

Newsletter - December 2007



October Scale Day winners displaying their hard won hardware.

CHRISTMAS PARTY CHRISTMAS PARTY

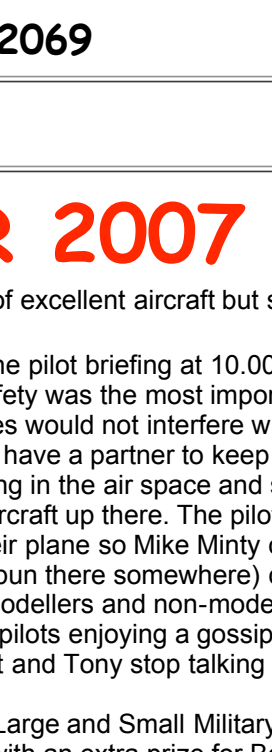
The Christmas Party will be held on Saturday, 8th December 2007, entry by ticket only.

MEETINGS MEETINGS MEETINGS MEETINGS

The next meeting will be held on Tuesday, 12th February 2008 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.

WRCS CHRISTMAS PARTY

By ticket only!!! at 4 pm
on SATURDAY
8th December



dinner served at 6pm, we are again catered for by McGoo's Spit Roast with lots of yummy food.

Adults \$22:

Children 5-12 \$10:

under 5 - FREE

Raffle - tickets \$5 each, Prizes are:

First: Seagull Models Super Star 120-160 size ARF kindly donated by Model Engines (Aust)

Second: Cap 232; 46 size ARF kindly donated by Model Aero Products

Third: OS-46 size two stroke engine kindly donated by Col Taylor Model Supplies

AND Lucky Door Prize:

Tour for one person of RAAF 33 Squadron at the Richmond Base, including an inspection of the 707 (this will be the last one in the fleet by the way), as well as a simulator tour



Contact Warren Lewis at the field most Saturdays or by phone 9972-7181(w) or 9417-0269(h) or send cheque (made out to WRCS) and a stamped self address envelope to:

Warren Lewis
61 Headland Road
Castle Cove NSW 2069

SCALE DAY OCTOBER 2007

Well what a day that was! A beautiful sunny one, hardly any wind, a huge turnout of excellent aircraft but sadly with a few too many dead ones at the end.



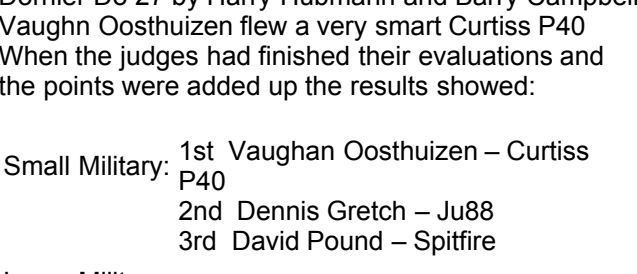
He was actually a flying advert as he had announced it was for sale (he's still open to offers). This Fokker D VII was built from a Flair kit by George Kaley and finished with a free hand painted lozenge scheme - it was going to be difficult for the judges to select the winners from beauties like this.



Here's Doug Radford with his Avro Avian that he built from a plan having scaled it up from one he had built years ago half the size. It had a muffler system Doug had built for the OS 120 so that the 4 exhaust pipes ended in the scale position.

One of the finest models was this Sopwith Camel that David Foster brought. The cow in particular was a work of art.

Flying took place all through the day but sadly not always a take off/landing. Simon Press and his gorgeous Lightning twin was one of the first to succumb to terror firmer and took a while to recover from the hill.



Both Doug and Col Mitchell finished in the trees at opposite ends of the field but neither was damaged, David is doing a bit of retrieving here for Col with his mighty pole and succeeded in getting it down without dropping it and causing damage.

There was a squadron of Spitfires of varying scales, David Pounds was the largest at 95" span closely followed by Martin Cowan in more ways than one! They did a lovely best up of the field together and some mock dog fighting - well they were on the same side after all. Al Zuger, David Foster & Peter Sharpe were the other Spitfires! This one is Al's.



The nighty Mosquito of Graeme Swallowell and Jim Masterton thrilled the crowd with it's 2 pilots (one on the flight controls, one on a hot stove and the judges for their impartiality. See you next ear and let's hope it's even bigger and better!

