



**AEROMODELLERS**  
NEW SOUTH WALES



*Geoff Green's (Sydney ROW) work bench – what a setting. The question begging though is why isnt there anything on it?*

*Photo via Geoff Green*

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# Diary Notes

## Next Aeromodellers NSW Meeting incorporating the 2016 AGM

Friday 6<sup>th</sup> May 2016, 7:30pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

## Following Aeromodellers NSW Meeting

Friday 10<sup>th</sup> June 2016, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #386 (June 2016) deadline for submissions:  
Tuesday 10<sup>th</sup> May 2016.

## Contacts

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***Please forward any changes of mail or email address  
together with your AUS Number directly to the Registrar***

# General Monthly Management Committee Meeting Minutes

## Aeromodellers NSW Inc

DOOLEY'S Waterview Club  
Cnr Clyde St & Silverwater Rd, Silverwater

Friday 8<sup>th</sup> April 2016

**Meeting Opened:** 8.01pm

### Clubs in

**Attendance:** B Thrift CVRCMAC, D Lewis CootaNSW, R Masters WPMAC, T Nolan, G Hutchinson ROW, S Norrie NSW SAS, G Hoy CMAC, J Deece HMAS, E Ashley CVRCMAC, S Weir CKSMAC, C McCarthy PRCAC, G Atkinson WRCS

**Visitors:** J Consadine CKSMAC, M Towel CKSMAC, D Pound WRCS

**Apologies:** W Swan, UMAC, A Nolan PRO, R Jensen CKSMAC

**Minutes:** Motion: That the minutes of the meeting held on the 11th March 2016 at DOOLEY'S Waterview Club, Silverwater published in Newsletter 384 be accepted as a true and correct record of that meeting.

That the financial reports from the February and March meetings as published in Bulletin 33/2016 be accepted.

**Moved:** CVRCMAC **Seconded:** PRCAC **Carried**

### Business

**Arising:** The ANSW May General Monthly Management Committee Meeting and AGM were originally scheduled for Friday 13 May. Because of the MAAA Council Conference being held in Perth over the 14th-15th May the Executive have moved the General Monthly Management Committee Meeting and AGM to Friday 6th May 2016 at DOOLEY'S Waterview Club, Silverwater.

**Correspondence:** *(N.B. Items of correspondence with one \* are for information, items with two \*\* require a decision.)*

### Correspondence In:

#### From MAAA:

M 1.1 Secretary, Advice on the passing of member David Owen

M 1.2 Secretary, out of office 4-11 April 2016

M 1.3 President unable to attend meeting with ANSW Executive.

M 1.4 Secretary, February MAAA Executive Minutes

\*\* M 1.5 Secretary, re C 2.7 MAAA Executive considering the request.

**From other than MAAA:**

- C 2.1 R Gardner, re-joining member enquiry (direct response supplied)
- C 2.2 ME, request to post Flyer for Aerotow event at Jerilderee
- C 2.3 CASA, request for more information re Jerilderee application (supplied)
- C 2.4 CASA, complete height Clearances for Jerilderee (Easter & June LSF event)
- C 2.5 P Waterbeemd, BDMAC, MAAA Club Grant Application
- C 2.6 CASA revised conditions for COMSOA Area Approval
- \* C 2.7 Steven Ray, HMAS request to review past MAAA Financial Records
- C 2.8 J Roche, LMAC, MAAA Club Grant Application
- C 2.9 L Wagner, Flying Aces RC Club, display application Kempsey Airport
- \* C 2.10 P Stanley, request to MAAA Financial report on the website (link supplied)
- \*\* C 2.11 Regatta Centre, Penrith, invite to participate Model Show 12 June 2016
- C 2.12 S Leach enq re mobile phone at the field, advised MOP re phones revoked in 2015
- C 2.14 I Cole, Cowra MAC, enq re pilots with no wings permitted to fly? (advice provided)
- C 2.15 W Girdlestone, WMAC, request for MAAA Club Assistance Scheme (details provided)
- C 2.16 D Bolstad, WRCS, request for banners for Wings over Illawarra Show
- C 2.17 Nominations have been received for the Executive from the following;  
Bob Carpenter, Tim Nolan, Dave Lewis, Steve Norrie, Rob Masters, Aranka Nolan
  
- C 2.32 Newsletters Received:  
MAAA Wingspan Magazine released

**Late Correspondence:**

Nil

**Correspondence Out:**

**To MAAA:**

- M 3.1 Secretary/ President MAAA advice for the Forums Association
- M 1.5 Response to MAAA re G Hutchinson
- M 3.2 FW25 application for Ray Clarke forwarded to MAAA

**To other than MAAA:**

- M 3.1 Secretary, advice on the 3 motions re unification of NSW supplied to MAAA
- M 3.2 Secretary, notice of a motion for the MAAA Conference
- M 3.3 Invitation for the MAAA President to meet with the ANSW Executive
- M 3.4 Dooley's Club, change of date for the AGM to 6 May 2016
- M 3.5 Application for Membership to Forums Association Inc (passed in the March Meeting)

**Business Arising from Correspondence:**

- C 2.11 The meeting discussed the proposed model day and the meeting agreed to participate with The Secretary and others as required to assist.

Motion: that the inward correspondence is accepted and the outward correspondence be adopted.

**Moved** CKSMAC      **Seconded:** WRCS   **Carried**



**Reports****Treasurer****Steve Norrie**

The Treasurer presented his report and submitted the accounts for approval and payment. These will be circulated by bulletin in the normal manner.

Motion: That the accounts presented be approved for payment.

**Moved HMAS****Seconded: CMAC Carried****President****Bob Carpenter**

Firstly, I would like to advise the membership of what your Executive is recommending for our attendance at the 2016 MAAA Annual Council Conference to be held in Perth over the 14/15th May. It has been normal procedure to send three representatives from Aeromodellers NSW. Two of these are fully funded by MAAA. We normally send the third member at our expense. Due to the situation this year and the discussions that are to be held with the complete Council regarding NSW Unification and also the MAAA Executive, I would like to recommend the following: Normal representatives, Bob Carpenter and Tim Nolan (MAAA Expense); third representative, Dave Lewis (ANSW Expense); fourth representative, Grahame Hutchison (ANSW Expense). The reason for including Grahame Hutchison is that he has been instrumental in negotiating the UNSW Unification and has been identified as a representative for the upcoming mediation processes.

**The ongoing Unification process in NSW.** We participated in an MAAA Special Teleconference where a way forward which will require the three NSW bodies to enter into voluntary mediation was carried by the Council. We expect the details of this process to be identified at the Council Conference.

Our research into the Unification process not only identified that the fourth body proposal put forward by the MAAA Executive was outside their Rules (Constitution) but also identified that the MAAA and its management is currently outside not only its own Rules (Constitution) but also not complying in all respects with the Associations Incorporation Act in South Australia (SA is where MAAA is incorporated). We passed details regarding this to MAAA and they have commissioned a legal report by a South Australian Barrister. The details of this report and plans for rectifying the situation will be discussed at the Council Conference. I need to advise the members that this is a completely separate issue to the NSW Unification and if the Barrister's report agrees with our findings then there will need to be major changes in the management of the MAAA.

