



De Havilland "Comet" ... this photo taken in 2001 of Col Simpson's model. We hope to see it "converted from monster glow to monster electric" at Scale Day in the Golden Era Category

MEETINGS MEETINGS MEETINGS MEETINGS

The next meeting will be on Tuesday, 11 September 2007 at Tennis Cove, Eastern Valley Way, starting at 7.30pm. The next meeting after that will be on Tuesday, 9 October 2007

WRCS GARIGAL CUP 23 SEPTEMBER 2007. Round 2 of the Garigal Cup is scheduled to be held on 23 September, members who hold Gold Wing status are invited to participate in this competition with fixed wing aircraft, performing a modified Gold Wings programme. The schedule, descriptions of all manoeuvres and scoring, as well as the Rules of the competition are on the Website.

SCALE DAY Sunday, 21 October 2007

Classes: Military, Civil, both Small and Large Scale. Scale helis welcome. Special category is "Golden Era" All aircraft with a racing heritage designed and flown prior to 1939, the category usually applies to civilian planes but some military models used as racers may be in the category. THIS IS A FUN EVENT WITH SAFETY PARAMOUNT

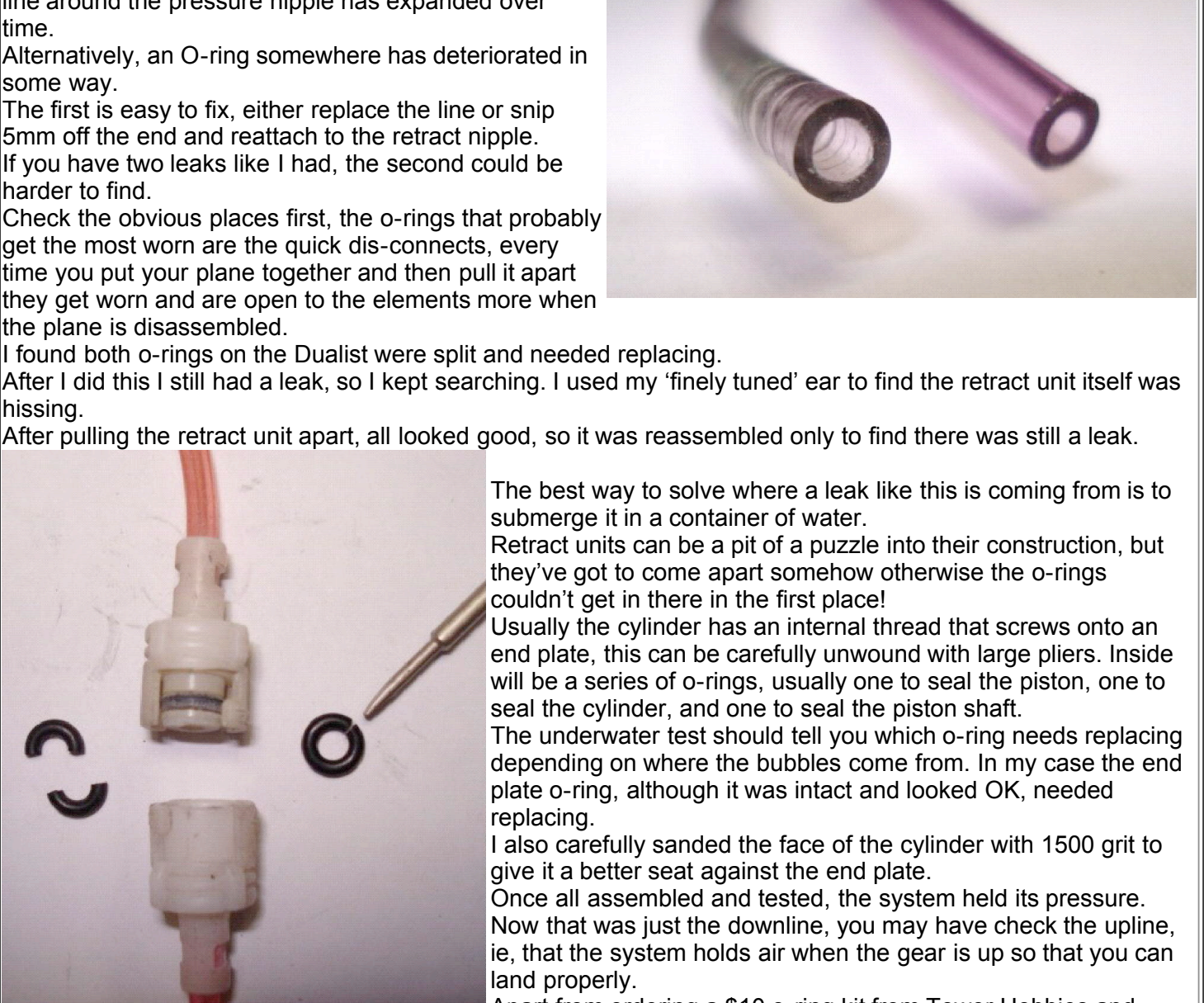
RACE DAY CANCELLED

The Race Day scheduled for 22 July had to be cancelled due to wet weather which continued until early afternoon and made it impossible to start the programmed events in time to complete them on the same day.

FINAL WARNING

This is the final, last, ultimate, end of the road magazine you will receive if you have not renewed your WRCS membership.

