

WAMASC NEWS

SEPTEMBER 2015



Defibrillator



FIELD SAFETY

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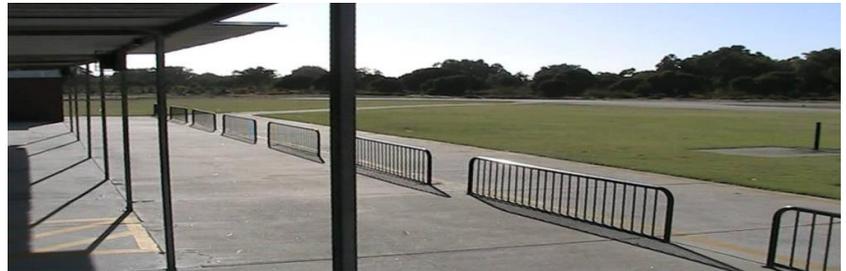
NEWSLETTER

This is your Newsletter and I welcome any articles and photographs that Members may like to contribute. We look forward to hearing from you!

Please feel free to contact any of the committee or me directly at:
david.collett2@bigpond.net.au

The opinions expressed in any given articles are not necessarily those of the Editor or the Committee.

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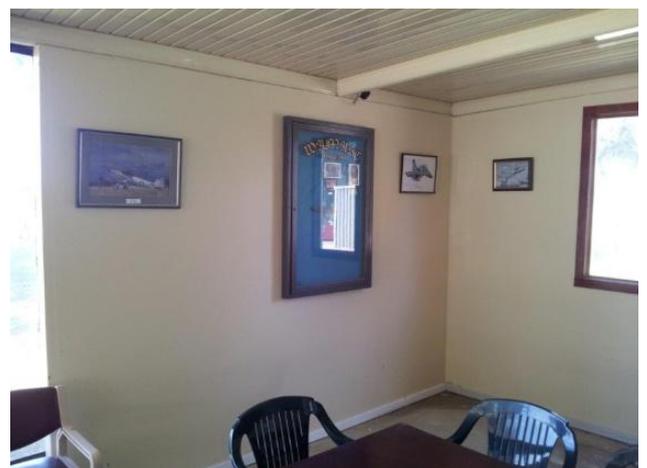
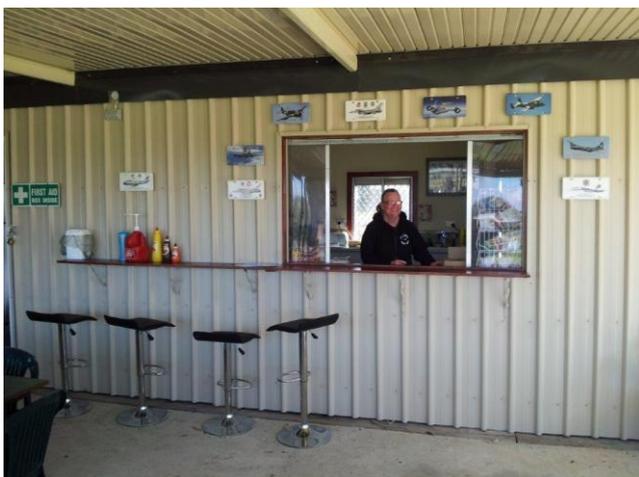


WA Model Aircraft Sports Centre
Beechboro Rd North, Whiteman Park
Website: www.wamasc.wix.com/wamasc

Canteen Completion!!!

Over the past 6 weeks, with the help of club members, the canteen refurbishment has almost been completed. There are now just a few finishing touches to be done. Thank you all for your help and patience.

Rob & Kim



CFI Report:

The weekend of the 15th and 16th of August saw us all blessed with some picture perfect weather for the pursuit of our hobby / sport.

On this same weekend I was fortunate enough to be doing some instruction with one of our fairly recently joined members, a young gent by the name of Cody Bennet.