Small Military: 1st Vaughan Oosthuizen - Curtiss P40
2nd Dennis Grech - Ju88
3rd Ron Clark - Spitfire

Large Military: 1st Grant Furzer - Stuka
2nd David Foster - Camel
3rd George Kaley - Fokker D VII

Small Civil: 1st Mike Minty - Fivver
2nd Peter Coles - Tiger Moth
3rd Al Zuger - Ultimate

Large Civil: 1st Doug Radford - Avro Avian
2nd Ron Clark - Ryan
3rd Ron Clark - GBY

The Best Golden Era went to Tom Sparkes and his lovely GBY. The Tim and Topsy went very appropriately and deservedly to Martin Cowan and his Spitfire.

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It is intended for record and to inform new members about our beginnings.

We would appreciate any corrections/additions from older members with pertinent information.

The Quarry: The initial land improvements and drainage work commenced in the 70's with the acquisition of the PO.

"The Good Old Days" circa 1982 photograph is exhibited in both sheds, showing in particular the denuded western face. This is several years after the tip was closed and the fill graced, but before the plantings had taken hold.

A second photograph, "More Memories" shows a view looking east from the south west road entrance. The silt retention dam is just visible in the centre of the photograph beyond the field. It is on a level lower than the field estimated at about 15 plus metres.

A copy of an article from the "Manly Daily", March 4, 1978, and a photograph, in which it describes the "land restoration project" by the Club was included and we were extolled as saviours of the Narrabeen Lake catchment in our particular area. Look up the Manly Daily web site.

Our original letter outlined the background to our lease and in summary:

The abandoned stone quarry was like a moonscape stripped bare of trees and foliage. Best estimate is that this was about three quarters of our present lease area.

Club members at their own expense and time, in the past 30 years, (lease commenced in 1977) have replanted more than 10 hectares of native plants. We are reliably informed that one of the founder members, Mr Jack Black, a Qantas pilot, and in whose memory the field was dedicated, planted with others over 10,000 plants from harvested seeds. Jack organised bucket brigades for years to nurture these plantings.

The results are obvious [but not so welcome when searching for a downed aircraft]. Members continue to remove noxious weeds such as Pampas grass and Lantana.

Rock carvings north and south of the lease were discovered by pioneer members of the club.

Early Works: I interviewed Mr Peter Clarke of Elnora Heights (9913 3531), a current member of the Club, about his recollection of the initial site works.

Peter was a founding member of the Club, he was also a Warringah Shire Councillor from 1974 to 1977. Peter stated that the Managing Director of Lows, City, was a Club member, Bob Bellery, who searched Lands records in his lunch hours, and discovered an abandoned sandstone and slate quarry site at Belrose.

Peter stated he and Bob investigated the site, sometime in the mid to late 70's, and on sighting the enormous hole that was the quarry site, he thought "no way would this ever be made suitable for us". Bob and another founding member, Qantas pilot, Jack Black, (after whom the field is dedicated), thought otherwise.

Peter stated that the centre of the present field was a huge hole which he stated was "about twice the depth of the fill depth that can be seen at the present east end of the field."

The fill at the east end [as you inspected], is estimated at being in the order of 12 metres. The dam water level would be about another two or so metres fall again.

This proved to not be capable of properly handling runoff from the western hill which overflowed with silt onto the field during reasonable rainfalls. Corrective drainage work and field extension was carried out generally in 2001.

"Soil Services", a division of the Dept of Land & Water Conservation, were engaged to design and oversight the works so as to minimise sources of silt.

This has been very successful with the water flowing being clear and potable.

Recent drainage/ land works.

2. From about 1999 to 2002 drainage and field improvements were carried out by both members and contractors. This has resulted in a vastly improved field and drainage complex.

In 1989, a contractor was engaged to raise and strengthen the Dam wall and cut the spillway in a rock outcropping.

Sub soil drains were laid in the central and eastern end of the field. The cover of the April 2000 Newsletter shows a member with a "Big Wheel" of agricultural pipe.