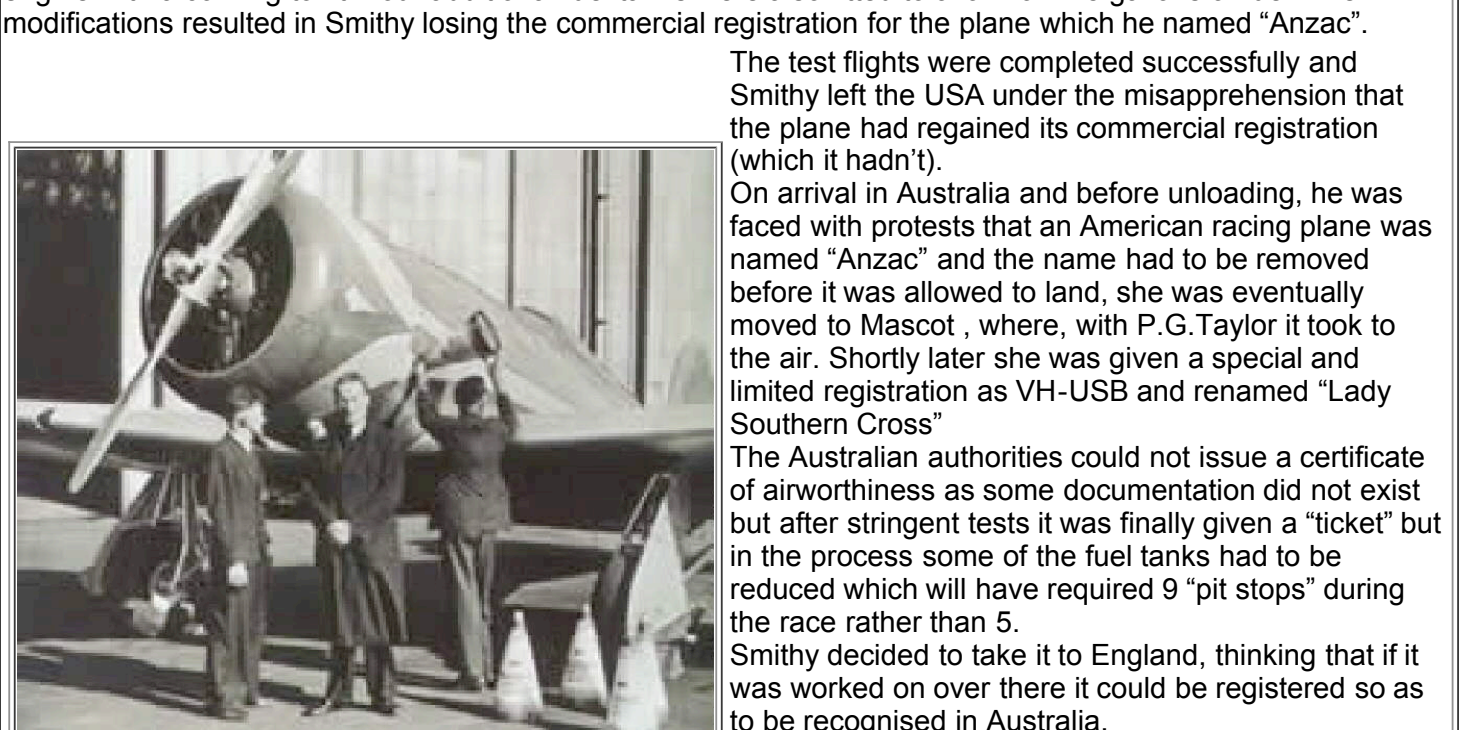
GA IN POLAND



Our former CFI, George Atkinson was a member of the Australian Team at the 12th FAI World Radio Controlled F3C Aeromodelling Championship recently held in Wloclawek, Poland. We have downloaded some photos that may be of interest from the Net showing George with fellow team-mate Andrew Donaldson (below left) and the opening ceremony featuring the Australian Team (below right).

