

**NEXT MEETING IS ON  
TUESDAY 11th NOVEMBER 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**

**NOVEMBER 2008**



**John  
Channon  
prepares  
for take-  
off with  
his most  
impressive  
Fokker  
D-VII**

**MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS**


**The next meeting will be on Tuesday, 11  
November 2008 at Tennis Cove, Eastern Valley  
Way, starting at 7.30pm.**

**This will be the last meeting for 2008, the next one  
after that will be in February 2009**

**POSTAGE  
PAID  
AUSTRALIA**

# CONGRATULATIONS ...

to **DAVID McINERNEY**   
on achieving his  
**HELICOPTER GOLD WINGS**

 and to **COLIN BUCKLEY**  
on achieving his  
**FIXED WING GOLD WINGS**



## GOLD WINGS TESTING

To assist those Members who fly mid-week to be tested for their Gold Wings, the Committee has resolved that the current and the following previous CFI's can test and approve candidates:

**Fixed Wing:** **Dean Schuback; Tom Sparkes; George Atkinson; David Menzies and Shane Austin.**

**Helicopters:** **Shane Austin; George Atkinson.**

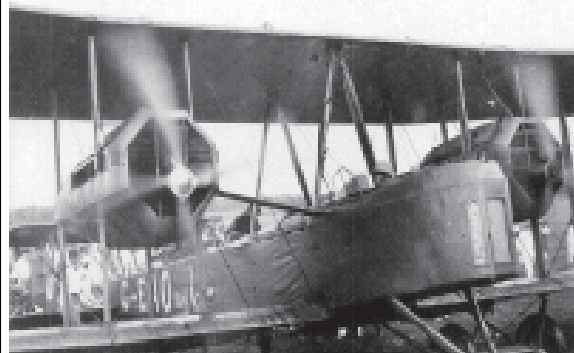
## Warringah Radio Control Society Inc.

|                    |               |                |              |
|--------------------|---------------|----------------|--------------|
| President          | Colin Simpson | 9419 7844(w)   | 0412 264 240 |
| Vice President     | Warren Lewis  | 9417 0269(h)   | 9417 5853(w) |
| 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: | Dean Schuback | 9638 5563(h)   | 0414 630 027 |
| helicopters:       | Shane Austin  | 0412 453 351   |              |
| Editor             | Tom Wolf      | 9371 0843(fax) | 0411 339 590 |



## TOM'S TRIVIA CORNER

In 1919, Billy Hughes, the Prime Minister, impressed by the potential for aviation in Australia, offered on behalf of the Commonwealth a prize of £10,000 for the first Australians to fly an aircraft from England to Australia. The race was to be conducted under the supervision of, and rules drawn up by the Royal Aero Club.



The Vickers Vimy, G-EAOU ("God 'Elp All Of Us"), in which the brothers Ross and Keith Smith, together with mechanics Jim Bennett and Wally Shiers, won the race in 27 days 20 hours in November 1919.

year, and the first scale Helicopter for many years got a 2nd place for Bob Flint.

Colin Simpson's 40cc ZDZ engined Zero was the pick of the pilots, he had a great dog fight with Tom Sparkes and his Mustang. The sight of these big war birds having a dog fight always is a great crowd pleasing spectacle and has plenty of oohs and gasps coming from them.

Another heart stopping moment was Martin Cowan's MK7 Spitfire who had his undercarriage shot up by ground fire and one leg refused to come down, so rather than a one leg landing he decided on a belly landing with the good leg up, it was such a good belly landing that one of the flight judges gave him 17 out of 20 for a good scale landing as many of them did during the war.

