

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

Briefing commences at 0900 and flying 0930hrs \* 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' and 'Price Rite Fun Fly') \* Electric (any electric- powered model)

## \* 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

\* Roll-cuban-loop-roll-land in the shortest time from the

7 Events:

instigation of the roll.

the following suppliers.

supported us for this year.

4th overall and out of the prizes.

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 THIS IS A FUN EVENT WITH SAFETY PAR BE IN IT – JUST FOR THE FUN OF IT!

**Competition Directors - Mark Connor & John Parker** 

WRCS GETS SUPPORT

We are pleased to advise our Members that this year we have again received support for our X-mas Party from

**MODEL AERO** Peter Coles of **Model Aero Products** has kindly donated prizes **PRODUCTS** to WRCS over some time, and has again supported us. If you have need YOUR INTERNET for Peter's assistance, he can be contacted on 9975 5219 or visit his WAREHOUSE 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 of 335 Macquarie St, Liverpool (9602-2333 or 9602-2970; Fax: 9602-6298) have also

Centre of 858 Pittwater Rd, Dee Why

(9971 1977 or http://www.nbhc.com.au) have donated very valuable prizes.

MORZHERN BEACHES Northern Beaches Hobby

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.

Visit Col's site at http:// coltaylormodels.com We are grateful for the support

In Round 1, the defending Champion, Vaughan Oosthuizen was 7th up in the air and knew he had a real fight

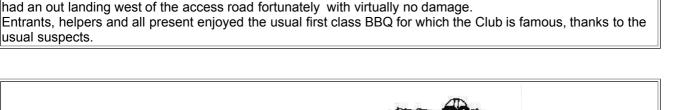
In Round 2, almost everyone improved on their first round scores. Vaughan flew a phenominal round, the best flight of the day which would otherwise have placed him as winner again, but the handicapper clipped his wings with a 15% reduction on his total (for the win in the last Cup competition) which eventually saw him relegated to

on his hands as Val Pinczewski had an earlier great score with which Val eventually won the Round.

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

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!





There was also a static display of many classic aircraft such as the Auster AOP MK9, Auster J2 Arrow, Boeing

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 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.

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" 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

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)

"The take-off and landing distances are incredible. Most military jets use 4,800 feet but the GNAT

The most impressive figure of all for this little tiger has a climb rate of 10,000 feet per minute. It's

Many snags and deficiencies emerged in Gnats in the early stages of their service, and continuous modification

1.35 Mach (850 MPH), rate of climb of 10,000 feet per minute, roll rate in excess of 360° per second and a

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

Bill Kemp described the GNAT in Sports Aviation Magazine:

like riding a Gazelle who sat in a pot of turpentine.'

gets airborne in 2,000 and lands in 2,200 feet. PHENOMENAL!!!

it an endurance of 2 hours and 15 minutes.

service ceiling of 48,000.

plus room for two pilots.

CLUB PERSON OF THE YEAR

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position.

All nominations to be submitted to Brian Porman.

Nominations are called for CPOY, this is an Award for services other than those carried out in an appointed

## MEETINGSMEETINGSMEETINGS 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 **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 **FUNFLY** Sunday, 25 November 2006

Col Taylor Models of Wagga Wagga has also provided some items for the X-mas Party door prizes. 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.

As previously announced, following 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

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

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 gatifying to know that somebody out there visits the

next year, so members should keep practising to get the standard and the competition even higher!

COLUMN 9.9

(incl. GST)

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

N3N-3, Percival Mew Gull, Percival Proctor, Percival Provost, Ryan PT22 Recruitt, Stampe SV4, Let AE45 Super Aero, Tipsy Belfair, Tipsy Trainer, Supermarine Spitfire Mk1a, (the only airworthy Mk1 in the world) T-6

Harvard.

formation with 2 Spitfires.

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







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 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

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. Endurance with auxiliary fuel tanks: 2 h 10 min Power plant: one Bristol Siddeley Orpheus 701 B.Or.2, axial turbojet, thrust 2050 kgf Armarnent: two 30 mm Aden cannon, 12 to 18 80 mm Hispano HSS-R 80 rockets or two 225 kg bombs THE "GLOBAL HAWK" U.S. AIR FORCE 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 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! Honey, I told you not to look in the mirror ... your make-up is



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 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

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