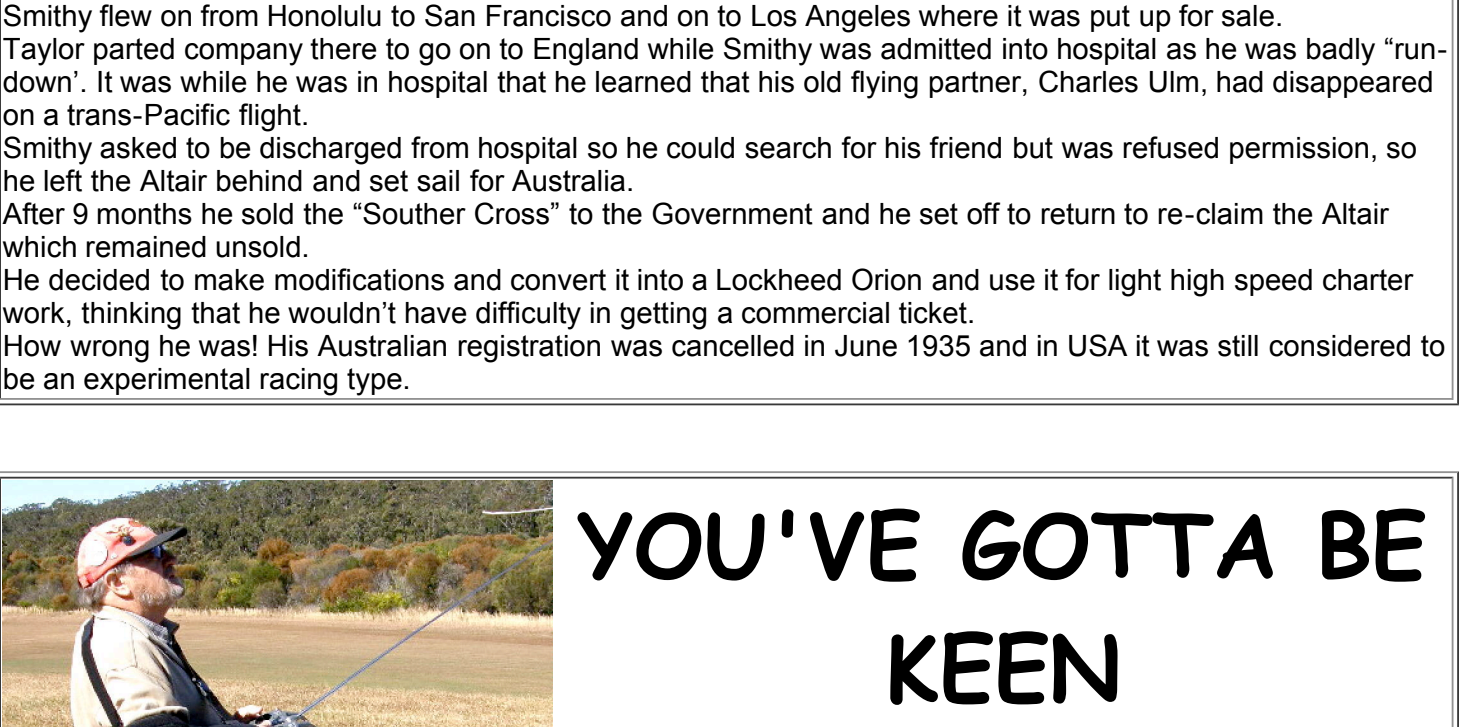
P-51's COLLIDE LANDING AT OSHKOSH 2007

On July 27, one pilot was tragically killed, the other received minor injuries when two P-51's crashed whilst flying at the Experimental Aircraft Association's AirVenture at Oshkosh. The crash occurred as the airplanes were landing in formation.

