

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

MEETINGSMEETINGSMEETINGS

The next meeting will be held on Tuesday, 13th September 2005 at Tennis Cove, Eastern Valley Way, starting at 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 committees (maintenance, catering) attended the first meeting of 2005/06 on 8 August. The CFI & Newsletter ex officio members were

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. Arising from the discussion it was agreed that there was an over whelming opinion that the pilot's flight line remain where it is and not 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 pilot's 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] Markings 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 [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 nose in, referred to by one committee member as herringbone parking. Also there are some members who park 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 just west of the Container to the wire fence also needs to be left trafficable.

sheds. This can be for the trailer vehicles where they currently park, ie on the west edge. The in out adjacent All this means that additional area is needed at Event times. The area referred to as Mt Versuvious has been mowed 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 hover nearby. This will alert any pilots in the air at the time to immediately land. When clear the

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

Helicopter can be waved down.

up to 300km/h speed.

day, but very exciting.

ridge or trees for reference.

other way) for around 4 minutes.

danger is you may get hooked.

All too often I found I was landing very short. This taught me to land using the throttle more, coming over the threshold of the field at a steady descent before pulling the throttle back for a nice controllable touch down. I would have to say this seemingly

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

roll as you ready to take pylon 2 and 3 in

succession before again heading for Pylon 1. Your

The wing is mounted on the top of the fuselage and is dead straight with no dihedral or taper. 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 taxi a Viper. The prop usually clips the

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

altitude is just over 10 meters, your speed up to With the race complete, you wait for your score to be read over the radio. Pilot 3, 112.5 seconds. Not your best time but still good. Your brain racks as you wonder if I cut pylon 2 & 3 a little closer, tidy my flying and reduce the movements I can scrape another 2-3 seconds off. This is Pylon racing. I fly Q500 or Sports Pylon as it is called. The plane is a 500 Square inch winged Viper with a V tail and no dihedral. Up front is a standard Thunder Tiger Pro 46 with no cowling. This out-of-the-box plane and engine will travel at around 180 km/h in a straight line.

Other classes include Q400 Nelson powered screamers and the F3D class with beauty only matched by their

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

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

consistent fast laps. The thought of flying at this pace and low altitude may be daunting. This is the case flying a Viper at WRCS where it is more like flying a bullet between two buildings. On the more open fields used to hold races, the task is not as difficult as it sounds. In fact the hardest part I found was the landing as I had no

Whilst flying around pylons at high speed sounds reckless, finesse in your flying ability is vital in getting

Over the past few years, the Pylon racing scene has been growing under the NSW Pylon Association

reckless flying has in fact improved my overall skills. The only problem with pylon racing is you fly only left hand circuits. Turning left is easy, turning right seems unnatural. I suppose one question is "do we crash?". It is not too often, perhaps 1-2 in a days racing but when they do it is spectacular. 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 full throttle (is there any

ground in a landing 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 prop wash. Whilst a Viper is fast, they are surprisingly easy to fly, glide very well and are easy to land well as long as 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

If you think you would like to give this variation of our sport a go, why not go to the web site www.nswpylon.org and check it out or come to an event. Feel free to drop me an email on ilittle 102@optusnet.com.au or simply find me at the WRCS field where I fly occasionally, early on a Saturday morning. As with any modeler, I will bore you to tears about my passion. If you have even the slightest desire, bite the bullet, give it a go. The only

ELI DAY - 21 AUGUST 2005

you will have to walk to retrieve. Vipers are made for one purpose, racing, and for that they are superb.

The next race is on Sunday 25th September next to the Richmond RAAF Base in Percival Road.

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

The heli day was one of the best Sydney days you could ask for with only a light wind. Over 50 people turned

Jonathan got the better of the hovering competition with Ben J. taking out the drag racing by a mile with his

The hovering comp was a battle fought out between our own Jonathan Wongso and SSME's Ben J.,

up throughout the day with the free flying demos bringing the most "oohs" and "aahhs".

supped up Evo.

the activities, Tom Wolf and Mark Rickard (who cooked all day), Peter Sharpe and Sandy Wolf (who helped It was nice to see so many non-heli flying Club members supporting the event.

Hello Plane People from the Lake

District, Cumbria, UK.

am currently reading, and highly recommend, "Corsairville – the lost domain of the flying boat" by Graham Coster) but this was a flying boat glider! It's a 42ft span Slingsby Falcon modified by Capt T.C. Pattinson in

They had a lot of problems with flying it so Pattinson insisted on conducting flights himself – he flew it

used. A local firm built it under his supervision but it was sent to Short Bros for test flights.

model though!

1500ft high.

BELOW me.