I would like to give the membership details of the MAAA's reports but at this time we have not been provided with anything.

On a completely separate topic I would like to put up for discussion by the total membership the idea of Aeromodellers NSW forming a Sub Committee to identify a location for a State Flying Field. We need to provide a location for our members that is central to the majority of our membership. We own Cootamundra and this is a great facility, however, it is not in the best of locations for the majority of our membership. I envisage that we identify a location that is no more than 2-3 hours from the majority of our members and that has good accommodation nearby. We all know that other states are using MAAA funding for the purchase of their fields. We need to identify a location and put forward a business case. And this needs to be done as soon as possible. I welcome all ideas and of course volunteers to be on the Sub Committee. Your Executive cannot be the only people on this committee and do it alone. If you have some great ideas, please put up your hand. We need to get this started for the future of our membership

**Public Relations Officer Aranka Nolan**

The PRO sent her apologies and provided the following report for the meeting.

The catalogue is being finalised on the branded clothing that will be available on the website. Certain items, Polo, Shirt and Jacket will have the option for your name and up to three icons of your choice. All items will have the main logo across the back. Prices will be influenced by quantities and we are working out ways to make this as cost effective as possible. The polos and jacket will have a navy blue chest with red sleeves in keeping with the icons.

Two new icons are almost complete and being circulated through the relevant special interest groups. These will be presented at the AGM.

**Registrar Dave Lewis**

We have passed our target of 2300 with current registrations sitting at 2382 members across 85 clubs.

**Secretary and CASA Liaison Tim Nolan**

Applications continue to move along, COMSOA has now been completed with some minor changes, Blackton AC is underway. Height clearance has been completed for the two Jerilderee events (Easter aero tow and the LSF tournament in June).

**Other reports:**

Motion that the reports be accepted.

**Moved** PRCAC      **Seconded:** ROW **Carried**

**Awards:****Applications received for the approval of MAAA Fixed Wing Power – Bronze/Silver Wings:**

David Flaye	HPA	82970	B
Frankie Knight	WMAC	83428	B
Gary Hogue	CCMAC	83228	S
Roy Jury	FFMAC	32642	B
Alexander Laney	HMAS	83076	S
Duncan Nelson	HMAS	81950	S

**Applications received for the approval of MAAA Fixed Wing Power – Gold Wings:**

Michael Mitterer	RAAFMAC	69452
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**Applications received for the approval of MAAA Helicopter – Gold Wings:**

Greg Underwood	WRCS	76538
Ronny Pronk	WRCS	76674

**Completion of MAAA Instructor Course – Fixed Wing:****FW25 MAAA Inspector appointment:**

Ray Clark	GMAC	19851
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Motion: that the nominations for the award of Gold Wings be ratified.

**Moved:** CVRCMAC **Seconded:** PRCAC **Carried**

**General Business:**

**The first item of General Business is:**

1. The next General Monthly Management Committee Meeting of Aeromodellers NSW will be held in the Board Room of DOOLEYS Waterview Club, Silverwater commencing at 7.30pm on Friday 6th May 2016 - all members and visitors are welcome. **Note the Aeromodellers NSW AGM will be conducted during the normal Business meeting, in accordance with normal practice.**
2. The President addressed the meeting regarding the upcoming MAAA Council Conference, and requested the meeting to endorse the payment for two extra delegates to accompany the President and Secretary. There was discussion about the need for additional people who are across all of the issues that have been identified and are able to speak with sound knowledge of the issues, the Associations Forum Document, the MAAA Rules and the SA Incorporations Legislation.

The President publicly thanked Grahame Hutchinson for all his efforts surrounding the MAAA unification of NSW. Grahame has been patiently trying to work with the other groups to find a path forward. He has also been very active in helping to identify the administrative issues that have come to light as well as being involved in the interpretation of the Associations Forum report and helping to develop a strategy that complies with the various legislative requirements that impact ANSW and the MAAA.

Motion: That approval is given for Dave Lewis and Grahame Hutchinson to attend the MAAA Conference in Perth as representatives of ANSW and the cost for airfares and accommodation will be paid by ANSW.

**Moved:** WRCS **Seconded:** CKSMAC **Carried**

3. The President then spoke to the meeting about the upcoming MAAA Council Conference and discussion then followed on how the Executive should respond to some of the items that the President raised. He advised the meeting that it is and has been the published policy of this Executive to openly seek input from the membership on matters that will affect them. It was also confirmed that it is the responsibility of the Executive to seek this input as they sit on the MAAA Council as the elected representative of ANSW members..
4. 4. There was discussion regarding the starting time for the May General Monthly Management Committee Meeting and AGM. Given the large amount of material that will need to be covered and the requirement by Dooleys to have meetings completed no later than 10.15pm it was suggested that meeting, incorporating the AGM start at 7.30pm..

**Moved:** PRCAC **Seconded:** CMAC **Carried**

**There being no further business before the meeting, the meeting was declared closed at: 10.10pm**



# Aeromodellers NSW Inc.

## Agenda

Annual General Meeting  
DOOLEY'S Waterview Club  
Cnr Clyde St & Silverwater Rd, Silverwater

Friday 6 May 2016

Meeting opened at

Attendees:

Visitors:

Apologies:

Minutes: Motion: That the minutes of the 2015 AGM held on the 8<sup>th</sup> May 2015, and the Extraordinary Management Committee Meeting held on 12<sup>th</sup> December 2015 at Dooley's Club, Silverwater and published in Newsletters 376 and 382 respectively be accepted as true and correct records of those meetings.

That the Audited Financial Reports from the 2015 AGM as published in Bulletin 31 2014/2015 be accepted.

Moved:

Seconded:

Business Arising:

Correspondence In

- C 1.1 nomination for the position of President – Bob Carpenter
- C 1.1 nomination for the position of Vice President and Secretary – Tim Nolan
- C 1.1 nomination for the position of Treasurer and State Field Secretary – Steve Norrie
- C 1.1 nomination for the position of Registrar – David Lewis
- C 1.1 nomination for the position of Newsletter Editor – Rob Masters
- C 1.1 nomination for the position of Public Relations Officer – Aranka Nolan

Moved:

Seconded:

Reports:	President	Bob Carpenter
	Treasurer:	Steve Norrie
	Secretary and CASA Liaison	Tim Nolan
	Registrar	Dave Lewis
	Public Relations Officer	Aranka Nolan
	Newsletter Editor	Rob Masters
	Chief Flying Instructor	Bob Carpenter

Moved that the reports be accepted.

Moved:

Seconded:

Setting of the Annual Aeromodellers NSW Inc Affiliation Fees 2016-17

The Executive are recommending no change in the fees for the 2016-17 membership year.

Motion:

The Fees for Aeromodellers NSW Inc for the membership year 2016-17 will be:

Seniors \$40.00  
Juniors \$0

Half Year (available from 1 Jan 2017 for new members only).

