

# Wingtips & Tales



Volume 2010-1

Newsletter Date April 2010

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## Resurrection of an old idea—or everything old is new again!

Hello all and welcome to what I hope will be a regular update from the committee and

council of your field.

We thought that it would be a good idea to get the old Wingtips newsletter up and running as a vehicle for getting the council's ideas, news, messages and questions out to you the members.

It could also prove a useful tool for those interested in hearing the "real" story on matters as opposed to the rumours. It might also educate some who "demand" to know what has been occupying all the committee's time of late.

And as it is a new publication, we couldn't just call it Wingtips all over again, but thought, as we are relating people's stories of events and (hopefully) useful information, then it should be the rest of the aeroplane too—hence the addition of "Tales".

This also symbolically gives us some stability with the tail feathers providing a rudder and some direction of flight for our vision.

We hope that you get something out of this publication—if only that it introduces you to the people working behind the scenes to help move the place forward.

As most new incumbents do, we started with big ideas and great hopes. We wanted to build momentum and get things done.

We wanted to improve the field and make it an attractive

proposition not just for competition, but for investment by public and private bodies.

And as with most naïve newbie's, we were faced with serious resource (manpower) problems trying to both address the multitude of very important matters placed before council (almost on a daily basis) and the demands of implementing a project.

We have faced both ends of the spectrum with, on the one hand, the seriously entrenched mindset of "why do we need to change anything" to the other end of the scale with "it's about bloody time, I am sick of this ramshackle excuse for a clubhouse and playing roulette with the rabbits!"

So these past months have been full of meetings with Whiteman (7), WAPC (3), MORBC (2) updating our financials (32 paid man hours and many, many more not) and of course our long drawn out hearing—not to mention incessant correspondence IN.

This is what you face trying to administer a seven club field that is uniquely WAMASC. For nowhere else in this country do so many clubs drive the bus!

But never say die!! We will forge ahead, but more of that later under the Project Update segment.

This is the launch of our maiden flight—So away we go!

Cameron

WAMASC Chair



***"We hope that  
you get  
something out  
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the scenes"***

*The Western Australian Jet Model Society extends an invitation to the*

# **2010 WA JET RALLY**

**WA Sport Centre WHITEMAN PARK**



- **FRIDAY April 30th** • **SATURDAY May 1st**
  - **SUNDAY May 2nd**
- Flying every day from 9am to 4pm**

*Friday is practice / certification day. All Turbine/Heavy models must be MAAA certified. No pressure low key relaxed flying. Order has been placed for perfect weather conditions.*

*Turbine fuel /gas/personal Fire Extinguishers arranged for travelling pilots.*

**For more information contact:**

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## WAJMS Jet Rally—Let's whined them up!

The annual WAJMS Jet Rally will be held over the following dates at the WAMASC field:

Friday 30<sup>th</sup> April, Saturday 1<sup>st</sup> and Sunday 2<sup>nd</sup> of May.

Last year's Jet Rally saw the pits filled with approximately 30 jets of all types, ranging from sport jets to complex scale models. Many new models were on show with some great weather encouraging our growing contingent of jet pilots from all over the state to really put their models through their paces. So if you and your mates like the smell

of burning Jet A1 in the morning, or "feel the need for speed", come down to the field over the weekend of the Jet Rally and get your fix! Friday is practice day and Saturday and Sunday will be full on flying from 9 am!

Please see the attached flyer for further information. We have a few photos here courtesy of Michael Patterson and Mike Zimmerman to wet your appetite!.....



**"Sunday will be full on flying from 9 am!"**

## WAMASC boundaries or don't fence me in!

This is again a tale of "don't let the truth get in the way of a good story".

For as long as I can remember (well four or five years anyway) I have heard complaints about the fence line. How the star pickets have eaten too many aircraft to number. How it is almost impossible for the larger and faster aircraft amongst us to nail a good landing "on the keys" and then roll out to a stop before running out of bitumen, brakes and ideas all at the same time.

How a novice's pride and joy is now match wood because he just missed clearing the fence.

A few months ago we acted on an approval in the minutes from back somewhere around 2008 that the fence was no longer needed to contain the cattle (because there wasn't any) and, after finding no objections in the minutes to this approval, it was removed.

After dropping the fence (and a collective sigh of relief) it immediately became apparent

that we had a faction making wild claims and agitating for its reinstatement because, well they apparently had nothing better to do.

Fast forward to March 2010, and many meetings later with Whiteman management and WAPC. While agreeing with us that it made absolutely no sense to reinstate the fence back where it was, the bureaucrats wanted to protect the bushwalkers—the who did you say? Yes the bushwalkers from the off chance that they may absent mindedly stumble upon our field and not recognizing what it was, get struck by an aircraft as they blindly and mindlessly strutted out into the middle of the active runway.

