

8th August 2006 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. The next meeting after that will be on Tuesday, 12th September 2006

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGS The next meeting will be the TRASH AND TREASURE NIGHT to be held on Tuesday,

AGM 2006 This year's AGM was held at Tennis Cove on 27th June, there was a great turnout and about half of the membership was present to renew their membership and obtain their new key to the field. The locks have now been changed. After many years of the same faces, it was nice to see some new life injected into the Committee, the following

officebearers were elected: **Kerry Smith** President: **Mark Rickard** Vice President: **Brian Porman** Secretary **Peter Barnes** Treasurer/Registrar Committee Chris Hebbard

invited to contribute by attending meetings.

photo John Giffard

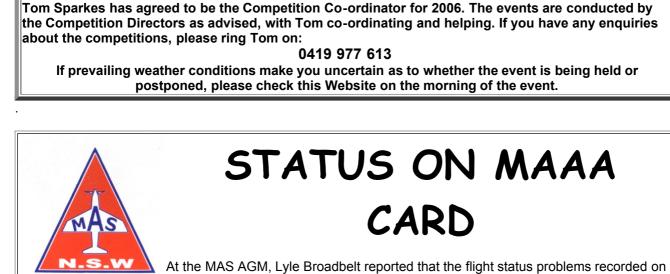
David Pound and Peter Papas were narrowly defeated for positions on the Committee but they have been Colin Simpson (the outgoing President) thanked the support he received throughout this and previous years from the outgoing Committee for their hard work in making sure that 2005/6 was a successful year, he also thanked the maintenance team of Grant Furzer, Peter Sharpe, Warren Lewis, Des Rim, Barry Mason, David Hollander and Brian Porman. He especially thanked George Ward for the work on maintaining the lawnmower assets of the Club and David Menzies and Ron Clark for pampas grass control. Thanks during the night were also expressed to Graham Swalwell (Hon.Auditor), Lynette Austen and Stefi Grech (X-mas Party Coordinators), Garry Welsh (MAS rep), George Atkinson (C.F.I.) and Tom Wolf (the Editor of your Mag).

We wish the new Committee a successful 2006/7.

HELICOPTER DAY

Sunday 27 August 2006 Flying is for all standards. THIS IS A FUN EVENT WITH SAFETY **PARAMOUNT**

Competition Director - Andrew Moss



0419 977 613 If prevailing weather conditions make you uncertain as to whether the event is being held or postponed, please check this Website on the morning of the event. STATUS ON MAAA

CARD

the 2005/6 membership cards had been rectified as the MAAA records have now

been brought up-to-date. On behalf of the members thanks go to those of our members who put in many hours of work on this issue on behalf of WRCS. If you still have a problem with your personal details or any status discrepancies on you new MAAA card when you receive it, please contact Kerry Smith on 0412 722 090 or by email: kerrydesi@optushome.com.au

FROM THE JULY MEETING A good crowd of Members gathered at the Tennis Club for the July meeting. Among other things, there was lively discussion about the use of the facilities of the field and the conduct and social inter-action of some

Members towards other Members. As a result, it was decided that Members should be reminded that: a. The same rules apply every day of the week, there are no special rules or exemptions for mid-week or any b. Also, all unpleasantness about anti-social behaviour and conduct should be resolved by the Members

basis.

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affected, but if a courteous request for a Member to moderate his/her conduct is ignored then upon written complaint the Committee may need to take action, including possibly the termination of Club membership; c. All engines (including electric motors) are only to be started in the pit area, and definitely not inside either shed. It was even suggested that it was a good idea to only place batteries into the model in the pit area. d. Noise is potentially a major problem and the Club will conduct noise checks on a random basis. If you wish to check the noise emitted by your aircraft to ensure that it complies before the Club's checks are put into effect, Garry Welsh has volunteered his equipment to be used by Members at the field. In most cases noise problems can be overcome by means as simple as changing propellers. e. The article in the Mag about insurance for learner pilots is incorrect (the MAAA rules definitely state that insurance is extended to students whilst being instructed by a qualified instructor). This has been clarified with MAS who will advise in their next Newsletter.

Club doesn't provide methanol fuel for the glow engines, the primary purpose of the charging panels is not for the charging of power batteries for the electric models. The Club is however installing two more charging panels in the next few weeks to overcome congestion in the sheds. IS IT COMMON SENSE OR

JUST "PLANE" COURTESY?