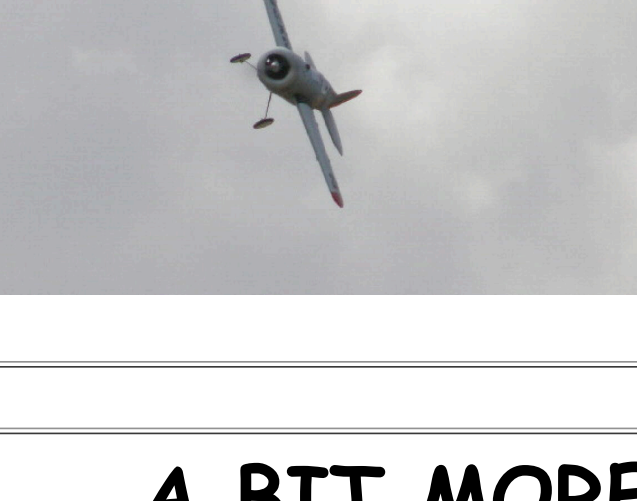
A 650mm diameter concrete pipe line replaced an open drain and berm that was subject of regular siltling and flooding in times of normal and extraordinary rainfall. The extension then covered this infrastructure.

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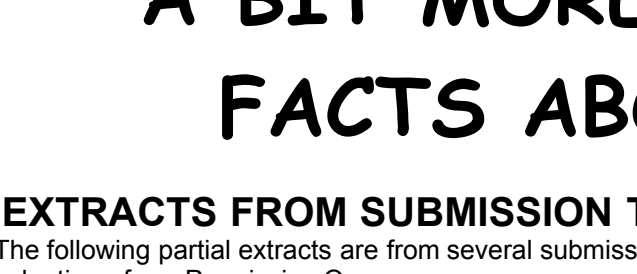
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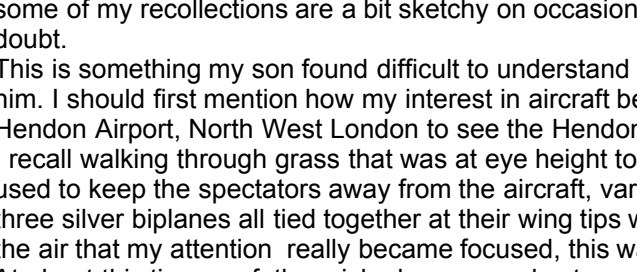
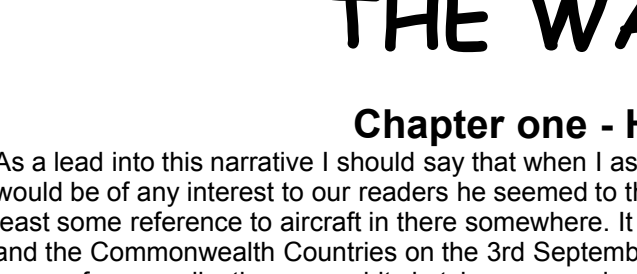
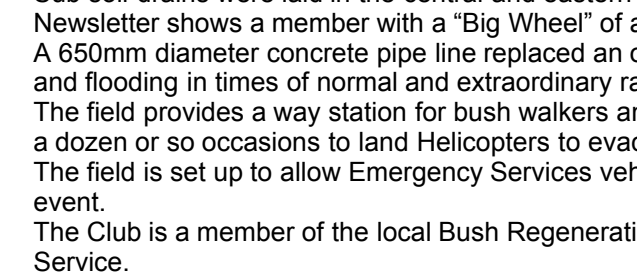
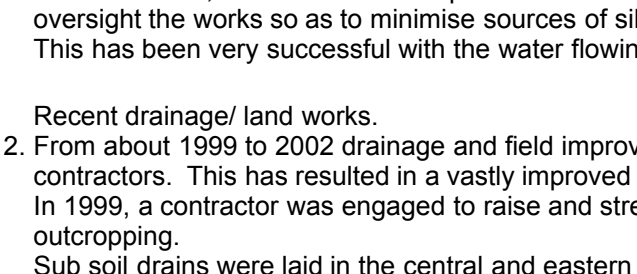
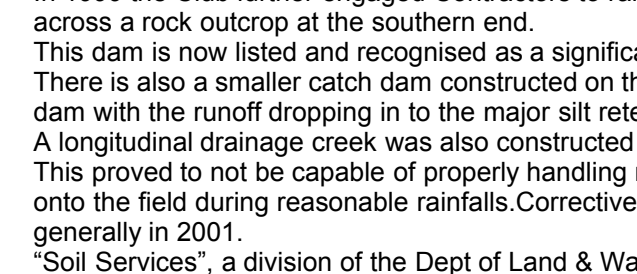
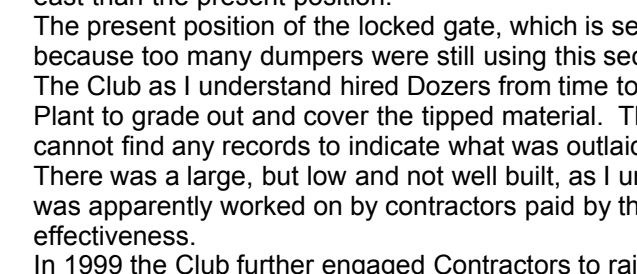
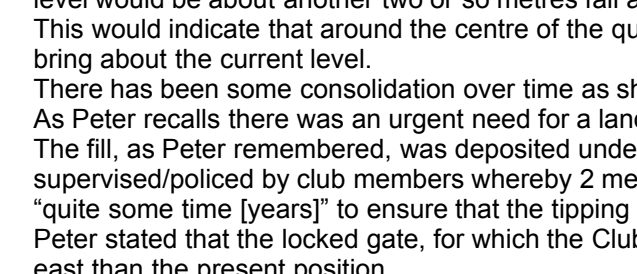
