

**Garry Welsh's Corsair takes off at the Adelaide Races prior to its unfortunate "arrival" (see earlier issues). Rebuilding is going ahead.**

**MEETINGS MEETINGS MEETINGS**

The next meeting will be held on **Tuesday, 13th September 2005 at Tennis Cove, Eastern Valley Way, on 7.30 pm.**  
The next meeting after that will be on **Tuesday, 11th October 2005**

**FROM THE SECRETARY'S DESK**

Members of the Committee, and sub committee (maintenance, catering) attended the first meeting of 2005/06 on 8 August. The CFI & Newsletter ex officio members were apologies.

The perceived crowding on some Saturday mornings, since the recent implementation of the pits ready area, ie the engine starting area between the first and second fences was discussed. Also the matter of parking was looked at.

From the discussion it was agreed that there was an overwhelming opinion just west of the Container shed, this area should be moved closer to the 30 metre boundary. Also it was agreed that the general spectator area ought not be reduced in size by moving the first fence further north. Both of these decisions means that only the east & west ends can be fiddled with in order to create some additional usable space. That is being looked at.

That leaves better housekeeping as our management tool. Accordingly members are requested to co-operate as follows in order to better manage our facility.

[i] The section of the pits, which I refer to as the ready area, ie where pilots start their motors before carrying their aircraft to the exit gate, is not intended as a 'social' area. The social area is north of the first fence.

[ii] At busy times, such as scale day, if space becomes an issue, members are to restrict their models in the ready area to one model.

[iii] Parkings at 2.5 m could be placed on the fence.

[iv] The existing taxiway area in front of the field access opening is now for EXIT ONLY to the field. There are now 4 entry taxiways from the field. Two east and two west of the exit taxiway. The reason is to avoid any unintended movement of a taxiing aircraft into the pits. As the grass growing season begins, the present width of the OUT ONLY taxiway will be reduced. The first use of the new traffic rules went without hitch on Saturday 13th.

[v] Members are reminded to catch all overflow fuel as the grass is being killed & we will end up with a dustbowl.

[vi] ALL Transmitters are to be returned to the pound when not being correctly operated. They are NOT to be left in the 'ready area' as recently observed.

[vii] Parking is to be park in, referred to by one committee member as herringbone parking. Also there are some members who like to nose too close to the upper track so hindering free flow. The upper parking section must allow cars to travel in and out. There is to be no parallel parking on the east side of the Container sheds. This can be for the trailer vehicles where they currently park, ie on the west edge. The in out adjacent to the wire fence also needs to be left trafficable.

All this means that additional area is needed at Event times. The area referred to as Mt Versuvius has been moved and can be opened for parking as necessary. This is on the south west end of the field above the creek.

**PROTOCOLS FOR HELICOPTER ACCESS BY EMERGENCY SERVICES**

Recently there were two incidents, one fatal, in the general vicinity but not on our lease area. An emergency services Helicopter utilised our field. The Club has agreed with such Utilities that should access be required a Helicopter will over nearby. This will alert any pilots in the air at the time to immediately land. When clear the Helicopter can be waved down.

It has been pointed out that there has been in excess of 10 full size helicopter landings at the field including the Police returning a Model they retrieved a few years ago from the top of a tree, whilst engaged in lowering officers by rope in a field exercise.

All members are also reminded to ensure that should any aircraft approach they should get down and make sure they have their model well below any full size aircraft. Any transgression will be serious for us because no matter what height that plane is they would never admit to being low.

**Go Fast & Turn Left - The sport of Pylon Racing**

You go to the field every week with your special model to enjoy a relaxed flight with no stress and no purpose other than to simply enjoy the beauty of flight and to nail that perfect landing.

Your plane stands on a rubber mat held by your caller, engine screaming, spinning a 10x6 prop at 15,000rpm. You have a little bit of right rudder and a touch of up elevator, watching intently until suddenly the plane to the left takes off. 1 second later your caller releases your plane. You try to steady the climb with not too many corrections. Then a roll to the left to put you in a knife edge waiting for your caller to yell "turn". A tug of up elevator and your model snaps round pylon 1 and is now heading back at you on a knife edge. A touch of aileron to straighten for 1 second then another roll as you ready to take pylon 2 and 3 in succession before again heading for Pylon 1. Your altitude is just over 10 meters, your speed up to 160km/h and you have 10 more laps to do.

Up front is a standard Thunder Tiger Pro 46 with no cowling. This out-of-the-box plane and engine will travel at 300km/h speed. Other classes include Q400 Nelson powered screamers and the F30 class with beauty only matched by their up to 300km/h speed.