This, mind you while the shotgun club (read real bullets) has no fences at all, but let's not ruin the risk assessment case (which of course they did) for the agitators among us.

Whiteman agreed that the arguments presented to try and force reinstatement of the

fence were rubbish, but still they now required some sort of barrier to be reinstated that they could live with.

After lengthy negotiations, a compromise was achieved with Whiteman agreeing, at their own cost, to connect the WAMASC southern boundary fence to the Beechboro Road Whiteman Park perimeter fence due west of it.

This was the best possible outcome and exactly what we had hoped for!

This has resulted in the complete removal of any obstruction across our western approaches at all.

Now, hopefully a mirror effort will shortly apply to the eastern approaches. This is in the final stages of approval and should result in the eastern boundary fence being pushed out past the field of native trees.

A win for common sense.



**a tale of  
"don't let  
the truth get  
in the way of  
a good  
story".**

## Project Management Committee (PMC)



The clubhouse—useful but has outlived its life expectancy

***“The project management committee is being lead by Michael Sultanowsky”***



Pits overflowing and at bursting point on a good day.

For many years now the WAMASC facility has languished somewhat with little work being done other than routine maintenance. There have been, over the last year or so at all levels, discussions about what developments should take place. Suggestions have included a clubhouse, runway extensions, pits extensions, lighting in the pits, and laying bitumen on the access road to name a few.

The WAMASC council has formed a development committee consisting of people who have volunteered to transform as many of these wishes into reality as is possible. The project management committee is being lead by Michael Sultanowsky of Boomerangs.

Several months ago a survey of the field was commissioned. This was the first step in the development process and the survey is available for anyone to see. Contact your club delegate if you would like to see a copy of the survey.

The next step in this process is already underway and is to involve formulation of plans for a clubhouse and runway and pits extensions. In planning these ventures we must aim for ideals and perhaps alter our plans as finances permit.

Andrew Natta, the director of RED Engineers and a heli, fixed wing and jet pilot, has kindly volunteered his company’s services to draw up the proposed runway extensions, based on the current field survey done late last year. The plans have been drawn up and involve concurrent extension and widening of the main east-west runway and the southwest runway to a final dimension of 15m x 200m. This would be done in such a way as to allow for later extension of the southeast runway. This would obviously involve some extensive earthworks as we would need to level the ground to the east of the existing runways, but this is all quite feasible. The grass runoffs would need to be redone immediately after the runway alterations.

We have attached a plan view of the proposed runway extensions. It would be pretty hard to miss the black stuff if we had these runways at our disposal! Think of the countless landing gears that would be spared the

indignity of destruction at the hands of rabbit holes! The face of aero-modeling has changed radically over the last 10 years. Larger more complex models are becoming commonplace and our facilities must evolve in a way that caters for such models if we are to see our hobby progress. The beginner would also benefit from improved runways, finding it easier to land on the larger strips. In fact, crosswinds would be less of an issue for models of any type with a larger allowances for error provided by wider/longer runways.

The PMC is also currently in the process of deriving a design for a new clubhouse. It has been suggested that we strive to have an air-conditioned facility that we could retreat to during the flying day with a canteen, workshop, viewing platform/balcony, and large area for socializing that would render our facility far more family friendly for members of WAMASC and the general public. Provisional plans for this facility will be developed over the next couple of months. Feel free to have your say and provide input via your club’s WAMASC delegates.

It would obviously be great to have our access road sealed. It may be advisable and more cost effective to have our access road sealed at the same time the runways are done. These are all issues that will need to be resolved.

On busy days at the field, the existing pits areas are often fully occupied. The committee is also looking at extending the covered pits in a northeast direction from the transmitter compound along the line of the existing fence that parallels the southwest runway. This would relieve pressure on the current facilities.

It must be stressed that the funding for the abovementioned ventures will be sought from external sources. There are several sources for funding (eg. Grants) that the committee is set to explore and we want to be able to develop the facility without impacting upon membership fees. It would not be possible to undertake the above projects without such external

## Project Management Committee (PMC)

funding. Corporate sponsorship is another potential avenue that will be explored. We are fortunate to have on the committee several individuals who have the resources to investigate the aforementioned options and we will be seeking funding as soon as plans for each development have been finalized. In the end, funding for developments on the public side of the pits fence will be sought from separate sources to those on the flying field side of the fence. This is due to the funding criteria of the various organizations that we will be approaching. The timing of availability of the various funding sources will, in the end, determine which specific project is undertaken first.

Development at our field is a must but will take a considerable amount of time and perseverance to bring our plans to fruition. The committee is, however, determined to make things happen in a way that has minimal impact on our enjoyment of the field.

We look forward to bringing you further news of developments in the coming months.

If you or your club has any positive suggestions or resources that may be of assistance in the development of the field, please advise the committee via your club delegate. All offers, no matter how small, will be appreciated!

