

**NEXT MEETING IS ON  
TUESDAY 14th OCTOBER 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**

**OCTOBER 2008**



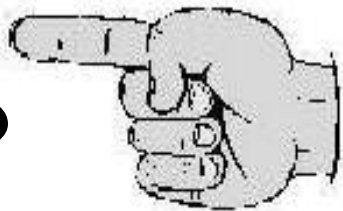
**Jim Masterton with his award winning  
Bucker Jungmeister at May Scale Day**

**MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS**

**The next meeting will be on Tuesday, 14  
October 2008 at Tennis Cove, Eastern Valley  
Way, starting at 7.30pm. The next meeting after  
that will be on Tuesday, 11 November 2008**

**POSTAGE  
PAID  
AUSTRALIA**

# DID YOU MISS IT?



Did you notice that you did not receive a Newsletter for September? Did you miss it?

Your Editor went on holidays and in any case there was insufficient material to warrant the expense of publishing a Mag for the month. Does that enthuse you to contribute to make sure it doesn't happen again?

By the way, if you know anyone who does not receive this issue, it is because they have not renewed their WRCS membership. Tell them not to come whinging to the Editor or any Committee member, they will not get any sympathy around here.

Also please remind them that without the new membership they can't open the gate, and **THEY ARE NOT PERMITTED OR INSURED TO FLY**

## Warringah Radio Control Society Inc.

President	Colin Simpson	9419 7844(w)	0412 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:	Dean Schuback	9638 5563(h)	0414 630 027
helicopters:	Shane Austin	0412 453 351	
Editor	Tom Wolf	9371 0843(fax)	0411 339 590

Damn, that was a big budgie!



## TRIVIA CORNER



### Nancy Bird-Walton (1915-)

Founder of the Australian Women Pilots' Association, Nancy Bird-Walton was born in Sydney, on 16 October, 1915, when she was 4, she attempted to launch herself off the backyard fence after hearing news about the Great England-Australia Race. Aged 13, she went for a joy flight in a Gipsy Moth aeroplane at a local fair and her future was decided.

Despite her actions being unapproved by her father, Nancy's first flying lesson was conducted by Charles Kingsford Smith in 1933. In 1935, she was hired to operate the air ambulance for the Far West Children's Health Scheme flying her own Gipsy Moth.

# You don't have to be a golfer! Just imagine, at dawn the telephone rings:

"Hello, Senor Lucky? This is Ernesto the caretaker at your country house."

"Ah yes, Ernesto. What can I do for you? Is there a problem?"

"Um, I am just calling to advise you, Senor, that your parrot died."

"My parrot? Dead? The one that won the International competition?"

"Si, Senor, that's the one."

"Damn! That's a pity! I spent a small fortune on that bird. "What did he die from?"

"From eating rotten meat, Senor"

"Rotten meat? Who the hell fed him rotten meat?"

"Nobody, Senor. He ate the meat of the dead horse."

"Dead horse? What dead horse?"

"The thoroughbred, Senor Lucky. He died from all that work pulling the water cart."

"Are you insane? What water cart?"

"The one we used to put out the fire, Senor"

"Good Lord! What fire are you talking about, man?"

"The one at your house, Senor! A candle fell and the curtains caught on fire."

"What the.....!!! But there's electricity at the house!!! What was the candle for?"

"For the funeral, Senor."

"WHAT BLOODY FUNERAL?!"

"Your wife's, Senor...She showed up one night out of the blue and I thought she was a thief, so I hit her with your new Tiger Woods Nike Driver."

COMPLETE SILENCE ..... then Senor Lucky says:  
"Ernesto if you broke that driver, you're in deep shit."