**See you in the pits**

#### RESULTS FOR SCALE DAY OCTOBER 9, 2008

|                  |   |               |                     |
|------------------|---|---------------|---------------------|
| Under 7kg. Civil | 1 | Doug Radford  | Avion monoplane     |
|                  | 2 | Bob Flint     | Bell 222 helicopter |
|                  | 3 | David Menzies | Piper Cub           |

Not enough aircraft for over 7kg. Civil so no contest for this category.

|                     |   |              |                      |
|---------------------|---|--------------|----------------------|
| Under 7kg. Military | 1 | David Foster | Fokker D-VII Biplane |
|                     | 2 | Al. Zugar    | Sopwith Camel        |
|                     | 3 | Al Zugar     | F16 Jet              |

|                    |   |               |               |        |
|--------------------|---|---------------|---------------|--------|
| Over 7kg. Military | 1 | David Foster  | Sopwith Camel | F1     |
|                    | 2 | Martin Cowan  | Spitfire      | MK 7   |
|                    | 3 | Colin Simpson | A6M5          | "Zero" |

Pilots' Choice. Colin Simpson A6M5 "Zero"

Multi-engine special category for the day:  
Peter Sharpe Cessna Sky Master 337

Perpetual Trophy Doug. Radford Avion monoplane

# WRCS CHRISTMAS PARTY



**By ticket only!!! at 4 pm  
on SATURDAY 13th December**  
lots of yummy food, dinner served at 6pm.  
**Adults \$25;  
Children 5-10 \$10;  
under 5 - FREE**

## RAFFLE - tickets \$5 ea.

**Prizes:** 1st Extra ARF for 120 size engine  
2nd Hellcat ARF for 90 engine  
3rd Spectrum 5 Transmitter with receiver  
(donated by Model Flight)  
4th 3.8 litres Oil  
5th 15 litres Methanol  
**Christmas Party door prize:**  
\$100 voucher for Hobby Heroes

**Contact Warren Lewis at the field most  
Saturdays or by phone 9417-5853(w) or  
9417-0269(h) or send cheque  
(made out to WRCS) and a stamped  
self addressed envelope to:**



**Warren Lewis  
61 Headland Road  
Castle Cove NSW 2069**



# GARIGAL CUP

**Report by Tom Wolf**

The wind was high and challenging but 7 intrepid members competed for this annual trophy for which the minimum standard is the holding of the Gold Wing.

The event was co-ordinated by Shane Austin and the two rounds were judged by Tom Collinge and Felix Nieuwenhuizen (independent of WRCS). The standard is best described by Tom Collinge:

*"The weather conditions were very trying but not one of the participants hesitated to fly the programmes that Shane had promoted.*

*The standard of flying was very good and all pilots should have gone home feeling quite satisfied with their efforts.*

*The members and committee were most hospitable, I feel quite privileged to have been included in the event."*

The results were:

- 1st Vaughan Oosthuisen
- 2nd Val Pinczewski
- 3rd Ron Clark



long grass but no problem, it was down in one bit and with the promise of 2 OS-90's to replace the 2 OS-70's.

Pete's Cessna Sky-master 337 has 2 OS-90 4 ST in a push-pull configuration, one engine at the front pulling and one at the back pushing with a reverse pitch prop both in line with the fuselage. I had seen its maiden flight about 5 years ago but again it was under powered with 2 60's in and it ended up in the bushes but with little damage.

The current 90's in it are the third set of engines and now it flew with authority, everyone could see Pete was very nervous as this aircraft is his baby and he has been nursing it through the engine problems with the help of Grant but there comes a time when you have run out of excuses and just have to give it a go.

The first flight was great with a good landing and loud cheers from the crowd, the second flight was not, on the landing approach he did not line up the aircraft with the centre of the runway correctly and if you do not line it up correctly you are forever correcting as it comes down and he was in trouble by over correcting.

It was 10 feet up, slow and heading for the bush but with more luck then judgement he gave it full throttle and full up and it shot almost from a vertical hover straight up with a great cheer from the crowd. The next attempt at landing was straight from the textbook almost perfect, with another great cheer from the crowd, when it rolled to a stop. Pete almost collapsed on the fence. As you can see from the results Pete won the day taking out the Multi engine trophy.

Grant's Tupolov suffered one engine out which was followed by a vertical dive into the western ridge.

It was not found on Sunday but Brian Porman & Grant found it on Monday 30 minutes after starting the search further west than before but on the line as seen at the time of the crash. The aircraft suffered nose damage. The wing and fuselage are OK but the wing mounts were broken.

