

WAMASC NEWS



MAY 2015



FIELD SAFETY

First Aid personnel, defibrillator and Firefighting equipment are available at the field for your convenience.

NEWSLETTER

This is your Newsletter and I once again reiterate; should any individual have anything that they would like to contribute, please don't be shy – feel free to contact any of the committee or contact me directly at: michael.wayne.cuenden@gmail.com

MEMBERSHIP

Membership is steady and slowly climbing. To our new members we extend a very hearty welcome.

As always membership forms are available on our website at: <http://www.wamasc.org.au/membership.html>.

SAFE FLYING



NORTHLINK WA, PERTH – DARWIN NATIONAL HIGHWAY

On Wednesday the 22nd of April 2015 I attended a NorthLinkWA Meeting held at the Keith Maine Centre, Whiteman Park.

In attendance were members from the NorthLinkWA Project Team, Department of Main Roads WA, and representatives from Whiteman Park Administration, The City of Swan, Keith Maine Centre Administrative Staff, WA Shooting Association, Horsemen Pony's Club and WAMASC.

The purpose of this Whiteman Park Access – Working Group Meeting was to present options to provide access to and from **Beechboro Road North** for community, sporting and other users within Whiteman Park; seek feed-back on those options including stakeholder preferences and inform the subsequent decision making process.

Three different options for gaining access to the field were discussed in detail and at great length with only one viable option remaining suitable for all Whiteman Park residents.

Make no mistake; that by the end of 2018 (the designated completion date of said road works) and during its construction there will be some minor changes to how we access our field and go about business.

We will see the existing Foot-prints of some of our neighbours change with new emergency evacuation procedure(s) being implemented. Existing routes within Whiteman Park would not suffice in their present format in the event of emergency (fire etc.) and some slight

modifications will be required to cater for our other residents. Emergency evacuation of Whiteman Park remains one of the greatest concerns for public safety and had to be factored into the equation.

It is envisaged that the existing Beechboro Rd North will remain in name - but not in total – it will be disconnected from Gngangara Rd and severed basically in half with a cul-de-sac added to its most northern end, towards Gngangara Rd, and narrowed in width. Access to it will be through and via an additional gated entrance. These modifications and changes are in an attempt to prevent possible Vehicular Hooning and the dumping of Rubbish. Unfortunately once this occurs the road will be left with a low priority police surveillance presence as it will become a gazetted road and not public.

The good thing, and fortunately for us, is that WAMASC will not be affected greatly by these changes. I do however, feel for our resident WA Shooting Association and Horsemen Pony's Club who will have to learn to do business a little differently in the future.

I have provided some links below and will attempt to keep you apprised of any changes.

The newly constructed Beechboro Road North coming past us will marry up to Gngangara Road after splitting in two (a fork) and attaching itself to Gngangara Road to re-direct traffic North, South, West and East via a network of Clover leaf roundabouts at two separate locations along Gngangara Rd.

<http://www.northlinkwa.com.au/> <http://www.northlinkwa.com.au/faqs/>



CONTROL LINE CIRCLES

With WAMASC hosting the upcoming **2016 Control-Line World Championships** Trevor LETCHFORD has asked for any personnel desirous of lending a helping hand to register his/her intent with him.

In particular I am looking for a 'Promotions & Sponsorship' guru. Should you be able to assist in any way please do not hesitate to contact Trevor LETCHFORD on either ✉ wamascwhitemanpark@gmail.com or 📞 Mob: 0403586206.

2016 control Line World Champs update.

As most observant WAMASC members will have noticed, there has been considerable site works carried out around the flying field over recent years. This is in preparation for the 2016 Control Line world Championships that have been awarded to MAAA/AWA and in turn CLAW/WAMASC.

The majority of the site preparation is now complete, with only some grass coverage needed to continue to grow and establish itself over the next year.

Yes folks – it's now coming up fast in the rear view mirror with only one more year to go.

Thank you to all who have contributed in one way or another and thank you also to those who may be concerned as to our level of preparation.

I can assure you all that the control line flying facilities at WAMASC when complete will rate in the top Three (3) World Championship sites in the world.

With the exception of Muncie USA in 2004, no other championship site since the 90's has offered Two (2) bitumen/concrete Aerobatics circles.

Some have offered 1 hard surface & 1 grass. Others have provided some very poor grass circles.

And yes, for those who may be fooled into thinking the circles are on a lean, they are very close to level.

It is in fact an optical illusion caused by the angular intersections and in the case of circle 1 the runway not being in the centre of the "doughnut"

The specification set by the FAI is 300mm over the diameter of the circle. Circle 1 to the east is within 100mm and circle 2 in the south-west is even closer to level.

As the event draws closer, I will be reaching out to all WAMASC members for support. Both leading up to, and during the event.



WARBIRDS OVER WAMASC



The 25th of April being **ANZAC Day** is always a special occasion and Saturday the 25th of April 2015 was certainly no exception. It was probably more poignant as it fell on the Saturday.

WAMASC played its small part by paying homage to the ANZAC tradition by remembering our past and present servicemen and women by turning the day into a 'War bird' themed event.