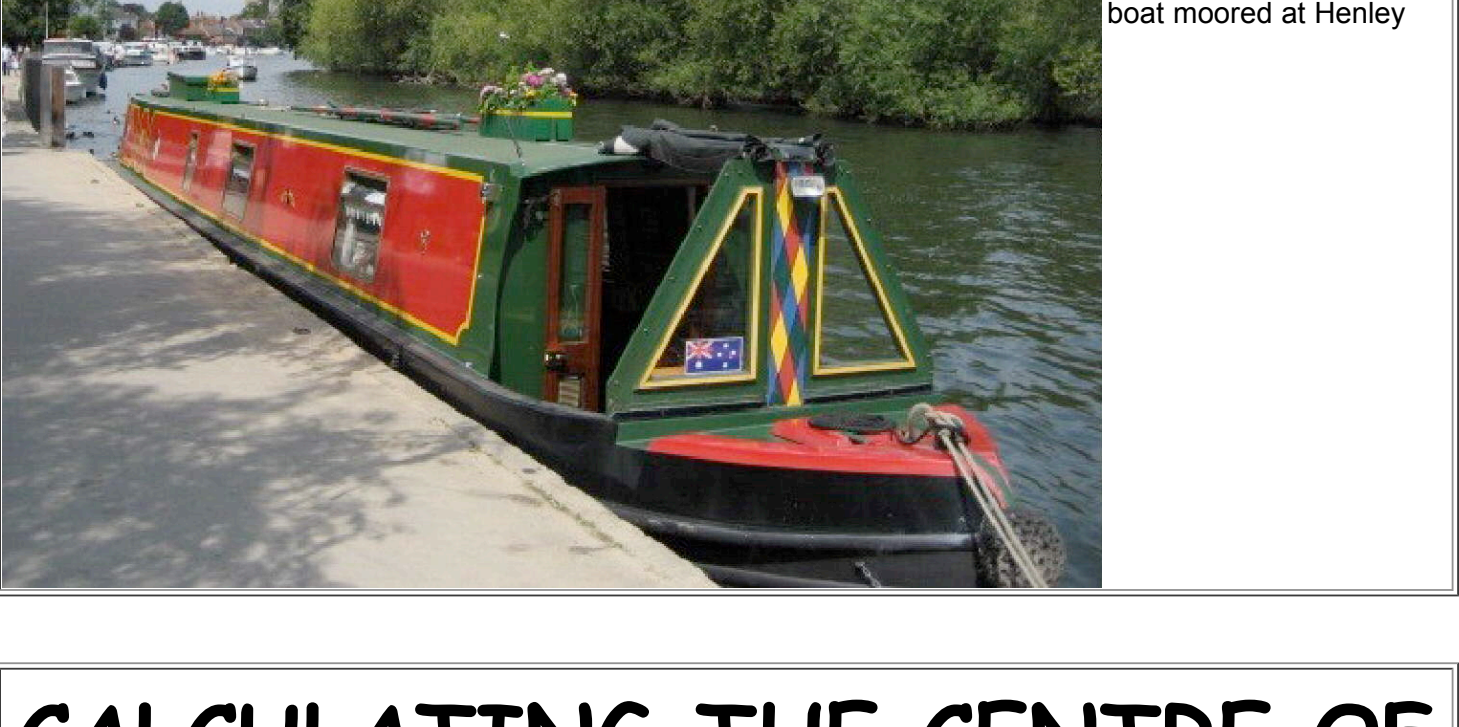


After the trailing plane landed, its propeller clipped the tail of the lead plane, pushing it on to its nose. Apparently the second plane may have tried to swerve, but ended up flipping over the lead plane to finally land upside in the grass to the east of the runway.