In all an A grade result!

There was some very good flying from the other categories with very pleasing flights from Dave Foster with his Fokker and Doug Radford with his Avian who took out the Perpetual Trophy for this



# SCALE DAY OCTOBER 2008

Report by David Pound

It was a perfect day for flying light NE wind and warm, there were 33 scale aircraft entered on the day including 4 twins in the special multi engine category.

We had a few heart stopping moments in the multi engine category. These are tricky aircraft to fly and have a habit of eating worms when one engine dies in the air, so they had the privilege of having the air to themselves when they were flying.

The four brave pilots were Stan Begg with his brand new and unflown Ovio Bronco, Tom Sparkes' De-Haviland Comet, Grant Furzer's Tupolev TU95 "BEAR" and Peter Sharpe with his Cessna Skymaster 337.

Tom's Comet has an 88 inch wing span and 2 OS40 2strokes that did not miss a beat. This aircraft looks great in the air and has many flights under the wings and those wings that are built for speed are the tricky part of this aircraft. Very thin and tapered at the tips and very prone to tip stalling, but were no problem for Tom who flew in a very scale like manner.

Stan's Bronco had not flown before the Scale Day, I happened to be at the field when he was doing the taxi tests the previous week, then he did a few high speed runs and it lifted off a few inches, but the angle of attack as it sat on the 3 wheels was too low in the front meaning that there was too much weight on the front wheel.

So on Scale Day he had raised the front wheel making it sit up more and making for a better take off angle.

On Scale Day the Bronco looked good as it sped down the hill for take off, but as soon as it lifted off you could see it was under powered.

Stan held it balanced perfectly getting a slow climb out for the first right hand turn, I hate to think what his heart rate was. Everyone was holding their breath and by this time you could hear a pin drop in the pits and all eyes were waiting for that dreaded first turn, but all was well.

It did not do anything but fly great, even though it was under powered, the landing was a bit long and fast and ended up in the

## FUNFLY

Sunday, 16 November 2008

### 3 Classes:

- \* 'Magic' with I.C. engine or electric)
- \* I.C. Sport (anything with fixed wings and i.c. engine but not 'Magic' type)
- \* Electric Sport (anything with fixed wings but not 'Magic' type)

### 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 second 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

**THE FIELD (INCLUDING THE HOVER AREA)  
WILL BE CLOSED TO ALL NON-  
COMPETITION FLYING DURING THIS EVENT  
THIS IS A FUN EVENT WITH SAFETY**

**PARAMOUNT**

**Competition Director - David Pound**

**9907 9261 or [davepoundy@yahoo.com.au](mailto:davepoundy@yahoo.com.au)**

# I LOVE HELICOPTERS ...

Well, maybe not all helicopters but a special hi tech heli owned by Peter Wyss. I was flying my large CAP232 at the field on Saturday afternoon and it was time to land.

The DL50 gas motor takes a while to come back to idle so my final approach over the Western ridge was deeper than usual.

I was sliding down the bush face and congratulating myself on having set up the model spot-on when a crappy little gum tree jumped up from the bush and dragged my model out of the sky!! My lousy depth perception with large models had let me down again. So, no good whingeing, take a bearing, try and distinguish any landmarks around the crash site, put your trannie back in the pound and off we go bushwalking.

This is a time when one really appreciates the spirit within our club, I had several offers to come and help but I was pretty sure I would walk up to the plane, so, no thanks, I'll be right.

My good mate, Dave Foster has more sense than me and to ensure an overweight, out of condition, 66 year older didn't get lost or pass out in the bush, accompanied me regardless of my "she'll be right" attitude.

The trudge up the concrete hill is a good conditioner for the travails ahead, we then schlepped up the old bike track to the left of the field. Chris Mort had joined us and when we judged we were about the right height up the slope we literally dived into the bush to traverse across it.

The bush here is about 3m high and even though I weigh 120kg I had to really lean on it to make progress. Visibility is terrible, 10 to 20 metres with a lot of big rocks to fall off.

