



WRCS CHRISTMAS PARTY by ticket only!!! at 4 pm

November 2006

on SATURDAY 9th December (dinner served at 6pm, bring along your ticket to hand it in!!) ain are catered for by McGoo's Spit Roast with lots of yummy food. Adults \$22; Children 5-12 \$10;

under 5 FREE

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

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)

> send cheque (made out to WRCS) and a stamped self address envelope to: Stefanie Grech 42 Fuller Street

HELICOPTER DAY -AUGUST 2006 Seven members participated as competitiors at this annual event, the weather was perfect with lots of

Placings: 1st Andrew Moss 2nd Lawrence Chiu 3rd Kevin Einstein SCALE DAY



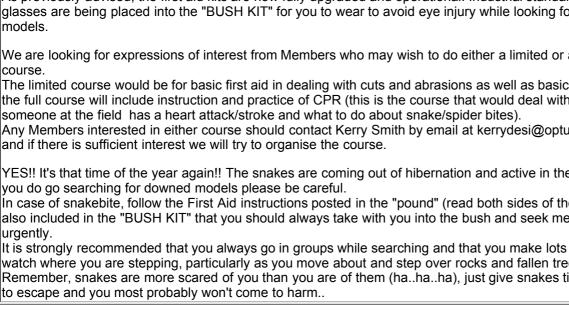
models.

result of his influence.

what!

Force.

the car-park with its throttle fully open.



was a nice looking take-off and it had just exceeded the height of the ridge tree-tops and was completing its first right hand bank, when the engine died on me. It has been a long time since I have had a dead-stick so soon after a take-off and before reaching a safe height. I might have been able to save her if not for my delayed realisation that the engine had actually cut out and before you could say the word 'rudder', she had lost too much height and disappeared into the trees at a roughly 11-o'clock south-westerly aspect. You know that sinking feeling after the thud along with the hope that the CFI was not watching. Fortunately he was, and George gave me very accurate crash site co-ordinates and I gingerly trundled out. Gingerly because I have a pathological fear of SNAKES! Furthermore, a couple of weeks ago, I completed my Senior First Aid Recertification and there was quite some discussion about snake bites which had already put the wind up me. In fact I had already made the decision not to enter the bush on the basis that my life is worth a lot more than

any model, thinking 'good luck to whoever finds it' and was about to walk away when kindly Cecil Ashley came trundling up and offered to help with my search. Cecil scoffed at my snake-phobia chortling that he had spent many hours over the years searching for his and other flier's planes and had never had a close encounter with

Without further ado, Cecil disappeared into the under-growth, leaving me standing on the border. I was really taken back by Cecil's generosity and listening to him thrashing around the bush allayed some of my anxiety and

While Cecil continued to walk up and down, I found a rocky mound which I clambered onto and scanned the

appointment. This he did, and I spent the next 20 minutes standing on the same mound hoping for I don't know

I should point out that in my younger days I spent two 'glorious' years of my life in the South African Defence

Let's just say I was not a happy camper! I know that many of you might be thinking what a sook...and you are right, when it comes to snakes. Come to think of it, I am not crazy about spiders, scorpions, sharks, box-jelly

Upon the realisation that I could not spend the rest of my life perched on a rocky mound somewhere in NSW, I ventured down and to my relief saw that I was pretty close to the track that extends behind the ridge. Throwing

Alas, after about 25 minutes, we met up and Cecil informed me that he had to leave to attend a medical

after a few minutes of very close scrutiny I found an opening in the under-growth and ventured in.

fish or any of the other dangerous denizens that our glorious continent has spawned.

area without moving, in the hope that Cecil would spot the wreckage.