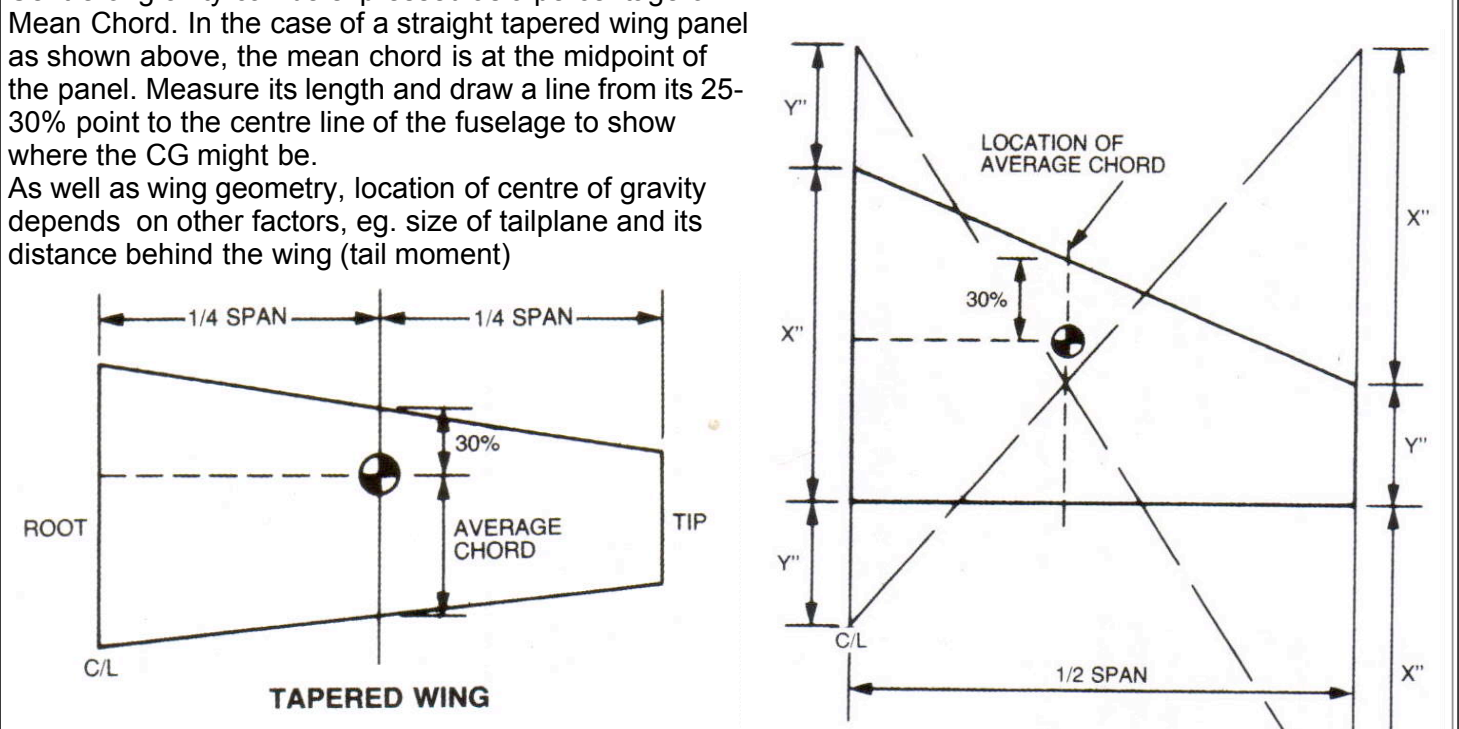
REPAIRING LEAKY RETRACTS



Retracts, you either love 'em, when there working, or hate 'em, when they don't. Generally mechanical retracts once set up properly, are set and forget, they just work, but if you've got air retracts it's a different story. Usually the cylinder has an internal thread that screws onto an end plate, this can be carefully unwound with large pliers.