# SCALE DAY

Sunday,  
19 October 2008



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

**Scale helis welcome**

**Special aircraft category is  
"multi-engined models"**

**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))**

# BOWYLIE '09

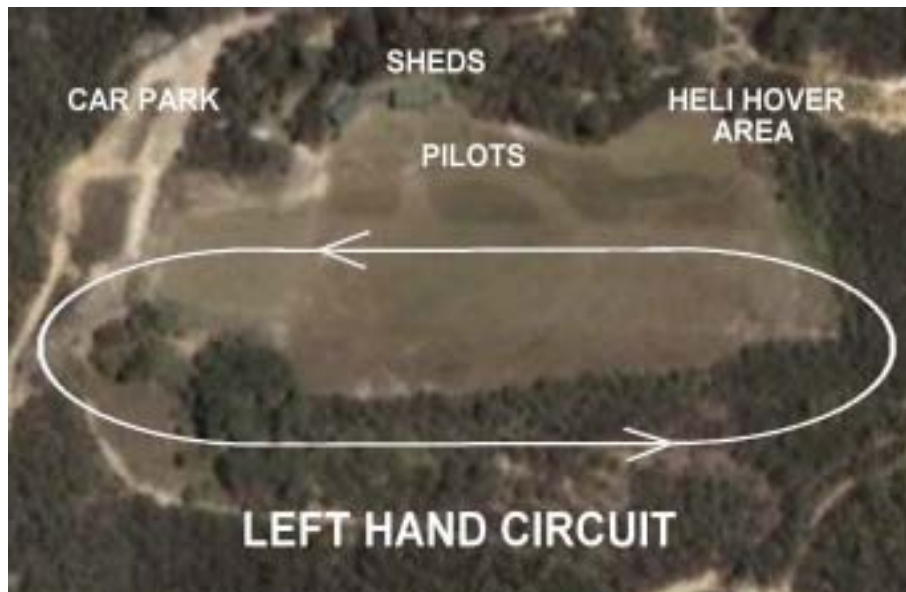
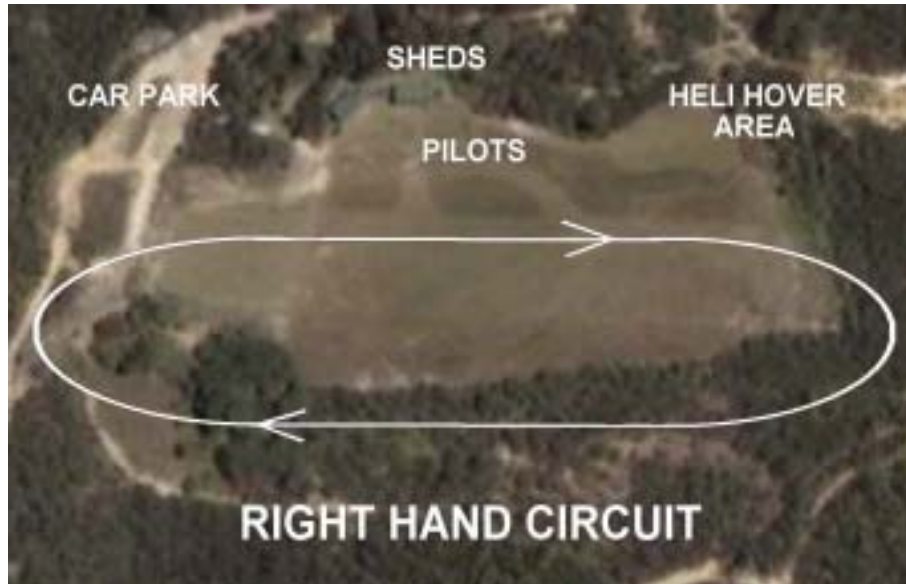
The **Dick Smith Bowylie Giant Scale Event** will be held next year from the **10th April 2009**.

Unfortunately it is 2 weeks after Adelaide and during the Easter period, however as the premier event of the year it must be worth being involved in.



# TO SIMPLIFY THINGS:

In case you didn't follow the detailed description in the August Mag about the circuits to be flown at Belrose, here are some simple illustrations to clear it up.