Anyway I digress…back to the Dura-bat which on its first flight of the day, tracked nicely down the runway from

The Dura-bat's ground handling is so stable and she tracks so straight on take-off that I tend to gather as much groundspeed as possible by delaying rotation and then ascend in quite a steep climb. This I did and it really

I went about my business and soon had the Dura-bat fired up (yes George, after conducting a range and other pre-flight checks!). With the other fellas tinkering with their models I prepared to taxi onto the runway and completed the pre-flight T-I-S-C check drummed into me by the late and great pilot (he captained a 747 for many years) and modeller, Charlie Peake (Trims, Instruments, Switches, Controls) and off I went. Now, having been an active member of WRCS for 12 years I pride myself on having lost only one plane, and what a plane it was...a beautiful PT-19 semi-scale ARF that dropped a wing on take-off and re-constituted itself back into kit form through a series of cart-wheels and other highly impressive gymnastic manoeuvres. George actually witnessed this and when I returned with the splinters he had that 'well if you are not going to use the rudder, this is what happens' look on his face. He is right of course and I am now a much more rudder-aware flier as a

our CFI with a student, and another of the club's treasures, Cecil Ashley.

caution to the wind I made a dash for it and once on the track it only took half-a dozen steps further west, to discover the Dura-bat comfortably perched in a tree. Amazingly, there was absolutely no damage apart from one of the wing retaining dowels having snapped. The model obviously stall-dived into the trees, miraculously missed everything and came to rest on its side in between a v-shaped branch. I retrieved her easily and trundled back, the long way, to the field. The point of this story is to pay tribute first and foremost to Cecil Ashley as a long-standing WRCS member who clearly embodies qualities that set an example to us all. Equally, over the years I have witnessed many occasions where someone has gone down only to see a troop of other members follow him into the bush to help find what's left of the plane. And when you think about it, this propensity amongst club members to render assistance to each other, be it advice on a stubborn engine, scratching around a tool-box for a spare part or a bit of fuel-tubing or indeed standing by when a new flier takes those first few solo steps, really encapsulates the spirit that generally . Thanks again Cecil for reminding me about something important, it's people like you that make me proud to be Safe flying.....

Jonathan

actually taking sausages from the hotplate while the plate is still red hot!! We've seen this previously from the CONGRATULATIONS

THE COVER PIC STORY

Dave Pound's Spitfires

As reported in earlier issues of the Mag, David Pound has 2 Spitfires which are entered in Scale Days, one classifies

for the Large Scale military (pictured left) and one for the Small Scale military class (pictured

it is scratch built.

The smaller 66" Spitfire was scratch built then rebuilt by Dave, with Magnum 90 4 Stroke power plant, a 14x8 master prop and features 6 servos, retracts, and pilot ejecting system, total weight is approx. 4kg. A little novelty (as has been the subject of quite some amusement) is that

Dave's large 96" Spitfire is in the over 7kg military class, it has an Enya 1.80 power plant, an 18x10 master prop and features retracts, 6 servos, and weighs in at approx. 10kg,

below).



as to where the engines or motors can be started. This latest version of the Rules is on the Website for all

or clarification required by the Members should be proposed in writing by notifying the Secretary.

It was also resolved unanimously that the Rules are to be held by the Secretary. Any amendments suggested

When Seattle said they had a new air cooled engine I did expect something more sophisticated!

> Lockheed's famous range of Constellation aircraft which revolutionised air transport during the late 1940's and 1950's. It is similar to the Super Constellations used by Qantas during this period as

their main long range passenger aircraft and pioneered their around-theworld service. This service was the first such trans global

service in world airline

affectionately known), was built as a C-121C for the United States Air Force, serial number 54-0157, c/n 4176, and was delivered on the 6 October 1955 when it

'Connie" (as it is

members to access.

aircraft companies, halved the record to fly all the way around Australia with Kingsford Smith in June 1927 and (also with Smithy) co-piloted the first flight from California, U.S.A. to Australia across the Pacific Ocean in 1928 in the "Southern Cross". A little known fact is that Ulm wasn't actually licensed to fly a plane at the time of the crossing of the Pacific Ocean in 1928 to be met by 25,000 cheering fans at Brisbane's Eagle Farm Airport. The flight begun in Oakland, California, with the first stage of 3,840 km to Hawaii. This stage took 27 hours and 27 minutes and was uneventful. Stage two was to Fiji, some 5,020 km away. Just about straight away they ran into a storm which Smithy fought to the point of exhaustion before handing the controls to the yet unlicenced Ulm. With luck, they reached Suva some 33 hours later, and then on to Brisbane and the realisation that trans-Pacific commercial flight was possible. After being feted in Sydney, Smithy and Ulm carried on to England and then across the Atlantic and America to Oakland and the first around-the-world flight. hery were both awarded the Air Force Cross. for this achievement. Later that year they made the first trans-Tasman flight, from Sydney to Christchurch, New Zealand and

