

**NEXT MEETING IS ON
TUESDAY 9th OCTOBER 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

OCTOBER 2007



David Pound looks on as Grant Furzer, Brian Porman and David Menzies prepare the Stuka for flight at Shepparton 2007 (report inside)

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS

The next meeting will be held on Tuesday, 9 October 2007 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. The next meeting after that will be on Tuesday, 13 November 2007

**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

Pre-purchase your tickets for your chance to fly a
707!! If you buy your tickets by the end of the
Club Meeting on 9th October, you will go into the
draw for a 2 hour session in a 707 Flight Simulator!!

Raffle 1 - tickets are \$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

Raffle 2 - tickets are \$5 each, Prize:

2 hour 707 Simulator experience at the Richmond
RAAF Base kindly donated by RAAF 33 Squadron

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



THE SU-30MK



In January 2007, after watching a movie of an SU-30MK doing all kinds of manoeuvres, M.Gen. Hank Stelling USAF (Ret) wrote:

"This remarkable aircraft and its pilot demonstrate what I thought impossible for a high speed jet fighter. In the SU-

30MK, Russian aviation has surpassed that of the US and its NATO allies. This truly impressive fighter can stall from high speed flight to stop in less than a second. It can fall back on its tail, without compressor stall, and go into a flat spin and recover in less than a minute. There is no aircraft in any country's inventory that could stand up to it in a dog fight."

Sounds like a compliment from a most unlikely source if I ever heard one.

R/C DEFINITIONS

"PROPELLER" - Handy tool for removing excess skin.

"GLITCH" - What you holler when you pull up elevator while flying inverted at 10 feet

"FAIL SAFE" - Option on a PCM radio that allows a pilot to choose whether to crash near him or a long way away.

"LANDING GEAR" - A structure designed to separate the fuselage from the runway after landing. Does not always succeed in doing so.

"LANDING" - A test of strength between your plane and the planet. Comes in multiple forms.

Good - The plane comes in contact with the ground and all the pieces remaining together.

Average - The plane comes in contact with the ground and most pieces still there.

Bad - The plane comes in contact with the ground and all pieces grow in number, but diminish in size.

"LBS" - Abbreviation for pounds generally used to describe how much over weight your plane is.

"LUCK" - Comes in multiple forms

Plain luck - Very sparse on your side, but plenty with your buddies, but they refer to it as skill

Tough - This is what you usually have. Your flying buddies refer to it as lack of skill.

Bad - see tough

Good - What you need the most

"MEAN AIR CHORD" - That nasty minor eighth note caused when your wings snap and whack themselves together

HINT #6 - by *Blackfingernail*

When setting up a new plane, always check the ailerons/wing tips for incidence and if you have flaps that are a flying surface then check the incidence for them as well.

SCALE DAY



Sunday, 21 October 2007



**Classes: Military,
Civil, both Small
and Large Scale.
Scale helis
welcome**

Special aircraft category is

“GOLDEN ERA”

That is, any any aircraft with a racing pedigree that was designed or flown prior to 1939. This usually means civilian aircraft but there were some military planes that qualify, if in doubt, ask!

**THIS IS A FUN EVENT WITH SAFETY
PARAMOUNT
Competition Director - Mark Rickard**

SHEPPARTON MAMMOTH SCALE FLY-IN

report by Col Buckley

photos Col Buckley and Doug Radford

You reckon you've got a big one! It was a case of 'Mine's bigger than yours' all weekend at the recent event at Shepparton. With a minimum of 80" wing span, this event attracts the BIGGEST models from all over Australia.

WRCS was well represented with Dave Menzies + spouse, Ron Clark + spouse, Grant Furzer,



Brian Porman + spouse, David Foster, Peter Coles + spouse, Col Buckley, Doug Radford, Garry Welsh + spouse Tom Sparkes + spouse, David Pound, Des Rim + spouse, Barry Mason + spouse and Mike Close all making the nine hour plus journey down to the northeastern end of Victoria for this annual event.

We arrived Friday afternoon at Valley Flyers field to be greeted by a very blustery wind. No one was game to throw an airplane into the air and after a general look it was back to the motel to put the finery on for our evening meet at The Peppermill motel



where they serve the best and biggest servings in Shepparton. Saturday dawned fine and clear with just the faintest of breezes.

ANYONE FOR PATTERN?

In mid-August, Shane Austin and Ron Clark attended the Pattern Competition held at Queenbeyan Model Aero Club (QMAC), the conditions were very cold, overcast, windy and very difficult



Right: This was Ron Clark's first competition in pattern and he got a great result, coming third in Sportsman!!



