Newsletter - December 2007



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

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

WRCS

CHRISTMAS PARTY By ticket only!!! at 4 pm

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

Engines (Aust)

Supplies

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

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.

had provided notes on their plane so Mike Minty on the mike (ummmm is there a pun there somewhere) could keep the large crowd of modellers and non-modellers informed. Here's a row of pilots enjoying a gossip during the briefing – Grant and Tony stop talking or you will be in detention! There were four classes, Large and Small Military plus Large and Small Civilian with an extra prize for Best Golden Era and, of course, the annual Cowan Trophy for the best overall model. You can see from this line up that competition was going to be tough and when

He was actually a flying advert as he had announced it

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 exited in the scale position. One of the finest models was this Sopwith Camel that David Foster brought. The cowl in particular was a Flying took place all through the day but sadly not always a take off/flight/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. The day started with a pair of Ju87 Stukas from Grant Furzer and Dennis Grech but only Grant took home a whole one. Here he is, assisted by Dennis about to fly

Large Military: 1st Grant Furzer – Stuka 2nd David Foster - Camel 3rd George Kaley - Fokker D VII Small Civil: 1st Mike Minty – Flivver 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 Cowan Trophy went very appropriately and deservedly to Martin Cowan and his Spitfire. Thanks, as always, to the helpers particularly Tom Wolf for slaving over a hot stove and the judges for their impartiality. See you next ear and let's hope it's even bigger and better! For full size photos why don't you download them if you wish. We thank those who contributed their pics. WRCS INAUGURAL PATTERN

Trebuchet

manoeuvres but otherwise it was OK. Another 30 mins later and it was decided to give it a go. First up was David Macfarlane, he started on his first manoeuvre and at the top of it disappeared for about 2 secs in solid cloud before he popped out the bottom, so the flight was discontinued and we waited a bit longer. The weather had continued to improve so it was decided to send the Sportsman up for a fly. It proved to be a quite close contest in sportsman, with all competitors flying very good rounds in difficult Masters were next up, followed by our lone Advanced flyer, then completing the day's flying was the Expert

It was 8.00am Saturday morning, all ready for a busy day of pattern flying, then I stepped outside to see a bleak morning of persistent rain and low cloud. Just

Well everyone started turning up around 8.30 with the optimistic view that the weather would improve, and after about 11.00 am the weather did improve, the rain subsided, and so it was decided that I should go up for

The cloud base was still quite low, with the aircraft slipping into the mist a few times at the tops of some

beautiful spring weather.....NOT.

a fly and see how it really was.

Report and pics by Mike Minty

by Shane Austin

The mighty Mosquito of Graeme Swalwell and Jim Masterton thrilled the crowd with it's 2 pilots (one on the flight controls, one on flaps and U/C) putting on a

Here it is, tail up and about to leave the ground with

fine display and one heart stopping landing!!

the help of 2 x 25cc Laser motors.



A BIT MORE HISTORY & FACTS ABOUT WRCS 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. These extracts compliment the November 2007 Newsletter article by Sean Foley, a founding member as well as other recent references to our history. 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 ridge face. This is several years after the tip was closed and the fill grassed, but before the plantings 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.

The field provides a way station for bush walkers and cyclists and Emergency services have had cause on a dozen or so occasions to land Helicopters to evacuate injured walkers and cyclists. The field is set up to allow Emergency Services vehicles to take refuge in the event of a conflagration The Club is a member of the local Bush Regeneration group and contributes regularly to the Rural Fire SO WHAT DID YOU DO IN THE WAR DAD? Memories by Sean Foley Chapter one - How it all started

My first flying model was rubber powered. Some of our more senior members will most likely remember these models, made of a stiffened formed card, coloured silver with a yellow band around the rear fuselage to make it look like a prewar fighter, I think the wings were balsa wood, it had very fine wire undercarriage with small bakelite wheels and generally flew rather poorly as I recall. The other doven of the skies for kids in those days was a punched out cardboard glider which came with a short stick with an elastic band attached for use as a

We learned early in the piece that you did not fly these when it was raining or over wet grass other wise you finished up with a handful of soggy paper in your hand, their flying characteristics were little better than the others. My father purchased these at the now unheard of price of 6d (5 cents) for the glider and a whole 1/- (10 cents) for that ground braking rubber job. I think my father's income was about four pound ten shillings (\$9.00)

When WWII broke out the Germans launched their first real Blitzkrieg against Poland, they destroyed much of the Polish Air Force on the ground and although some of those brave souls did make it into the air they were hopelessly outnumbered, but surprisingly, flying obsolete aircraft they did acquit themselves rather well. It was

I'm sure you are wondering why I've written this side issue, the reason is somewhat personal, a cousin of mine born in Canada had joined the Royal Canadian Air Force and was sent to England. She was based at a Fighter Station in Norfolk working in Radar control. and met and married one of those Polish pilots that had got away form Poland and joined the RAF. They came to see us a couple of times, but after he had been wounded by German anti aircraft fire on at least two occasions flying over France attacking targets of opportunity (ground attack) he finished up in the North Sea and had to be rescued, after these episodes he began to drink rather heavily and used to have fits of rage for no apparent reason. My cousin had the marriage annulled, they had

David Rose as such honourary members. SPEEDING A senior citizen drove his brand new BMW Z3 convertible out of the car salesroom. Taking off down the motorway, he floored it to 90 mph, enjoying the wind blowing through what little hair he had left.