Over the past few years, the Pylon racing scene has been growing under the NSW Pylon Association www.nswpylon.org. On a typical meeting we get around 20+ competitors for a great social and competitive days flying. As a racer you get 5 to 8 flights per day and usually you are a caller for another competitor. It is a full-on day, but very exciting.

This year the organization has held 5 events at Queanbeyan, Cowra, Woolongong, Nowra, and Pitt Town. Each of the country events is preceded the night before at the local RSL. For some food and chat about the day to come.

Whilst flying around pylons at high speed sounds reckless, finesse in your flying ability is vital in getting flying. As a racer you get 5 to 8 flights per day and usually you are a caller for another competitor. It is a full-on day, but very exciting.

With the Viper being an ARF, the build time is around 6 hours. Most pilots carry a spare for the day just in case but really, it is a rare occurrence. Mid-air collisions also can occur but given that each race is 4 planes around a tight course, they are surprisingly few and far between.

So what about the plane? The first thing you notice is the V tail and the incredibly simple lines. More like a sleek 'ugly-stick'. The fuselage is a box shape stopping at the firewall. The engine is uniquely mounted by a plate bolted directly to the back of the crank case. The 4oz fuel tank will allow you to fly fully throttle (is there any other way) for around 4 minutes.

The wing is mounted on the top of the fuselage and is dead straight to the wing root. The ailerons are only about half the wings length and up against the fuselage. The roll rate of a viper is fairly slow. The wing section is a little strange with the thickest part at around 50% of the wing cord. This makes it fast in top speed but does cause it to slow down more in a corner compared to a conventional wing. All the more reason to fly smoothly.

The undercarriage is a tail dragger and has two disc-style wheels to reduce drag. It is very rare that you can land a Viper. The prop usually clips the ground in a taxi as it is about 2cm off the ground when the plane is level. Even if the engine does remain running, any attempt to taxi results in doing doughnuts.

Take-offs are always full throttle with a little up elevator and right rudder to compensate for the dead straight to the wing root. This is the case if you don't stall. They have a greater than 1:1 power to weight ratio, hence can climb indefinitely. With all that power, they can do aerobatics but these are always a very fast affair probably capable of doing the full Gold Wings scenario in under a minute if you could keep up. Flying a Viper as a 'Sunday' plane at WRCS is not all that fun. 4 minutes of rush-rush, overtaking every plane in the sky many times followed by a landing that you will have to walk to retrieve. Events are made for one purpose, racing, and for that they are superb.

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On to the demos - Jeff Blunt - goodness did he scare the pants off the local magpie! His Raptor 50 was rotating at a blistering 2300+ rpm with spectators on the edge of their seats watching his battle with terra firma.

We've never heard of an OS 50 Hyper rev like that before but it was quite a spectacle of piroetting and flipping manoeuvres that seemed to defy basic physics. Very special thanks to Jeff for putting on quite a show. Second up was Ben J whose style was a little less in your face but more technical and flowing with spectacular aileron tic tacs which went up and down the field.

Also completing his foray of manoeuvres was a backward figure of eight - almost impossible for the mind to even think about how it works, and an aileron rolling circle, and an inverted hover that had one of the plank flyers pass the better that next time we need to renew the grass cutting contract we know who to contact!

Thanks also to Jono and Mark who each put on some pretty fancy flying including an attempt by Jono to do the limbo by flipping which almost cost him his Raptor 90

Special thanks for all the help to Chris Hebbard, Jamie, Simon, Shane and Jeff who all helped on the field with the activities, Tom Wolf and Mark Rickard (who cooked all day), Peter Sharpe and Sandy Wolf (who helped with the catering). It was nice to see so many non-heli flying Club members supporting the event.

Photos by Jason Huang and Lawrence Chiu

**CAPTION COMPETITION**

Here are some more entries:  
"Wheels down, flaps down, close the bomb-bay doors....the paper work is never done!" - Garry Welsh  
"This really cracks me up" - Mark Connor  
"The end" - Margaret Kennard  
"Boy oh boy! The boys at WRCS will really give me hell when they see this mess!" - Tom Wolf  
"And I wasn't even trying to do 13 spins from 11 spins high ... this time!" - Tom Wolf

**HELI DAY - 21 AUGUST 2005**

The heli day was one of the best Sydney days you could ask for with only a light wind. Over 50 people turned up throughout the day with the free flying demos bringing the most "oohs" & "aahhs". The hovering comp was a battle fought out between our own Jonathan Wongso and SSME's Ben J. Jonathan got the better of the hovering competition with Ben J. taking out the drag racing by a mile with his supped up Evo.