Seniors \$25.00  
Juniors \$0

Moved:

Seconded:

**NOTE THIS DOES NOT INCLUDE THE MAAA FEE.**

*President requests that Secretary, Treasurer, Registrar and Newsletter Editor leave the meeting.*

Review of Honorariums

<u>Position</u>	<u>2015</u>	<u>2016</u>
Secretary	\$2.15	
Treasurer	\$2.15	
Registrar	\$2.15	
Newsletter Editor	\$2.15	

Discussion of the fees and in accordance with previous years it was considered against the national CPI increase which was 2.1% (Weighted median CPI March 2015 to March 2016).

Moved:

Seconded:

Election of Office bearers for 2016-17

President  
Vice President & Secretary  
Treasurer & State Field Secretary  
Registrar  
Newsletter Editor  
Public Relations Officer

**General Business:**

The first item of General Business is:

1. The next Annual General Meeting of Aeromodellers NSW Inc is scheduled to be held in Sydney at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater, commencing at 8pm on Friday 12<sup>th</sup> May 2017. All members and visitors are welcome. Note that the AGM for Aeromodellers NSW Inc will be conducted during the May General Monthly Management Committee Meeting in accordance with normal practice.

**There being no further business before the meeting, it was declared closed at:**



**Sep 2016**

9	<b>Aeromodellers NSW General Meeting Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
10-11	Coota Cup	Cootamundra	Grant Manwaring	02 6241 1320
16-18	Coota Fun Fly	Cootamundra	Mark Ashby	0456 043 355
18	Pylon Racing	Richmond	Peter Kerney	0407 013 230
18	HSL F5J	Maddens Plains	Col Woodward	0414 384 467
24	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
24-25	2m Glider Millennium Cup Rnd 4	Gloucester	Paul Gibson	0425 356 533
24-25	Club Scale Round 3 (BAC)	Cecil Park	Paul McKeown	0411 126 995

**Oct 2016**

1-2	Old Timers - Eastern States Gas Champs	Wangaratta	Grant Manwaring	02 6241 1320
1-3	Northern NSW F5J (AEFA)	Pottsville	Peter Pine	0407 732 440
9	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
12-16	Invitational Scale Classic Downunder 2016	Cootamundra	John Rolfe	0402 102 512
14	<b>Aeromodellers NSW General Meeting Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
23	2m Glider Millennium Cup Rnd 5	Maddens Plains	Fred Lodden	0418 443 804
28-30	Luskintyre Scalefest (Flying Scale Aircraft Association of NSW)	Luskintyre	John Crockford Greg Tracey	02 9489 7370 0414 558 317
29-30	F5J Annual Tournament – NAAS Club Field	Canberra	Peter Pine	0407 732 440

**Nov 2016**

5-6	Club Scale Round 4 (RAAFMAC)	Richmond	Paul McKeown	0411 126 995
11	<b>Aeromodellers NSW General Meeting Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
12-13	Old Timers - Golden West Event	Parkes	Peter Smith	0423 452 879
12-13	Warialda Fun Fly	Warialda	Barry Power	0427 885 058
13	Shoalhaven Shield & 2m Glider Millennium Cup Rnd 6	Bomaderry	Ian Avery	02 4232 1093
19-20	Pylon Racing (TBC)	Marulan	Peter Kerney	0407 013 230
20	F5J (Picton Cup Rnd 2)	Appin	Bill Gibson	0435 439 377

**Dec 2016**

9	<b>Aeromodellers NSW General Meeting Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
11	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

# Club News & General Interest

**Alistair Heathcote (CVRCMAC)**

## Something Different - Farman Moustique - A Scale Electric story

*Reprinted with Alistair's kind permission*

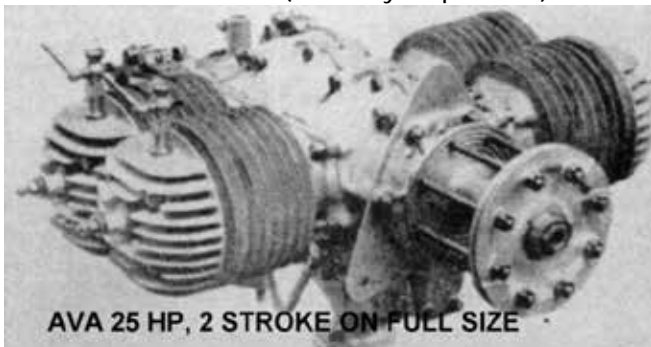
Some time ago, Frank Curzon (Victorian Scale) published a 3 view of a Farman Moustique F451 in the Scale section of Australian RCM. I cut it out and kept it. About 2 years ago RCM&E published a free plan of a 48 inch' F450 prototype – which I also kept. Last year I decided I would like a second model to take on regular flying outings but it had to be "different". This fitted the bill exactly – so work started.....



Moustique is the name given to a series of very light monoplanes designed for sport and tourism in France by the Farman Aviation company. The first was built in 1919 flew with an ABC Scorpion



engine of 30hp. Several models were built over the next 5 years including a glider version! Two powered by Anzani engines were entered in the 1924 Tour de France (did they fit pedals?). One of

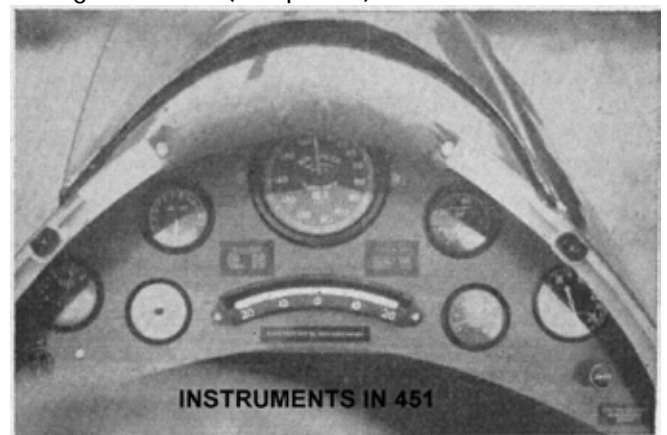


them won the event as all the others (15) succumbed to the weather and did not finish.

Nothing further happened until the mid 1930s when the French Government introduced the "Aviation Populaire" programme to further private aviation. Farman then re-introduced the Moustique as the F450 and an 8.07 m wing span. Five were built. This was followed by the F451 (the subject of my model) of which 46 were built. They were fitted with a 25hp 4 cylinder 2 stroke motor and had a top speed of 130 km/hr (81 mph).