To cut a long story short, we thrashed about going across and up and down the bush for about an hour with no result except frustration. I was stuffed, Chris and Dave were still going OK but a return to the flight line to check our bearings was in order.

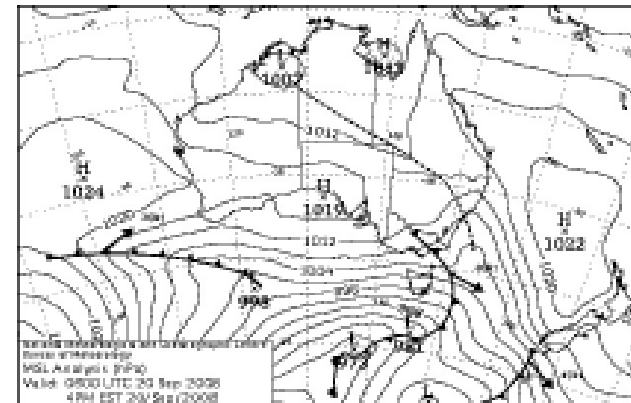
A couple of litres of water and a sit in the shade later we tried using binoculars and a compass to improve our search line. I was thinking I'd try again later in the day when it was a little cooler.

This map is a copy of the meteorological conditions that existed at 1000hrs that morning.

Our weather at this time was dominated by a high-pressure system that is being forced along by a fast moving cold front.

The pressure gradient difference assists in rapid movement of air especially since our high-pressure system was associated with warm air. Recent rains during that week lead to a rather steep adiabatic lapsed rate (high rate of air cooling as the warm air rose).

All these conditions and especially with unstable air ahead of the cold front that arrived that afternoon, lead to very ideal thermal conditions.



Keep an eye on the weather charts to find the best day for soaring.

By 16000hrs, the front was over Belrose as can be seen in the second weather map.

A valuable lesson we have learnt from this is that soaring conditions are ideal ahead of a fast moving cold front.

**HAPPY SOARING**

## REMINDER

Members are reminded that Friday twilight soaring at WRCS will be held :

**October, 31st; November 14th; December 12th,  
January 30th, February 20th , March 20th,  
and April 17th.**

# SOARING CORNER

by Stephen MacMahon



Saturday September 20th produced some of the best soaring seen at WRCS this year.

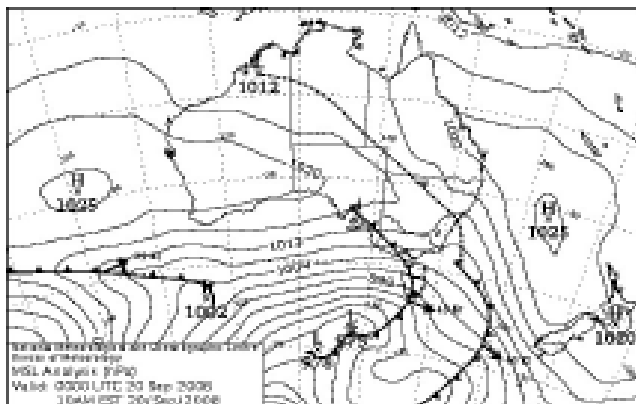
The writer arrived at the field at about 1000hrs to find Dean Schuback, David Menzies, Mark terLaak and David Foster already enjoying the excellent conditions seen that morning.

The response of the sailplanes to the thermal plumes was quite obvious. The writer quickly assembled his Spectra and joined the boys.

After first power-up, the writer was still enjoying the thermals after 20 minutes with no additional motor runs. Thermals were consistent in all corners of the fields and particularly over the carpark.

The morning temperature was near about 20 degrees with clear blue skies and scattered low cumulus clouds. A light NW breeze was almost imperceptible. What captured the imagination of many of the pilots was how some thermals were literally rotating the outer limits of the Cumulus clouds.

The writer has never seen this phenomena before. This plethora of consistent magic plumes continued until about 1330hrs. After 1330hrs, there was very little activity!