By the way, the drawing on the following page is large—sorry, but we thought you might like some definition when looking at it.

Just set your view back to 100% (or whatever you were using to read this) after looking at it.

**Thank you from your PMC.**

***“If you or your club has any positive suggestions or resources that may be of assistance in the development of the field, please advise the committee via your club delegate.”***



**Large aircraft pit on grass—not a great solution**



**Large aircraft pit on grass—not a great solution. Mark Barretto's P38**

## A quick word on water

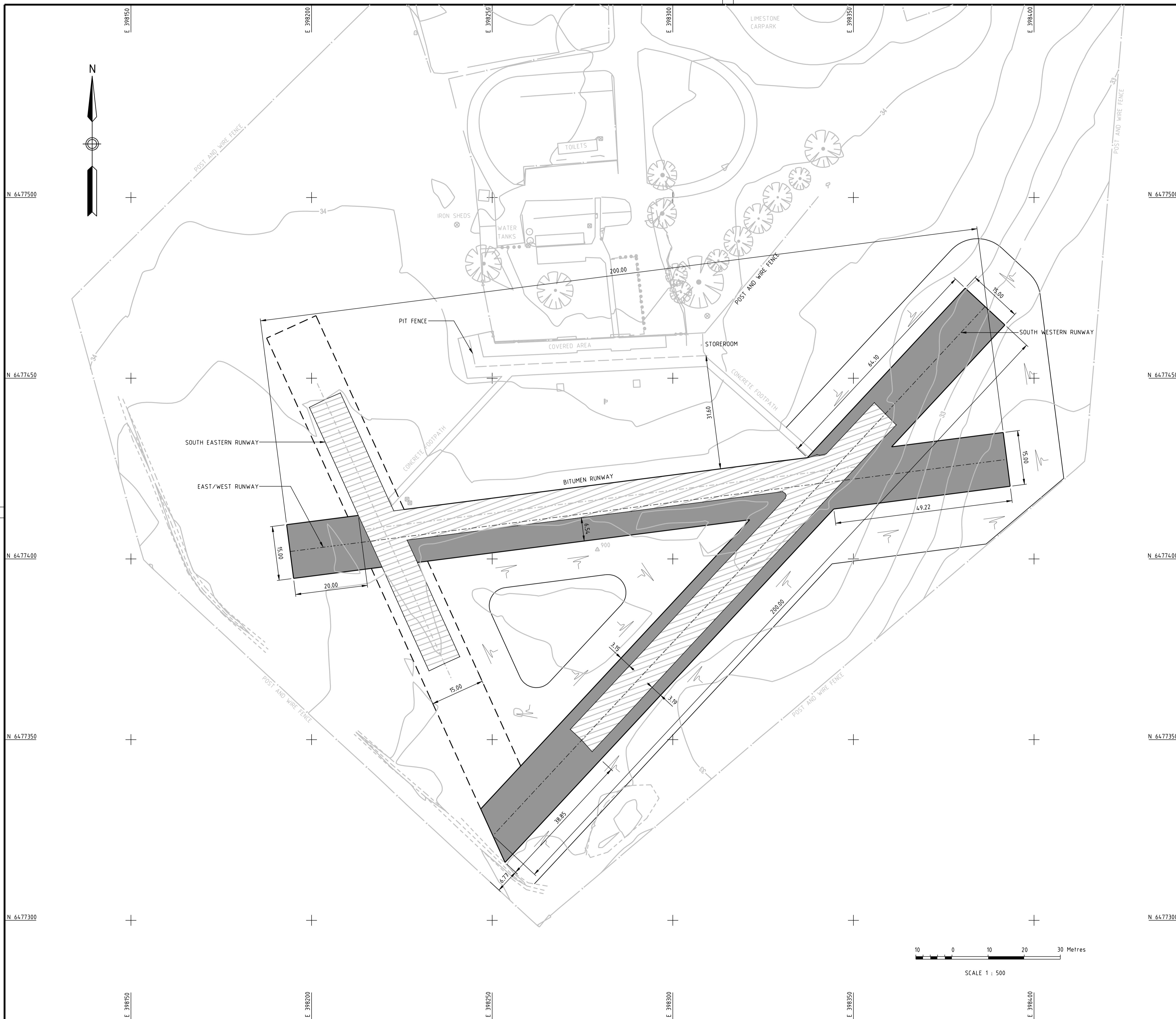
The new Whiteman Park manager has advised that ALL bore water leases are being withdrawn and amalgamated into one single lease for the park. This will NOT change our water allocation and he has given a guarantee that we will, at the very least, maintain our present allocation. Apparently some leaseholders (they have large birds of prey I think) have beautiful lush grassy lawns while other parts of the park are dustbowls. Their water usage has been bordering on obscene and it has to be brought under control.