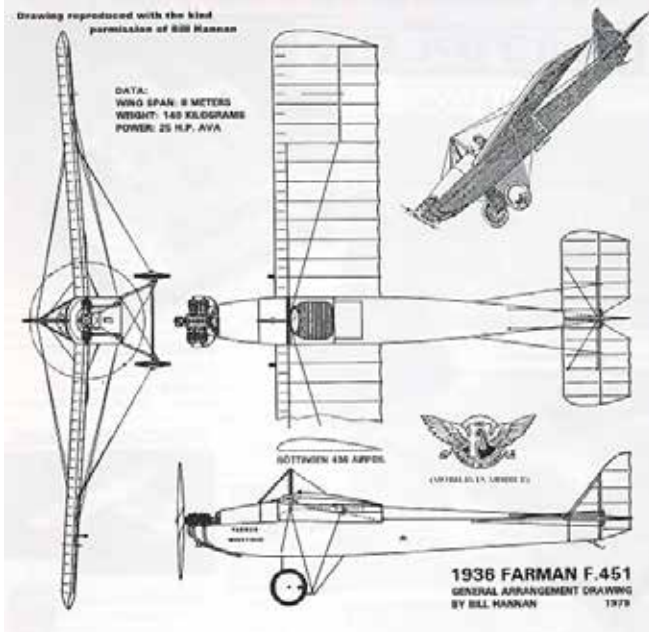
The final version – the Super Moustique F 455 was a side by side 2 seater with a 35 hp motor. An example is on display in the Musee de L'Aire at Le Bourget, France (see photo).



....well just what was needed – something different.



I had an E-Flite 15 motor and as this model was going to be light and slow I calculated that a span of about 185cm (73 inches) would work – big enough to see at a scale of 1/4.4 ! Sheet of paper



on the drawing board, Frank's 3 view (Frank has also built a small electric version and a half scale), the RCM&E plan and the Moustique F451 was under way. Wire controls to the tail end and working rigging on the wings kept the weight down.



So my model came to life:-

- Balsa and light ply through out
- Koverall on all surfaces – 4 coats of thinned dope followed by two thinned coats of White Knight enamel. Top coat contained about 20% Cabot's Matt varnish to dull the gloss. All brush applied.

- Wing central support is by telescopic archery arrow shafts – very light. Wings are held on by the rigging.



- Landing gear is a complex light piano wire structure with home made wheels and working suspension.
- An E-Flite 15 Outrunner with a non BEC Speed Control and 2200mAh Li Po provides the power. A separate battery powers the radio gear.
- Weight is 2.3 kg or 5 lbs if you prefer

And does it fly? – It sure does – wonderfully slow and precise with some coupled rudder – but open the tap and it will manage a bit of breeze!! Yes it does not like the wind.



After I had started building I found a plan for a 39inch model powered by a Cox 049 engine. This contained descriptions of colour schemes of 4 models researched by Bill Hannan in 1979 (also author of the 3 view). I chose the red and white one as I also found original black and white photos



of this scheme. The number 4 is its racing number! I have included in my photo parade models finished in 2 of the other schemes. Well there it is – If anyone would like more info then please contact me. Also if you have a pet

model, ARF or Scratch Built then write a bit about it and send it to myself or Vern, our editor. Or send us some abbreviated info and we will convert it into an article for all our members to share.

I hope you liked this story and enjoyed the photos,



Alistair

Thanks to:

- Frank Curzon
- Bill Hannan - "Peanuts and Pistachios"
- RCM&E Magazine
- Col H.G. Bowers and Flyline Models Inc





## Wagga Military Scale Weekend

**Bob Carpenter (HMAS)**

This year the Wagga Model Aero Club is celebrating its 50th Year as a club and it is the 43rd year that they have held their Military Scale weekend. This event is held in conjunction with the ANZAC weekend each year.



I took the opportunity to attend the event as a spectator, to see how this club operates and has been able to maintain one of the premier events on the Competition Calendar.



This year there were 37 Pilots, which was down on last year. When we arrived at the field on Friday the flying was well advanced and continued until mid-afternoon when rain and wind caused the

flying to be cancelled for the day. This was the only problem with weather for the whole weekend.



The club provided catering and it was great to see the club members working together to support those who had put the flying weekend together. Albury RC Models & Supplies provided a very large shop on the site where you were able to purchase





almost everything we need for our sport. It is support by these people that we need to encourage by using them as a source for our purchases.



I would like to take this opportunity to congratulate all those that were involved in organising this weekend and the pilots that take the time to prepare and fly their beautiful aircraft.

The event was also sponsored by Hobby King who donated an extensive range of kits that were used at the Gala Dinner on Saturday night. Once again another supplier who is supporting the grass roots modeller.



I hope to be around to be at the weekend when the event celebrates its 50th year.

This was the first weekend for many years where I was not involved in organising or flying and it allowed me to talk with our members. This was probably the most important part of the weekend as I was able to find out what the members want us on the Executive to do and what is important to them. I thank all those that gave me their views. I have included a few photos of the aircraft and now you will understand why I do not take photos. I promise not to give up my day job.

## Three Amazing Aircraft Carriers that Might Have Changed History

Reproduced from Military History Now - <http://militaryhistorynow.com/2012/09/05/three-amazing-aircraft-carriers-that-might-have-changed-history/>

**EVEN BEFORE THE OUTBREAK** of the Second World War, aircraft carriers had redefined how conflicts would be fought at sea. Prior to the rise of the flat top, the battleship was king. Air power changed all that. Between 1939 and 1945, carriers with names like Hornet, Lexington, Enterprise, Akagi, Kaga, Hiryu, Soryu, Illustrious, and Ark Royal would make decisive contributions to the very outcome of the war. Yet, posterity never got the chance to record the exploits of a handful lesser-known yet equally extraordinary aircraft carriers. And in many ways, these forgotten vessels are just as fascinating. Let's meet a few of them:

### The Graf Zeppelin

Although the German navy of World War Two is best known for its U-boats and its battleships Tirpitz and Bismarck, the Kriegsmarine did put one aircraft carrier into the water – the Graf Zeppelin — and was planning on building another.



*The German Graf Zeppelin aircraft carrier was laid down in 1936 and would still not be ready for service by 1945.*

The 33,000-ton vessel, originally designated simply as Flugzeugträger A, was laid down in December 1936. Although incomplete, she was launched two years later.[1]

When war broke out in 1939, the still-unfinished carrier remained in Kiel with its newly formed Luftwaffe carrier wing Trägergruppe 186. The air group consisted of three squadrons of Messerschmitt Bf-109s and Junkers Ju-87 Stukas. [2]

By 1940, the carrier, now christened the Graf Zeppelin, was still not yet ready for service — a

shortage of anti-aircraft guns kept her in the shipyards. With Kiel in range of British bombers, the enormous vessel was towed to Gotenhafen in the summer of 1940, where she would continue to sit idle for two more years.

By 1942, German naval planners, Admiral Reader in particular, were seeing the enormous contributions being made by aircraft carriers in the Atlantic, the Mediterranean and even the Pacific. The naval chief coaxed Hitler to approve the resumption of work on the Zeppelin. [3] But by that point, Germany's resources were stretched to the limit and the Kriegsmarine would be hard-pressed to provide both improved aircraft for the ship as well as pilots trained in carrier operations. Worse, the necessary anti-aircraft guns needed to defend the ship were still too scarce. Despite this, the navy aimed for completion date sometime in the summer of 1943, to be followed by up to six months of sea trials.

As the work continued, the RAF organized a squadron of Lancasters to strike at the Zeppelin. While British records of the August 1942 raid show the target was hit by at least one RAF 5,500 lb. bomb, there is no mention by the Germans of any damage inflicted on the ship in the raid.



