



Powered by two .60 RCV's and with two dummy engines, Grant Furzer's TU-95 "Bear" is presented at the Shepparton Mammoth Fly-In.

NEXT MEETING The next meeting will be held on Tuesday, 9th November 2004 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.

WRCS CHRISTMAS PARTY will be at the field on Saturday, 11 December 2004 starting from 4:00pm, dinner at 6:00pm. Entry by ticket only, and don't forget the Raffle, great prizes!!

FROM THE SECRETARY'S DESK
 (General Meeting October 2004)
 This will be a bit shorter than usual as it is now 11.40 pm following the October meeting and I have just finished the minutes. So I suggest you look up the Minutes on the Web Page for all the details. Some important points are:
 * The gas BBQ was past it and is to be replaced. 2 buckets will be left at the open BBQ to avoid fire risk and packing putting out the cooking fire immediately after use.
 * If CASA guidelines are complied with then Insurance is valid wherever a Member flies
 * Reg Millson informed the meeting that The Northern Beach's Soaring Club submits sites each year to MAS
 * Glider day will now have only electric in the am with the pm electric and thermal as it was raised that the morning was hopeless for any lift for the bungee launched planes.
 * There is the possibility of having a VIP guest judge on the first scale day next year. More later.
 * There will be a guest speaker. Ex Vulcan Pilot at Feb or March meeting. More later.
 * The club will donate \$500 to the B24 Liberator restoration at Werribee as seen recently on the 'Australian Story'.
 * Warringham Council have been sent a request to fix up their road. No reply yet.
 * Time is running out to get your Xmas Party tickets from Stefy.
 * Xtreme Hobbies and Hstore have offered gift vouchers for the Xmas party.

WRCS CHRISTMAS PARTY
4 pm on SATURDAY 11th December
 (dinner served at 6pm, keep your ticket to hand it in!)
 We again are catered for by McGoo's Spit Roast with lots of yummy food.
Adults \$20;
Children 5-12 \$10;
under 5 FREE

Enquiries and Tickets available from Brian Porman and Stefy Grech
 Raffle tickets are also available from Brian Porman and Stefy Grech, or by mailing your cheque to:

Brian Porman at 27 Kirkpatrick Street North Turramurra 2074
 First prize is a pick of:
 ARF Piper Tomahawk (77 inch span) or a PICCA Cessna 182 kit (86 inch)
Tickets are \$5 each.

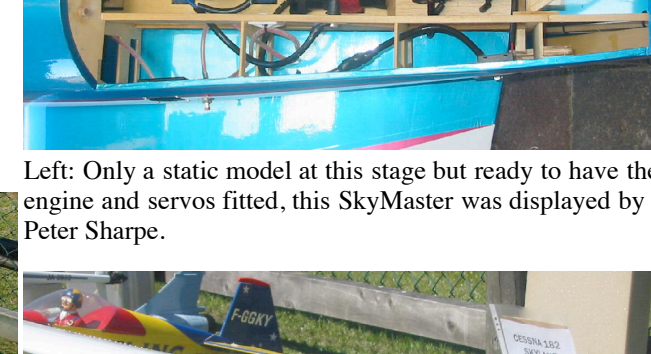
MEMORIES OF SCALE DAY, NOVEMBER 2004
 (photos courtesy D.Rim; A.Wolf)



The pits area was quite a busy place, lots of great scale models on display, many of which had not previously been seen at Belrose



Above and left: Grant Furzer with the "Bear", helped out by Dennis Grech. The model won the Perpetual Trophy, but not before Grant had a bit of a scare due to lack of power on take-off. The Trophy is admired by Lauren Grech (whoose only attempts to fly have been from arm to arm of adoring and doting Members) while Stefy is trying to hang on.



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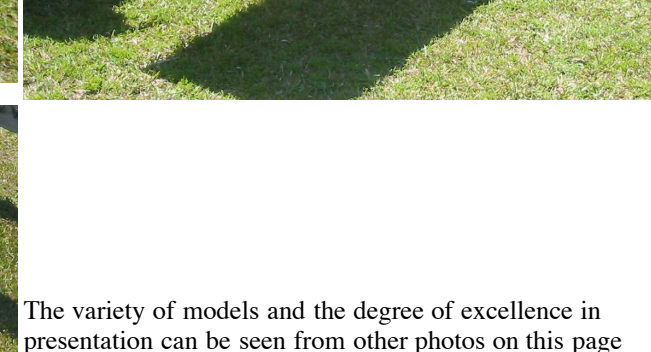
Above and left: Col Simpson's FW-190D. Col was assisted by Stan Begg and got the model flying after suffering the broken crankshaft last time round.



