

**NEXT MEETING IS ON
TUESDAY 13th NOVEMBER 2007**

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

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



NEWSLETTER

NOVEMBER 2007



**WRCS flyers gather in the late
September sunshine after the Garigal
Cup, report inside**

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

The next meeting will be held on Tuesday, 13th November 2007 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. This will be the last meeting for 2007, the next one after that will be in February 2008

POSTAGE
PAID
AUSTRALIA

WRCS CHRISTMAS PARTY



By ticket only!!! at 4 pm
on SATURDAY 8th December

dinner served at 6pm, we are again catered for
by McGoo's Spit Roast with lots of yummy food.

Adults \$22;
Children 5-12 \$10;
under 5 - FREE

Raffle - tickets \$5 each, Prizes are:

First: Seagull Models Super Star 120-160 size ARF
kindly donated by Model Engines (Aust)

Second: Cap 232; 46 size ARF kindly donated by Model
Aero Products

Third: OS-46 size two stroke engine kindly donated by
Col Taylor Model Supplies

AND Lucky Door Prize:

Tour for one person of RAAF 33 Squadron at the
Richmond Base, including an inspection of the 707
(this will be the last one in the fleet by the way), as well
as a simulator tour

Contact Warren Lewis at the field most
Saturdays or by phone 9972-7181(w)
or 9417-0269(h) or send cheque
(made out to WRCS) and a stamped
self address envelope to:



Warren Lewis
61 Headland Road
Castle Cove NSW 2069



Honey, I told
you not to look in the
mirror ... your make-up
is fine!



CLUB PERSON OF THE YEAR

Nominations are called for CPOY, this is an Award for services
other than those carried out in an appointed position.
All nominations to be submitted to Brian Porman.

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

THE "GLOBAL HAWK"



This is a photo of the Global Hawk UAV that returned from the war zone recently under its own power (Iraq to Edwards AFB in California) - not transported via C5 or C17.....

Notice the mission paintings on the fuselage! It's actually over 250 missions.... (and I would suppose 25 air medals). That's a long way for a remotely-piloted aircraft.

Think of the technology (and the required quality of the data link to fly it remotely). Not only that but the pilot controlled it from a nice warm control panel at Edwards AFB.

Really long legs; can stay up for almost 2 days at altitudes above 60k.

The Global Hawk was controlled via satellite; it flew missions during OT&E that went from Edwards AFB to upper Alaska and back non-stop.

Basically, they come into the fight at a high mach # in mil thrust, fire their AMRAAMS, and no one ever sees them or paints with radar. There is practically no radio chatter because all the guys in the flight are tied together electronically, and can see who is targeting who, and they have AWACS direct input and 360 situational awareness from that and other sensors.

The aggressors had a morale problem before it was all over it is to air superiority what the jet engine was to aviation. It can taxi, take off, fly a mission, return, land and taxi on it's own.

No blackouts, no fatigue, no relief tubes, no ejection seats, and best of all, no dead pilots, no POWs? Pretty cool!

FUNFLY Sunday, 25 November 2007



(Briefing commences at 0900 and flying 0930hrs)

6 Classes:

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

7 Events:

- * Roll-cuban-loop-roll-land in the shortest time from the instigation of the roll.
- * Number of loops in 15 secs
- * Timed Hover
- * Spot landing (closest to the mark)
- * Number of spins from vertical with a limited 20 sec climb
- * Inverted circuits
- * Prop in the bucket novelty event

The events can be done in any order and as many times as the pilot desires and only the top score will be used to encourage participation for the whole day

Trophies and valuable prizes to winners and placegetters



THIS IS A FUN EVENT WITH SAFETY PARAMOUNT
Comp. Directors - Mark Connor & John Parker

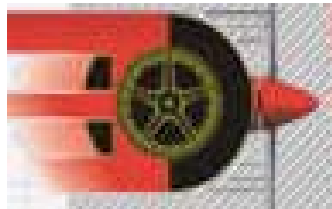
WRCS GETS SUPPORT

We are pleased to advise our Members that this year we have again received support from the following suppliers.

Peter Coles of **Model Aero Products** has kindly donated



prizes to WRCS over some time, and has again supported us. If you have need for Peter's assistance, he can be contacted on 9975 5219 or visit his Webpage at www.modelaeroproducts.com



Leaders in awesome R/C, **Model Engines (Aust)**

(www.modelengines.com.au) have also supported us for this year with a super ARF model.



Kelletts Hobbies of 335 Macquarie St, Liverpool (9602-2333 or 9602-2970; Fax: 9602-6298) have also supported us for this year.



