

Volume 2011-3



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From the Cockpit

Hello WAMASC Club Members!!

Another year has flown by and as you are no doubt aware we have just had our first election under the new Constitution.

At this point I would like to thank all those outgoing committee members for their contribution over the past twelve months.

These members either did not stand for re-election or missed out in the second vote (we were in the fortunate position of having more nominees than positions to fill) so we say farewell, enjoy your flying and see you around the flight line.

To the incoming committee, welcome aboard!

For our members, we will be looking at a "getting to know you" column in which we will publish a short bio on each new member so that you do just that—get to know who represents you at committee.

Should you have any matter you wish brought up at committee, please approach any of the committee whom, I am sure, will be more than happy to assist you or just send your matter direct to secretary@wamasc.org.au.

While on the subject of the election, it was mentioned that there may not have been a proper mechanism in place for the members to know all who had accepted nomination for election (not just the one they nominated perhaps) and therefore who they might cast their vote for.

As this was our very first election, it was inevitable that we would have some teething problem with the process and need to make some fine tuning adjustments.

To this end, we have taken on board the suggestion/concern and will be discussing it at committee to address the perceived shortcoming.

It is envisaged that the easiest way to address this will be with a short by-law. This way, we do not have to go through the drawn out process of re-submitting the Constitution for approval for a minor wording change.

This new elective year should see some fairly intensive sub-committee workloads in the form of grant submissions and other requisite compiling and submission of documentation to the various bureaucracies that have oversight of our precinct.



Because of this, committee members may appear to be a bit pre-occupied or distracted. Please bare with them as this is an important time for us and we need to get it right. All committee members will have responsibility for a task or tasks as we work to distribute the load amongst your Committee.

While we have 14 members for this work, if you feel you can assist, please step up and let us know.

We are more than happy to have the help.

Till next time, keep the dirty side down.

Cameron

WAMASC Chair

From the flight line

Membership Identity Cards must be worn

I have been receiving reports that some members are attending the field and flying without displaying their 2011/2012 membership cards.

When asked to display them, those same members have been rude in the extreme.

This will not be tolerated.

The display of membership cards has several purposes:

- The most important—it shows that you are a financial member and are entitled to fly at our field because you are covered by the insurance umbrella that comes with membership. If an uninsured person has an accident which causes injury or damage at our field, we are all liable if that person sues.
- The second thing is that by displaying a card, other members can readily see your name and introduce themselves. This promotes comradeship in line with our basic tenets.

Members found not wearing or refusing to wear their membership identity cards in the pits and airside will be asked to leave the field immediately and may be subject to a fine.

There will be no exceptions.

WAMASC Procedures Manual

The Procedures Manual had fallen behind current technology and capabilities and about two and a half years ago it underwent a rewrite. An intensive task was undertaken and that resulted about a year and a half ago in a much overdue and needed update to bring it into the 21st century.

By its very nature, this is a “living document” which means that it is meant to change and update as we find what works for us and, more importantly what doesn't work.

With the passage of more than eighteen months, we now have a feel for where the manual works well and also where it is deficient.

We have embarked on a review and an amendment of this document and have appointed a sub-committee to carry out this work.

What we hope to achieve is easy—to simplify, and clarify.

If you have any input or indeed wish to participate in this review process, please contact the Secretary.

Centre pilot holding area

This old chestnut has reared its head yet again and is causing quite a bit of discussion (and disagreement) on several fronts.

This is an obvious candidate for review as part of the work outlined above.

“Members found not wearing or refusing to wear their membership identity cards will be asked to leave the field”



Honour, Integrity, Values and Respect

Honour, Integrity and Respect

Simple words that mean a lot to a lot of people.

We each strive in our own way to be good citizens, cooperate with our work colleagues and enjoy the company of our chosen friends.

Most try to conduct their lives by dealing squarely as equals and be on the level in all things and deeds. Simply, it is being a person of good character like the vast majority here at the field.

At WAMASC we are particularly lucky in that our common interest draws individuals from many and varied walks of life.

We can have a brickie teaching a doctor how to do that "perfect" loop or a retiree pointing out the correct technique to accomplish a glide approach without the use of throttle (dead stick) to a young primary school age member.

We cover everything from control line, basic trainer, scale, old timer, aerobatics, helicopters and even fast jets. We are very blessed to have it all and have individuals who are more than willing to pass on their expertise to any and all who may be attracted to these specialties.

Tradesmen, professionals, retirees and youngsters—all good company and all friends learning from one another. All this in an atmosphere of mutual respect and friendship.

Absolutely marvellous!

Usually we all get along well and enjoy what we do in

peace and harmony. Unfortunately that is not always the case and in recent years we have had individuals actively working to undermine these principles.