# BLAST FROM THE PAST



Former member Chris Venter writes: *"Going through my old papers I came across an old Newsletter 1991. Front page shows competitors in a fun fly in September. I believe most of the guys in the photo are still very active in RC. It brought back many great memories of WRCS and thought it might still be of interest for your webpage in the 21st Century."*

Thanks for the memories Chris!



David Pound; Simon Cornish; Chris Venter Snr; Stuart Cohen; Chris Dawson; Bob Flint; Chris Venter Jnr; Francis Bennett, Peter Gaunt

## COLUMN 9.9

(incl. GST)



You would have thought that by now it couldn't happen. A heli pilot shot down Col Simpson's racing plane, he hadn't put his key in the board before he went down to the hover area (in fact he claims he didn't know that he needed a frequency key at all and did not have one)! The President was a bit p....d off at losing his plane on Race Day at take-off. To compound it all, the field was notified to be closed to all flying during the competition, and this included the hover area!

As it turned out, the Race Day competition was cancelled for the year as there were insufficient entries, and the Committee is reviewing whether the Race Day and the Fun-Fly events will be held in the future. So if you wish for these events to continue make sure that you attend the November Fun-Fly!!

Patrick McGrath, one of our long term members, is having a dispute with the distributors of a make of 2.4GHz gear and is interested in hearing about other members' experiences, particularly with the brand that Ron Clark and Tom Sparkes have had difficulties with (we don't publish the name because we don't want to invite expensive product defamation litigation). If you can assist, please contact Patrick.

The August Meeting acclaimed by applause Kevin Einstein who recently competed at the 3D Masters - The World 3D helicopter championships based in Northampton, UK. This achievement is more incredible when you consider that Kevin has a hearing disability and cannot hear the music accompanying his aerobatic flight!

## SOARING CORNER

by Stephen MacMahon



This month, the writer carried out an interview with our former CFI and RC guru, David Menzies.

David has been one of the long standing members of WRCS, right back to the days when the Jack Black Field was initially established from a disused quarry and was also a commercial instructor for many years.

David was my first introduction to RC as his student and he later assessed me for my Gold Wings. He is a personable chap and is a real foundation of knowledge.



- David, when did you first start flying radio control models?**  
*I first started flying RC model aircraft back in Scotland in 1962 as a 17yr old. I still have some of my gear; A Terrytone Transistor receiver which was home built. I also had an RCS Guidance system (Commercial) and an Elinie Commander Escapement (Compound). I am uncertain if this system still works but I have it on my agenda for a future project to try to resurrect it.*
- When did you first start flying gliders?**  
*I first started flying gliders about 15 years ago. My first gliders were 1200 – 1500mm wingspan with a small Cox 049 motor to get it going.*
- What Type of sailplanes do you enjoy flying the most? Bungee / Electric Assist / Slope Soaring?**  
*I have only used a Bungee a couple of times and my main criticism is that more organization is needed to set it up.*



*I much prefer Electric assist as you can do it when the fancy takes you. Nowadays, with Lipo batteries and brushless electric motors, the electrical energy required is not a great weight penalty. I do enjoy slope soaring but I usually only do it a few times a year.*

- **Have you ever been interested in aerotowing sailplanes?**  
*Yes I am indeed interested but have not yet followed it up, as I don't have a suitable sailplane at present.*
- **What type of glider design do you prefer, ailerons or no ailerons?**  
*All my gliders so far have been rudder and elevator only. I particularly find the V-tail configuration very satisfactory. I am planning to build a 2.0 meter Spirit sailplane and will fit airbrakes to it. I am particularly building this for use at Belrose.*
- **What wing type do you prefer? Dihedral or Polyhedral?**  
*I am not particularly fussed. A dihedral wing type is much easier to build and keep straight. A polyhedral wing type is much prettier.*
- **What thermalling technique do you think is best suited to Belrose?**  
*A good knowledge of the prevailing winds and weather forecast will help in deciding where to fly to find thermals. Searching the corners of the field is a good area to start. When the sun is at its peak, thermals will form consistently over the strip but situation awareness is paramount especially if powered aircraft are flying circuits. I agree with the writer in that when circling in the vortex of thermals, the best lift will be when circling with the rotational direction of the thermal rather than against it. It is only trial and error to which rotational direction the thermal is turning. It can be clockwise or anticlockwise.*
- **Over the years, are you finding your thermalling techniques are improving with terrain knowledge?**  
*Yes, this is true. Over the years of flying sailplanes, experience has taught me to recognize lift. From this experience, I can develop techniques of thermalling to suit the day.*