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Above and right: Garry Morris put on a great display with this Extra 330L, smoke and all.



Left: Only a static model at this stage but ready to have the engine and servos fitted, this SkyMaster was displayed by Peter Sharpe.



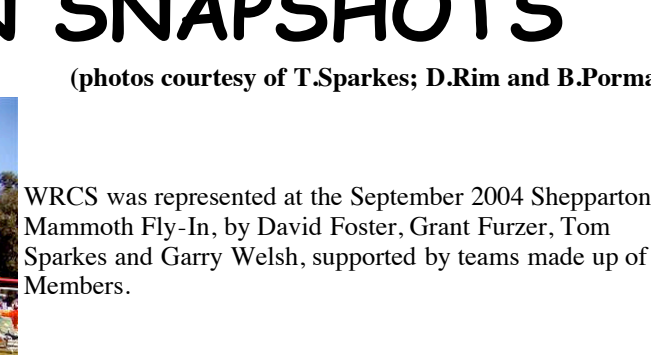
Right: Barry Mason's Cessna attracted a lot of attention



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The variety of models and the degree of excellence in presentation can be seen from other photos on this page



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SHEPPARTON SNAPSHOTS
 (photos courtesy of T.Sparkes; D.Rim and B.Porman)



WRCS was represented at the September 2004 Shepparton Mammoth Fly-In, by David Foster, Grant Furzer, Tom Sparkes and Garry Welsh, supported by teams made up of Members.



In all 13 members and seven wives had a social week end punctuated by successful flying forays by our pilots.



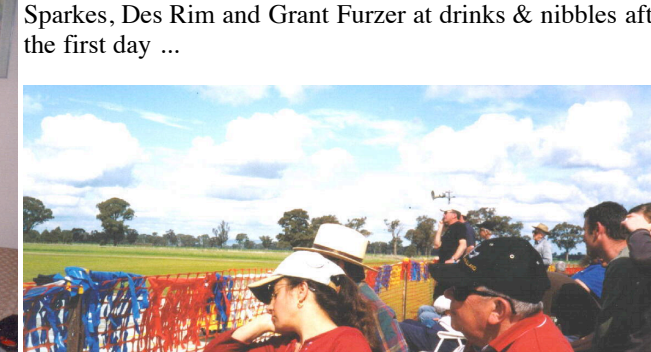
A taste of some of the pits area and models follows



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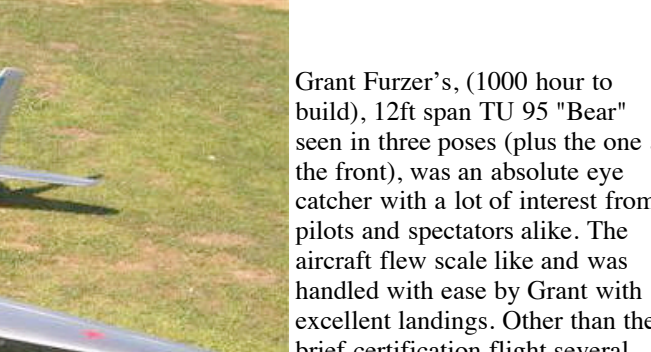
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Right: Ron Clarke had his work cut out assisting Garry Welsh who did a lot of flying.



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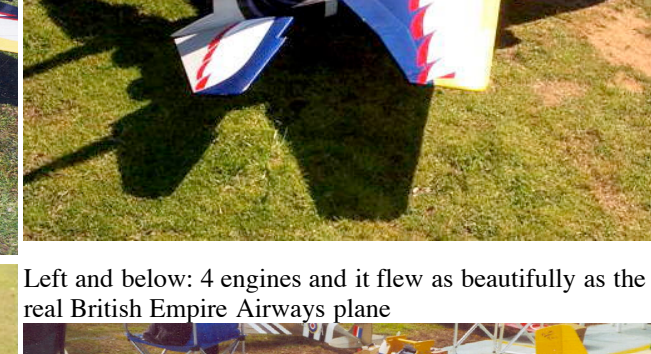
David Foster is seen discussing his successful day with Tom Sparkes, Des Rim and Grant Furzer at drinks & nibbles after the first day ...



