



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 Webpage. To encourage a more open competition the placegetters from Round 1 will be handicapped 15%-10%-5% of their score. There will again be valuable prizes to all placegetters

Shane Austin is the Competition Director



SCALE DAY Classes: Military, Civil, both

21 October 2007

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. If in doubt, check!! THIS IS A FUN EVENT WITH SAFETY PARAMOUNT **Competition Director - Mark Rickard**



Our former CFI, George Atkinson was a member of the Australian Team at the 12th FAI World Radio



were landing in formation.

P-51's COLLIDE LANDING AT OSHKOSH 2007

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

In formation landings, the second plane should land first, but that in this case, the lead plane had already

landed and the second P-51 was coming in faster than the lead airplane.



end plate, this can be carefully unwound with large pliers. Inside will be a series of o-rings, usually one to seal the piston, one to seal the cylinder, and one to seal the piston shaft. The underwater test should tell you which o-ring needs replacing depending on where the bubbles come from. In my case the end plate o-ring, although it was intact and looked OK, needed I also carefully sanded the face of the cylinder with 1500 grit to give it a better seat against the end plate.

land properly.

go to the local auto store and they most likely will have a box of o-rings at about 50c each that you can try. Take your old one along and match it best you can, this is where you have to try your luck, sometimes they will

have what you want, sometimes not.

market in the USA to sell the plane.

he left the Altair behind and set sail for Australia.

on a trans-Pacific flight.

which remained unsold.

be an experimental racing type.

Usually the cylinder has an internal thread that screws onto an

Once all assembled and tested, the system held its pressure. Now that was just the downline, you may have check the upline, ie, that the system holds air when the gear is up so that you can

Apart from ordering a \$10 o-ring kit from Tower Hobbies and waiting a couple of weeks to get it here to fix your leak, you can

> The test flights were completed successfully and Smithy left the USA under the misapprehension that the plane had regained its commercial registration

On arrival in Australia and before unloading, he was faced with protests that an American racing plane was named "Anzac" and the name had to be removed before it was allowed to land, she was eventually moved to Mascot, where, with P.G.Taylor it took to the air. Shortly later she was given a special and limited registration as VH-USB and renamed "Lady

The Australian authorities could not issue a certificate of airworthiness as some documentation did not exist but after stringent tests it was finally given a "ticket" but

in the process some of the fuel tanks had to be reduced which will have required 9 "pit stops" during

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 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. When he notified the Australian authorities of his choice he was warned that the plane would have to conform with the ICAN (International Convention for Aerial Navigation) standards, these being the rules that Australia was governed by. The USA on the other hand was not a signatory and utilised its own standards of plane construction and performance. The Altair as manufactured did not conform to ICAN standards and Smithy was warned that he would be barred from competing, in fact other contestants were barred and this fact caused quite a lot of friction. Smithy ignored the warnings and purchased a third-hand Lockheed Sirius from the factory, which was then converted into an Altair which involved a new wing with retractable landing gear and a new supercharged Wasp engine with a cowling to fit. Four additional fuel tanks were also fitted to allow for 418 gallons of fuel. The modifications resulted in Smithy losing the commercial registration for the plane which he named "Anzac".

(which it hadn't).

Southern Cross"

the race rather than 5.



SWEPT BACK WING Mean chord 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 LOCATION OF AVERAGE CHORD where the CG might be. As well as wing geometry, location of centre of gravity depends on other factors, eg. size of tailplane and its distance behind the wing (tail moment) -1/4 SPAN --1/4 SPAN-

TIP

If you are still uncertain of the exact location of the model's CG because you do not have the original plans,

Preparations for the Christmas Party are well on track, tickets for the party and raffle tickets for great prizes are

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!

of the Garigal Cup will be held each year in September, and timed so as to fit into the busy interstate

To ensure that the competition retains the meaning that was intended, in the future only one competition round

It has happened to most of us ... we arrive at the field having forgotten to to bring some vital equipment (TX or RX battery pack, or even wings etc), but Steve McMahon's dillemma 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. This forgetfulness (or is it inattention to detail) must come with age because Tom Sparkes admitted to attending the movies in slippers having forgotten to change shoes before leaving home. We wonder if Grant has spare 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 onlokers were enjoying their coffee and biscuits, when Barry Campbell

India ...

calculate the position and ensure the model is balanced slightly forward for the test flight.