It is a sign of the times that even the MAAA had to enshrine what is appropriate behaviour towards fellow flyers in MOP 41, the Member Protection Policy.

This is something we have mentioned before, but it is so important that it bears mentioning again.

This policy enshrines every individual's rights by ensuring a climate of respectful and positive behaviour, free from harassment and abuse.

It is our responsibility one and all to make this happen by looking out for one another and care about the safety, health and well being of all who call WAMASC their flying home.

Dishonourable behaviour

These past three years have seen many nasty, derogatory and distasteful postings on our notice boards denigrating and harassing either individuals, the work the committee are trying to achieve on your behalf or the committee in general. It has even seen very public personal hate mail (postcards) sent to a member's place of employment.

The notice board posts, by their appearance timings, have obviously taken place in broad daylight so presumably they have been done either under the very noses of fellow members who have done nothing and kept quiet or those same members have

actually condoned the practice and actively hide this spineless offender in their midst.

This person gains power and authority from behind a cloak of cowardly anonymity. A cloak that is provided by those members who know the culprit and, by doing nothing, condone his low gutless acts and provide him protection from the law.

He has no values, no respect and certainly no integrity. If he did, he would be a man and bring his discontent to the table for a face to face airing of his angst, but we know from his cowardly track record that will never happen.

By doing nothing, the fellow members are equally culpable. This duplicity will have consequences.

The Executive.



“Simply, it is being a person of good character like the vast majority here at the field.”



Meet the Elected Member Representatives for 2011/2012

Over the next few issues, we would like to introduce you to your elected member representatives. These guys are working on your behalf, so we think it appropriate that you know who they are. To this end, we will run a short biography to introduce them to you.

Trevor Letchford

I started Aeromodelling in 1974 and soon after joined the Midland-Guildford MAC, which a few years later became "The WA Model Aero club (WAMAC). My early activities were based on small control line sport flying and some competition free-flight.

As most teenagers find when the past-times of sport & model planes are joined by full time employment, one has to go. For me the choice was the Aeromodelling, as I was sure the Lacrosse would take it's toll in time and Aeromodelling will have it's day again.



My return to Aeromodelling came in 1986 as the result of a close friends interest in RC sport flying. I dabbled in some RC Glider & Old-timer for a few years, but the heart was still with the ever challenging art of Free-Flight. The Free Flight classes on Glider, IC Power & Rubber duration occupied much of my modelling time. I attended several National championships and competed quite successfully in some competitions, and naturally I had ambitions of one rising to the level required to compete at World Championship level.

Then came the return to Control Line flying in 1999, first for a bit of variety, but within 3 years it had taken a higher priority than FF. In 2001 it had become apparent that Control Line flying in WA really didn't have a permanent home. The days of flying at the local park or school oval had since passed due to the general public's intolerance of fine music (model engines), and their fear of flying objects.

This need brought together a group of approximately 20 control line enthusiasts with the intent on re-establishing the control line flying area that failed to develop, mostly due to lack of members and funds when WAMASC started up in the early 1990's.

Undoubtedly the successful development of the Control Line Flying area we have now at WAMASC rates as the best of it's kind in Australia. I am proud to have been involved in this development and the people who have helped make it happen, both physically and supporting behind the scenes.

Currently my modelling focus is on Control Line team-racing. The concrete racing circle at WAMASC has enabled the West Australian enthusiasts to raise their standards to that required to compete at World Championship level. In 2006 our F2C racing team of Ian Thompson & Hans Bertina qualified for the World Championships in Spain, in 2008 & 2010 I competed at World Champs in both France & Hungary along with my team mate Steve Walton.

WA has put in a firm bid to hold the 2014 Control line World Champs at WAMASC, and the event will be awarded in March 2012. If our bid is successful there will be a lot more development work to do at our flying site.

I hope to be able to add value to the committee in the coming year in aspects apart from the control line group.

regards Trevor Letchford.

Meet the Elected Member Representatives for 2011/2012

AWA Delegate and our Training Officer—Bill Davies

As part of our plan for continuous improvement, we implemented an induction program which we borrowed (stole) from one of the legacy clubs. This saw us gaining a Training Officer who is now implementing a proper induction program for all new flyers who are referred to him. Bill is a voting Committee member and is a valuable member of our team.

Hi All,
For those of you who do not know me, my name is Bill Davies and I can usually be seen down at the WAMASC field most Saturdays and other odd times talking to would be new members.

A little about me.



I started my love affair with model aero planes at the tender age of about 8 or 9 and it has continued for the past 64/65 years. My first introduction into models was a cardboard cut out non flying model Liberator. I then started making little lacky powered models out of what ever lightweight material I could lay my hands on, usually match sticks or strips of bamboo as balsa was not readily available.