*Nazi Germany never got a chance to deploy aircraft carriers in World War Two. How might history have been different had they?*

By early 1943, Hitler became fed up with Reader's handling of the war at sea and replaced him with the commander of U-boat operations, Karl Donitz. The new head of the Kriegsmarine ordered the Zeppelin mothballed and diverted all energy into the production of new and improved submarines.



The Zeppelin sat as an idle hulk in Stettin, Poland for the remainder of the war.

Still in the harbor in April 1945, the Zeppelin was scuttled by a skeleton crew as the Red Army entered the city, although the water was so shallow, the flight deck remained above the waterline. After the war, the Soviets refloated the ship, repaired it and completed her, after which point she was pressed into the Soviet Baltic Fleet. [4] In fact, the Zeppelin (the Soviets kept the original name) was the Soviet's first aircraft carrier – Russia wouldn't build its own until 1967. Rather than operating it in its intended role, the Red fleet renamed the Zeppelin "Floating Base 101" and in 1947 used her for target practice. In 2006, an exploration vessel with a Polish oil company located the hull off the port city of Leba at a depth of nearly 300 feet. Too far down to be reached by recreational divers, the Zeppelin remains undisturbed to this day.[5]

### Japan's Carrier Submarine

Unlike the Zeppelin, the Japan's I-400 series vessels did see active service in the Second World War. Interestingly enough however, these ships weren't conventional aircraft carriers at all. They were a hybrid: part submarine, part carrier.

Conceived by the commander of the Japanese navy, Admiral Isoroku Yamamoto, the I-400 series went into production between 1942 and 1945. Only three out of 18 ordered were built. The I-400, which at 6,500 tons was by far the largest sub of the war, carried three foldable-winged Aichi M6A bombers within a 100-foot-long watertight, forward-opening hangar. The aircraft could be launched from a compressed air driven catapult and runway built into the forward deck. Equipped with pontoons, all three planes could be loosed in as little as 15 minutes and could land in the water, whereby they were brought back on board by a large retractable crane located near the front of the 400 foot long sub. Even without the aircraft, the I-400 packed a potent punch. It carried eight forward-firing torpedo tubes, a 14 cm deck gun and a battery of 25 mm anti aircraft guns.

The sub, which had the range to travel anywhere in the world, was designed to approach the coast of

the United States by stealth, surface, launch its aircraft, which would speed off to strike at coastal targets. The sub would then dive to avoid detection. The I-400 would loiter beneath the waves until the aircraft returned, at which point it would surface, recover the planes and move on.



*The submarine that was also an aircraft carrier — Japan's I-400.*

In 1945, two I-400s, along with a pair of other subs modified to carry floatplanes, were tasked with destroying the heavily guarded Panama Canal, thus disrupting American shipping. [6] The vessels were expected to make their way to the coast of Ecuador and launch 10 aircraft that would fly north over Columbia into Panama and take out one of the canal's locks, thereby bottling up the vital sea way that linked America's Atlantic and Pacific fleets. However, by the time the mission was ready to launch, the war was nearly over. The Japanese admiralty realized that an attack on the canal would be a futile gesture at best and instead assigned two I-400s to strike at an American fleet gathering in the Caroline Islands that August.

The war ended before that raid could be launched however and Japan's I-400s were surrendered to the Americans on VJ Day. The U.S. Navy gathered the three boats, along with 21 other captured submarines, and confined them a port near Nagasaki for study. When the Soviets announced their intentions to examine the prizes themselves, the Americans had most of the Japanese subs towed out to sea and scuttled. [7] It saved two of the carrier subs and transported them to Hawaii for additional examination. These were themselves sent to the bottom in 1946. It wasn't until the

1960s that any navy built subs larger than the I-400s.

### Floating Island

In 1941, with German U-boats threatening to starve Great Britain into submission, the admiralty turned to an eccentric journalist and inventor named Geoffrey Pike to come up with a way to make ships impervious to torpedoes. Pike, a civilian employee at the British Combined Operations Headquarters, came up with a novel idea: why not make ships out of ice, more specifically a much stronger substance called pykrete. [8] Pykrete, which is made out of a mixture of ice and wood pulp, is just as strong or stronger than steel but requires only 1 percent of the energy to produce. Better still, pykrete can take considerable damage without buckling and it melts much more slowly than ice, thanks to the insulating properties of the wood pulp. Best of all it can float. Pike's scheme called for the construction of large flattop pykrete icebergs that could serve as enormous floating airfields – a sort of mobile island an airbase. The plan, presented to Churchill by Lord Mountbatten, was green-lighted for 1944 and dubbed Project Habakkuk.



*The Allies planned work on an aircraft carrier made of ice and wood pulp. The enormous floating island would launch heavy bombers. The project was halted when the changing fortunes of war made it no longer necessary*

A 1,000-ton model ice ship was built in Alberta, Canada to test the feasibility of pykrete. Prime Minister Churchill hoped the Canadians would speed production of a 2,000-foot-long seaworthy pykrete carrier within the year. The enormous floating platform would be capable of launching and recovering not just fighters but entire wings of heavy bombers. With a 40-foot thick hull, the carrier would also be effectively torpedo-proof and largely indestructible. The ice carrier's mission

would be to steam into the middle of the North Atlantic and act as a floating airfield from which bombers could hunt German U-boats without respite. Estimates had the first vessel costing between £1 to 3 million. The finished product would be made of 300,000 tones of wood pulp, 35,000 tons of timber framing, 25,000 tons of fiberboard and 10,000 tones of steel. [8]

Eventually, production delays and a shortage of the vast amounts of materials required rendered the entire project less feasible than originally anticipated. [9] Despite being able to launch heavy bombers in mid-ocean, the vessel would require four onboard power stations and would need a refrigeration system of incalculable size just to function. Ultimately, world events would overtake the project: After the Normandy landings and Germany's loss of its submarine bases on the Atlantic Ocean, the U-boat threat diminished considerably. That same year, Portugal granted the Allies permission to launch anti-submarine flights from its shores rendering the entire project largely needless. Habakkuk was shelved and quickly forgotten. [10] However, it would take three more summers before the original model would melt.

1. <http://www.spiegel.de/international/graf-zepelin-rediscovered-hitler-s-showpiece-aircraft-carrier-found-a-428857.html>

2. [http://en.wikipedia.org/wiki/German\\_aircraft\\_carrier\\_Graf\\_Zepelin](http://en.wikipedia.org/wiki/German_aircraft_carrier_Graf_Zepelin)

3. Ibid

4. <http://www.damninteresting.com/the-only-nazi-aircraft-carrier/>

5. <http://www.spiegel.de/international/graf-zepelin-rediscovered-hitler-s-showpiece-aircraft-carrier-found-a-428857.html>

6. <http://en.wikipedia.org/wiki/I-400>

7. Ibid.

8. [http://en.wikipedia.org/wiki/Project\\_Habakkuk](http://en.wikipedia.org/wiki/Project_Habakkuk)

9. Ibid.

10. Ibid



## Acoustic Impedance

*Reprinted from "At The Field Offbeat Stories About R/C Model Airplanes & The People Who Fly Them"  
by David P. Andersen*

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Acoustic impedance and engine noise.