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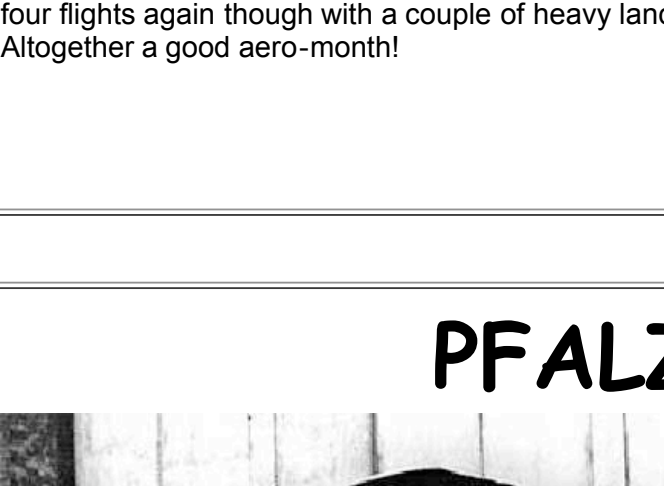
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**COLUMN 9.9**

(incl. GST)

All very high tech ... after the prang in Adelaide Garry Welsh has started his repairs to the Corsair, and he hopes to have it ready to fly at Shepparton in September.



Tom Wolf opened a boxed kit of the NexStar Select (written up 2 months ago) at the field and would have had it fully built and flying in one session but for some burred engine mounting nuts. The box said 20 hours to put together, reading the instructions alone took more than 20 minutes!

There it was, a perfect flying day and Jim Masterton, (not the KDR one!) put his Midge Mustang through its paces for ten minutes. Then as the plane sank down to the field on finals Jim wondered what the blue thing was doing underneath. Oh, only the glow starter! Never a chance of a flame out Jim!

**Hello Plane People from the Lake District, Cumbria, UK.**

That's the new opening line, hardly poetic but it will be competitive, yet least-heralded British glider. Overshadowed by the Fokker D.VII, it was nevertheless a fierce combatant in the hands of a competent pilot.

The Pfalz D.XII first appeared on the western front in WWI shortly after July 1918 and was built as a replacement for the outdated Albatross and Pfalz D.III scouts and the outclassed Fokker Dr.I triplane. The Pfalz D.XII was a single-seat, two-bay biplane fighter of all-wood construction with a semi-monocoque plywood fuselage.

It carried two forward-firing Maxim machine guns synchronized to fire through the propeller arc. The airplane was powered by a six-cylinder, 180-horsepower, water-cooled, in-line Mercedes D.IIIa engine. It had a top speed of 170 kph (106 mph) and a ceiling of 5,640 m (18,500 ft).

The Pfalz D.XII climbed satisfactorily and its performance in level flight was comparable to that of the Fokker D.VII. Because of its sturdy construction, it could dive faster and steeper than the D.VII, but it could not turn as well and was sluggish in combat. Furthermore, it tended to "float" when landing, and many accidents occurred because of the weakness of the landing gear.

The Pfalz D.XII performed well enough to relieve the German Air Service of its shortage of competitive fighters late in WWI.

By the time of the Armistice, nearly 800 aircraft had been delivered to front-line service. After the war a substantial number were turned over to the Allies, perhaps as many as 175. Four of those aircraft survive. One is on display at the Musée de l'Air in Paris, another is in the Australian War Memorial in Canberra.

The Eagle flew, as they say, straight off the board! Two clicks of left aileron and one click of up and it flew hands off. I had two pleasant 8 minute flights including some simple aerobatics (loop - very smooth and easy; roll - full down in flight picture or two - over tried it? I don't recommend it, trying to hold the tranny in one hand, a camera in the other, one eye on the view finder and one on the plane is not an experience I recommend! I had another quick fly in Scotland, on the road from Glasgow to Ardrossan when I caught the ferry to the Isle of Arran (go check your Boy's Own Atlas) which is where I'm typing this and looking for flat fields. I found one, a little windy but I managed my four flights again though with a couple of heavy landings - no damage!

Altogether a good aero-month!

Happy flying or dreaming.  
**Mike**

**STATISTICS OF THE PFALZ D-XII**

Manufacturer:	Pfalz
Model:	D XII
Year:	1918
Span:	29.53 feet
Length:	20.83 feet
Height:	8.85 feet
Wing Area:	126.2 square feet
Empty Weight:	1,571 pounds
Gross Weight:	1,962 pounds
Max. Speed:	106.25 mph
Max. Altitude:	18,500 feet
Max. Range:	2.5 hours

The two other examples are former Hollywood movie performers. One of these resides at the Champlin Fighter Museum in Mesa, Arizona, and the other at National Air & Space Museum.



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