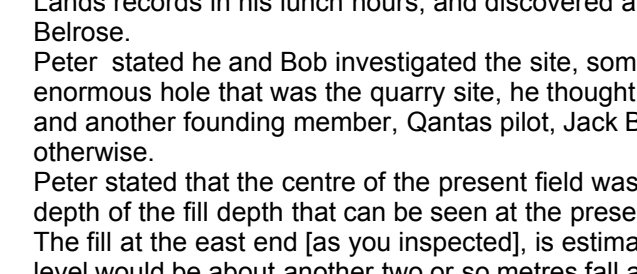
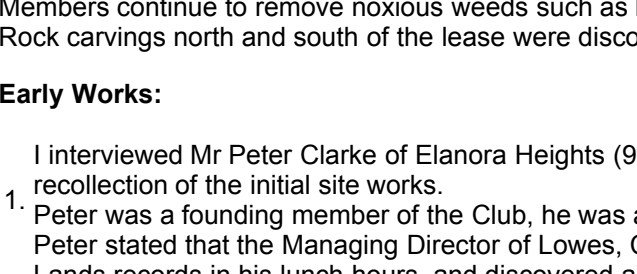
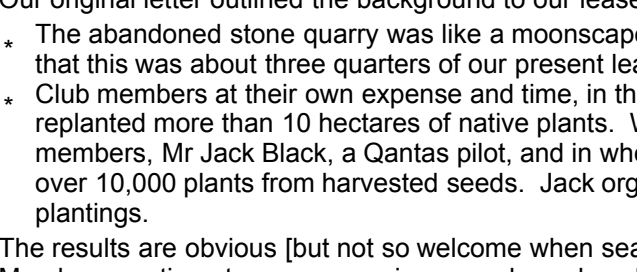
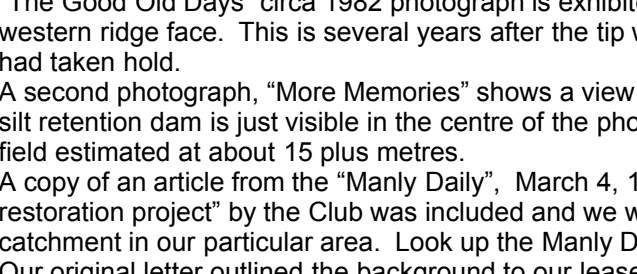
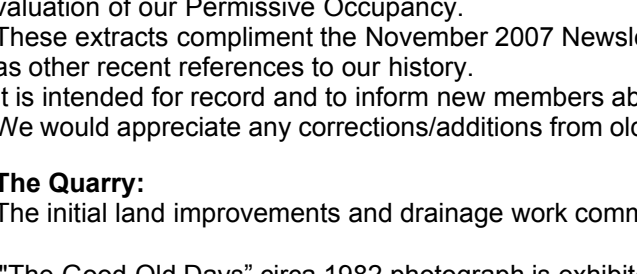
NATIONAL AIR RACES COOTAMUNDRA 2007



Left: Ron Clark with his AT-6 being assisted by Tom Sparkes



Below: Tom Sparkes' Laird Turner being prepared for flight, taken off, in a tight turn to port, and flying in a straight line



A BIT MORE HISTORY & FACTS ABOUT WRCS

by Brian Porman

EXTRACTS FROM SUBMISSION TO LANDS DEPARTMENT VALUER

The following partial extracts are from several submissions from the Club to the Valuer General about the valuation of our Permissive Occupancy.