There is no Club rule that stops people from setting up in that area of the pits just behind the pilots area (from the entrance gap to about the end of the bench), but it has been observed that if planes are started there while pilots are in the air, then even if the engines are not raced it does interfere with safe handling of models in the

f. There was a lengthy discussion about the charging of batteries for electric models which then flatten the shed batteries. The shed batteries are primarily for the charging of transmitter and receiver batteries, and just like the

Not only that, but if the models face away from the field then fumes etc. are blown all over the pilots while they are concentrating on flying. Recently a pilot couldn't hear that he had a dead-stick because there was a plane just started and revved up right behind where the pilots stand. There were only 5 models at the field at the time and there was lots of room elsewhere in the pits area. A little common sense or courtesy could have avoided the problem. What do you think?? WILL THIS BE YOUR LAST

ISSUE OF THE MAG?

If you have not renewed your Membership of WRCS by the time the next issue is printed (the September issue

The keys at the field were changed straight after the AGM, and your old key will be totally useless to try to gain

Thos who have not renewed should be aware that WRCS has a membership ceiling and we have reached over the 3/4 mark with less than the first month of the new year gone, membership is on a first come first served

WRCS GETS SUPPORT

We are pleased to advise our Members that this year we have again received support for our X-mas Party from

is published toward the end of August), you will not receive any more copies of the Newsletter.

Peter Coles of Model Aero Products has kindly donated prizes MODEL AERO **PRODUCTS** to WRCS over some time, and has again supported us for the raffle with a YOUR INTERNET great first prize. If you have need for Peter's assistance, he can be WAREHOUSE contacted on 9975 5219 or visit his Webpage at www.modelaeroproducts.com **Kelletts Hobbies** of of 335 Macquarie St, Liverpool (9602-2333 or 9602-2970; Fax: 9602-6298) have also supported us for this year.

Extreme Hobbies of 858 Pittwater Rd, Dee Why (9971 1977) and 397a Anzac Pde, Kingsford (9662 1025) have yet again (as in previous years) donated a very valuable prize for the

The Hobby Headquarters of 32/398 The Boulevarde, Kirrawee (9545 1944) email: info@hhq.com have come on board this year

Col Taylor Models of Wagga Wagga has also provided some

With the support of Discovery Air Tours who have provided heavily discounted tickets, it has been decided that this year WRCS will hold a Membership Draw. The names of all Senior members current as at 1 December 2006 will be placed into a draw to be held at the Christmas Party on 9 December 2006, the

winner will receive a trip for two on the Mudgee Winery Tour, traveling by DC-

Discovery provide DC-3 flights to Temora for the air shows and various other

Electric

Popularity

Over the recent years we have seen very few electric models fly at Belrose except for electric powered gliders and more recently the Zagi's and other

Hubmann, Barry Campbell (pic on left) and others, you

And then along has come the "Komet" phase of foamies which seems to have really caught on, and

they are now flown very effectively by Harry

can see these guys combating mid-week and physically knocking each other about in the air (without any apparent harm to the foam models).

"floaters" during their brief "fad".

We are grateful for the support we received in 2006 from these

arty door prizes. Visit Col's site at http://

raffle.

to support us.

coltaylormodels.com

Tickets for the raffle are now available at \$5 each from Lynette Austen or Steffi Grech

SOMETHING ABSOLUTELY **NEW!!**

2006 Membership Draw

If you wish to have more details about Discovery Air Tours or wish to see what terrific flight packages they have

Like I said, watch it! The field does get soggy sometimes! BELROSE





The annual biplane day was held on Sunday the 18th June. This has been an annual event on the club calendar for us long as most can remember. The Mike Minty/Snap Printing Perpetual Trophy for the most

> Pilot briefing and flying was due to start at 10am sharp but most seemed to miss the point (!) and this was delayed until 10.30amperhaps the cold, chilly, but bright, morning slowed everyone down. Nevertheless nine pilots, including yours truly, turned up to prove that real planes have two wings (not sure

about the round engine up front bit though). Flying continued on until 3pm in the afternoon and although nine doesn't sound like many at least 2 pilots had two planes, or was that one plane with 4 wings, or two planes with two wings or four planes with one wing orthis combined with the fact that normal club flying continued throughout meant the sky was never empty. In fact it was a GREAT days flying, with all pilots posting multiple flights (Mr.