At the age of 14, I got my first IC motor, a Sabre 19 (which I still have) and progressed into the world of control line.

At age 18 I did my National Service in the Air Force stationed at Pierce and continued with control line and gliders.

The usual distractions, girls , marriage and children meant a change in focus and for the next number of years I could only indulge myself on the odd occasion when time and finances permitted.

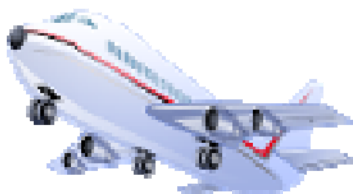
I 1998 was a turning point in my life having several heart attacks and a life expectancy of about 2 weeks unless I underwent open heart surgery, I had further surgery in 2000 and had to retire. I am happy to say I was given a new lease on life. I joined Boomerangs in 1999 which was my introduction into the world of RC and since then I have served as a Committee Member, Delegate and Secretary for Boomerangs, WAMASC and AWA. at various times as needs be.

In the past 3-4 years I have been heavily involved with organizing flight training for new members as minor health issues have temporarily restricted my flying.

I am also heavily involved in establishing the Park Flyer Policy and program which will be introduced into WA prior to being run out nationally.

I am currently AWA Secretary, WAMASC AWA Delegate, AWA MAAA Delegate and AWA representative on the MAAA Education Sub Committee.

Bill Davies.



So what's been happening at the club?

- ◆ The lease changeover is still proving a tedious and time consuming exercise. The main players (Whiteman Park and WA Planning) appear to be in a bit of a tennis match with us as the ball!!

This week our Treasurer put a cat amongst the pigeons so to speak and got them moving once again. Hopefully we shall see some real progress soon that we can then take to the Shire and the Grants bodies.

While they are sorting out their differences, we are powerless to proceed with any of the work that requires grants as a pre-requisite to these is to present a lease in AWA's name.

All is not lost however as we have been chipping away at the edges to ensure that the wheel continues to turn—however slowly that might be.

- ◆ With the 2012 World Championships in mind, we have a grant application under way to AWA to start funding the improvements needed to host this event.
- ◆ Incremental improvements continue to be notched up:

The First Aid kit replacement campaign is now complete. This will be closely followed by inspection/recertification of the Fire Extinguishers.

- ◆ A power box refurbishment was also completed with the

addition of a 115VAC power outlet. This is available for a refrigerated truck to be mains powered during events. Previously we have had to run the truck's engine intermittently to keep everything cool. This truck will be a great asset for additional overflow capacity when we need to "surge" our buy in of stock to supply each event.

- ◆ In the past we have hired plastic chairs and folding tables to accommodate various tasks/functions at events and displays. The committee considered the cost/benefits involved and decided it would be better to go and purchase our own quantity of tables and chairs for this purpose. We will now conduct a replacement campaign for the current stock of plastic lawn chairs about the club and keep this going over successive financial years to ensure that we have good quality reliable and safe seating available for both our members and the visitors.

- ◆ Our club maintenance plan has evolved so that we now look to the future clubhouse upgrade as our main driver when considering any repair or replacement of fixtures and fittings. I mention this to explain the following:

The Public use toilets (and donga toilet) have deteriorated to the point where repair was no longer an option. They have given around 20 years of faithful service and look it with several permanently out of commission and all looking, quite frankly, disgusting.

The committee has commissioned a replacement campaign for the toilets to be completed (hopefully) prior to the WOW weekend. New toilets have been ordered and are being fitted this week to the clubhouse donga and the public amenity. All of the units will be identical Corona product that will be transferred to the new clubhouse amenities block when it becomes a reality.

Recycle is the name of the game now!

- ◆ If you support your club (as you bloody well should be) and patronize our canteen, you will also have noticed that we have replaced the refrigeration units within. We now have a beautiful glass cabinet style refrigerator for our drinks and large freezer unit for our food. Sitting patiently awaiting the new clubhouse canteen is a three tray warmer unit for prepared food.

- ◆ Finally our Canteen Manager has a new cash register that works! A new register was purchased along with the appropriate software and training. This should give us many years of service and aid traceability of this cost centre.



The early years

“They have given around 20 years of faithful service and look it with several permanently out of commission”



So what's been happening at the club? A little bit more.



- ◆ Several iterations of the clubhouse plan have been tossed around and I think we are close to solidifying our permanent home. This has been both an exciting and a frustrating exercise for those tireless souls involved and I would like to again express my thanks to Mike Sultanowsky, Peter Brien and Bill Davies for persevering under a barrage of "have you thought about this" and "don't forget we want this too" and "what do you need that for?" exhortations from all and sundry. Thanks guys.
- ◆ The lighting has been a great hit and we envisage several further upgrades to compliment what has been done so far. Please offer any suggestions on improvements you think we can accomplish to further improve and we will happily look into them as we move further into our term.