He has been practising hard for a little while now and the weekend previously mentioned saw him do his first takeoff and even better his first landing!

I don't think it will be too long at all now and we will have another soloist in our club - you could have seen his smile from Jandakot control tower I tell you!

Well done Cody.

As always if any member has any questions regarding how to execute a new manoeuvre, polish up one you've been practising on or general questions regarding aeromodelling please don't hesitate to ask this of either myself or your preferred club approved instructor.

Aerobatics Workshop

Slow Roll

The slow roll can be quite a challenging manoeuvre to execute as compared to a generic moderately fast aileron roll in that one **MUST** use both the rudder and the elevator to execute it successfully, whereas with the aileron roll the aircraft rolls through the 360 degrees of rotation along its longitudinal axis quite quickly so the extra inputs of rudder and elevator are not necessary.

As always ensure you are flying at a good altitude of (3 errors high) when attempting new manoeuvres!

We will practice this manoeuvre heading into wind to start with - (if one is attempting the gold wings accreditation this manoeuvre is done in both directions, i.e. from left to right and from right to left regardless of wind direction).

We start from upright level flight, heading into wind and commencing from a point roughly 50 Metres downwind from yourself - (this is done so the manoeuvre is balanced with half of the slow roll before or downwind of you and the other half after or upwind of yourself).

Throttle should be set at approximately 75-100%, when the aircraft is setup in the right area we commence by applying just the smallest amount of up elevator in order to nose the aircraft up by an almost imperceptible amount then release that small elevator input - enter the aileron input (in either direction of your choice) but only a little aileron - perhaps 20% of full stick travel and hold this on until the manoeuvre is complete.

The following is a lot easier to explain in person with a TX and with a whiteboard but nonetheless we will give it a try.

As the aircraft starts its slow roll, input a small to moderate amount of opposite rudder to the aileron input.

This rudder input gradually comes off as the aircraft rolls through sideways flight or knife edge and then all the way off as the aircraft approaches inverted, this is when a little down elevator is applied (quantity is dependent on the aircraft type and control throws available etc) and as the aircraft now

rolls from inverted through to the opposite sideways flight or knife edge, apply a little rudder again but obviously in the opposite direction from the initial input (when you first started the roll).

As the aircraft rolls back to upright flight the rudder comes off to zero input and then resume normal level upright flight.

The use of the rudder and elevator is the tricky bit here as correct usage of them results in a perfectly straight flight path whilst the aircraft is slow rolling.

On a mode 1 controller the left hand stick will appear to be moved through an elliptical motion in synch with the rotation of the aircraft.

For example and for a slow roll with right aileron the left stick will first go slightly down (up elevator) then to the left (left rudder) then slightly up (down elevator) and finally to the right (right rudder) then back to normal elevator for upright level flight.

On a mode 2 controller again with a slow roll to the right the right hand stick goes slightly down (up elevator) then this comes off and the left hand stick will then move left (left rudder) then it goes neutral and the right hand stick goes slightly up (down elevator) then neutral then the left hand stick goes right (right rudder) then neutral and finally we return to normal upright level flight.

Manoeuvre complete.

It will take practice to find the sweet spot of exactly how much rudder and elevator to use (and it varies with the aircraft type and setup of course) in order to maintain a nice straight flight line whilst slow rolling.

After becoming used to and quite proficient with the slow roll you (may) want to try rolling circles and if you can slow roll pretty well guess what - a rolling circle is just a matter of changing the timings of the rudder and elevator inputs to induce a curve or turn as opposed to keeping the aircraft flying in a straight line.

Happy flying
Greg Russell-Brown
WAMASC CFI



Cloud Dancers



When SWAN MAC member Jak Walmsley passed away in May 2010, the club was requested to auction his RC gear to the members and to donate the proceeds to the fight against Cancer.