# THE NEPTUNE PROJECT

## Update Report

Readers will recall that Grant Furzer is building a **Neptune** (reported in "**From the Workshop**" in March 2008).

The finished scratch built model will have a 3.2m wingspan (the wing is currently partly built)

As can be seen in the photos and to give some idea of the perspective of size, resting against the fuselage of the model is a 1.2m rule alongside the 1m tailplane.



# COOTAMUNDRA NATS

Colin Buckley was chuffed to be part of a contingent of club members attending the AT 6 National races at the State field, Cootamundra, the weekend of 9/10 August.

His first race meeting and finding ourselves short of officials Colin 'volunteered' to spend 40 minutes in the remote and freezing Judges tent to operate one of the cut lights until the right bloke appeared.

Eight hours later Colin, chair in hand, galloped from the tent to find his lift back to town had de-camped! What's more the 'de-camper' also left Grant's plane to be parcelled out to other vehicles!!

Let's face it' Colin in full gait is a site to behold! And the De-camper? "ONE WAY" TOM SPARKES.

All six AT-6 entrants survived the five Saturday heats, with the best of our flyers being Mark Connor who finished fourth. Congratulations to "ONE WAY" who finished third in the GB Class.

Sunday was aborted following a unanimous pilots' vote. Everyone took home a prize. A vote of thanks to the MAS officials and canteen staff from WRCS.

**AND THE RESULTS** of the WRCS flyers:

<b>AT-6</b>	4th	Mark Connor
	8th	Doug Radford
	9th	Grant Furzer
	10th	Brian Porman
	11th	Ron Clark
	12th	David Foster
<b>GB Y-97</b>	3rd	Tom Sparkes



Over the years Doug Radford has had many .. many .. many planes, but here he is at the Coota with his new and first ever AT6 racer.

- **What advice would you offer an RC pilot contemplating getting into sailplanes at WRCS?**  
*Speak to someone already involved and observe their techniques.*
- **What type of sailplane or what manufacturer would you recommend?**

*I have had enormous pleasure in flying my S2G Mini Minus. This is a 1250mm wingspan polyhedral sailplane with rudder and elevator and no ailerons. It is powered by a brushless motor and a lipo battery. It is very capable at Belrose especially during thy only compulsory maneuver; landing.*

## FRIDAY TWILIGHT SOARING

Friday twilight soaring at WRCS will again be held after daylight saving has started. The formal Friday twilight sessions will be:

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

We will have an evening barbie on these evenings.

Any other Friday is also available for soaring; these specific dates are notified to allow for members to plan for the future. The bungee will be set up and tasks for informal friendly competition will be organised (also for electrics)

## ANNUAL HELI DAY, AUGUST '08

11 WRCS Members and many more entries from other clubs contested this event.

WRCS Members took the first place in all 3 categories. No other place positions from WRCS.

**1st.Advance**

**Kevin Einstein**

**1st. Intermediate**

**Bob Flint**

**1st. Beginner**

**Al Zuger**

The 2008 Competition standings may be viewed on the Website

# Not models, but aren't they great photos?



F-16; P-51 and P-38



A4 and F4U

F-22; F-16; T-38 ; F-16  
and F-117



A-10 and P-51



F-15 and P-38



F-18 and F6F

F-4 and P-38



F-15 and P-51