From our talks, I believe that we have been an average user staying well under the radar (good work Harvey) with our water usage.

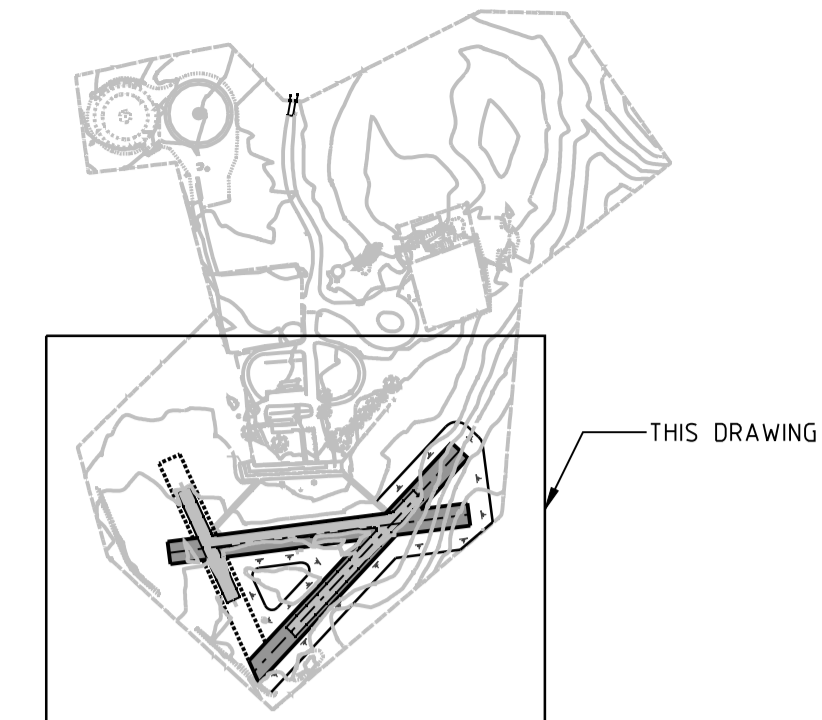
We will have to ensure that our habits do not change and we continue to be a good tenant. So, report any leaks or water wastage you observe (broken pipes and the like) to the groundsman, Mike Henry or Harvey Trezise as soon as they become apparent and we will be doing our bit to save water.

Cameron





**LOCATION PLAN**



**GENERAL NOTES**

1. HORIZONTAL DATUM TO MGA 94 VERTICAL DATUM TO AHD.
2. ALL DIMENSION ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

**LEGEND**

- EXISTING PAVEMENT TO REMAIN
- PROPOSED NEW EXTENDED PAVEMENT
- PROPOSED FUTURE EXTENDED PHASE
- BOLLARD
- BOWER METER BOX
- FLAG POLE
- FLUSH POINT
- GATE
- NATURAL SURFACE
- POWER DOME
- RETIC CONTROL BOX
- SIGN (1 POLE)
- SURVEY CONTROL POINT
- TREE
- WATER BORE

REV	DATE	CHKD	DESCRIPTION
A	08.10.09	BS	ISSUED FOR REVIEW

CLIENT:  
**WEST AUSTRALIAN MODEL AIRCRAFT  
 SPORT CENTER**

**RED**  
 Resource Engineering & Design

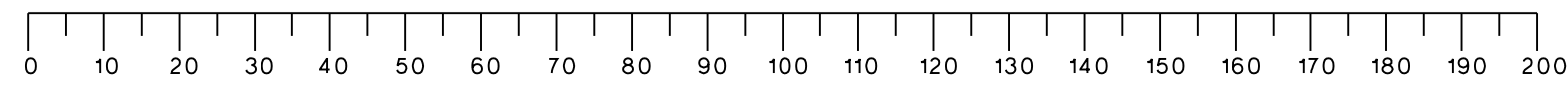
Level 2, 47 Havelock Street,  
 West Perth, WA 6005  
 Tel. (08) 6363 4588  
 Fax. (08) 6363 4589  
 admin@redengineers.com.au

PROJECT  
**WHITEMAN PARK AIRPORT UPGRADE**

DRAWING TITLE:  
**CIVIL WORKS  
 GENERAL ARRANGEMENT PLAN**

DESIGN:	KV	CHECKED:	BS
DRAWN:	OR	APPROVED:	AN
SCALE:	1:500	DRAWING NUMBER:	REV:
PAGE:	A1	OTH920-C-00002	A
PROJECT:	OTH-09-020		

GENERAL NOTES: CONTRACTOR TO CHECK ALL DIMENSION ON-SITE REFER ANY DISCREPANCIES TO ARCHITECT FOR A DECISION, PRIOR TO COMMENCING ANY WORK OR PREPARING SHOP DRAWINGS



## MOP041 Abuse & intimidation will no longer wash

The MAAA recently released MOP041. This document was originally titled “The Code of Ethics”, but was updated and incorporated into the new document known as the Member Protection Policy.