This was achieved and organised at very short notice and I sincerely thank those who participated in honour of our ANZAC's.

As a jester of respect a couple of members even wore medals on the day.

Many of us had attended Dawn Services in our relevant Suburbs prior to arrival at the field so did not turn the occasion into the normal long day.

If you didn't have a War Bird it didn't matter – the day was open to all and as usual it was a good one. There was a couple of formation flights interrupted by the usual misbehaving Mustang with some of the 'Tail-Draggers' really catching the eye of our youngest and newest WAMASC recruits.

LEST WE FORGET

BIG BOYS TOYS

It would be a little inaccurate to refer to Andrew HERTZFELD's **Airbus A330-200** as a toy. That sucker has a 4m wingspan and weighs in at over 20Kg. Powered by two Jet Turbine engines and constructed from Polystyrene, Balsa and Pride Andrew has thrown in over 2000 man hours of work.



Andrew being dwarfed



Neal GIBSON relaxing in the sun



Rob VONK not relaxing but hitting those piano keys precisely



Maiden Voyage and some helpful friends



Mates



Percy telling Mark to buy a train set

WORDS FROM THE CFI

Reaffirming safety issues I would like to discuss further the mandatory requirement for setting '**Failsafe**' options on radio transmitters. I touched on this in last month's issue of the Newsletter but unfortunately I'm seeing a prevalent trend at the club with some members not setting up this functionality.



The CFI hard at work doing what he loves best

In the event of loss of radio contact with the aircraft various functions on-board the aircraft can be set to revert to desired settings (when binding), these should be set as follows:

1. With a generic aircraft i.e. internal combustion two and four stroke engines the **throttle** should be set to idle. This immediately reduces the speed of the aircraft and can reduce damage. Cut-off is not recommended as more often than not radio contact can restore and a dead stick or engine off situation is not desirable.

Jets however should have the throttle set to engine cut-off in the event that the aircraft unfortunately meets the ground at a good rate of knots and a fire ensues.

2. **Elevator(s)** should be set to approximately 2-4° (degrees) up from normal flight. This allows the aircraft to enter a gentle climb increasing the opportunity for radio contact to re-establish.

3. **Aileron** and **rudder** should be left in the neutral position as the primary objective in a loss of radio contact should be: reduce power (thus speed), begin a gentle climb and prevent the aircraft from rolling or turning excessively to maximize the time available for radio contact to re-establish.

Obviously this may not always save the aircraft but it is a far safer option than not using the option when it is available on the transmitter and once again it is a **MANDATORY** requirement of WAMASC to use such option(s) where available.

CANTEEN COMMENTS

It's nice to have our canteen crew back and on behalf of the WAMASC members I would like to thank them for their efforts. I do enjoy a bacon and egg sandwich in the morning and the burgers at lunch time are just great.

Keep an eye out on the notice board for 'Dinning-In' nights usually held on the Saturday – one will certainly take place over the Jet W/E and you are encouraged to attend.

Just give your name and ten dollars to either Kim or Rob GADEN for catering purposes and come and have a great night out with friends.

If you think there is nothing to do then just chat – think again. Come and have a night flight; you will start believing in UFO's, it's quite spectacular.

WOW (WINGS OVER WHITEMAN) 2015



**WINGS
OVER
WHITEMAN**

November 07th – 08th

See a huge range of flying model aircraft including:
Warbirds - Aerobatics - Helicopters - Novelty Planes - Sports Aircraft -
Control Line - Jets and more!

Daily 9am to 4pm
Admission – Gold Coin Donation
Light refreshments available



W.A Model Aircraft State Centre
Whiteman Park off Beechboro Road
For more details: www.wamasc.org.au

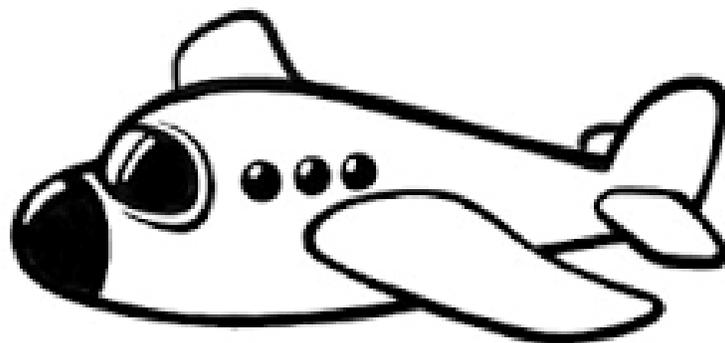
WOW (Wings over Whiteman)

A reminder that the weekend of Saturday the 7th and Sunday the 8th of November 2015 sees WAMASC once again host its annual '**Wings over Whiteman**' event.

To assist with event planning those desirous of flying or participating in any manner are asked to register their intent with the Event(s) Co-Ordinator Rob GADEN or a member of the WAMASC committee.

✉ wamascwhitemanpark@gmail.com

I reiterate that you do not have to hold **Gold Wing** certification to participate. Current **Bronze Wing** holders of Gold Wing proficiency standard levels are most welcome to participate.



SAFE FLYING