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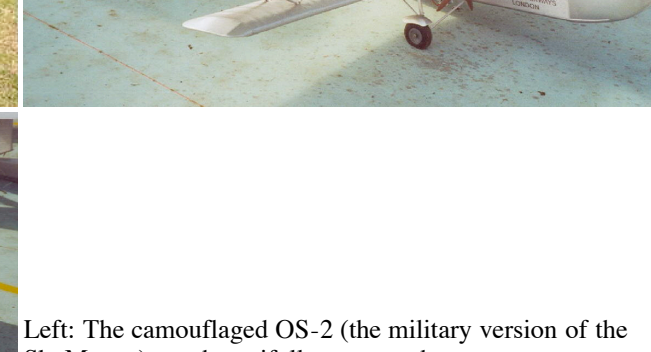
but not all the members managed to stay awake all the time & Bazza Mason is finding it difficult to hear the planes due to the roaring!



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I've seen Zagis covered in tape and most of them are wrinkly. I was determined mine would be super smooth (like all my other models!) with not a wrinkle in sight! So I settled down in the van one evening and proceeded to stick tape. About 2 hours later it looked like this, with a blue and white LE to TE stripes pattern on the bottom - not a wrinkle to be seen, really smooth unless you get close and then there's a bunch of them - that tape is a bastard to get on! Ah well, so it goes.



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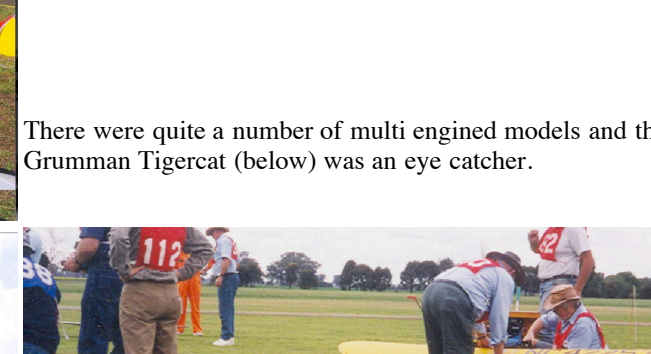
I had bought a decent battery and a cheapie. I loaded the former, held it by the trailing edge at the motor, chucked it and hit the throttle up as soon as it was launched - it went into the ground! I repeated the attempt but this time with a quicker flick to power and some up elevator - off it went! It flies pretty well, nearly as good as the ones I had seen, not quite as well but I suspect that is because they are more used to theirs (OK, they may be better flies) but they have fitted a non-Kit prop which I shall try soon. I also suspect I may have got carried away on the tape as it feels pretty heavy and certainly ain't no Hoater! It seems a bit twitchy on the aircons and wants to tighten up and dive if you let it but has already shown it's strength as a result of one of those that ended in the ground. I think I have probably got too much throw on the controls but until I can borrow a drill to open up the holes at the horns I can't reduce them. The cheap battery is obviously made from cells that do not discharge at a high enough rate as they make the motor run but don't have the grunt to get the plane to fly. I must look around for some others.



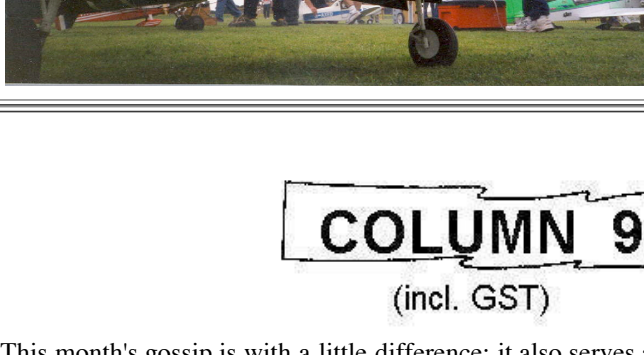
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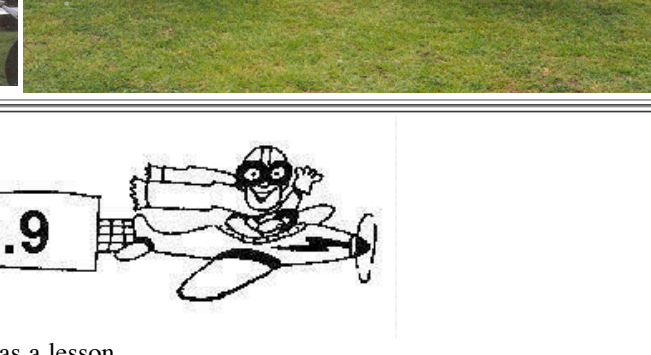
See ya sometime.
Mike



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PS. I plan to be back in Australia at the end of October for the summer and some proper flying! See you all sometime,
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ACCOMMODATION IN TEMORA??

