the crippled Focke Wulf, hydraulics blasted useless, to a belly landing on the main runway, next to his fallen foes and was climbing out just in time to exact his revenge.......hold on.... what was that someone

The day had started inauspiciously with Grants Stuka falling victim to disorientation. Understandable given the low light and poor visibility that was present throughout the day. Unlike the May Scale day the weather Gods were more fickle, threatening throughout and then making good on the threat with persistent drizzle shortly after the

Jim Masterton and Graeme Swalwell worked like trojans to get their equally large De Havilland Mosquito mission

Undoubtedly one of the highlights of Scale Day 06 was the above encounter, which provided a sense of the

However there were highlights and memories for all with the full span of aviation history and types on show. These ranged from David Fosters elegantly fragile WW1 Bristol through to Cols latest acquisition, a one-day-old Macchi 339 of gargantuan proportions and destined, one hopes, to consume copious quantities of Jet A1 for

lunch break, thus forcing the contest coordinators to call off 'judgeable' flying shortly after 1 pm.

Someone would be made to pay.

breakfast.

spectacle of a dogfight between traditional foes.

A DETERMINED W*R*A*M

"BIGGLE" earns his "S" - Keith Soloes

Keith was in the Air Training Corps in 1944 but was disappointed when the RAAF didn't want any more pilots. So he joined the AIF and trained at the jungle training camp at Kanungra. It wasn't until 1947 that he got some

Keith was at a PROBUS meeting when the lady promoting the benefits of an active mind in later life indicated that some good activities may be chess, cards, model aeros etc, and Keith was over the moon when was the one able to stick his hand up proudly amongst his peers to indicate his fulfilment through model aeros!

WELL DONE BIGGLES!

solo.

spare.

decided that there was a lot more to model aeros than he had originally thought.

training in flying Tiger Moths.

go around......

members.

incorporated into our Rules?

commencing 1st January 1920 for your enjoyment.

result is bouncing and ricocheting 21. Pilots will not wear spurs while flying

affair with your best friend, and he's a far better lover than you are."

The car slowly starts veering towards a massive concrete bridge.

"And," she says, "I'll have the bank accounts, all the credit cards and the boat!"

This makes her nervous, so she asks him, "Isn't there anything you want?"

"I want the car, too," she continues. 65 mph.

"Oh, really," she inquires, "so what have you got?"

OK, I've tried opening everything but I still can't find my toothbrush!

instruments

Keith came along to a few WRCS Scale days and then asked me how to get started. We selected a 40 sized trainer and I set up an old version of RealFlight on his

It has been a "bumpy" ride, but I haven't seen a happier old rascal than Keith after the solo flights. That night I rang Hillary to tell her that "Biggle" has earned his "s" and we can call him Biggles now that he has soloed. As we all know, the real flight learning gets put to the test when there is no savoir on the end of the trainer cord and we live by our own decisions as we have replays in our heads - "I could have avoided that, why did I decide to turn left instead of right, or why didn't I

Here is the question we can pose for all you young fellers ... what new activity will you take up in your 70's and stick at for 5 years until you master it......bronze

> Regulations for Operation of Aircraft commencing January 1920

wings.....an aging model.....dreams?

Thursday 21st September.

after the fourth landing.

story and pics by Garry "the Good" Welsh

After his first landing at age 75, our regular Thursday flyer, Keith Walmsley (Biggle), the third eldest in the club came off the apron strings and did his first solo flights on

Keith is now 79 years old and he had four successful solo flights on that Thursday with the motor still running

One of his sons has achieved several patents to the computer world and the youngest son travels the world surfing and managing resort hotels. Jonathan went to Thailand the day after the solo flights and after dropping down to the field to see what his old Dad got up to. John

Keith's planes are shown in the photo, they are: Kyoshu 40 - much bumping and thumping. It left its servos on the hill. Keith extended the wings by 6 inches and recovered it. Learnt about repairing and

WorldStar 40 (yellow) - got him going and got him

Old Magic from Ali? - Got him landing, good slow performer with small control throws, excellent trainer. WorldStar 40 (blue) - Tim's from the mag for \$100. A

he was Secretary of the NSW Bible Society.

