



AEROMODELLERS
NEW SOUTH WALES



Avro Cadet seen at the Temora Warbirds Downunder 2013.

Photo: Rob Masters - WPMAC.

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Diary Notes

Next AEROMODELLERS NSW Meeting

Friday 6th February 2015, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following AEROMODELLERS NSW Meeting

Saturday 7th March 2015, 4:00pm at **the State Field, Cootamundra**

(Note: brought forward one week to coincide with the Aeromodellers NSW Fly In at the State Field, Cootamundra).

Newsletter #373 (March 2015) deadline for submissions:

Tuesday 10th February 2015.

Contacts

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

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting

Board Room, DOOLEYS Waterview Club,
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 5th December 2014

Meeting Opened: 7.35pm

Attendance: G Harrod COMSOA, J Deece HMAS, T Nolan ROW, M Jamieson JFA NSW, M Beverly JFA NSW, R Carpenter HMAS, S Norrie SAS NSW, E Ashley CVRCMAC, D Lacey SSME, P Lehane JMAC, S Rice BAC, J Randle CKSMAC, A Lucket Cowra MAC, J Kastelan BAC, K Barnes PRCAC

Visitors: B Barden BAC

Apologies: R Bishop CMAC, R Masters WPMAC, D Costelloe QFS, D Lewis WPMAC, A Nolan ROW, G Atkinson WRCS, B Thrift CVRCMAC

Minutes: Motion that the minutes of the meeting held on the 14 November 2014 at Silverwater, as published in newsletter 371 be accepted as a true and correct record of that meeting. Further that the financial record from the meeting as circulated to clubs in MAS NSW Bulletin number 15/2014-2015 also be accepted.

Moved: NSWASAS **Seconded:** CMAC **Carried**

Business Arising: Some questions in relation to the cost of the MAS NSW fly-in held in October, by consent will be discussed in the Treasurers report.

The President advised the meeting of the passing of Ken Bourke on the 15 November.

“He passed away this last weekend after a long fight with cancer. Nearly 25 years ago Ken was advised by a doctor to get his affairs in order for he only had at best 6 months to live. Although he got rid of that doctor his remaining life was from one blood transfusion to the next averaging 6 weeks apart. This year it was only a couple of weeks apart, he knew it was the end but wasn't the least bit maudlin about it realising that he had had over 20 good, productive years.

Ken, Barry Bowerman, Dick Everret and I first met when scale models didn't have radios just two steel lines where you had true feel whilst flying. This last two years whilst my daughter's family was living in Sydney, whenever Margaret and I came down for a visit we four met for lunch - a lasting memory.

Ken wasn't an active scale contestant but he was a beautiful builder and took a keen interest in scale activities, I am not sure if he was a founding member of the FSAA but he was an enthusiastic member. To this end he developed a scoring method whereby contestants were rewarded rather than penalised as it then was, and sadly still is to-day, rejected by those who saw anything new as a platform of

advantage to a select few. His book on Australian modelling was in my estimation a masterpiece so sad that he won't author a further version."

Ross Woodcock

It was also noted that Ken was a very active and skilled scale modeller, active in his later years as a scale judge for both static and flying.

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 of next MAAA newsletter – circulated by Registrar, 12/2014-15
- * M 1.2 Advice of the next Federal Conference
- * M 1.3 Secretary out of the office from 2.12.14 till 20.12.14
- * M 1.4 Details of the MAAA Annual report. Circulated to all members by Registrar 14/2014-15
- M 1.5 MAAA Executive minutes October/November

From other than MAAA:

- C 2.1 H McLennan, BCRFC, field registration enquiry
- C 2.2 C Hodder, SSSFA, nomination for flight training course. (Forwarded to CFI)
- * C 2.3 P Smith, Enquiry re disbanded Old Timer Rules Committee
- C 2.4 Various items re a revised area approval for NEMAC – forwarded to CASA
- C 2.5 P Bennett, display application – forwarded to CASA
- * C 2.6 Westonprint, support for the new logo and brand
- C 2.7 B Townsend, Evans Head display application, - forwarded to CASA
- * C 2.8 P Smith, Nowra, feedback on the new logo
- C 2.9 R Kucinskas, RAAFMAC, FW25 application

C 2.30 Received completed Large Model Permits to fly forms from the following:
As per circular these are no longer required to be filed by the State Body.