At the auction, SWAN MAC member Tom King ended up with Jak's .60 size Cloud Dancer aeroplane. Tom was flying the aeroplane regularly and offered me the opportunity to fly it. After the first pass I was hooked. A great vintage looking aeroplane with great flying characteristics. I had to have one, however, it had to be a bigger version to accommodate petrol engine, as I don't fly "glow fuel" powered aeroplanes any more.

With some help from SWAN MAC members, we found out that after the original .60 size plan was published in RCM Magazine in 1993, a 120 4-stroke version was published at 1996. Available at both 86" (2.2m) and 98" (2.5m) wingspan, a 20cc petrol conversion became a viable option. A few copies of the plans were sourced and the project was awaiting an opportunity for a clear bench in my build room (better known as "the cave") for the project to commence. On January 2015, it was finally time to get started.

The interest in this aeroplane was not confined to me, as David Collett decided to build one as well. The scratch building race was on... David elected to build the "short" wing version, so I decided to build the "long" wing version.

We both agreed to try and maximise the use of existing building materials and RC gear from our own "stock" in the cave and shed, and to only purchase items which we cannot find alternative for. I think we both did well in that regard and expenses were kept to minimum.

When the balsa and plywood dust finally settled at both "cave" and shed around mid June, David set the 31st August as the target date for completion of both projects. The pressure was on. It was time to put the coffee on drip to the vain, find the old music track of the "A Team" and turn on the little iron for the huge amount of covering required for such a large aeroplane (all leftover covering, no new rolls were purchased).

I made it to the target date with a mostly completed aeroplane, which I test flew on 30th August in strong windy conditions. I completed the final details of cockpit and minor adjustments (learnt at test flight) during the following week, and had a further few flight since.

David unfortunately missed the deadline due to other commitments taking precedence. However, this weekend, the 13th September he finally got the opportunity to successfully maiden his own Cloud Dancer.

This one is for you Jak. I enjoyed this project immensely.

Eran Smith.

Hertzy's A330

Not one to have the building table laying empty I set out build an aircraft that was going to push the boundary's of my skills Well I certainly found that..

After searching the WWW for many weeks the decision to build a large Scale Airliner won over many of the other options out there. On July 5th 2014 I pulled the trigger. Norbert Rauch has a good range of Airliner parts that he makes from fiberglass and has been a great help through the construction of my A330. The wing and centre part of the fuselage were to be constructed out of foam

3 weeks later the parts had arrived from Germany. Opening the large Brown Box found the Nose, tail, Fin and engine nacelles carefully packed in screwed up German Newspapers along with a plan well a picture with a few dimensions written in German.. Thankfully Google managed to translate the words only to make me realize how little I had to go on to make this thing look like an Airplane that may fly.

The foam parts were sheeted in balsa glued with PVA glue. Slowly but surely I had a tube with a nose and a tail that resembled a fuselage. The foam balsa shell had to be glassed with 50gsm cloth. Wanting to do this all in piece I had a couple of practice goes then had to work fast to get the resin covered and smooth over the 3.5 mt length . It took a week to remove my person of hardened resin that I managed to cover myself with during this task..

On to the wings ... design and hand cut the spars, ribs, undercarriage mounts, servo mounts, hinge points wing joiners, wing mount to fuselageyou name it.... the whole lot.. really not much to go by anywhere. Much to my surprise around a month later... I was able to join the wing to fuselage, put it on its wheels for the first time... and was looking at a 4mt span aircraft that actually looked like it may fly.

18 servos, 2 electronic valves, and around 20m of wire later all the wiggly bits wiggled and the Wheels went up and down. Just one thing left to do.....

PAINT ... should be a 4 letter word

After the white was sprayed and dry, I had 12 hours to place the decals before a clear coat could be applied to seal the deal. I think I counted 7256 windows and as many silver borders.... The next one will be a freighter!!!.... Finally after an all nighter it was looking like a real one..

A trip to Wagin for A Westjet weekend on the 5th April 2015 allowed me to fire up the Jetsmunts 100xbl turbines and taxi test my creation for the first time....