Left: Shane Austin's model partly hidden by his legs, Shane competed for the very first time in "Expert" class having been recently promoted from "Advanced", and he came second!

CAN ANYBODY HELP?

In the mid-90's there was a company called Crest Manufacturing Industries based at 5 Carrington Ave, Cromer, who made padded wing bags at a very modest and reasonable price. Does anyone know what happened to this company and if padded bags are still being made by anyone?

Please inform your Editor so we can find out more details to inform the members.



GOLD WINGS
CONGRATULATIONS to
MICHAEL SABIRO on achieving his
Gold Wings for Helis



MOP045 MOBILE PHONES!

Members are reminded of the MAAA Mobile Phones at Flying Fields Policy (MOP045) that has been the rule at our flying field since 2004 that the use of mobile phones **IS NOT PERMITTED** at the Belrose Flying field beyond the connecting bridge from the carpark. There is at least one recorded event (at another Club) where a mobile phone has affected the operation of the radio control equipment. Members are required to turn off all mobile telephones before crossing the bridge.

HINT #5 - by *Blackfingernail*

When you are dismantling an engine check your bearings for rust if the balls in the bearings are bright and shiny there is no rust in the bearing if the balls are mat and not shiny the balls in the bearing have corroded and need replacing. So don't let your balls go rusty guys!!



Dave Menzies stood in line and before long his white electric Piper Cub soared into the air accompanied by another five aircraft, the most permitted number of planes in the sky at

any one time. He was soon followed by Peter Coles with his



Sopwith Camel and then Doug Radford and his clipped wing Piper Cub and Tom Sparkes with a Turner Special. Those that didn't fly acted as general purpose hands to those that did.



Gee Bee, Grant Furzer with a Stuka, Ron Clark with his smaller Gee Bee, David Foster with a



Conditions were ideal and even though there were over 150 aircraft and some very keen pilots, our lads managed around four flights for the day each.



In the pits there were aircraft to suit all tastes. Twins, even four engined bombers, World War I warbirds right through to the all powerful, all noisy pure jets. ARF's, kit and heaps of scratch builds were gawked at by our crew as they toured the pits marvelling at the time and money that had been spent to

get the aeroplanes as lifelike as possible.

After conducting this event for over 20 years, Valley Flyers had radio procedures, frequencies, queuing and apportioned flying down to a fine art. Catering was on site as was Col Taylor Models with benches of "must have" stock. Ron Clark couldn't resist and invested in a back-up Texan. We all spent a minimum of \$50 on bits and pieces for our hobby and we could see dollar signs light up in Col Taylor's eyes every time we rocked up to his display.



The WRCS boys flew well and strong and all came home with complete models.

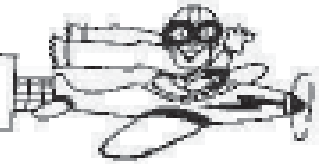
We woke on Sunday to overcast skies and a strong easterly wind that had a bitter knife's edge. After breakfasting at "The Golden Arches", we made our way to the field. Hot coffee could have been sold at \$100 per cup



and there would still be queues. Dave Menzies was first in the air. It was bumpy and downwind, models charged along at breakneck speed. All our lads eventually had a fly and all landed safely.

COLUMN 9.9

(incl. GST)



The good thing about October is ... with daylight saving around the corner, the late Friday afternoon "Twilight Flyers" will soon be back in action.

Preparation for the Christmas Party on 8th December are well on track, tickets for the party and raffle tickets are on sale, see Warren Lewis.

At the September meeting it was decided that the Team Combat Trophy will be known as "THE BRADBURY CUP" to celebrate the "last man standing".

It was also decided that from now on the Tim Cowan Memorial Trophy (the major trophy at October Scale Day) cannot be awarded to an ARF model, but ARF's are eligible for all other trophies.

Whilst in Bath (the city not the tub), Mike Minty noticed 8 hot-air balloons drifting over in a long line. He fancied the idea of a balloon flight so checked where they were coming from and found the flights were £139.00 per person Mike decided to watch from the ground.

Minty also reports that he was in a pub the other evening looking for real ales (there's a surprise – one of the major reasons for his trip) when he spotted the guest ale – Arkell's "Moonlight" which had a picture of a Lysander on the pump and the legend "he landed by moonlight". The barman didn't know why so Mike checked on the internet and found Peter Arkell OBE now aged 80 flew them during the war in both France and Burma. Apparently it was a nice beer too!