I quote:

“This Member Protection Policy aims to secure the good reputation of the MAAA by ensuring the maintenance of responsible behaviours and positive attitudes. It records the MAAA’s commitment to a person’s right to be treated with respect and dignity, to be safe and to be protected from discrimination or abuse.”

I would like all affiliate members to just stop and think what this passage states and what it means to our everyday behaviour at the field.

For too long now we have accepted, almost as normal practice, the cowardly acts of bagging, and character assassination perpetrated by certain individuals amongst us both verbally and in print and usually under the weak of character’s protection—that being anonymity.

Some of these individuals occupy positions of power within their clubs and as such should be examples of proper behaviour and not embarrassments to both their clubs and the facility. These acts have gone unchallenged by our predecessors who were either unaware of it or unwilling to do anything about it.

This stops now.

It needs to be said that this council expects and demands that the intent of MOP041 be practiced by all who call WAMASC field home. If you cannot accept this, you WILL be asked to leave. This will apply to both individual affiliate members and entire clubs alike.

As some of you may already be aware, the council recently found itself having to deal with complaints of improper conduct by way of intimidatory behaviour and flying. Such conduct will not be tolerated under any circumstances within our facility. While unpalatable, it was also necessary to demonstrate to the four parties concerned that the council did take the complaints seriously and also did have the will to carry it through to a

conclusion.

While two affiliate members did receive official correspondence over the matters, it is most unfortunate that we lost a third member who, as a result of the unpleasantness, no longer wished to call WAMASC home.

This is a sad indictment on our clubs, all our affiliate members and the prevailing attitudes that we have collectively allowed to persist and fester for far too long. The fact that the situation deteriorated to the point where the member felt so aggrieved and threatened he found his only recourse was to leave is absolutely appalling and this reflects poorly upon our entire membership .

It is your responsibility as much as it is the committee and council’s to ensure we maintain a safe environment where we all treat each other with respect and good will.

If you see or hear someone in your club not abiding by these tenets it is your duty to pull them up on it and admonish their behaviour. Failing an appropriate response, report them to your club committee in the first instance so it can be dealt with at club level. If the offender IS a club committee member, then report it directly to your WAMASC delegate or other council member or directly to the committee.

We are better than this people and we all need to step up to marginalise the bully element amongst us.

The matter before council concluded with unanimous votes for what we believed was a fair, proportionate and just outcome for both the aggrieved and the member who was the subject of the complaints.

The penalty decided upon by all council member clubs has been meted out and it now needs to run its course without interference.



**“It records the MAAA’s commitment to a person’s right to be treated with respect and dignity, to be safe and to be protected from discrimination or abuse.”**



**“This system helps to stop the siphoning of fuel back from the tank and flooding the motor”**

## Hints & Tips for us all from Malc Nicklin

### Fueling Filler Valves

The fueling filler valves are very convenient for filling and removing the fuel from our tanks and plumbed correctly you only need two lines instead of three.

But there is more to these little marvels such as the Great Planes Easy Fueler Filler Valve GPMQ4160 and its refueling probe GPMQ4162.

When they are used to refill the tank the probe cuts off the feed to the carburetor and stops the motor getting flooded GREAT IDEA. Likewise to remove the fuel from the tank reverse the pump action and the tank is empty GREAT IDEA.

Now then GOOD IDEA get a spare probe GPMQ4162 and blank a small piece of fuel tubing off which is fitted to the probe and then hang your favorite pendant from the tube (**remove before starting**) or what ever.

Now when you have refueled your model and waiting your turn to fly insert the probe with its little pendant in the refueling valve. This stops fuel siphoning back down the fuel line to the carburetor and flooding the motor. Also at the end of the last flight of the day while the motor is running after taxiing back and warm you insert the probe again and the motor is starved of fuel and stops. Put

the refueling probe into the valve and empty the tank. Put the probe and pendant back in the valve while cleaning down the model and that stops dirt getting into the refueling valve.

This system helps to stop the siphoning of fuel back from the tank and flooding the motor without Forceps (Hemostats), clamps, taps or sticking the nose of the model in the air to stop the siphoning effect.

See told you it's a good idea.

(Malc Nicklin is a gold wings pilot and MAAA instructor and can be found at the field on the end of a buddy box lead most Saturdays.)

**“Piston locking tool—THERE IS NO WAY I WOULD USE ONE OF THOSE”**

I was asked to check a new student's model out. A nice 60 size trainer with a four stroke up the front but I noticed straight away he had put the prop on the wrong way around. He then starts to tell me how the prop kept coming off when he tried to start the motor so he had screwed on a new prop. Yep! “Screwed it on” and not reamed to a nice slide bearing type fit.