COLUMN 9.9

(incl. GST)

in all sizes in his car? We hear that Steve now carries spare shoes..

was heard to remark "The last time I did that the rubber bands on my model broke!!"

AVERAGE CHORD

TAPERED WING

An extreme case is the flying wing. With its short tail

moments its CG might have to be no more than 10% mean chord, whereas a pattern plane with its long tail and comparatively large tailplane can tolerate quite

rearward CG locations eg. 30%.

on sale already, see Warren Lewis.

competition schedule at that time.

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

The upgrade is on the previously almost unpassable hill between 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 2.46Hz 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 Memebers 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. surprise!!

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

They too keep tracks open for us ordinary hombres. 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,

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!

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This Page is constructed and maintained by: Andrew's Computing Essentials & Services

Thanks WARREN and thanks RON from all of us with bad backs and weak muscles

by brian porman

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. It will now be very difficult to reschedule the event for the current Competition Calendar but we are informed that Tom Sparkes (the event coordinator) with Peter Little (the competition director) will try to hold this event later in the year if it can be fitted into the Club's busy calendar, please keep an eye on the announcements on the Webpage. FINAL WARNING This is the final, last, ultimate, end of the road magazine you will receive if you have not renewed your WRCS membership. Do not come whinging to the Editor or any Committee member if you miss a valuable issue, you will not get any sympathy around here. Remember also that without your renewed membership you can't open the gate, and even if you could get entry to the field YOU ARE NOT INSURED TO FLY!! Controlled F3C Aeromodelling Championshiprecently held in Wloclavek, Poland. We have downloaded some photos that may be of interest from the Net showing George with fellow teammate Andrew Donaldson (below left) and the opening ceremony featuring the Australian Team (below right). George wishes to express his gratitude to all the Members who supported him and encouraged him to practice his routine at the Belrose field.

If you clamp the line in a certain place and the pressure continues to drop, you know the leak is somewhere between the clamp and the refill valve, upstream, if the pressure holds, then the leak is somewhere between the clamp and the retract gear, downstream. By this process of elimination, you can isolate where a leak is coming from ... almost. Quite often leaks are caused by one of two things, a cut in the air line (unlikely as air line is quite tough), or the line around the pressure nipple has expanded over Alternatively, an O-ring somewhere has deteriorated in some way. The first is easy to fix, either replace the line or snip 5mm off the end and reattach to the retract nipple. If you have two leaks like I had, the second could be harder to find. Check the obvious places first, the o-rings that probably get the most worn are the quick dis-connects, every time you put your plane together and then pull it apart they get worn and are open to the elements more when the plane is disassembled. I found both o-rings on the Dualist were split and needed replacing. After I did this I still had a leak, so I kept searching. I used my 'finely tuned' ear to find the retract unit itself was After pulling the retract unit apart, all looked good, so it was reassembled only to find there was still a leak. The best way to solve where a leak like this is coming from is to submerge it in a container of water. Retract units can be a pit of a puzzle into their construction, but they've got to come apart somehow otherwise the o-rings couldn't get in there in the first place!

Smithy decided to take it to England, thinking that if it was worked on over there it could be registered so as to be recognised in Australia. Kingsford-Smith and Tommy Pethybridge pose with Official difficulties were immediately encountered in the "Lady Southern Cross" England, where, after lengthy negotiations, registration was only permitted if the prop was changed to a fixed pitch type and the tanks were reduced to hold a gross total of 126 gallons. 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, Smithy and Pethybridge set off again and had got as far as Allahabad in the record-breaking time of just over 30 hours, had it continued and maintained that speed it would have reached Melbourne in 67 hours, some 4 hours less than the Comet's The "Lady Southern Cross" was refuelled and took off again on 8th November 1935 ... for the final time. No more was heard of the "Lady Southern Cross' for 18 months, then some wreckage was found on the southern bank of Aye Island, just off the coast of Burma (now Myanmar) and identified as being from the plane.. That brought a great chapter of Australian aviation to an end, the west-to-east crossing of the Pacific was the first in that direction. So, Smithy set off for London but he had to formally withdraw from the race when, before even getting as far as Cloncurry, the cowling cracked and Smithy brought her back to Sydney for a new cowling. Out of the race and having spent huge amounts (which he couldn't afford) on the plane, Smithy decided to fly across the Pacific from Brisbane to San Francisco via Fiji and Honolulu because there was a more ready

