

**And the winner is ... winner of the AXIS Special Category at May Scale Day, Grant Furzer's Stuka caught in flight - photo Peter Donnan**

**MEETINGS MEETINGS MEETINGS MEETINGS**  
The next meeting will be held on **Tuesday, 10th July 2007 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.** The next meeting after that will be the **TRASH & TREASURE NIGHT on Tuesday, 14th August 2007**

## WRCS Annual General Meeting - June 2007

By the time you get to read this Newsletter, the AGM will be all over and done, we'll have a new Committee for another year, but as the Mag is published and distributed at the end of each month, as at the date of going to print, I cannot give you any more info.

On behalf of all the Members I wish to place on record our appreciation for the hard work the outgoing Committee put in for 2006/07 and to wish the incoming Committee a successful year.

... Ed

## RACING Sunday, 22 July 2007

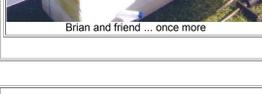
**Classes: Open, Sport, Stock, Novice**  
**THIS IS A FUN EVENT WITH SAFETY PARAMOUNT**  
Competition Director - TBA

## THE CUB REPORTER W\* R \* A \* M

aka **BRIAN PORMAN; B.P. : PORTHOLE and JIMMY OLSEN**



Brian with friend



Was Brian destined to be a flyer?



Nasho's, Canberra, 1954

A few happy years of flying went by then Brian left high school and started studying Civil Engineering at University of NSW.

During this time at university he met a very attractive girl, Marlene Davies (who was working at the university). They didn't take long before Brian knew that she was "THE ONE", and after graduating they became engaged and bought a property in Newport Plateau.

Not long after Brian married on his birthday in February 1963 and bought land at Frenchs Forest where they built a new house, over the next few years they were blessed with 3 children, Scott, Todd and Sue.

Continuing from Frenchs Forest to the City became a problem so the family had to make a short walk from the railway station, giving him easy transport to his office in the City.

During his early years as a Civil Engineer he worked for various firms extending his working life as one of the principals of the City of Sydney Council.

In 1994 Brian, Barry and myself decided, with the advent of digital proportional radio gear, it was time to get back into model planes, so we all joined WRCS.

Having some commercial lessons from Geoff Irwin, we gradually learned to fly RC which has little relationship to control line of our early days, buying a lot of our gear from our friend George Ward.

George's late partner's nickname was the "Three Musketeers" which we adopted in our AT-6 Texan Plyon Racing Syndicate, having recited in our AT-6 Adelaide, Cootamundra and Shepparton with some success (and failures).

Brian has been a hard and diligent worker for our Club, not only as Secretary for many years but also as one of the small team of Members who present the field in superb condition week after week. WRCS owes Brian a great vote of thanks.

by G.F.

I have had the good fortune of having known Brian for over 60 years, he being a little older, we didn't become friends until 1949 when we became interested in control line model planes.

We flew our planes in parks around Manly-Warrigah and Balgowlah Districts, generally building one and crashing one every week. As high school boys this was an expensive exercise, relying on part-time jobs after school for our modeling supplies.

In those days model aircraft supplies were generally only available in Sydney City, so we would hitch a ride from Balgowlah to the City or walk to the Spit and catch a train.

Hobbyco in George St was the store that attracted most modellers, other stores such as Model Aircraft Supplies in Bond St and Walthor & Stevenson in George St had less comprehensive stock. We usually could only afford 10 stilling ( \$1.00) which would buy a fair amount of supplies - balsa sheets 3"x36" cost 1 shilling and 3 pence (13 cents) - (but that was real money ... Ed).

Flying our control line planes, we met other like-minded fellows and formed model flying clubs such as Manly Flying Saints and Manly-Warrigah Model Flying Club.

One particular like-minded flyer was Barry Mason, we all became friends and this friendship remains strong to this day.

In the early 1950's we flew at the Spit Park area West of Spit Road and Balgowlah Oval until noise problems (no mufflers in those days) forced a change of venue to Manly District Park (where the netball courts are now situated).

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## FROM THE WORKSHOP

We got a close look at Marty Cowan's Spitfire at the May Scale Day. The model is a Brian Taylor '1/5 scale' Mk 7 Spitfire and is powered with a Motu 1.8 engine.

It is painted in the colours of Air Commodore Peter Brothers CBE, DSO, DFC. This trinity was chosen by Marty as the war Peter Brothers had amassed 875 operational hours over a 44-month period.

Pete was instrumental in the formation of our very own RAAF's 457 Sqn which included Clive Caldwell and Bob Gibbes (who had made his name during the 'Grey Nurse' shark mouth Mk VIII Spitfires in the defence of Darwin).

**Air Commodore Peter Brothers**  
CBE, DSO, DFC

Pete Brothers learned to fly at the age of 16 and joined the RAF two years later in 1936. He first saw action in 1940 when as a Flight Commander in 32 Squadron, based at Biggin Hill, he flew his Hurricane against the fighters and bombers of the Luftwaffe.

He recalls this as an intensely busy period, during which he shot down a Me109 his first enemy aircraft during the final days of the Blitzkrieg.

By the end of August that same year his tally of enemy aircraft shot down increased to eight and by the end of the Battle of Britain the total had reached twelve.

Commander the DFC, Pete was transferred to 257 Squadron where he joined Bob-Stanford Tuck as a Flight Commander.

Promoted in 1941 to Squadron Leader, Peter Brothers' unique bond with Australia was formed in these critical heady days helping form and then taking command of Australia's 457 Squadron RAAF while in England.

A year later and equipped with Mk 9 Spitfires, 457 were posted home with Australia with the successful defence of the Tangmere Wing, succeeding his old friend, Douglas Bader.

The battery was attached at the other end of the project and was given a name - until he was found by a British patrol. He met the patrol with the words "G'day mate, got away from?"

On December 21, 1942, he landed his Kittyhawk in difficult terrain in the North African desert to rescue Rex Bailey, a squadron colleague who had been shot down. Gibbes got rid of his belly fat tank to reduce weight and tossed out his parachute to make room for the other pilot in the cockpit before losing his port wheel during the rough, hair-raising take-off - which meant an eventual one-wheel landing when they got back to their bases.

On January 14, 1943, he was shot down 220 kilometres behind enemy lines and walked for 72 hours. He outfoxed the patrols of Rommel's Africa Corps by heading west - away from his base - until he was found by a British patrol. He met the patrol with the words "G'day mate, got away from?"

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