He had then applied Loctite 641 to both the prop and the prop nut and lock nut on the motor shaft.

I asked him to remove the two nuts so we could change the fitting of the prop in which he produced a 150mm adjustable spanner. Oh dear, an adjustable spanner of all things, “You are now a miniature aircraft engineer. Use the correct tools. Open ended spanners are ok, ring spanners and sockets are better”.

The nuts came off but the prop was on for ever and the compression had no effect at all in restraining the turning motion

## Traps for Young players

of the prop to remove it from the shaft.

At this time one of the Helicopter guys came up with a piston locking tool but **THERE IS NO WAY I WOULD USE ONE OF THOSE** on a two stroke never mind a four stroke with valves to contend with and the plug at an angle to the crown of the piston, so here is my method to remove the prop by locking the piston.

This works for both two and four stroke motors and what ever fuel you use:

Turn the motor over anticlockwise as you would to undo the prop nut until compression is just felt to be taking place and stop, Remove the plug and top up the cylinder with after run oil (you do use after run oil don't you?) And replace the plug and continue turning the prop until removed.

The extra compression is normally enough to lock the piston before any hydraulic action takes place against the oil.

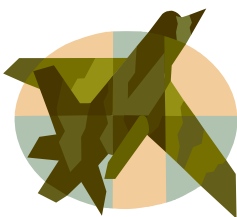
Take the plug out, flip the prop a couple of time to expel the oil clean the plug and replace it.

Please don't use SLIP JOINT PLIERS, ADJUSTABLE SPANNERS AND VISE GRIPS ON NUTS, we professional engineers don't, so why should you?

Use the correct tool and feel for that elasticity point in tightening unless using a torque wrench to a specific setting.

Using the correct tool is usually half the problem and should be the end of rounded nuts with the added bonus that the propeller stays on!!

Happy landings.



## Constitutionally and Procedurally speaking.....

Of late, several members have taken a rather passionate viewpoint on interpretation of the Constitution and the By-Laws.

At the risk of boring the pants off most of you, we would like to take this opportunity to correct a few misconceptions, point out a few glaring Constitutional shortcomings and perhaps at the end of it all, get some new understanding of just what can and can't be done within these legal requirements.

Also it might provoke some discussion on (what to us seems) an obvious need for change.

### Misconception 1:

"The council has no right to impose a disciplinary hearing upon a member without first giving that member three warnings as stated in the Procedures Manual."

**Response:** While the manual may state three strikes, the Constitution is clear: Clause 11.4.4 states: "any and all things that the Council may consider expedient for the maintenance of the flying and behaviour standards defined in Sub-subrule 11.4.3, including the imposition of fines, suspensions, withdrawal of privileges or expelling Members or Affiliate Members as the Council deems necessary,"

### Misconception 2:

Under By-Law 8 WAMASC Council has no right to hear a matter without it first being referred to the club for their adjudication.

**Response:** Actually what the By-Law states is "The following policy

is to be followed when a member is deemed to be causing problems.

In the first instance it is preferable that a club mediates its own disputes. Where this cannot reach a successful conclusion or there is an impasse:

WAMASC must be notified in writing by the club giving all details of complaint.

WAMASC council will then decide what (if any) action must then be taken pursuant to its obligations under the Constitution Part 9"

### Response:

The problem here are the words "impasse" and "obligations under Constitution Part 9". If a member feels he has reached an impasse with his club or feels that his complaint, for whatever reason, cannot be heard fairly by that club and then approaches WAMASC, the council is bound to hear his grievance.

The club then no longer has jurisdiction by virtue of the member's express wishes. Also, WAMASC council can only discuss expulsion under Part 9 and that clearly is not the intent of the powers conferred by Clause 11.4.4. so By-Law 8, on several levels of reference, does not apply.

Matters are complicated further when a particular complaint is between two affiliate members of two different member clubs. In this case, it would also be logical for the WAMASC council to hear the complaints under 11.4.4.

### Misconception 3:

A member who has been suspended can appeal the decision to the AWA under Clause 9 Expulsion of a Member.

**Response:** Strange as it may

seem, there currently exists no mechanism in our Constitution for a member to appeal against anything less than an expulsion.

We find this an extraordinary shortcoming in our Constitution that could lend itself to abuse and think it needs to be addressed.

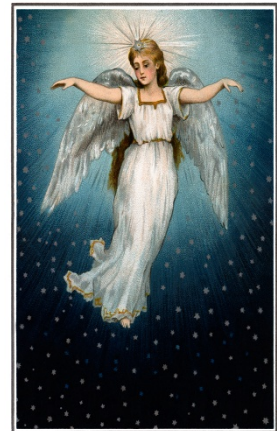
We would ask members to discuss this and perhaps suggest another Clause we could add specifically tailored to address lesser misdemeanours and the attendant redress of grievance mechanism that should accompany it. We would suggest that this clause reflect that a club should offer to mediate, but also assist the member if they wish to go outside their club for the matter to be heard.