WHAT

takes 3 minutes to view, shows fantastic in flight movies of Stan Begg's Kittyhawk, David Pound's Spitfire, Col Simpson's FW-190, Stuart Maxwell's ME109, Tom Sparkes' Fokker Dr.1 and Grant Furzer's TU-95 "Bear"?? It is the movie of the WRCS May 2006 Scale Day that was shown at the September meeting. If you weren't there your missed it (and a great meeting)!!

The movie incorporates true-life Merlin engine sounds and the sound of firing guns and cannons as in a dogfight (as the Spitfire did a victory roll, we had to assume it won). It also has lots of other features, including static pit area shots of John Channon's D-VII, Dennis Grech's Stuka and Simon Press' P-38 and views of our field. Thanks to Todd Porman for the filming and editing of this fantastic feature. If we can, we will try to put it on the Webpage for all to enjoy.

B-29 Dina Might

Andrew Moss brought our attention to a Website where you can view the world's largest radio control model fly. The model measures in with a wingspan of almost 30 feet, weighs 463 pounds and runs off 4 x 160cc engines. View the video at:

http://www.gizmondo.com.au/2007/09/video_of_worlds_largest_rc_air.html

The model hails from Belgium where they have either brave or foolhardy people who start engines with a finger spin of the propellers. Better him than me!

LOST & FOUND

An AC/DC charger has been found, if you have lost one recently, claim it from Mark Connor

Grant Furzer had a few nerve wracking moments as his Stuka refused to accept commands and it looked like it would disappear into a copse in the far distance. Skilful handling brought it back to fly another day.

It was decided to have a WRCS + spouses lunch at 'The Olive Grove', a delightful restaurant on the southern outskirts of Shepparton and then it was back to the motel to talk about models, wine, sex, marriage plus our current government woes over cheese and bikkies and copious amounts of fermented grape juice.

Most of us set sail back to Sydney on Monday, a day which was still very overcast and windy.

For those who have never made the pilgrimage to Shepparton in September, I strongly suggest you take a monster plane down there or just go as a spectator. It really is an eye opener and I found out that most of the blokes down there had one a lot bigger than mine.



Was it really that cold?

THE RUBBER PLAGIARIST

At the September meeting it was agreed that at the Christmas Party there will be a fly-off of this rubber band powered model for those interested in building one. The miniaturised plans are on pages 10-11, a full scale plan is available for you to download from our Webpage but if you decide to use the plans in this issue, please note that the scale markings on the X and Y planes are the equivalent of 10mm so you will need to enlarge the plan.

If you lay it out properly you need only a single sheet of 1/16 x 4 x 36 in balsa for this 24 in fun flyer (without making a hollow stick fuselage with tissue covered flying surfaces). Nothing extra is needed except a 7 in plastic prop, a scrap of tissue, a cocktail stick and a stub of tube for the shaft bearing. Plus, of course a small amount of cement, dope and rubber. Apart from the wing root and ribs, everything is straight lines, making the transfer to balsa simple, since very little tracing need be done; a 12 in straight rule is really essential for cutting out.

Pick a soft sheet of balsa to keep the weight down and if there is a slightly harder edge, try to arrange to use this for the narrow strips needed for the fuselage. Cut out the wings, tailplane, fuselage bottom and fin; you will probably have to butt join a small triangle to make up the fin. Make up the two fuselage formers B1 and B2 over the drawing, trimming off ends when the cement has set and erect on the fuselage base. Use a matchbox to ensure that they are square and also to square up the nose panel side panels. Fit the two top longerons at the nose, the wing mount (two pieces angled to the dihedral angle) and the rear top spine and tail panels. Complete by cutting spacers to length and inserting, including the rear rubber anchorage and the top nose panel. The extra spacer between the longerons is only needed if the longerons are very soft.

If you wish to add an undercarriage you will also need celluloid wheels, bend the undercarriage and cement into place, adding a patch of tissue (paper hanky type will do) with cement rubbed through, to reinforce.

WERE YOU CONFUSED?

APEC is thankfully over and we no longer need to concern ourselves whether the flight exclusion zone included our field or not. It was clear that in the legislation the word "aircraft" included our models regardless of size or means of propulsion and that unless we were given an exemption then no flight was to be permitted.

Members of the Committee were concerned and were in communication with MASNSW and eventually in mid/late August our Secretary received confirmation (supported by a map) from Bob Carpenter (MASNSW V-P) that we were exempted and we were OK to fly at Belrose.

This is the information and the map that went up on the Webpage (and subsequently was proven to be correct).