The first question one asks is why did the dedicated Soaries have such a magic time that morning? The answer is simply in the meteorological conditions that existed that day. We need to look at the weather map.

Peter had been flying his helicopter but as I know bugger all about helis I didn't notice anything out of the ordinary with it. He then offered to fly up and down the line of my dud approach and my thoughts were that it would at least give me a correct line to search in, thanks Pete. Then came the "gee whizzer", he said "I've got a camera on the under nose of this thing and I can store about half an hour of video. We can then download it to my laptop and look for the plane from above"

This is exactly what he did. I've got to say that I was a bit of a sceptic until I saw the quality of the result. He could freeze frame, zoom and move the focus point at will.

Lynette Austen saw it first. It was on its back with the purple underside of the wings showing against the green bush.

Peter traversed from the plane to the bush track to give us a reference for a point of entry. This time we drove the car up the steep bit and galloped up the bike track with Peter and his lap top identifying the correct twists and turns.

We pushed into the bush again, Lynette and I immediately found the remains of a model. Bugger, not my model!

Back to the laptop to check and no, the model on the screen clearly had wings attached whereas Lyn's and my bird had no wings attached. Back into the bush and within a short while Mark Ter Laak yelled out that he had got it.

How welcome was that shout. Mark, kindly carried the model out of the scrub for me and that was the end of an afternoon not quite as I expected it to be when setting out in the morning.

What did I learn from this exercise?

1. Never, not ever, go into the bush alone. If you fell, passed out or whatever I don't know how people would find a body lying down in this deep scrub, particularly if they didn't know where to look.
2. Fit a good lost model transmitter inside your plane of the day. These things can be moved from plane to plane. They cost about 10% of your average plane. We all will put a plane into the bush sometime no matter how good we think we are. Try this link for one or visit the Club Website for links to others available. [www.merlin-systems.com](http://www.merlin-systems.com)

3. How marvellous is modern technology. Have a look at this camera it is 40 x 80x 14 mm, weighs 37grams with its own battery and costs \$129 from a site called [www.mongrelgear.com.au](http://www.mongrelgear.com.au).. The two Gig SD memory card is an additional \$20 or so.
4. Be careful when flying a bigger plane than you usually fly. The larger size can easily trick you into thinking that it is closer to you than it actually is.

Thanks Peter Wyss, Mark Ter Laak, Dave Foster, Lynette Austen and Chris Mort. This was the sort of experience that makes me appreciate our club as something special.

Regards

*Stan Begg*



plane rescued with hardly any damage. How good is that!!!

**Editor's note:** You need to only have little contact with Stan to understand and appreciate his feelings (or rather absolute dislike verging on hatred) towards helicopters, this is the greatest concession he has ever made in the past 12 years that I have known him!

Sadly after a nice takeoff and a few circuits there was a gremlin hiding and it appeared just as David was completing a loop and NO UP ELEVATOR. **CRUNCH!!!** in a cloud of dust in the canola field.

Oh well, David was going to refurbish the old girl but now it seems a new one maybe on the work bench shortly.



Top model of the meet. Rod Mitchell's 3M span Neptune, a bit smaller than the one Grant Furzer is building.



Left: Super Stearman 3m span with 215cc Moki engine; Right: Special Jaco Van with big model carry room/workshop

Congratulations to Valley Radio Flyers for another great and smoothly run weekend and thanks to our helpers, we couldn't do without you.

Word is, Col Buckley is after his gold wings as he was heard to say "I'm bringing a plane to FLY next year".

Put it on the calendar, 19-20 September 2009.



# SHEPPARTON 2008

Pictorial report by Doug Radford

Well, Shepparton Mammoth Scale meet for 2008 has been and gone after a mixed bag of weather over the weekend.

While the weather remained fine, Saturday had a gusty wind for all flyers to contend with and Sunday was much better with only a gentle breeze.



Some members of the WRCS group enjoying the event

19 WRCS members and wives and partners started to arrive on Friday for early registration and some test flying of their 10 aircraft before the serious action on the weekend.