A NEW HONOURARY LIFE **MEMBER**

He'll just have to go to the next roundabout to

on SATURDAY 8th December

Raffle - tickets \$5 each, Prizes are: First: Seagull Models Super Star 120-160 size ARF kindly donated by Model 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 AND Lucky Door Prize:

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

Col Simpson conducted the pilot briefing at 10.00 and let everyone know that safety was the most important thing but that officious rules would not interfere with

> the fun. Every pilot had to have a partner to keep and eye on what was happening in the air space and soon there were a number of aircraft up there. The pilots

you look at some others around, like this pretty Bucker Jungman from Mark Connor which he flew in a very

scale like smooth aerobatic way. 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.

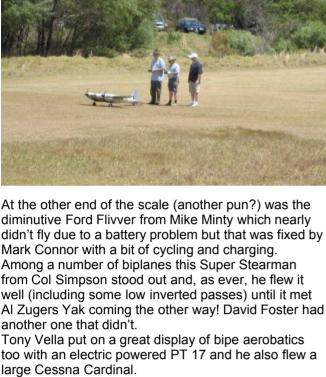
Both Doug and Col Mitchell finished in the trees at opposite ends of the field but neither was damaged,

David is doing a bit of retrieving here for Col with the mighty pole and succeeded in getting it down without

There was a squadron of Spitfires of varying scales, David Pounds was the largest at 95" span closely followed by Martin Cowans in more ways than one! They did a lovely beat 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

dropping it and causing damage.

were the other Spitters! This one is Al's.



There were a number of Cubs, regular and clipped wing versions by Doug, Peter S, and Peter C and one Dornier Do 27 by Harry Hubmann and Barry Campbell. Vaughn Oosthuizen flew a very smart Curtiss P40 When the judges had finished their evaluations and the points were added up the results showed:

Small Military: 1st Vaughan Oosthuizen – Curtiss P40

2nd Dennis Gretch - Ju88 3rd David Pound - Spitfire



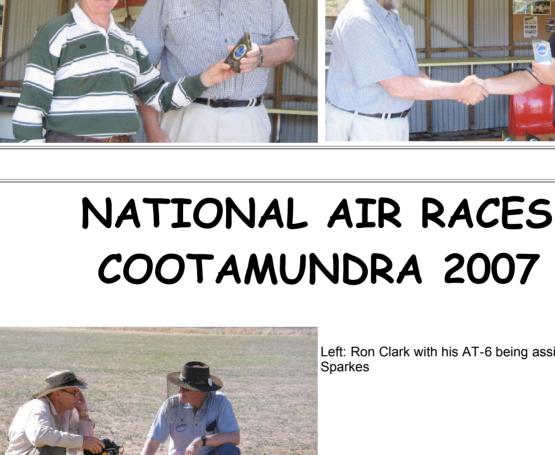


Some pretty serious wind corrections were needed to keep the aircraft flying in the right direction, with some doing better than others. All classes struggled at times in winds that were gusting up to 50 kmh (according to the

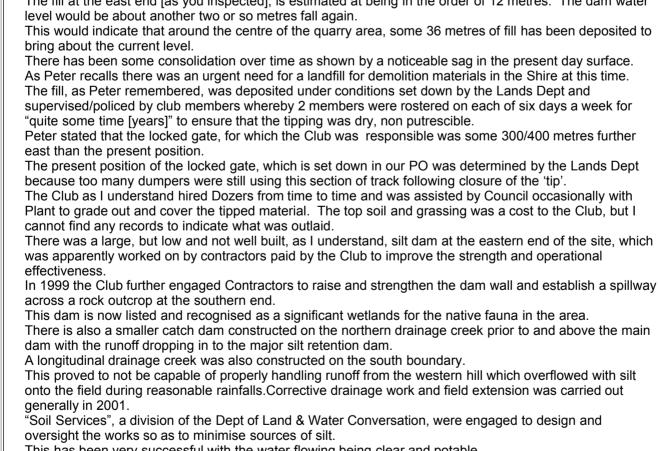
bureau of met terry hills site).

OK.









Recent drainage/ land works.

plantings.

Early Works:

Belrose

otherwise.