1992 at Pima Air & Space Museum and in September, 1994 the Super Constellation took to the air after nearly eighteen years on the ground. Another solid year of work was required to prepare the aircraft for the Pacific crossing and in late 1995 final flight training was undertaken. On the 3rd of February 1996 the Super Constellation VH-EAG arrived in Sydney after an incident free crossing of 39.5 hours flying time. Stops on the delivery flight to Australia were made at Oakland, Honolulu, Pago Pago and Nadi. The major difficulty in the restoration process was the need for the volunteers to continually travel to Tucson to carry out the restoration work, this was time consuming and costly. However the assistance given by organisations and the countless individuals in the US and Australia eased the volunteers' burden and made the restoration process a rewarding experience. Brief statistics on this project were: 16,000 man hours were expended on the project (all volunteered) Some \$800,000 in cash was raised, and approximately \$1.2M was raised in sponsorship services 47 team trips were mounted, each averaging 14 days; 38 hours of crew training was accomplished before the delivery flight Lockheed Super Constellation VH-EAG Fact Sheet Lockheed L1049-F/C-121C Super Constellation Length 35.4 metres 116 ft 2 in Wing Span 37.5 metres 123 ft Height 7.5 metres 24 ft 9 in Max. Take Off Weight 115/145Octane Fuel 137,500 lbs 62,370 kg • 100/130 Low Lead Fuel 120,000 lbs 54,545 kg Max. Landing Weight 51,256 kg 113,000 lbs 115/145Octane Fuel 46,039 kg 101,500 lbs • 100/130 Low Lead Fuel 24,790 litres Max. Fuel Capacity 5453 Imp. gallons 830 litres **Total Engine Oil Capacity** 186 Imp. gallons 300 mph (260 knots) 480 km/h Max. Cruise Speed 185 km/h 115 mph Approach Speed Stall Speed 96 mph (83 knots) Landing Configuration 153 km/h 194 km/h 119 mph (104 knots) Clean Max. Range 5,560 kms 3450 miles (2996 Nm) 16.5 Hours 16.5 Hours Max. Endurance 25,000 ft 7,620 metres Max. Cruise Altitude Crew Civil Version 5 Technical and 4 Cabin Military Version 4 Technical and 1 Cabin **Passengers**

> 59 - 87 Qantas Configuration Up to a maximum of 106

4 Curtiss-Wright TC18 EA3

Each engine has 3 exhaust power recovery turbines delivering 112 kW / 150 hp each (at take off)

SEE!!! They do fly JUST FINE!

Hamilton standard 43H 60. 3 blade (aluminium), constant speed, full feathering,

with it's #1 engine.

4 Curtiss-Wright R3350-93A

2702 kg

55 litres

2535 kW

2148 kW

1080 kW

445 litres

9 litres

4568 lbs

3400 hp

2880 hp

1450 hp

The question often posed in discussion between people is what would happen if the engine fell off! Obviously each case depends on its own circumstances, but most probably nothing will happen, other than you will make an unscheduled landing. For example, back in October 2004 a Boeing 747-200F Cargo Plane had a problem

100 lmp. gallons 2 Imp. gallons

2900

2200 800

54"

52"

3350 cu in

Fuel injected, twin row 18 cylinder turbo compound supercharged radial engine

Civil Version

Civil Version

Military Version Power Plant Weight

Displacement

Maximum Power

Cruise Typical

Overhaul Life **Propellors**

Propellor

the dunes at the other side.

RPM

• 115/145 Octane Fuel • 100/130 Low Lead Fuel

115/145Octane Fuel

100/130 Low Lead Fuel

Cruise Power (Typical at 200 Knots)

Maximum MAP (Manifold Pressure)

reversible.