This was especially appreciated by the crowd as three or four families and sundry spectators had turned up to watch the spectacle. At one stage at least a dozen young kids were counted playing and

One of the fathers had apparently been present at

...... hopefully some potential new members (maybe a club open day/airshow could help with declining

the Scale Day and made sure he invited some

Papas logging nine!).

gawking all over the place.

friends down

outstanding biplane was first awarded in 1995, so it obviously goes back till at least then.

Al Zuger's Flair Puppeteer

A wide range of flying styles was in evidence ranging from Al Zuger's VERY slow scale-like sequences in his Flair Puppeteer, to Peter Barnes' "Barnestorming Special" and Peter Papas' Pitts tearing up the sky (and twisting the tongue), in his new Advanced Scale Models Pitts S2, as we know only Peter can. Other highlights were Dean Riebolge doing a couple of flips at takeoff in his own new ASM Pitts, to the attempted formation flying by the two Pitts Specials and in close manouvering by a couple of Stearmans. Mark Connor flew his Jungmeister in prototypical

style as befitted last year's winner.

for his club, South Narrabeen.

and a job. Terrific!!

participated in 20 carnivals over a 5 1/2

Pete's first proper job was, wait for it, with Tooth's Brewery. Wouldn't you know it!! But whilst "the Sweep" title has been chosen for this thumbnail sketch, it could just as well have been the "Travelling W*R*A*M"! Peter has been very big in

week period.

the Tasmanian Government Travel Office, in fact after 41 years he has only just retired this year as a travel consultant to th Innkeeper Hotels and

Bob, Jack, John and the others.

the amount of subsidence that has occurred.

second hand model, was only obtained recently.

At two points major potential pilot confusion was

To top it off the Pilots Choice vote saw Peter and Al tied!Peter eventually got the gong based on his close second in Marks tally...hope that made sense? All in all the general feedback seemed that it was a brilliant day's flying and a pity that so many people were not there to join in the fun.

one of the beltmen in a tragic Surf Carnival at Dee Why. Pete was a beltman in the R & R race and was being hauled back with his patient in big seas and choking weed. His mate Merv Fletcher was ahead in the race back to the beach on another line but it had been dragged down by the weed. The line men kept hauling and Merv went under and drowned as he could not release his belt. Peter saw what was happening but his the belt. The death resulted in the redesign of the belt with a quick release pin. Pete said he lost several friends to drowning in big seas in his young days. "Where is Clarkey?" is a common call, any summer at the field and the reply invariably is "He's with the girls!" By golly he has it made! "His girls" are the South Narrabeen womens surf club boat crew. Oh, he also sweeps and coaches the Masters and B crews. As we said he has been sweeping for over 50 years, and boy you have to be fit for that. In 1965 he went to South Africa as Captain of the Manly Warringah surf team, they won two of three tests and

Pete set up travel offices for the Tassie Government in places such as Singapore, Manilla, Christchurch and

Surfing is "writ big" in Pete and Shirley's lives. So is sailing. Peter had a yacht but always wanted a "Cavalier" and when he found out that Tom Sparkes was selling, bought it on the spot. But whenever he has no surf club or sailing commitments Pete arrives at Belrose on Saturday mornings with his signature greeting - "Good

As mentioned, Pete cam into R/C late, but that was way back in 1972 when he saw some modellers at North Narrabeen. Those are the guys, such as Bob Bellyea, John Piggott, Jack Black who pioneered our Club at its

In fact John Piggott was the first to fly at the site. He had attempted to fly his super sixty from the other site up where the 3 hole golf course now exists on Mona Vale Road, but had to abort half way so he eventually flew in

noting the line of gums back some way from the mown field. So Pete is one of a select few still flying with us who have worked and provided the venue that has been progressively improved ever since. Thank you Peter,

At the time of establishing the field Peter was a Warringah Councillor. This was of inestimable value in getting help in obtaining the occasional large machine or second hand telegraph poles (see the bridge support) etc. Of course the quarry had been used for dumping building materials and we believe a few cars and that explains

Peter likes the slower old timer models and has always built his own. In fact his first "built by someone else", a

from the gate operating from the back of a ute. The gate back then was further along the track.

morning Ladies (if they are there) and Gentlemen and Grant!"

present site which was obtained as a Pemissive Occupancy in 1977.