Northern Beaches Hobby Centre of 858 Pittwater Rd, Dee Why (9971 1977 or <http://www.nbhc.com.au>) have donated very valuable prizes.

Wings'n'Things of 300 Victoria Road (Phone: 9816 2699 or <http://www.wingsnthings.com.au>) have come on board this year to support us.



Col Taylor Models of Wagga Wagga has also provided some items for the X-mas Party door prizes. Visit Col's site at <http://coltaylormodels.com>

We are grateful for the support

Many snags and deficiencies emerged in Gnats in the early stages of their service, and continuous modification work was necessary to ensure flying safety. After the teething troubles had been sorted out the Gnats turned out completely useful fighters and they served until 1974. The Gnat is a British all-metal swept-wing interceptor, the prototype Gnat first flew in 1955.

The aircraft's designers had aimed at achieving the smallest possible size, low price and good performance. The Air Ministry of Britain ordered 6 Gnats for trial use.

The type was not accepted into service with the Royal Air Force then, but later the RAF selected the two-seat version of the Gnat as its advanced trainer. The single-seat fighter variant was sold to Finland, Yugoslavia, and India where 215 aircraft were also built under licence between 1962 and 1974.

Gnats were found effective combat aircraft in the September 1965 war between India and Pakistan. Therefore production continued in India, where a version having internal wing fuel tanks was developed. It was named the HAL Ajeet and were built between 1975 and 1982. Also a two-seat version of the aircraft was developed, production beginning in 1987.

FOLLAND GNAT F.Mk.1

Wing span: 6.75 m

Length: 9.1 m

Height: 2.3 m

Wing area: 12.7 m²

Maximum operating weight: 3950 kg

Maximum speed at 10800 m: 1040 km/h = Mach 0.98

Time to 12000 m: 5 min

Ceiling: 15000 m

Endurance with auxiliary fuel tanks: 2 h 10 min

Power plant: one Bristol Siddeley Orpheus 701 B.Or.2, axial turbojet, thrust 2050 kgf

Armament: two 30 mm Aden cannon, 12 to 18 80 mm Hispano HSS-R 80 rockets or two 225 kg bombs

The Folland Gnat

"In a class all its own"

The legendary "FOLLAND GNAT" was the Advanced British Training Aircraft previously used by the World famous British "Red Arrows" aerobatic team. It is a high performance, fully aerobatic aircraft which is extremely enjoyable to fly.



Performance is outstanding with a maximum speed of 1.35 Mach (850 MPH), rate of climb of 10,000 feet per minute, roll rate in excess of 360° per second and a service ceiling of 48,000.

The aircraft is powered by a single Rolls-Royce Bristol Orpheus 101 non-after-burning turbo-jet engine which produces 4,520 pounds of thrust. Fuel burn at 45,000 feet, long range cruise (.83 Mach) is only 135 GPH giving it an endurance of 2 hours and 15 minutes.

The height is 10 feet 6 inches, length 37 feet 10 inches and a wingspan of 24 feet with a sweep of 40°. Empty weight is 6,050 pounds and a ramp weight of 9,500 pounds which includes 3,050 pounds of fuel (455 gallons) plus room for two pilots.

Bill Kemp described the GNAT in Sports Aviation Magazine:

"The take-off and landing distances are incredible. Most military jets use 4,800 feet but the GNAT gets airborne in 2,000 and lands in 2,200 feet. PHENOMENAL!!!

The most impressive figure of all for this little tiger has a climb rate of 10,000 feet per minute. It's like riding a Gazelle who sat in a pot of turpentine."

FIELD CLOSURE NOVEMBER 3rd AND 4th

Members please note that the field will be **CLOSED*** to general flying on Saturday 3rd and Sunday 4th to run a round of the State Championship Pattern Flying competition.

The October monthly meeting unanimously approved a request to use our field for the Pattern Competition.

***All club members are welcome to compete, any aircraft is fine for Sportsman Class.**

It is anticipated that general flying will not be available until about mid afternoon on the Sunday.

PATTERN COMPETITION

Each competition involves between 5-6 rounds for each of 4 classes; Sportsman – Advanced – Expert – Masters.

Expected 15 – 20 competitors.

Generally, three rounds are completed in one day's flying for all classes.

A minimum of four rounds are required to be considered a competition.

The second day is required to complete the competition to about mid afternoon.

Each pilot drops his/her worst round when scoring is considered.

If the weather precludes running of the competition, it will be cancelled.

GARIGAL CUP SEPTEMBER '07

-report by Brian Porman

The second Garigal Cup was held on a calm sunny spring Sunday, 23rd September 2007, there were 9 and 1/2 competitors. (See later for explanation)

Shane Austin, the Competition Director, flew a demonstration flight to the intent scrutiny of the competing pilots and gave detailed explanation of each manoeuvre as the judges would expect to see them.