The recent lively discussion and vigorous defence of individual points of view has served a great purpose by highlighting these deficiencies. It now presents an opportunity to revisit our Constitution in its entirety and perhaps update it to better reflect what we want it to say about us.

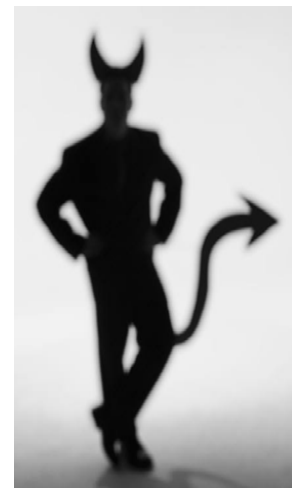
Put simply, if in doubt, the Constitution has precedence and because of this it needs to be right.

Again, we invite all 250 odd (no pun intended) members to re-read the Constitution in its entirety and highlight what you think needs changing and what needs keeping. You never know, you may find that it is absolutely fine the way it is, though in light of what we have pointed out, we doubt that.

This is your chance to influence the democratic process in a meaningful way that will have far reaching and long term influence on how we move forward.



*"There currently exists no mechanism in our Constitution for a member to appeal against anything less than an expulsion."*





**“As is usually the way, when time came for someone to put their hand up for the hard yards, crickets was all we heard.”**



## WAMASC Canteen Management... At last!!

Earlier in our term council approved an updated Canteen Procedures Manual. In that manual we outlined our ideal for the management of the Canteen.

As is usually the way, when time came for someone to put their hand up for the hard yards, crickets was all we heard.

Mike Henry and Noel Cahill generously volunteered to run the canteen on their respective club days but neither, for various reasons, wanted to tackle the Manager’s position.

Last weekend Kim Gaden kindly offered to “give it a go” and as of April, she will be taking up this appointment.

Mike and Noel will in effect be deputy managers in that they are the responsible persons for the management of the cash till during those club’s operating hours.

Kim is situated nicely between them to monitor the recon-

ciliation processes from week to week.

We are very excited about this for now we have rigor and accountability applied to an operation, which has been an unresolved bone of contention amongst member clubs for several years.

I would ask all to support these three people as they try to bring the canteen back into a reliable profit centre we can all benefit from. It will still mean they will need assistance with members running the BBQ, but there should now be no reason for anyone to step inside the canteen itself with these three there to dispense any purchases you wish to make.

Soon we hope to install a drink vending machine that will be available to all members with appropriate change to operate it. This means you will be able to get a cold drink anytime regardless of canteen operating hours. We also hope to co-locate the coffee making facilities close by so hot or cold is the choice.

Again thanks to our kind donors for brand new coffee mugs all round!

With the freeing up of refrigerator space we also hope to increase the available choice of confectionary and other goodies you can get fat on as well! :-)

The canteen will also be selling Windex window cleaner (great for cleaning down your model after a hard day’s flying) at the very reasonable give-away price of \$2 a bottle.

With this kind donation from the state distributor 100% of the profit from these sales goes back into your canteen fund.

So, with the last major obstacle of accountability in canteen operations now addressed, the committee and council would like to welcome Kim aboard and trust this is the beginning of big things for us all as all the clubs get behind these three and make our canteen the envy of all other clubs.

## BBQ facilities..... In need of an overhaul



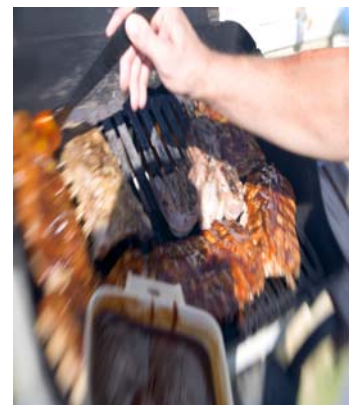
In line with the story above, it will most likely mean that our BBQ will hopefully come under renewed use and abuse.

The committee would like to have the installation checked and overhauled with replacement of burners and whatever else may be deemed necessary.

To this end, if any members

are in the gas-fitting trade and are interested in the work, we would very much like you to contact us so that we may get your professional opinion on what is needed to ensure a safe operating facility for our members and discuss a quote.

Thank you  
WAMASC Committee.