First, let's review electrical impedance. It is more familiar to most of us.

Electrical impedance is sorta like electrical resistance, but it includes the effects of capacitance and inductance as well as resistance. Like resistance, it is measured in ohms. It is important for A/C signals, especially those having a wide band of frequencies.

When connecting two electrical circuits together, it is generally desirable to match the impedance of the two circuits. For example, a speaker having an impedance of 8 ohms should be connected to an audio amplifier whose output impedance is also 8 ohms. This results in an efficient connection of the two devices.

But what happens if impedances are not matched?

Bad things happen, even to nice people. The signals will be attenuated, some frequencies more than others. Worse yet perhaps, some of the signal will be reflected back into the source where a piece of it may be sent again. For an audio circuit, the signal will be reduced, reverberated and distorted—very bad. The bigger the mismatch in impedance, the more the signal will be hammered.

There is an acoustic analog to electrical impedance.

Consider the bugle.

The bell of a bugle is flared in order to match the acoustic impedance of the brass tube to the acoustic impedance of free space. Without it, the sound of a bugle or any brass instrument will be greatly reduced and distorted. One can hear this by playing the mouthpiece of a trumpet without it being attached to the horn. A tune can be played but it is weak.

If bends are necessary in a musical instrument, they should have a large radius to minimize internal reflection—this is why a Fluegel horn is mellower than a trumpet.

The muffler of a model airplane engine can be thought of as a low-pass filter acoustically coupled to the exhaust port (mouthpiece) of the engine at one end and free space at the other end. One can measure the low-pass cutoff frequency of the muffler by holding the muffler to one's ear (engine not running, please).

Notice that all sound is attenuated, especially the higher frequencies. You can compare one muffler to another by this means. Bigger mufflers lower the cutoff frequency just like bigger coils lower the cutoff frequency of an electrical low-pass filter.

Baffles act like capacitors. Backpressure is like resistance, etc. But virtue is sometimes in the ear of the beholder. For a muffler, we don't want an efficient coupling of the exhaust port to the air. We want a poor connection with a low cutoff frequency.

So we build a muffler to be like a really bad bugle. Instead of a bell, we round the exhaust tube inward to reflect sound back into the muffler. We install baffles to create further internal reflection without interfering with the passage of gas and sharp bends to misdirect sound into self-cancellation.

# Flying Colours – The Vivid History of Warplane Insignia

Reproduced from Military History Now - <http://militaryhistorynow.com/2014/05/28/flying-colours-a-vivid-history-of-warplane-insignia/>



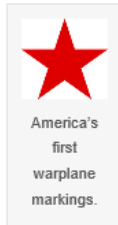
*It would be hard NOT to miss the blue, white and red insignia on this First World War British SE5a... but of course that's the idea behind aircraft markings. (Image courtesy WikiCommons)*

*“The colourful crosses, roundels and stars that adorned early warplanes were more than just decorations.”*

**THE ARMIES THAT MARCHED OFF TO WAR** in 1914 had long since shed the flashy garb and colourful banners of the 19th century battlefield, opting instead for much less conspicuous khaki, olive drab and field grey uniforms. Yet high overhead, a much different trend was unfolding: The pioneers of the emerging domain of areal warfare were eschewing camouflage and decking out their new-fangled flying machines with all manner of bright symbols and insignia. Of course, the colourful crosses, roundels and stars that adorned these early warplanes, which were actually inspired by the medieval art of heraldry, were more than just decorations. They helped pilots (and gunners on the ground) quickly separate friend from foe in the thick of combat. As the war continued, air services from all nations adopted distinct insignia to identify their planes from enemy machines. It's been a tradition that's continued right up to our own era of GPS, combat identification panels and IFF squawk boxes. Here's how different countries' air forces have marked their aircraft over the years.



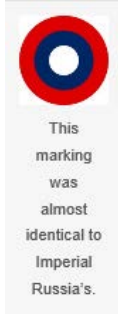
*The U.S. military chose to remove the red dot from the centre of its aircraft markings after going to war with Japan. It was feared the symbol looked too similar to the enemy's insignia. (Image courtesy WikiCommons)*



America's first warplane markings.

## Stars and Stripes

Strangely, America's original warplanes were painted with a symbol that was virtually identical to one later used by one of the United States' most intractable enemies: the Soviet Union. Up until 1916, the U.S. Army's Aviation Section, which at the time was part of the Signal Corps, tagged the tail fins of its fleet of 23 aircraft with bright red stars. Obviously, this had nothing to do with Marxism — the icon was chosen simply for its visibility.



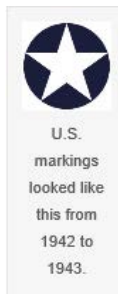
This marking was almost identical to Imperial Russia's.

In 1917, the planes of the newly established American Expeditionary Force Air Service arrived in France decked out with roundels made up of two concentric rings: red and blue, with a white centre. The symbol was a variation of the markings already in use on French and British warplanes and was virtually the same as the insignia of the Imperial Russian air force.



From 1919 to 1942, U.S. aircraft carried this insignia.

By 1919, all American warplanes had adopted new a new set of markings characterized by a white star in on a blue disc with a bright red dot in the centre. Aircraft tail flaps during this period were often painted with distinctive horizontal red and white stripes reminiscent of the U.S. flag — an all too flashy colour scheme that was quickly discarded at the outset of America's entry into the war. All branches of the American military continued to use the star insignia in their aircraft until 1942, when the distinguishing centre spot was discarded. It was feared that in the thick of air combat, any flash of red might falsely identify American planes as Japanese.



U.S. markings looked like this from 1942 to 1943.

This was the standard U.S. aircraft marking in 1942. A thin yellow outline was briefly added to the blue circle on warplanes operating in Europe and North Africa; the RAF already had a similar golden ring around its well-known blue, white and red roundel so as to make the markings stand out more. It was hoped that sharing the colour pattern with the British might help prevent friendly fire.



An American Wildcat from Operation Torch. Note the yellow band around the roundel.



The new U.S. roundel began with a red outline which was later transformed to blue.

This was the standard U.S. aircraft marking in 1942. A thin yellow outline was briefly added to the blue circle on warplanes operating in Europe and North Africa; the RAF already had a similar golden ring around its well-known blue, white and red roundel so as to make the markings stand out more. It was hoped that sharing the



The post-1947 U.S. insignia in colour and low visibility.

After the war, a distinctive horizontal red stripe was added to the white bars. This new symbol was used on all U.S. military aircraft well into the 1980s, at which point monochrome “low-visibility” variations were adopted. They remain in use to this day. prevent friendly fire.