Club Website. This one is a model of an RAAF P-40N flown by Squadron Leader John Waddy in New Guinea in WWII. The model is a conglomeration of bits and pieces. The fuse is a basic P-40E fibreglass fuse from Model Design in South Australia, modified to the profile of an "N" model by splitting it down the back at the rear, extending by 140mm then fairing to correct shape to allow for fitting the rudder behind the stab as was required. The stab and rudder are from the original P-40 made by Stan some 7 or 8 years ago, the wing is a new wing built up from Ziroli plans with Peter Gow retracts. The motor is the tried and true Zenoah 62cc and the wing span is 2.4m. The all up weight is around the 14Kg mark. All nine channels of the Futaba PCM receiver are used to control the onboard 13 servos: 2 for Ailerons, 2 for flaps, 1 for tail wheel retract, 1 for main wheel retract valve, 1 for rudder. 1 for tail wheel steering. 2 for elevators, 1 for throttle, 1 for choke, and 1 for motor cut off switch. COLUMN 9.9

(incl. GST)

he realised that he had left his wing struts at home!

Notify the caterers, there's a dead cow at the end of the

runway!!

CAPTION COMP JULY 2006 ENTRIES

"Bit late to tell me this plane is susceptible to TIP STALL!!"

"I'm not putting my clean toes anywhere near that thing!!"

3. "Wonderful how a 40 Kt headwind helps on takeoff." 4. "WOW!!!. I didn't know a plane could bounce this high." 5. "Hmmm !!! I better put the flaps down next time." "OH NOOO !!! The stewardess just threw up"

"Notify the caterers, there's a dead cow at the end of the runway" - WINNER

that short break.

Editor:

Colin Simpson

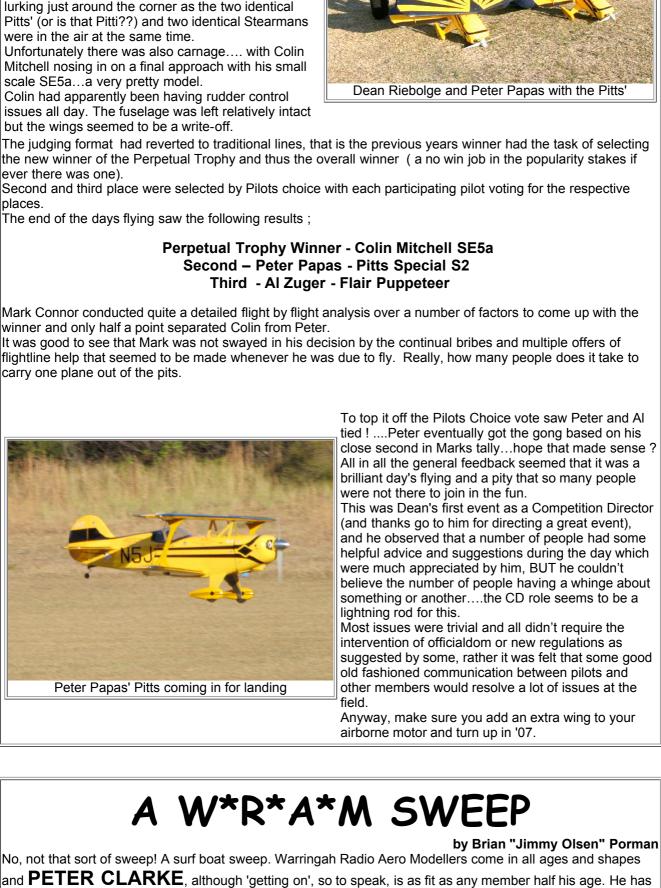
Patrick McGrath

1. "OOPPS!!! Wrong Airfield."

2. "Gee!!! This runway must have SHRUNK."

7. "He! He! Howzat for a ZOOM takeoff." 8. "Hmmm !!! Thermals are strong today."

On the day of our chat he had an own built high winged for some relaxed flying. Pete and Mark Rickard are the instigators of the Gloucester Cup which we hope will be repeated again soon. Cover photo - Stan Begg's P-40N Kittyhawk This plane flown by Stan at the May Scale Day is the third P-40 that Stan has built, if you are interested, photos of the previous two are on the



been surfing since he was a little kid, and has been a boat sweep for more than 50 years (before that he swam

Pete was seven when WWII broke out. In 1940 his Dad, in the Australian Army, was killed in Egypt. As a kid during the was, he caddied at Long Reef and recalls how lousy Norman von Nida was. "the Von" gave a zac (sixpence or 5 cents) when the going rate was a bob (one shilling or 10 cents). Pete really wanted to be a jockey but was told that as he had big feet he would be too big, which as it turned out was spot on.