In Round 1, the defending Champion,

Vaughan Oosthuizen was 7th up in the air and knew he had a real fight on his hands as Val Pinczewski had an earlier great score with which Val eventually won the Round.

In Round 2, almost everyone improved on their first round scores. Vaughan flew a phenomenal round, the best flight of the day which would otherwise have placed him as winner again, but the handicapper clipped his wings with a 15% reduction on his total

(for the win in the last Cup competition) which eventually saw him relegated to 4th overall and out of the prizes.

Congratulations to Val Pinczewski, the winner of the Second Garigal Cup. Val put in many practice hours and it showed.



each direction where Rugby Park is now and we still had the old green and cream Albion double decker buses in the area. Make you feel old just thinking about it. The northern end of the flight area was thick scrub and wetland full of frogs, snakes, lizards, leeches and mosquitoes, needless to say that very few aircraft that came down in that area were ever retrieved.

In due course we moved up to Terry Hills on the corner of Mona Vale & Myoora Roads, it is now a Golfing Centre but in those days it was used periodically by the agents for demonstrations of heavy earth moving equipment.

The land was in fact under Parks and Wildlife Reserves control, they leased several acres on the corner to the Women's Amateur Athletic Assoc. Northern Region who in turn let our club use the area at \$7 per head per year.

At that time there was about a quarter of an acre under grass, the rest was just dirt and stones, so we had to have a bucket brigade sweep every time we wanted to fly, gathering up all the stones that were large enough to break our prop on.

We finished up laying about five acres of grass with a watering system to keep it going and a bit of a fence around it although it did not stop the horse fraternity from riding their horses on it leaving large divots torn out of it, just the thing to drop your wheel into, does wonders for your model.

This was about the time I was forced to stop flying with my work commitments and working most weekends on my house doing additions and alterations in stages, believe it or not there are a few little bits and pieces still not done and I'm getting too old and lame to get to some of them now.

One of my ambitions is to build a multi-cylinder model engine of about 80cc, whilst it most probably won't get done, it's nice to dream isn't it?

I've been trying to finish a couple of old timers so that I can try my hand again at flying, now that I'm retired and at 73 it might prove to be a bit much but I won't know unless I try.

Sean Foley"

MORE WRCS RECOLLECTIONS

Sean Foley contacted us about some recollections of the early days of WRCS (well before we finally came to be located at Belrose).

Sean enclosed a photocopy of a Newsletter (then called "The Transmitter") from August 1973 that he had found in some old paperwork, it showed that the Club as at 30 June 1973 had a membership of 56 and the annual membership fee was \$15.

More importantly, this Editorial appears:

"Every club has its problems and these problems ... our problem is flying proficiency and safety.

Because you have a model and a set of gear does not make you a safe flyer. The really good flyers will tell you. often with tears of frustration in their eyes, just how many hours they have spent in practice to reach that standard. So, regardless of what other clubs do, we must take our own stand to protect the asset we have in our flying field. We cannot afford and accident that involves a spectator, or his property."

Just goes to prove how times have not changed. Sean then goes on to look back on those early days:

"I joined WRCS about one month after it was officially formed. With people like Peter Mikkelsen (now deceased) voted in as President, Bob Belyea (now living in Southern Highlands somewhere if he is still alive) as Vice-President, Harry Coleman (deceased) as our Sec/Treasurer, Bob Caddy (now living Mid-North coast near Taree), Brian Hilton (deceased), Rod Viney (deceased) , Stephen Vickers and a couple of other bodes whose names escape me were committee.

We started flying behind the High School at North Narrabeen (long before Warriewood Shopping Centre was built ... or even thought of), Pittwater Road was only one lane wide in



this inaugural year, the Cup from now on will only be held annually in September each year.

Very experienced aerobatics pilots Alfred Pye and Brian Dooley from the Wollongong Club were the independent judges and were thanked by WRCS with a small gift of appreciation for giving up their day for us.

Thanks also to Shane as CD for running an excellent contest day, Shane has agreed to run the event again next year, so members should keep practising to get the standard and the competition even higher!

Oh yes, the half contestant was a late Stan Begg entry with his twin engine Duellist for Round 2. About half way through his flight while he was doing very nicely on the scoresheet, due to one sagging engine, the plane had an out landing west of the access road fortunately with virtually no damage.

Entrants, helpers and all present enjoyed the usual first class BBQ for which the Club is famous, thanks to the usual suspects.



Peter Coles put in consistent rounds to take second away from Ron Clark, relegating Ron to third position.