The test flight made me wait a while longer finally being made At Wagin on the 15 Aug. The sky was clear just a slight crosswind, I could procrastinate no longer.....

Brakes on.. Power to 50% release brakes and and and and and ease up on the elevator she took off and climbed out showing only a nervous wing wiggle powered by the Crosswind of the day. 2 clicks of down trim..... Job done!!!! Power down to 50% sit back and enjoy the inflight entertainment.

Landing approach was done at a cautious speed and looked good all the way down. At the point where it went whistling past me I realized it could have come in at half the speed. None the less it touched down in one piece ... loud cheers from the spectators and I could breathe again....

Success !!!!!!!

That's why we do It !!!!!!!!!!!!!!!

Thanks go to,

Scott and crew at Ace Models

Phil Celima , Jet products Australia.

Peter Agnew , Intairco.

Desert aircraft Australia.

Ken Greaves, Inspection.

And the support of many fellow modellers.

Hertzy

Airline Pilot.



2016 World Championship for Control Line model Aircraft.

Update for WAMASC members.



The Control Line world Championships are held every second year. And on all but five occasions since its inception in 1960 has been held in mainland Europe. This will be the first time the Control Line World Championships has been held in the southern hemisphere.

Since Australia won the bid in 2013 considerable ground works have been carried out at the WAMASC site, and there is just some finishing touches to complete in the coming months. (8 months from today 7-9-2015)

The flying facilities at WAMASC will be the best ever seen at a Control Line World Championships, and are essentially ready now. This provides the necessary confidence to those planning a journey from the other side of the world.

The high number of competitors require somewhere to practice, hone their skills, and make tune adjustments to achieve their best in the competition. We have been lucky enough to secure sites to practice at Lilac Hill Reserve (Aerobatics), the WA Archery club (Combat), and the eastern entrance car park of Whiteman Park (Team Race). All these practice sites are close by and are of a very high standard.

Whiteman Park has undertaken to upgrade the existing WAMASC car park facilities and will be extended where possible to help accommodate the anticipated 300 cars. The Park Board started site works on 3rd September in the eastern car-park to make it suitable for Team race practice, so it is likely we will see work underway on the WAMASC car-park in the coming months.

Final competitor numbers won't be known until January 2016, but current indications show we should be expecting well over 200 competitors from about 33 countries around the globe.

Spectators and supporters usually outnumber competitors by 2-3 to 1, and there will be a large number of control line and RC enthusiasts attending from all over Australia.

There is a lot of work involved in preparing and holding a competition of this scale. For example:

- Selecting 21 FAI accredited judges and officials, plus a total of 50 volunteers to assist in running the four competition classes.
- Parking attendants.
- Catering to feed 200-300 people on the field at any one time.

- Opening and closing ceremonies including end of event Presentation Banquet, and social events in evenings and during the day for wives and children.

- The ongoing support of all WAMASC members is both vital and appreciated. If anyone is interested in helping with the event please contact the undersigned. Likewise, if anyone is interested in billeting a foreign competitor.

Kind Regards

Trevor Letchford.
0403586206
tletchfo@westnet.com.au

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Visit to Police Air Wing



An interesting photo of Adrian's Scale model of a Dauphine EC 155, against the full size helicopter, taken on a recent visit to the Police Air Wing.

Big Lazy Ace

Sunny Chew's latest Big Lazy Ace! More photos can be seen on the link below.



<https://picasaweb.google.com/sunnychew1/BigLazyAce?authuser=0&authkey=Gv1sRgCMHuibqCju6Dew&feat=directlink>

Father & Son moments...



Dear Editor - How about best crash photos of the month?

I volunteer this one

Caption can be "Touch and go at too slow speed resulting in a stall when the aeroplane bounced to the air (after the "touch") without forward movement.

The aeroplane is ('was' Ed.!) 84" Bigfoot powered by DLE 35CC".

Eran Smith