Approximately half engine speed

(This article is referenced from the HARS Website : http://www.hars.com.au/index.html)

Fuel Consumption (Per hour/engine at cruise)

Oil Consumption (Per hour/engine at cruise)

Engines

RPM Take Off

Military Version

They landed to have it checked out, only to find out it had fallen off! The pilots did not even know it was gone, just was not working. AND LOOK!!! The plane landed just fine! Understand that this is a Cargo Plane ... so

to see some good press. The Cumberland News had a half page article the other day on Nigel Hawes and Brian Collins who have just become the first to fly an electric powered model plane across the Channel on 8 July. They built a semi-scale Tucano and did the 21 miles from Dover to Sangatte in 63 minutes (having driven 400 miles from Carlisle to get to the beach). They hand launched from the beach and then leapt into a hot water bottle with a big outboard motor on the back

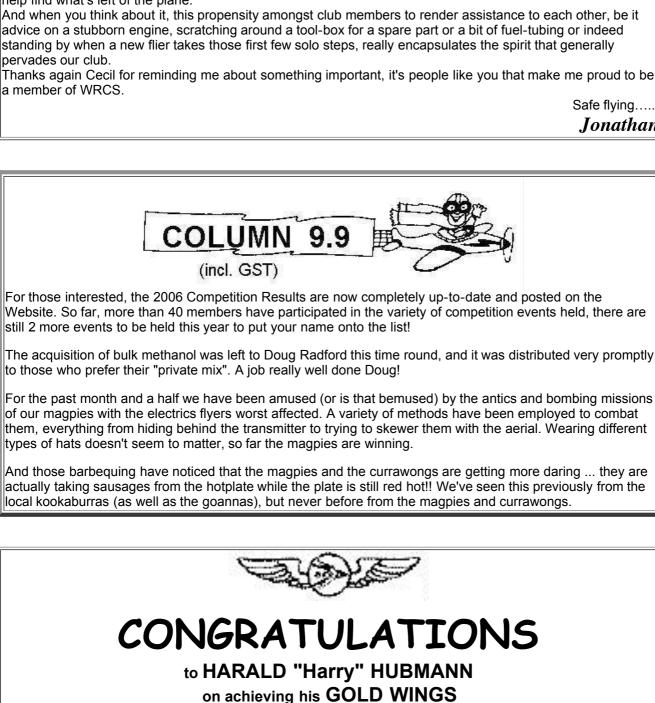
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(particularly difficult for Brian who is in a wheel chair). They chased it all the way but had to blind land it behind









Base at Tucson, Arizona in June 1977. This aircraft was identified by HARS as a possible restoration project in 1991 after a thorough survey was taken of the airframe. the survey indicated that the airframe was very sound despite its lamentable condition. Considered obsolete and of no further use, storage maintenance ceased in 1981 and as a result was designated of scrap value only. In addition most of the engine accessories and instruments had been cannibalised. Failure to reseal the aircraft after an inspection permitted access to legions of birds to nest and foul the interior over many years. This in turn discouraged the scrap metal merchants from bidding on the aircraft due to the infestation of guano and the subsequent imperfections that it would cause in the smelting of the aluminium. In November 1991, HARS started what was to become a major project when 54-0157 was placed in its care for restoration and delivery to Australia. Relying solely on volunteer labour and aiming at a high standard of restoration and serviceability, the project was to take five years. The restoration work commenced in May,

was allocated to the 1608th Military Air Transport Wing based at Charleston, South Carolina.

On the 25 July 1962 it was transferred to the Mississippi Air National Guard and on the 14th of February 1967 it moved on to West Virginia Air National Guard, where it served for the next five years. Connie's last active duty was with the Pennsylvania Air National Guard from mid 1972 until its relegation to storage at Davis Monthan Air

you are unlikely to ever fly on an aircraft like this, but it does show just how safe they are... Kalitta Air operating from Chicago's O'Hare International Airport left bound for New York's Kennedy International Airport when it experienced mechanical difficulties with one of the four engines. Five crewmembers were aboard the cargo plane which landed safely at Detroit Metropolitan Airport after dropping an engine, probably somewhere over Lake Michigan. When the plane landed, flight officials discovered the engine (one of four Pratt and Whitney JT9D models which are recognized for their safety and reliability record) not only was a mechanical loss but was physically gone. Not much modelling news! After months of silence, Mike Minty finally made contact just to inform us that he has had very little to do with modelling for months but is otherwise well. He's spent some time in the Lakes District (UK) and has spent some time at the Cotswold Gliding Club (the real stuff). He did dust off his Zagi but he has nothing to report about models. He found some sexy modern fibreglass gliders with very interesting wing plan forms like this Duo Discus and he rather liked their mobile control tower too. Mike does report that it makes a change