Later (in early September), we all received the MAS Newsletter which showed a different map and a report from Bob Davison (CASA Liason MAS) which clearly showed that we should not have been flying at the field during the APEC period.

The confusion was explained by Garry Welsh, our MAS representative, who confirmed that the "Davison Report" was only a proposal but that the "Carpenter Report" was the final word (even though the "Davison Report" was circulated to all MAS members after it).

If you, like your Editor, were confused at the time as to which was the relevant ruling then you don't have to feel alone any more.

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

A BIT OF WRCS HISTORY

In the day-to-day running of the Club we are reminded of WRCS' history, recently in order to make submissions to the Valuer-General to revalue our lease, this article from the Manly Daily on Saturday, March 4, 1977 was found by our Secretary with the assistance of John Macritchie of Manly Council Library.

Model Plane Project to Help Lagoon

A land restoration project at Belrose by Warringah Radio Control Society will remove a significant hazard to Narrabeen Lagoon. The Society, which has been operating radio controlled model aircraft alongside Mona Vale Road in Terrey Hills, [where the Par 3 course now operates] has been searching the Shire for several years for a safe, permanent location.

It saw an opportunity in 1976, after a quarry and mine off Morgan Road, Belrose, was closed and applied to the Lands Department to use the area.

The mining operation had begun an erosion process which, if unchecked, threatened to fill or burst the dam, allowing hundreds of tons of silt to be dumped into Narrabeen Lagoon.

Because the Society's plans for gentle contouring, grassing and revegetating of the valley was consistent with the interim development order covering the area, the Society was granted permissive occupancy in late 1977.

The plan envisages a broad grassed surface for flying operations, shelters for modellers and spectators, and a lake for model boats.

Barbecue and playground areas will enable enthusiastic spectators and their families to enjoy the pleasant bushland.

The President of the Society, Mr Peter Bennett, of Beacon Hill, said the Society had arranged to fund the major works from members' contributions.

We were reminded by member Peter Clarke that in the mid 70's Bob Bellyea, the Managing Director of Lowes, used to spend his lunch hours poring over plans at the Lands Department until he found the site. Peter accompanied Bob to check the site out, the rest as they say is history!

Lightly sand the fuselage to remove any irregularities, then cover each side with one piece of tissue, with a third piece for the nose top. Lightly watershrink and ... when dry, apply a thin coat of dope. Sand the tailplane and fin thoroughly and cement to fuselage, checking that they are exactly horizontal and vertical respectively. Add the sub-fin.

Drill for the motor peg (twirling the cocktail stick will probably do it) and cut the stick to length. Also drill just in front and behind the wing mount at a shallow angle and cut two pegs from the rest of the stick, cementing firmly as these take the wing retaining band(s). Laminate the noseblock from odd scraps of 1/16 in, making the rear lamination a good plug-in fit in the fuselage nose. Cement in a stub of 20 or 22g aluminium tube, or cement a cup washer on the front and rear to make a shaft bearing. Bend up a 22swg wire shaft to suit the propeller and cover the hook with rubber tube or the sleeving slip off a piece of electric flex.

It is best to dampen the wing panels lightly and pin them down over the ribs, or, if this is too fiddly, over a couple of pencils laid end to end at about 1/3 chord position. Allow to dry, then cement the ribs in place, skewing pins through from the top so that the panels can be laid flat and the leading and trailing edges pinned down until the cement is thoroughly dry (overnight). Sand the roots to a close fit when one wing is flat on the board and the other has its tip raised 5 1/2 in. Cement them together thoroughly, leave to dry, sand all over.

One loop of 1/4 in rubber 10 in long provides the power. Lubricate, then hook on to prop shaft and wrap a small rubber band or a couple of turns of knitting wool round. Find the other end and wrap this too, leave a 1/4 in diameter loop. Dangle down fuselage and find the loop with the motor peg. Attach wing with one modest rubber band doubled, or two small ones and check balance is about 1 1/4 in behind leading edge at wingtips. Add a little bluetack on nose or tail if necessary, then glide test.

Try power flights with about 80-100 turns, breathing on rudder to warp it (or crack and cement it) if needed. Performance on 250 turns or so may well surprise you!

THE "RUBBER PLAGIARIST"

The full scale plan is available for you to download from our Webpage. If you decide to use the plans in this issue, please note that the scale markings on the X and Y axis are the equivalent of 10mm

Simple lines and no non-sense construction add to the appeal of this rubber job.

Unusual change of section from rectangular to triangular results in a pleasingly different appearance

The fuselage is built onto sheet balsa base, make the formers accurately and a true fuselage is bound to result