The good news for Vaughan is that the handicap position is reversed vis-a-vis Val for 2008!

As previously announced. following

COLUMN 9.9

(incl. GST)



The gremlins got into the act again!! The October Mag got the dates for the next meeting all wrong, but this was corrected for the Webpage Newsletter. Some other shortcomings were noticed by Garry Welsh who thankfully brought them to the Editor's notice, it is gratifying to know that somebody out there visits the Webpage.

Maybe Garry Welsh should have worn his customary crash helmet on his rump at the recent Shepparton Mammoth Fly-In when he was nearly collected by another flyer's untethered and moving plane. David Pound (who was observing for Garry at the time) "whispered" a few select words to make sure the miscreant pilot knew how he felt about his stupidity.

A currently single friend of Stuart Weir's uses model aircraft as table ornaments. Stuart was getting a bit bored with the same model and told him they were like flowers and needed to be changed regularly, so the friend has since rotated his ornaments. Can you see any of our married members getting away with that kind of display?

Our members have for some time enjoyed the local shops at Belrose, where Ida from Cafe Bel prepares great burgers and fresh coffee

We are also greatly supported by Mark "the Butcher" from Glenrose shops who has generously agreed to contribute quality meats for the sausages for the Fun-Fly day.

Some of the cars included 10 ERA, 2 4CM Masserati, 2 6CM Masserati, 1 8CM Masserati, 3 250F Masserati, 2 Birdcage Masserati, 3 275 GTB/C Ferrari, 3 250 LM Ferrari, 2 Monza Ferrari, 2 GTO Ferrari, 4 C-Type Jaguar, 4 D-Type Jaguar, 5 Bugatti, 4



Connaught, 1 Vanwall, 3 HWM, 3 Lister Jag "Knobbly", 3 Aston Martin DBR1, 6 BRM and the Mayback Mk 1 special from Australia, Plus many Lotus, Cooper, Lola, Fraser Nash, MG, Morgan, AC Cobra, Ford GT40, McLaren-Chevrolet M1B, Ford Galaxie 500, Ford Mustang, Mini

Cooper, Porsche 904, Tojeiro Jag, Shelby Cobra, Chevrolet Corvettes.

The meeting was a great spectacle and impeccably organized (only as the Brit's can



do) A large percentage of the 116,000 attending the meeting were dressed for the 40's, 50's and 60's. The whole weekend was well worth the trip, if you have the opportunity to attend I

can highly recommend it. The meeting is held annually in August/September and their website is www.goodwood.co.uk



All the aircraft were in immaculate condition, I hope you enjoy the selection of photos.

The Goodwood track is widely held to be the fastest in the world with sweeping bends and flat-out straights. Average lap speeds of 100mph are not uncommon.

Some notable drivers such as Jacky Ickx, Jackie Oliver, Derek Bell, John Whitmore, Richard Attwood, Andy Rouse, Stirling Moss, Johny Herbert and Rowan Atkinson attended the meeting, the most impressive driver was the Frenchman Jean-Marc Gounon (Ex Formular One 92-93) who drove a Plymouth Barracuda, Ford GT40, Ferrari GTO/64 and Aston Martin DBR2.



Goodwood Revival West Sussex, UK

31st August - 2nd September 2007

report by David Cotton



Although this amazing event is a meeting for racing cars and motorcycles manufactured before 1967, the meeting also included some spectacular air displays with a 1942 Hawker Hurricane IIB, 1943 Grumman

F6F-3 Hellcat, 1943 FM2 Wildcat, 1945 Grumman F8F-2P Bearcat, 1944 P-51D Mustang, 1943 Supermarine



Spitfire MkIX B, 1945 Supermarine Spitfire MkIX and a flypast commemorating WWII by a Lancaster Bomber in formation with 2 Spitfires.



There was also a static display of many classic aircraft such as the Auster AOP MK9, Auster J2 Arrow, Boeing A75N1 Stearman, Beech 18 Expeditor, Beech H35 Bonanza, Bucker BU133 Jungmeister, Casa 1-131E Jungmann, Cessna 175 Skylark, De Havilland Beaver AL MK1, De Havilland Chipmunk, De

Havilland Tiger Moth, Dornier DO28 Skyservant, Douglas C-47A, Foster-Wikner 'Wicko' Let L-200D Morava, Luscombe 8A Silvaire, Morane-Saulnier MS230, Naval Aircraft N3N-3, Percival Mew Gull, Percival Proctor, Percival Provost, Ryan PT22 Recruit, Stampe SV4, Let AE45 Super Aero, Topsy Belfair, Topsy Trainer, Supermarine Spitfire Mk1a, (the only airworthy Mk1 in the world) T-6 Harvard.