## Boomerangs Midyear Swap meet 17th April

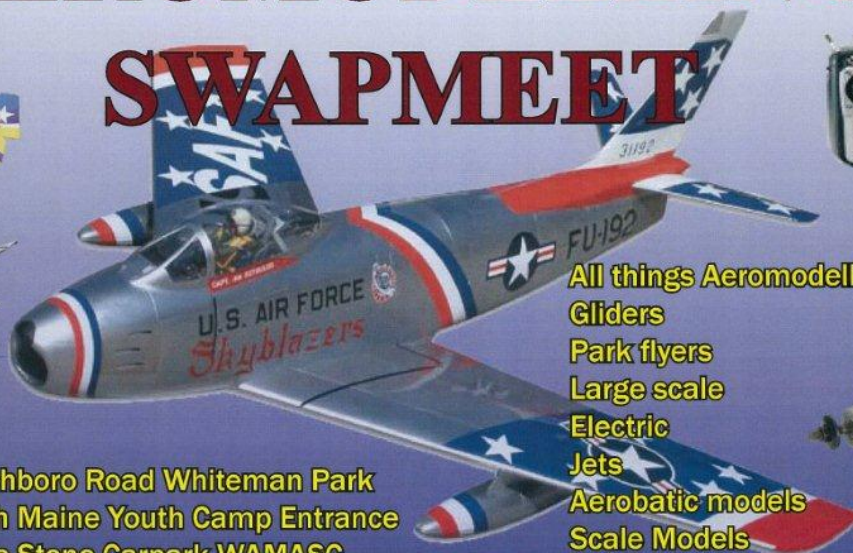
*The Boomerangs Sports Aircraft Association are holding a swap meet on the 17th April and invite all enthusiasts with something to sell or in need of that "little bargain" to come on down and display your wares or hunt for that elusive widget.*

*And remember, the organizers will not take any responsibility - in fact they will deny ever having met you, should your significant other not approve of the treasure that you haul home to your Man Cave.*

*Kicks off at a totally indecent hour and goes for as long as there is interest.*

*No vendors' charge applies.*

# AEROMODELLING SWAPMEET



**All things Aeromodelling**  
 Gliders  
 Park flyers  
 Large scale  
 Electric  
 Jets  
 Aerobatic models  
 Scale Models  
 Control Line

**Where** - Beechboro Road Whiteman Park  
 Keith Maine Youth Camp Entrance  
 Lime Stone Carpark WAMASC

**When** - April 17th.

**Time** - Sellers from 8.00am

**Buyers** - 9.00am - 12.00 pm

**Entry** - Free

**Closes** - 12.00 pm

Sponsored by Boomerangs Sports Aircraft Association

**Welcome to the W.A. Model Aircraft Sports Centre Inc. Our aims are to operate the best model aircraft facility in Australia, and to encourage and assist others to participate in our hobby for maximum enjoyment and safety.**

**The facility has been developed to cater for most forms of aeromodelling with specific areas for control line, fixed wing, and helicopters. The control line area features a concrete circle for team racing, and a grass circle for general flying. The fixed wing and helicopter areas feature covered pits, bitumen runways, and a large grassed area for helicopter training.**

**The spirit of our facility is summed up as T.E.A.M. Whiteman. A lofty ideal that we hope someday all clubs will aspire to.**

**T: TOGETHER**

**E: EVERYONE**

**A: ACHIEVES**

**M: MORE**

WA Model Aircraft Sports  
Centre, Beechboro Road  
Whiteman Park

**We're on the Web!**  
[www.wamasc.org.au](http://www.wamasc.org.au)

### **MEMBERS IT'S YOUR NEWS LETTER**

Got any good stories or  
lessons learned ?

Consider being a contribut-  
ing writer. We would love  
to hear from you and put  
you in print.

Contact the committee:  
[committee@wamasc.org.au](mailto:committee@wamasc.org.au)

## **Classifieds or Things that clutter my workshop!**

### **FOR SALE**

if you have any items you wish  
to advertise for sale and can't  
bear the thought of them  
leaving Whiteman, place an  
advert here . It's simple to do  
and its free.

This way you can still keep an  
eye on your flying children as  
they go out into the world  
with their new friends but  
hopefully stay at the field so  
you can still enjoy them :-)

### **Articles for Wingtips or Articles for Tales!**

**or**

### **Go and get thoroughly Published!**

Guys and Girls, there are a lot of very experienced and tal-  
ented miniature aircraft builders and flyers amongst us. If you  
have any helpful tips or "But there for the grace of God go I"  
tales that you might like to pass along to the rest of us, please  
get in touch with the committee: [committee@wamasc.org.au](mailto:committee@wamasc.org.au)  
as we would love to put your story in print.

Remember, we will never live long enough to make all the  
mistakes ourselves so it is important to learn from others.

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We hope you got something out of this, our first publication.  
If you think it is worthwhile and would like to see more,  
please drop us a line. Also how often would like news and  
general interest stories to make their way to you?

Finally, if you do not want to be included in the general distri-  
bution, let us know that too please.

**Safe Landings from the Committee.**