Your Editor received kind hospitality in Temora when he attended the Museum and display there, in contrast to the vicarages of other Members at other accommodation places.
 I stayed at the Arromet Motor Inn, 132 Victoria Street, Temora, mine hosts Ian and Judy Nicholas took great care of me and my family and offered most helpful visitor's advice about the Region.
 Tel: 6977 1877; Fax: 6977 1181; email: booking@arromet.com

NITRO - how much do you really need?

A couple of weekends ago I was in the shed listening - in to a few guys discussing the percentage of nitromethane they use for their fuels. The conversation went like this:
 "I use 5%".
 "Is that all - I use 15%".
 "That's too much - I reckon 10% is about right".
 It seems to me there's a lot of misinformation out there about nitro. Let me see if I can clear some of it up.
 Yes, NITRO = POWER - but it doesn't add power because it is a "hot" chemical. In fact the methanol in fuel (methyl alcohol) is by far the most flammable ingredient - nearly twice as flammable as nitromethane. If you put a flaming match Well, how does nitro add power? Very indirect combustion engine burns a mixture of air and fuel of some sort - in our case a liquid glow fuel. The purpose of the carburettor is to meter these two ingredients in just the right proportions, and every engine requires a specific proportion of liquid fuel and air to perform at its optimum. If we try to push more liquid nitromethane than it can burn, it will just burn off. Nitro costs around \$20.00 a litre and ready-mixed 10% nitro fuel costs about 30% more than "straight" fuel. I know some flyers who don't use any nitro at all. Pylon racing engines designed for international FAI competition run on no nitro at all, due to their rules. Yet they go much harder than engines running on high nitro fuels. This is because these engines have compression ratios, intake and exhaust timings etc designed especially for FAI fuel (4:1 methanol and oil). Even then they won't idle at all and can be a serious bitch to tune and run - just ask Ranji!

A popular misconception is that nitro gives you an immediate power jump. In the 5% - 25% nitro range you will probably see an rpm increase of about 100 rpm static (sitting on the ground) or in a test stand) for each 5% nitro increase. However in the air the engine will unload and achieve a greater increase, and it will idle better too. At the other end of the scale it's possible to use too much. When I was running powerful racing engines in Old Timer competition, where optimum power is important to get maximum climb from a short motor run, I found virtually no incremental improvement in performance with nitro contents above 30%. Most of our popular 2-stroke sport engines are designed to run on 5% to 10% nitro, 4-strokes 10% to 15%. Most European engines will run successfully on less, because they are built to do so. In the UK, nitro costs between \$200 and \$300 a gallon! Reason enough?

Conversely engines made in Asia, as most of those we run are, are designed to run on nitro-containing fuels. The vast majority of models manufactured in Asia end up in USA, and nitro is very cheap there. This is because the only manufacturer of nitromethane in the Western Hemisphere happens to be in the USA. Nuff said.
 Going back to the beginning, how much nitro do you really need? From a practical standpoint, virtually all our everyday sport flying can be done on fuels containing from 5% to 20%. If you're flying something like a trainer or a Cub with a 2-stroke engine, there's no reason why 5% won't work perfectly well. Need a little extra power? Move up to 10% or 15%. Four strokes need a little more - 10% to 20%. OS 4-strokes are adjusted at the factory for fuel containing 10% nitro. I wouldn't recommend going higher than those percentages. It won't do you much good and it's a waste of money. I have found 5% in 2-stroke fuels and 10% in 4-stroke fuels is about right for me, giving easy starting, good top-end performance, reliable idle and instant pick-up. If I could afford it I'd up these percentages by 5%. However I use about 30 litres of fuel a year, so adding more nitro would add substantially to my fuel costs.

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