The RAF had a confusing array of roundels for its aircraft during the Second World War. (Image courtesy WikiCommons)



### The Flying Bulls Eye

British and commonwealth aircraft since the First World War have typically sported variations of the famous blue, white and red roundel. The idea was initially borrowed from the French, who in 1914 adorned their early warplanes with large tri-colour “cockades” inspired by the symbol of the 1789 French Revolution. Prior to that, British aircraft featured the Union Jack on the wings. That symbol was soon dropped as friendly gunners commonly mistook the markings for a German cross and opened fire.



The Royal Flying Corps (as well as Britain’s naval air service) added this roundel to all its aircraft in 1915. These markings remained largely unchanged until the late 1930s.



On the eve of the Second World War, the RAF introduced a thick yellow outline to its standard tri-colour roundel, known as the Type A. It was hoped that this added flash of colour would help the insignia stand out against the mostly brown and green paint schemes found on frontline aircraft of the time. The symbol, minus the yellow band, would also appear on the underside of British aircraft.



In 1938, the RAF also adopted a “low-visibility” blue and red tag that became standard for the tops of aircraft wings. It would be used until the end of the Second World War.



In 1940, the yellow-ringed roundel for aircraft fuselages was modified further — the gold outline was reduced in thickness.



In 1942, all British and commonwealth planes operating in the Pacific dispensed with the red spot in their markings altogether (like the Americans) so as to avoid any chance of Allied aircraft being mistaken for Japanese.



In 1947, RAF and Fleet Air Arm aircraft adopted this brighter Type D roundel, which featured a brilliant blue, white and red pattern with no yellow outline.



The Type D was replaced in the 1970s with a low-visibility pattern similar to that used on World War Two aircraft. It appeared on all surfaces.



In the Post War era, Britain’s commonwealth allies, which had largely used RAF-style roundels, added their own national variations to the markings. In Canada, the red centre dot was replaced with a maple leaf. In Australia, a red kangaroo was added. South Africa introduced an orange springbok (a type of gazelle) and New Zealand used a kiwi bird at the centre of the blue and white circle. Roundels are still one of the most common types of aircraft insignia in the world with well over 50 different air forces using some variation of the design.



A German BF-110 and its distinctive cross insignia. (Image courtesy WikiCommons.)



### Crosses

The warplanes of Imperial Germany carried the iconic black Tatzenkreuz or “footed cross”, as did other members of the Central Powers like Austria Hungary and Bulgaria. In fact, the symbols were virtually identical. In order to make the logo stand out on darker or camouflaged wings and fuselages, the crosses often appeared with a white outline or were positioned on a white field. The Ottoman Empire’s aircraft sported a black square with white outline; after 1918, it was changed to red.



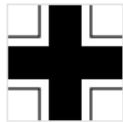


Germany adopted this cross for its aircraft in 1918.

Later in the war, the German air service's insignia became a much simplified black cross, usually with white outline.



An Ottoman Albatross fighter.



During the Second World War, the Luftwaffe continued using a version of the black and white trimmed cross symbol, but added a swastika tail flash to all of its military aircraft. This same insignia also appeared on German army vehicles.



The Croatian cross.

Allies of the Nazis also used variations of the famous cross icon, including Croatia, Hungary, and Bulgaria.



The Axis Hungarian air force insignia.



Finland's air force adopted the swastika before Germany's Nazi party

Both Finland and Latvia added swastikas to their warplanes — the former using a light blue, non-angled version of the notorious hooked cross and the later an angled red variant. In both cases, the use of the swastika pre-dated the rise of Nazis.



A Latvian air force insignia, circa 1918.



An Aichi D3A "Val" dive bomber with Japanese markings. (Image courtesy WikiCommons)



### Rising Sun

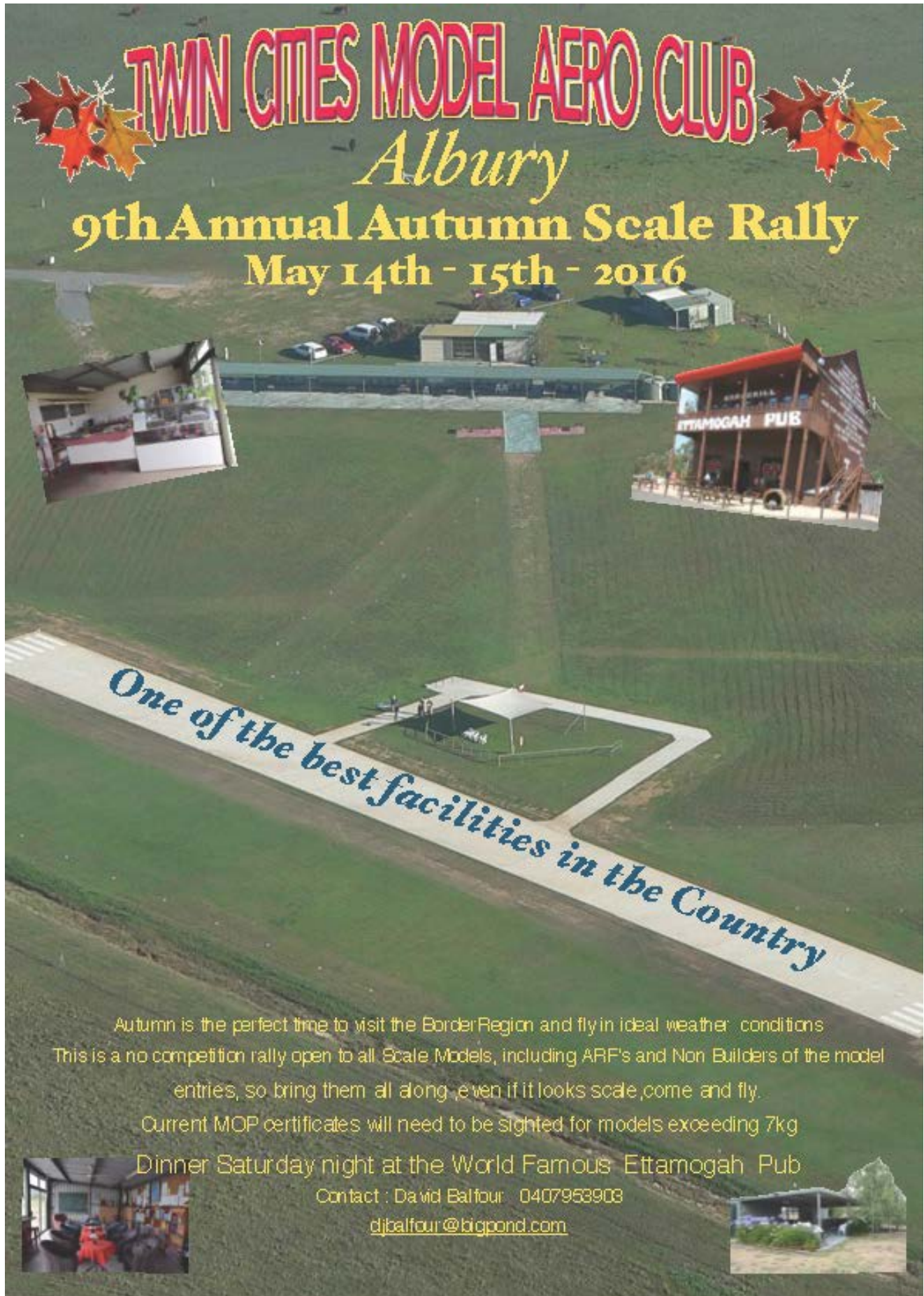
Japan famously adorned its aircraft with the iconic red disc known as a hinomaru or "circle of the sun". It's a theme that has featured prominently in a number of other countries' air forces as well. In the years following the First World War, the Netherlands' warplanes featured a dark orange circle, Spain favoured an all black design while Revolutionary Libya went with solid green.