An unassuming chap that I first met at St Mathew's, West Pymble, Keith was CEO of David Brown Tractors and Industrial Gears, (Aston Martin Cars) and in later years

 Don't take the machine into the air unless you are satisfied it will fly. 14. Do not trust altitude instruments Before you begin a landing glide, see that no machines are under you. 2. Never leave the ground with the motor leaking, Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around, Hedge-hopping will not be tolerated. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
 If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash. 4. In taking off, look at the ground and the air. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls. 6. Pilots should carry hankies in a handy position to wipe off goggles.

7. Riding on the steps, wings or tail of a machine is prohibited.

19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.

20. Don't attempt to force machine onto ground is prohibited.

8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.

9. No machine must taxi faster than a man can walk.

ne should open throttle.

20. Don't attempt to force machine onto ground with more than flying speed, The result is bouncing and ricocheting.

21. Pilots will not wear spurs while flying. 10. Never run motor so that blast will blow on other machines.

22. Do not use aeronautical gasoline in cars or motorcycles. machines.

23. You must not take off or land closer than 50 feet to the hangar. If you see another machine near you, get out of the way.
 Never take a machine into the air until you are familiar with its controls and instruments. 13. No two cadets should ever ride together in the same machine.

25. If an emergency occurs while flying, land as soon as possible. LIGHTHEARTED LOOK AT THE

RULES??

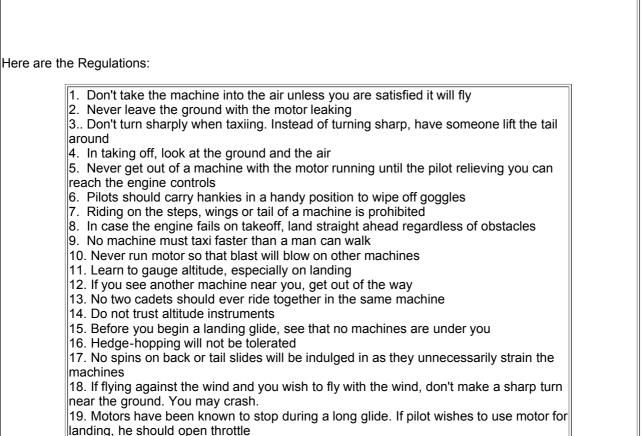
Very often the conversation between Members seems to get onto the subject of the Club Rules and discussions and arguments as to whether the Rules are necessary, over regulatory, or in any case lack common sense (and whether the rules should be strictly policed by constantly reminding those who break the rules, or whether it is better to rely on the spirit of co-operation that a club like WRCS should have among its

After reading it, we are sure that the question on everyone's lips will be whether Rule 21 should be

sure it doesn't happen at Belrose especially with the large membership of our club.

Thanks to Kevin Einstein who found this historical item, here is the "Regulations for Operation of Aircraft"

Over the years flying has become more and more sophisticated, and these Regulations are now laughable. Modelling safety has also become much more stringent as we hear of accidents elsewhere and we try to make



20. Don't attempt to force machine onto ground with more than flying speed. The

24. Never take a machine into the air unless you are familiar with its controls and

HAVING THE ESSENTIALS

A married couple is driving along a highway doing a steady 40 miles per hour. The Husband is behind the

His wife suddenly looks across at him and speaks in a clear voice. "I know we've been married for twenty years, but I want a divorce."
The husband says nothing, keeps looking at the road ahead but slowly increases his speed to 45 mph.

The wife speaks again. "I don't want you to try and talk me out of it," she says, "because I've been having an

Again the husband stays quiet, but grips the steering wheel more tightly and slowly increases the speed to 55. She pushes her luck. "I want the house," she says insistently. Up to 60.

The husband at last replies in a quiet and controlled voice. "No, I've got everything I need," he says.

Just before they slam into the wall at 65 mph, the husband turns to her and smiles. "The airbag."

22. Do not use aeronautical gasoline in cars or motorcycles 23. You must not take off or land closer than 50 feet to the hangar

25. If an emergency occurs while flying, land as soon as possible



Congratulations to CFI George, who as a member of the Australian Team at the recent Asia/Pacific Helicopter Championships succesfully made it through the fly-offs and finally finished a very credible 15th. It wasn't a

Pyromaniacs (your Editor included) have been requested to refrain from burning crashed models in the BBQ.

COLUMN 9.9

(incl. GST)

As the Rules say, all rubbish including crashed models must be taken from the field.

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fluke, just lots and lots of hours of practice.