Peter was not into aero modelling as a pre teen or teenager. In fact he was nearly 40 when he started. He and Bob Bellyea were the first to sight the Belrose quarry, now our home. But more about that later. Pre marriage,

Surf/sun/beer/football/dances/etc. Summers -swimming, winters -football. He was called up to grade but did not get a run so he accepted to play in McKay, 1950-53. The contract promised match payment, accommodation

Well, not really. First year McKay hardly ever won and Pete was, in his words, terrible. When queried about his form Pete explained that the problem was quite simple. He was plum tuckered out from the provided job of

The coach fixed that. Accommodation was moved from the Pub, where he and the boys were continually on the

turps, to a private home. The job of cane cutting, where any energy left was used to lift a schooner, was

One of Pete's pursuits as a young blade in the fifties, was running Collaroy Surf Club Dances. (That's also when the Three Muskateers haunted the place). Dances in the fifties and sixties were the place to meet girls. Where both of you could see what was on offer. Unlike today's internet chat rooms where the girls eventually find out that your 6ft is actually 5ft 9" and a bit! But despite having the inside running at his dance hall, Pete one day chatted up a glamorous brunette on the Manly Corso, the other well known happy hunting ground fro

The beautiful brunette, Shirley, after the usual courting, thought she could straighten this handsome lifesaver out and finally relented to his proposals and they were married in 1958. Shirley is another of the very supportive

Pete's life was varied but consistent, very much like the rest of us at the same period.

cane cutting, and/or drunk because the accommodation was at the Pub!

meeting the opposite sex back in those days.

WRCS wives mentioned in previous articles.

changed to a cushy office job. Voila. Energy to burn, but then he broke a leg.

team had stopped pulling the line because of the extraordinary amount of weed, so enabling him to get sufficient slack to slip

> Pete told me that Bob Bellyea was managing director at 'Lowes' and one day took himself off (as you can when you are the boss) to the Lands Dept and perused their maps. He rang Peter and said "I think I've found a

So off he and Pete went and together set eyes on

flying site".

a disused quarry moonscape. What you see today is a far cry from what these pioneers faced. Pete credited Jack Black (a Qantas pilot) with most of the bush/tree

plantings that rehabilitated the surroundings. Tou can see the extent of that by

In the late 40's Peter was

To make sure that winners of the past 6 month's of Caption Competition didn't have to wait until the Christmas Party, their prizes of a bottle of wine each were presented to those winners who attended at the AGM. As is said by Graeme Swalwell about model flying: 'What a great way to convert methanol into FUN!" After all the engine problems he's had over the years, Col Simpson was really pleased when he brought his new Super Stearman biplane to the field and his brand new OS150 ticked over on the first flick, but then to his horror At the beginning of July the club's Webpage went down for 3 days due to the fact that inadvertantly our domain name expired, but thanks to the efforts of Andrew Wolf and Ashley Simpson the name was re-registered and service was quickly reinstated. Apologies to all those Members who were unable to utilise the facilities during Awesome!!!!! Cec Ashley has brought our attention to a fantastic flying display video of a Cathay 747 landing at Kai Tak, (Hong Kong). Best played at full-screen and at very loud volume with the bass on high, just visit http://www.metacafe.com/watch/116564/747_400_landing/ It'll blow you away...... July Caption Winner

Prize won by: Andrew Wolf

Unfortunately to get such limited response month after month from a publication which is sent to more than 180 people and is also on the internet is, to say the least, DISAPPOINTING! It certainly takes the fun out of the competition to see entries from virtually the same few people each month, so after careful deliberations I do not feel it worthwhile to continue it for the balance of the year and incurring the Club in additional expenses in providing prizes. Therefore, sorry for the disappointment to those that care, but the Caption Competition is DISCONTINUED. I will continue to publish the occasional picture with a caption, but I'm afraid you will just have to put up with my personal humour (and those who know me will appreciate how lousy that is!) Ed

Caption Competition