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SO WHAT DID YOU DO IN THE WAR DAD?

Memories by Sean Foley

Chapter one - How it all started

As a lead into this narrative I should say that when I asked our Editor if my wartime experiences as a child would be of any interest to our readers he seemed to think that they would, but he hoped that there would be at least some reference to aircraft in there somewhere. It must be remembered that WWII broke out for Britain and the Commonwealth Countries on the 3rd September 1939, 68 years ago and I was only five years old.

If my recollections are but a bit sketchy on occasions and some of the events out of sequence I've no doubt.

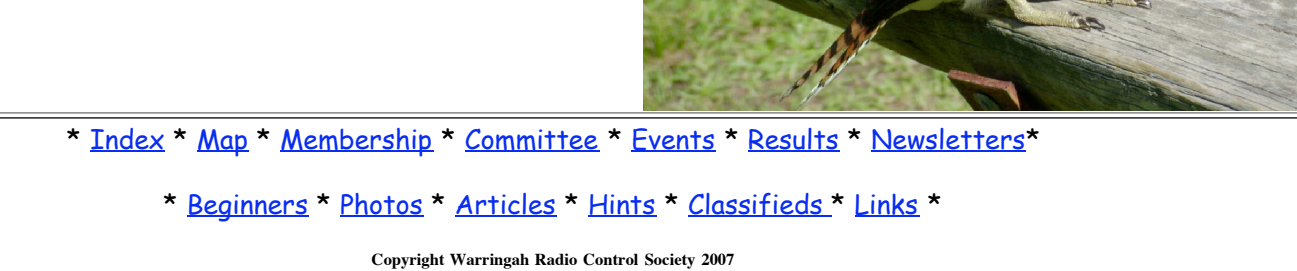
This is something my son found difficult to understand when he was young as I have always been an adult to him. I should first mention how my interest in aircraft began. This was brought about by my father taking me to Hendon Airport, North West London to see the Hendon Air Display in 1938.

I can get away from him - no problem! I thought the elderly nutcase as he floored it to 110mph, then 120, then 130mph. Suddenly, he thought "What on earth am I doing? I'm too old for this nonsense!" So he pulled over to the side of the road and waited for the police car to catch up with him.

Pulling in behind him, the police officer, to the driver's side of the BMW, looked at his watch and said, "Sir, my shift ends in 10 minutes, today is Friday and I'm taking off for the weekend. If you can give me a reason why you were speeding that I've never heard before, I'll let you go."

The man, looked very seriously at the policeman, and replied, "Years ago, my wife ran off with a policeman. I thought you were bringing her back."

"Have a good day, Sir," said the policeman.

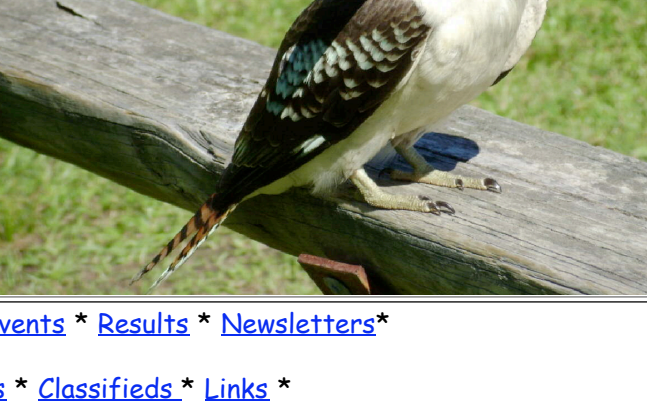


He'll just have to go to the next roundabout to turn to come back!!

OUR KOOKABURRA

This photo was submitted by Patrick Boutonnet of our kookaburra snapped at the field on 4 November.

The variety of native flora and fauna seen regularly at Belrose is a credit to the way in which the field and its surrounds are maintained



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* [Beginners](#) * [Photos](#) * [Articles](#) * [Hints](#) * [Classifieds](#) * [Links](#) *

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