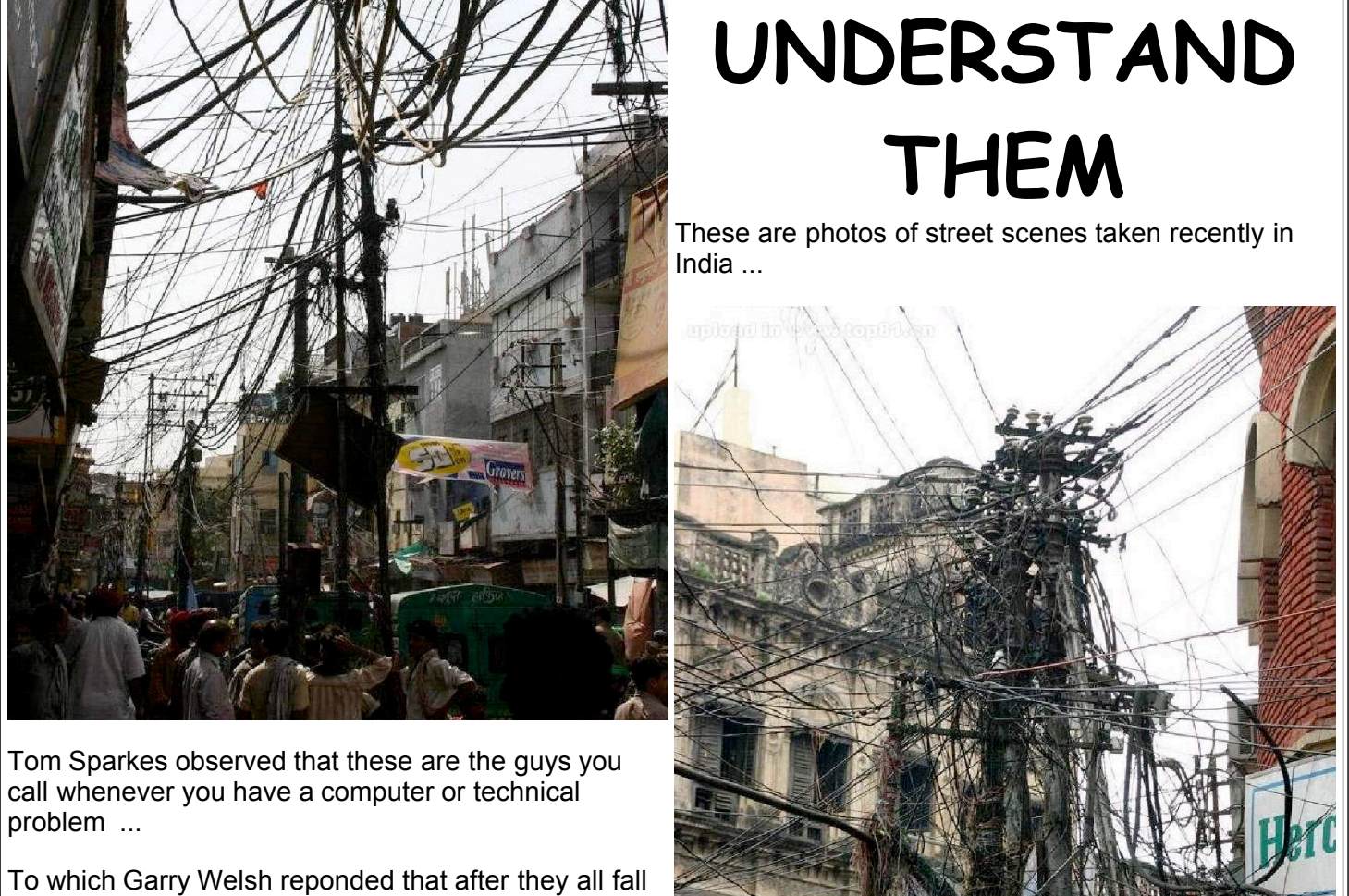
The best way to solve where a leak like this is coming from is to submerge it in a container of water. Retracts units can be a pain of a puzzle into their construction, but they've got to come apart somehow otherwise the screws onto couldn't get in there in the first place!



So, you should have your air retracts that once your gear goes up, it should come back out again for happy landings. So now that your air retracts have been refurbished, you should have full confidence that once your gear goes up, it should come back out again for happy landings.

"LADY SOUTHERN CROSS"

After his negotiations to purchase a De Havilland Comet (the ultimate winner), Sir Charles Kingsford-Smith chose the Lockheed Altair as his preferred plane for the London-Melbourne Air Race of 1934.



The plane was given the British registration of G-ADUS, and he set off with Tommy Pethybridge in October 1935 to break the record to Australia set by the Comet in the Air Race. They ran into trouble in a violent storm just out of Italy and had to return for repairs.

Undeterred, on 6th November 1935, after the repairs were completed, Kingsford and Pethybridge set off again and had got as far as Allahabad in the record-breaking time of just over 30 hours, but it continued and they got wrong the way! His Australian registration was cancelled in June 1935 and in USA it was still considered to be an experimental racing type.