The trip to Fiji was uneventful, but the first take-off attempt from a Fiji beach (she was too heavily laden with fuel for the local field) was almost a disaster as the wind caught her after the tail was up and she headed for the

After she was back on the dry sand she was checked out and on the second attempt took off for a successful but incident-full flight to Honolulu when the flap control switch was bumped during a heavy storm resulting in

Taylor parted company there to go on to England while Smithy was admitted into hospital as he was badly "rundown'. It was while he was in hospital that he learned that his old flying partner, Charles Ulm, had disappeared

Smithy asked to be discharged from hospital so he could search for his friend but was refused permission, so

After 9 months he sold the "Souther Cross" to the Government and he set off to return to re-claim the Altair

He decided to make modifications and convert it into a Lockheed Orion and use it for light high speed charter

How wrong he was! His Australian registration was cancelled in June 1935 and in USA it was still considered to

water. Smithy saved her from the foam by turning her and using the sheer power of the Wasp engines.

In Honolulu the US Army Air Corps worked on the battered plane restoring it to brand new condition, and Smithy flew on from Honolulu to San Francisco and on to Los Angeles where it was put up for sale.

the plane going into a spin and losing 9,000 feet until control was regained at 6,000 feet.

work, thinking that he wouldn't have difficulty in getting a commercial ticket.

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 aeronaughtical experiences. Here is the boat moored at Henley

CALCULATING THE CENTRE OF

GRAVITY

(adapted from an MAS Newsletter 1999)

30%

ROOT

C/L

1/4 SPAN-

1/2 SPAN

DELTA WING

MAYBE THIS

IS WHY WE

CAN'T

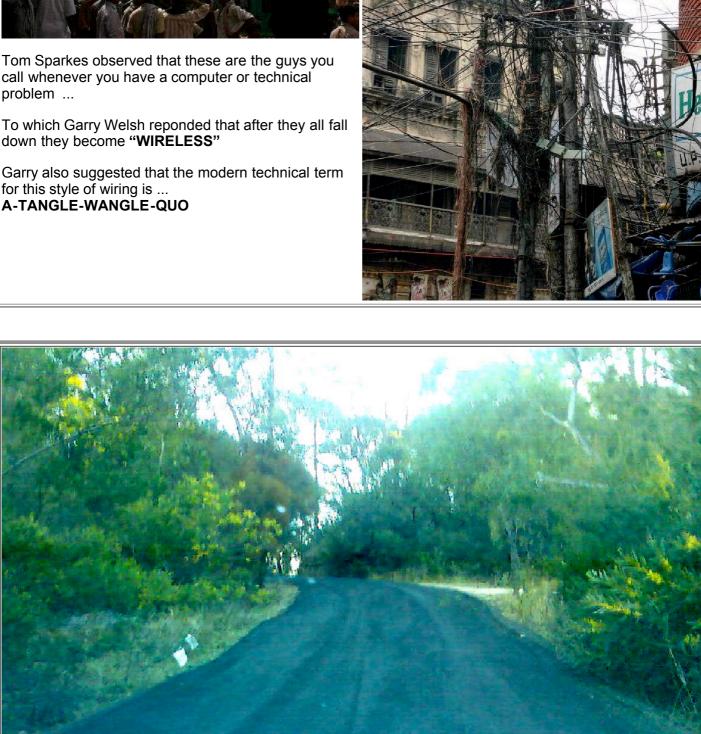
UNDERSTAND

THEM

These are photos of street scenes taken recently in

1/4 SPAN

AVERAGE CHORD



entry road carried out by Warringah Council, we are all impressed and grateful.

SPEED LIMIT ENFORCED BY LEWIS & CLARK! USA history buffs would immediately think of the two explorers who, sent on the first federally funded

tracks. We at WRCS also have a Lewis and Clark

stainless steel is horrendously expensive so look after that pin!)

... Warren Lewis and Ron Clark.