So this is just a short update on what has been a bit of a busy schedule.

So keep up people!! :-)

Your Committee.

Money, Money Money

"October 2011 meeting saw our Treasurer report that we are responsible for a little over \$73,000"

No, not the Abba song, but a short note on our finances.

When the current Executive took over the then WAMASC Council in 2009, we had a combined bank balance of a little over \$40,000.

Fast forward to the October 2011 meeting, which saw our Treasurer report that we are currently responsible for a little over \$73,000 of your money. \$33,000 better off.

And this despite paying out both regular maintenance overheads, development plan drafting costs and haulage for our pioneer road construction to the eastern end of the runways plus some other extraordinary costs for repairs, replacement of canteen white goods etc.

So, not to let grass grow, your committee voted to move \$50,000 into an interest bearing deposit and get it to do some work for us while we are waiting to proceed with other improvement plans.

At this point, I would like to point out to you all that since taking office, this executive has improved your financial position substantially and this short term deposit and remaining working account bank balance is proof of that good management.

I am not blowing our horn by printing this, I am just stating a simple fact.

And despite the ever-present naysayers with their incessant

background "noise", we take pride in advising you that we are indeed moving forward and this movement is inexorable, deliberate and totally for your benefit and the benefit of all those who come after us.

We still have much to do and we are the first to admit that the dream is ambitious, but if we don't try, then what is the point?

Meanwhile, I say to the detractors, keep it up, it only serves to spur us on to bigger and better things for all.

Safe flying.

Chair & Exec



Meet (more) Elected Member Representatives for 2011/2012

Graeme Cooke

I have been aero modeling for over 35 years, from humble beginnings in Northam, with Control line models and Free flight at the school oval on weekends before learning to fly R/C in my late teens and joining WA Model Aero Club, which lead to flying Free flight & Old Timers and becoming a regular on the competition scene – competing in several State, National and SAM championships locally and interstate in several disciplines. Also participating in many AWA meetings as a delegate and Vice President. There have been gaps in my visits to the competition scene due to career and family commitments, but the collection of gear keeps growing and models slowly get completed in between other commitments.

The attic contains C/L Speed, sports, trainer and Pulse Jet models, R/C old timers of various sizes, R/C electric, Free flight power and scramble models. Engines include 2 & 4 stroke, diesel, spark ignition and electric.

I belong to WA Model Aero Club, SAM 270, Mercurians and Secretary / Treasurer of CLAW, Committee member at WAMASC.



Peter Bryner

I began R/C Modelling in about 2000, progressing through the Boomerang, Scanner and PC-9 sequence of airframes. I had a lot of fun “attempting” formation flying with Jeremy Lea using the PC-9, including one spectacular mid-air from which both planes emerged flying, albeit needing a lot of right aileron. Gold wings and Instructor ratings soon followed.

My first foray into R/C modelling was short lived 30+ years earlier when I was lucky enough to receive one of the first digital-proportional Graupner system which was fitted into an overweight underpowered Hustler with an OS40 and glow-plugs that never worked. What a disaster! I then started building a Bucher Jungman biplane, which was never finished. 30+ years later I bought another Bucher Jungman kit and never completed it either. Now it's flying up in Geraldton.

For the last few years I have found both challenge and pleasure in flying competition scale aerobatics using large petrol scale aircraft. I was foundation President of Scale Aerobatics Western Australia that fosters a regular competition schedule for the 20-30 individuals in Western Australia who like to compete. We have a strong link with the Australian Scale Aerobatics Association is the national body for this sport. The Scale Aerobatics group is a lively group that tries to balance the challenge of improving flying skills while keeping the thrill of flying alive.

We are aware that flying larger aircraft carries with it greater risk of loss and damage, so we try to foster the safest discipline with regard to flying. Contrary the opinion of some, we are acutely aware of the impact of this type of flying on the economics of flying at Whiteman Park. I look forward to developing protocols that further enhance the smooth integration of the many disciplines that make up the aeromodelling fraternity.



WA Model Aircraft Sports Centre, Beechboro Road
Whiteman Park

We're on the Web!
www.wamasc.org.au

MEMBERS IT'S YOUR NEWS LETTER

Got any good stories or lessons learned ?

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

Contact the executive:
executive@wamasc.org.au

T.E.A.M Whiteman

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 miniature aeronautics 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.

Articles for Wingtips or Articles for Tales!

Guys and Girls, there are a lot of very experienced and talented 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 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.

Again we hope you got something out of this. Finally, if you do not want to be included in the general distribution, let us know. If you know someone who might like to receive our publication, then get them to contact us through the website.

Safe Landings from the Committee.

Concorde last flight



Subterranean river cave entrance PNG