### SOURCES

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- [http://en.wikipedia.org/wiki/Royal\\_Air\\_Force\\_roundels#Roundel\\_history](http://en.wikipedia.org/wiki/Royal_Air_Force_roundels#Roundel_history)
- <http://www.aircraft-insignia.com>

All aircraft insignia courtesy WikiCommons.

## Upcoming Events



**TWIN CITIES MODEL AERO CLUB**  
*Albury*  
**9th Annual Autumn Scale Rally**  
**May 14th - 15th - 2016**





*One of the best facilities in the Country*

Autumn is the perfect time to visit the Border Region and fly in ideal weather conditions. This is a no competition rally open to all Scale Models, including ARPs and Non Builders of the model entries, so bring them all along, even if it looks scale, come and fly.

Current MOP certificates will need to be sighted for models exceeding 7kg

Dinner Saturday night at the World Famous Ettamogah Pub

Contact : David Balfour 0407953908  
[djbalfour@bigpond.com](mailto:djbalfour@bigpond.com)







## *COMSOA SCALE FUN FLY 14<sup>th</sup>.and 15<sup>th</sup>. MAY 2016*

AT COMSOA's FLYING FIELD AT EAST MAITLAND OFF RAYMOND TERRACE ROAD.

**Saturday the 14<sup>th</sup>--** Gate will be open about 0700 Flying can commence after 0830 . Fly as much as you wish. Registration starting after 0900

**Sunday the 15<sup>th</sup>.** Gate open about 0700, flying after 0830 and will be to our usual format with organized flying in each category. Judging will be by entrants on Sunday

**CATEGORIES----** MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg .- JET and SPORTS MODEL

**Prizes 1<sup>st</sup>. 2<sup>nd</sup>.and 3<sup>rd</sup>. in all categories, plus Model of the Meeting.**

*. If you are intending to participate please PRE ENTER if possible. There is no problem changing your model entry on the weekend if required.*

*Pre entry draw cut off date is Thursday the 12<sup>th</sup>. MAY 2016*

**Entry for the weekend is \$30. Entry fee includes lunch on Saturday and Sunday.**

*If pre entering pay on the weekend.*

**MAAA Membership cards and Heavy Model/Turbine Permits will need to be sighted.**

**Free tea and coffee. Cold drinks on sale all weekend.**

**VISIT OUR WEB SITE [www.comsoa.com](http://www.comsoa.com) for up to date info for the event and about our club.**

**AN ENTRY FORM is on our web site, it is a very easy to use electronically submittable form. Also there is a blank form which can be printed and posted or transmitted by attaching to an email to [scalefunfly@comsoa.com](mailto:scalefunfly@comsoa.com)**

**If Mailing and for general inquiries :-**

**Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324**

**Phone 0414505212**





**NSW PYLON  
RACING CLUB inc**



**Q500, F400, F3D, and the  
Electric EF-1 and Funfighter (i.e. Rare Bear)  
PYLON RACING at**

**CHARLES KINGSFORD SMITH MODEL AIRCRAFT CLUB Inc.  
Located on Pitt Town Bottoms Rd, Pitt Town”**

**Sunday 29<sup>th</sup> May 2016 – 9:30am Pilot Briefing**

**PLEASE NOTE - ENTRIES BY 9:00am SUNDAY**

**Must have proof of current MAAA membership**

**Entrants and callers must bring hard hats**

**No motor starts before 9am or after 5pm**

FUEL SUPPLIED ON RACE DAY

**PLEASE NOTE NO CATERING AVAILABLE  
BRING YOUR OWN FOOD AND DRINK**

***Novices and New Racers Always Welcome***

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Contact: Peter Kerney 0407 013 230

Or check out the Web site

<http://www.nswpylon.org/>

**Further 2016 dates**

Nowra 25/26 June, Pitt Town Saturday 30 July,  
Richmond 18 September (TBC), Marulan 19/20 November



# DAM BUSTERS

## R/C FLOAT PLANE FLY-IN

### 28th & 29th May 2016

To be held on the waters of the beautiful Wyngala Dam



Casual flying open to all MAAA members from the 24<sup>th</sup> May 2016

(MAAA cards for 2015/16 financial year will be checked at registration)

Large open flying space with emergency retrieval boat on-site

Entry Fee of \$10.00 for both days includes entry in lucky pilot prize

Powered and unpowered camping or on-site accommodation available through  
**Wyngala Waters Holiday and Recreation Park**

Phone: (02) 6345 0877

Web:- [www.inlandwaters.com.au](http://www.inlandwaters.com.au) and click on Wyngala Waters

NB: there is a \$11 entry fee per car to the park for day visitors

At a cost there will be a Barbeque lunch available on Saturday

Saturday Evening roast dinner in park hall followed by an evening of flying all things indoors

Hot breakfast served dam side Sunday morning

For event details contact:-

Darren Smith: mobile 0488 012 836, home (02) 6345 0945

or email: [darrensmith070@gmail.com](mailto:darrensmith070@gmail.com)



**NSW PYLON**  
**RACING CLUB inc**



**Q500, F400, F3D, and the**  
**Electric EF-1 and Funfighter (i.e. Rare Bear)**  
**PYLON RACING at**

**SHOALHAVEN MODEL FLYING CLUB**  
**NOWRA**

**LOCATION: The Archer Racecourse off Albatross Road**

**Sunday 26<sup>th</sup> June 2016 – 9:00am Pilot Briefing**

Practice from 12 noon Saturday 25 June 2016

Catering at Field, Sunday Breakfast and Lunch

**Must have proof of current MAAA membership**  
**Entrants and callers must bring hard hats**

*Novices and New Racers Always Welcome*

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Contact: Peter Kerney 0407 013 230

Or check out the Web site

<http://www.nswpylon.org/>

**FUEL SUPPLIED ON RACE DAY**

**Further 2016 dates**

Pitt Town Saturday 30 July,  
Richmond 18 September (TBC), Marulan 19/20 November



# Cootamundra Fun Fly



## September 16,17,18.

- \$5.00 pilot's entry.
- Free camping, hot shower.
- Food and beverages available from canteen. All types of aircraft welcome.
- Must have a current MAAA card.

For further information, contact Mark Ashby on:

0456 043 355

**Deadline for submissions to Newsletter #386  
(June 2016) is  
Tuesday 10<sup>th</sup> May 2016.**

*Please forward any changes of mail or email address together with your  
AUS Number directly to the Registrar.*

[dave.lewis@internode.on.net](mailto:dave.lewis@internode.on.net)