1. Recollection of the initial site works.

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, some of my recollections are a bit sketchy on occasions and some of the events out of sequence I've no 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 recall walking through grass that was at eye height to me and standing behind a split sapling and wire fence used to keep the spectators away from the aircraft, various planes took off and flew around but it wasn't until three silver biplanes all tied together at their wing tips with coloured rope started to perform a graceful ballet in the air that my attention really became focused, this was of course the RAF display team doing their stuff. At about this time my father picked me up and sat me on his shoulder so that I could get a better view, a little later things seemed to go quiet and then this silvery monoplane appeared at very low level, with its engine at full song making a loud growing whistle as it raced across the airfield pulling up into a climbing turn and then into a reverse roll and coming around and back at what seemed an incredible speed to do it all again, in fact it made a number of passes before disappearing out of sight. It had made all the other aircraft look positively pedestrian. From what I could remember of its shape I'm sure I had just seen my first Hawker Hurricane and

my interest in aircraft was born.

catapult.

still a bloodbath.

Another of our "Golden Oldies" has decided to cease flying and has disposed of his models (in fact he donated

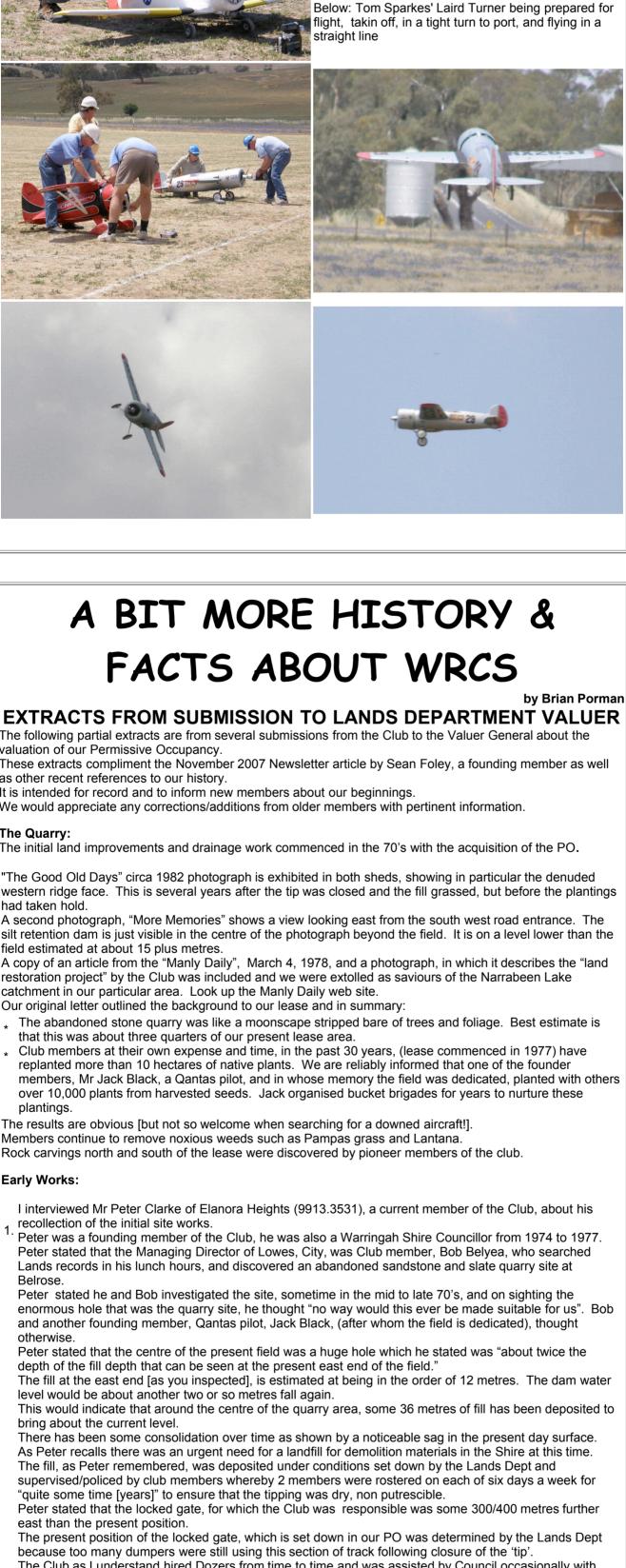
not had any children. Such are the rewards of war.

per week, so I didn't get too many replacements when I broke them.

- 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 walked up 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.

OUR OOKABURRA 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 * Index * Map * Membership * Committee * Events * Results * Newsletters*

> * Beginners * Photos * Articles * Hints * Classifieds * Links * Copyright Warringah Radio Control Society 2007 This Page is constructed and maintained by: Andrew's Computing Essentials & Services



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

Sparkes

This has been very successful with the water flowing being clear and potable. 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 1999, a contractor was engaged to raise and strengthen the Dam wall and cut the spillway in a rock 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 silting and flooding in times of normal and extraordinary rainfall. The extension then covered this infrastructure.

in his rear view mirror, he saw a police car behind him, blue lights flashing and siren blaring.

one of his kits to be the raffle prize at the Christmas Party. At the November meeting it was unaninmously resolved to honour Cec Ashley with Honourary Life Membership of WRCS. Cec now joins Alan Place and

"Amazing!" he thought as he flew down the M40, enjoying pushing the pedal to the metal even more. Looking

"I can get away from him - no problem!" thought the elderly nutcase as he floored it to 110mph, then 120, then

turn to come back!!