The other full size happening was near Ullswater (one of the longest lakes in the area) when I was climbing Sheffield Pike. This is a decent size hill about

I was almost at the top when I heard a muted roar. Looking around I spotted a Hercules indulging in a bit of low level training as it flew past and

look closely at the picture you will see it just to the left of the yacht in the middle of the lake! The following week it was back at the Ullswater show where the same plane first dropped a bunch of display parachutists and then did another low level pass out of nowhere. It couldn't have been more than about a few hundred feet above the lake. I didn't get time to get my camera out, turn it on and point until it was past me but if you

nice grassy cow and sheep-free field.

ceiling of 5,640 m (18,500 ft).

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.

relieve the German Air Service of its

Memorial in Canberra.

The Pfalz D.XII performed well enough to =

shortage of competitive fighters late in WWI.

The Pfalz D.XII climbed satisfactorily and

It was designed to be used by people like Special Operations in places where conventional gliders couldn't be

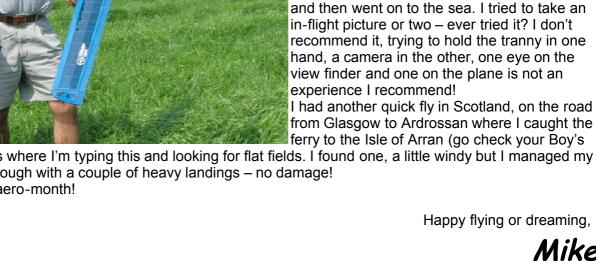
successfully having been towed behind a speed boat but it never went into productionmake an interesting

That's the new opening line, hardly poetic but it will do. Well this month has been an interesting aero

..wait for ita working brass lock with key! But among all the boats was a real surprise – a plane. Now I knew that Sunderlands had been built at a factory on the edges of the lake during the WWII (I

On the full size front I went to the Windermere Steam Boat Museum, yep, it's full up with lovely old lake launches in all shapes and sizes and all steam powered. There was one model that had to be the finest I have ever seen, it was 1/12 scale and as near perfect as you could get. Not only did it have a fully operational coal powered steam engine (just like the full size one) but even had a fully detailed passenger cabin that had a working door and

one both full size and model.



machine guns synchronized to fire through the propeller arc. The airplane was powered by a six-cylinder, 180horsepower, water-cooled, in-line Mercedes D.IIIa engine. It had a top speed of 170 kph (106 mph) and a

On the model front there is a new one. I bought this ARTF Thunder Tiger Eagle last year but didn't get time to fly it. It sat in the van all winter and I assembled it in June. It has been difficult to fly anything for the past few weeks as a) the Lake District is not famous for flat fields; b) it is famous for the rainfall (one place I visited, Seathwaite, has the unenviable reputation of the wettest place in Great Britain with about 150" per annum); and c) I was too busy walking and climbing hills. Anyway, today I decided to leave the area for a while and go and visit the West coast and look at the sea. On the way I found it was getting flat so I turned off and found a

> 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 needed when inverted and still not very axial or fast) and easy landings. I must try it on a slope, I think it would make a good soarer. I then got out the trusty Zaggi and chucked that around the sky for a while, well, two batteries worth,

> > This aircraft is one of the most-

fighter aircraft of World War I.

the hands of a competent pilot The Pfalz D.XII first appeared on the western front in WWI shortly after June 1918 and was built as a replacement for the outdated Albatros and Pfalz D.III scouts and the outclassed Fokker Dr.I triplane. The Pfalz D.XII was a singleseat, two-bay biplane fighter of all-wood construction with a semi-monocoque

It carried two forward-firing Maxim

plywood fuselage.

competitive, yet least-heralded German

Overshadowed by the Fokker D.VII, it was nevertheless a fierce combatant in

Mike

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 an OS 50 Hyper rev like that before but it was quite a spectacle of pirouetting 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 tocs 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 comment 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 Photos by Jason Huang and Lawrence Chiu COLUMN 9.9 (incl. GST) Guess who turned up to fly his plank on Heli Day? All very high tech ... after the prang in Adelaide Garry Monte says that he forgot but then sat around the Welsh has started his repairs to the Corsair, and he whole day in vain waiting for a break in the heli hopes to have it ready to fly at Shepparton in displays. 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 minutes to assemble, but it took Tom just about 2 hours to put it 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 Midget 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 dagling underneath. Oh, only the glow starter! Never a chance of a flame out Jim!

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! PFALZ D-XII

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

> 29.53 feet 20.83 feet 8.85 feet 126.2 square feet 1,571 pounds 1,962 pounds 106.25 mph

The two other examples are former Hollywood movie performers. One of these resides at the Champlin Fighter

18,500 feet 2.5 hours * Beginners * Photos * Articles * Hints * Classifieds * Links *

STATISTICS OF THE PFALZ D-XII Manufacturer: Pfalz Model: D.XII 1918 Year: Span: Length: Height: Wing Area: Empty Weight: Gross Weight: Max. Speed: Max. Altitude: Max. Range: * Index * Map * Membership * Committee * Events * Results * Newsletters*

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Museum in Mesa, Arizona, and the other at National Air & Space Museum