Tom Sparkes debuted his new Laird Turner and had several flights on Friday testing a range of props that seemed to range from "toothpicks" to "caveman clubs".

After a great weekend of flying, camaraderie, catching up with old friends, happy hours, dinners and lunch at the Olive Farm, 9 aircraft came home undamaged.

David Pound had some trouble on Saturday when his famous Spitfire suffered undercarriage failure and David spent the rest of the day repairing it in readiness for Sunday.



The "good side" of Des Rim as he tries to find the power switch on Doug Radford's Avro Avian.

## COLUMN 9.9

(incl. GST)



The magpie season is with us again and you may have noticed the "**magpie screen**" protecting the pilots' area. This is just another attempt to avoid being "bombed" during the nesting season.

Tom "The Burglar" reckons he has never been attacked by magpies! His remedy? Feed the magpies some mince meat over a period of time, particularly when they are nesting, and they adopt you as a member of their family. **BELIEVE IT OR NOT!**

By the time this issue goes to press the **sunshade** will be erected and operational, just in time for what we expect (and hope) will be a hot Summer.

The article by Stan Begg about the problems of recovery of models in the bush reminds us that **THERE IS A PORTABLE FIRST AID KIT IN A BACKPACK THAT IS THERE FOR RECOVERY TEAMS TO TAKE WITH THEM WHENEVER THEY GO BUSH-BASHING LOOKING FOR MODELS!**

Members should also keep in mind that after a long period of hibernation the **snakes** are now active in the area around the flying field.

The Committee has decided that the **fees** for next year (2009/10) will be the same as for this current year.

It has been brought to our attention that Bowylie in 2009 will be **4th and 5th April** and not as previously notified

# The Jack Black Field

How did we come to name our field “The Jack Black Field”?

Well, first we need to know how we got the field in the first place. The Club initially operated where the Pitch & Putt golf course is located on the corner of Mona Vale & Myoora Rds at Terrey Hills, but the land had been acquired by a Women’s Athletic Group. The plan was for a major athletics complex on that site, so thought was given to finding a site that the Club could lease for the long term.

Obviously, much searching was done by the committee and members. One such person was Bob Belyea, who as the CEO of Lowes Menswear worked in the city and often frequented the Lands Office in his lunch hour pouring over maps of Crown Land areas on the northside.

Peter Clark then got a call from Bob, “I think I have found us a site, meet me at the Lands Office at lunchtime”. It looked OK on paper but “lets go for a hike to have a look”

What greeted the hikers was a disused quarry with all sorts of old equipment lying around but it was a big open area and yes it could be available.

Well the rest is history, a lease was granted and then the fun began. Lots of fill, more fill and yes you guessed it, more fill. Part of the deal in the lease was that we had to ensure there was no erosion and this is when Jack Black came to the fore.

As well as helping to grass the field, (often shutting the pound on a Saturday morning when 10 or 15 were ready to fly and not reopening it, until the 100 sq. metres of turf sitting on the end of the field had been laid), Jack also spent countless hours with his wheelbarrow, spade, watering can and plants clambering around the hillsides beautifying the area and fixing the erosion problems. How many hundreds of trees Jack planted will probably never be known but there were many.

Jack Black had been a Qantas captain before his retirement and models were his passion, but regrettably he developed a brain tumour and although he survived the operation to remove it he never fully recovered and died shortly after.

The Field was dedicated to his tireless work on the 13th November 1983.

## Happy 25th Birthday to the JBF



Jack Black is in some illustrious company in this photo of a group of modelers who where employed by Qantas. Jack is standing on the left. The others in the pic are from left: Iain McLeay, Ross Woodcock, John Lysaght, Bob Lumsdane, next unknown and then of couse the inimitable Charlie Peake. (Please excuse the quality of the pic, that's the best your humble Editor could do with it)

**Editor's note:** Times haven't changed, there is still an enthusiastic group of aging volunteers doing work on enhancing the field, but can you imagine the grumbling (verging on a revolution) if they tried to do this work on a busy flying day? Not to say anything about the unfortunate lack of assistance from many Members?