YOU'VE GOTTA BE KEEN



Doug Radford crashed heavily as he unsuccessfully attempted wingsless flight diving off a ladder back in March. The prognosis wasn't good and a full shoulder reconstruction was the outcome, performed by a model rocket enthusiast, Dr Ben Cass, in early July.

NOT MUCH NEWS FROM UK



Mike Minty reports that he has nothing to report other than that he is still canal-boating around the UK and not having many aeronautical experiences. Here is the boat moored at Henley

CALCULATING THE CENTRE OF GRAVITY

(adapted from an MAS Newsletter 1999)

Centre of gravity can be expressed as a percentage of Mean Chord. In the case of a straight tapered wing panel as shown above, the mean chord is at the midpoint of the panel. Measure its length and draw a line from its 25-30% point to the centre line of the fuselage to show where the CG might be.

An extreme case is the flying wing. With its short tail moments its CG might have to be no more than 10% in the mean chord, whereas a pattern plane with its long tail and comparatively large tailplane can tolerate quite rearward CG locations eg. 30%.

If you are still uncertain of the exact location of the model's CG because you do not have the original plans, calculate the position and ensure the model is balanced slightly forward for the test flight.

COLUMN 9.9 (incl. GST)

Preparations for the Christmas Party are well on track, tickets for the party and raffle tickets for great prizes are on sale already, see Warren Lewis. How many of you noticed it? In last month's printed Mag, all references to the Trash & Treasure Night were dated 2006 by mistake. SORRY!! If you didn't get to the auction you missed a great night. Thanks Chris!

To ensure that the competition retains the meaning that, and intended, in the future only one competition round of the Garigal Cup will be held each year in September, and timed so as to fit into the busy interstate competition schedule at that time.

It has happened to most of us ... we arrive at the field having forgotten to bring some vital equipment (TX or RX battery pack, or even wings etc), but Steve McMahon's dilemma was out of the usual. He arrived at the field wearing his slippers. Grant Furzer helped saving the blushes by lending him a spare pair of shoes.

Peter Papas was tearing about the sky with his Midget Mustang executing his usual full speed routine of loops, rolls, spins and snaps while a group of onlookers were enjoying their coffee and biscuits, when Barry Campbell was heard to remark "The last time I did that the rubber bands on my model broke!"

MAYBE THIS IS WHY WE CAN'T UNDERSTAND THEM

These are photos of street scenes taken recently in India ...

Tom Sparkes observed that these are the guys you call whenever you have a computer or technical problem ... To which Garry Welsh responded that after they all fall down they become "WIRELESS"

Garry also suggested that the modern technical term for this style of wiring is ... A-TANGLE-WANGLE-QUO

WE HAVE A NEW ROAD!

Members and visitors who have not come to the field lately will be pleasantly surprised by the upgrade to the entry road carried out by Warringham Council, we are all impressed and grateful. The upgrade is the previous almost impassible hill between the Morgan Road and the front gate, a composite has been used this time and graded so as to allow for run-off with the hope that rain will not affect the road as badly as before.

THE LATEST ON 2.4GHz

A very comprehensive article on the Evolution of 2.4GHz radio sets written by Mike Close, Chairman of the MAAA Technical Radio Sub-Committee, has been published in the MASNSW Newsletter and we urge all our Members to read it carefully to get a better understanding of this new technology. Although it is quite lengthy and cannot be compressed without compromising it and leading to even more misunderstandings about this important development, the article helps members through some urban myths.

LEWIS & CLARK!

USA history buffs would immediately think of the two explorers who, sent on the first federally funded exploration of the American West, by Thomas Jefferson, were the first Euro Americans to see the Rockies and reach the Pacific coast. They missed on finding a suitable route for wagons but nevertheless they opened up tracks. We at WRCS also have a Lewis and Clark ... Warren Lewis and Ron Clark.

They too keep tracks open for us ordinary hoppers. Warren has had to remake the lost and stolen gate pins many times. The latest pin, to Ron's design keeps the pin captive if the "fire lock" is activated. (By the way, stainless steel is horrendously expensive so look after that pin!) Recently Ron carried out an "adjustment" to the hinges, and you would have noticed that the gate is now not so much of a hernia risk and is so much easier to close. And all this without any federal or state funds! Thanks WARREN and thanks Ron from all of us with bad backs and weak trussics!

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