C 2.32 Newsletters Received:

Late Correspondence:

Correspondence Out:

To MAAA:

To other than MAAA:

- C 2.1 Details supplied to BCRFC
- C 2.3 Nothing has changed as far as the Rules Conference which will be held in May 2017, every four years

Note:

A year prior to this, the State Associations will be asked to submit names of members from their association for each of the disciplines, who they consider would be suitable to form a Working Group to carry out a review of the various rules. Once the rules have been accepted at the 2017 Rules

Conference and there is no further business raised from the rules, requested by Council, the Working Group will be disbanded until another is required in the future.

This does not stop any particular discipline creating a Working Group at any time to review any items they consider necessary to deal with, providing they advise this office of the actions and reasons, we currently have one group working along these lines.

Advice received from MAAA Federal Secretary

Business Arising from Correspondence:

C 2.6 & 8 The president advised the meeting that all feedback is helpful in shaping how we present ourselves going forward as Aeromodellers NSW. There is further comment in the PRO report later in the meeting.

M 1.2 Will be circulated to all clubs via MAS NSW Bulletin.

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

Moved CKSMAC Seconded: SSME Carried

Reports

Treasurer Bob Bishop

The Treasurer supplied a copy of his report to all members of the meeting for review.

Business Arising from the Treasurers Report:

The Commonwealth Bank Account has now been closed (3 December 2014) and the numbers will appear in ANZ account in the next meeting.

Motion: That the Treasurers report be accepted and accounts be approved for payment

Moved: CVRCMAC Seconded: SSME Carried

President

Bob Carpenter

This report is being written prior to the December meeting where we will have a guest presenter. Kevin Scrimshaw from CASA will be providing a presentation on how CASA is working with and for aeromodellers and an overview of what we need to do to make both his and our jobs easier. Kevin is the national coordinator for all approvals and clearances when working with Model Aircraft (he does other areas as well) and the key here is that it is a consistent message across all of Australia. We are endeavouring to have a copy of his presentation for distribution to all clubs that are not able to attend.

I mentioned last month that there were some interesting points coming from the Mid-year Presidents meeting; one of these is that the MAAA executive have identified that NSW as a state is not working as efficiently as it could by virtue of having three separate bodies controlling aeromodelling. All other states have a single body that is able to work together and represent all categories. It has been suggested that for the benefit of the membership and particularly members wishing to join that it would be better if the three bodies become unified. To that end a meeting has been called for the 15th December to be hosted by the Control Line Aircraft Society with all three bodies invited and attendance by both the MAAA President and Vice President confirmed. This meeting is to identify a way forward to make this happen. Your executive will be in attendance and we will report back to you on the results

of this meeting. If we are to become unified I am sure that it will not happen overnight but will take a series of meetings, discussions and presentations to the total membership.

I hope that this end of year report finds you all well and I look forward to meeting up with you on the 5th February 2015 as Aeromodellers NSW.

Registrar

Dave Lewis

Current membership has just topped 2200 members and 85 clubs.

Chief Flying Instructor

Bob Carpenter

The Instructors course for the 29/30th November was called off during the week before the course. We had no other way forward as we ended up with only three attendees who would be available. The course was well publicised and we had enough nominations to make it viable. I am aware that this is a recreational activity and that there will always be circumstances where we intend to be there and other more pressing situations occur.

We will be planning to hold the replacement course late March (weather is cooler and away from the Christmas silly season). Please let me or Tim Nolan know if you would like to attend.

Over the holiday break we will be looking at the scheduling of Instructors courses and coming up with a plan to hold three per year on the same weekends. One in Sydney area, one North and one south. I will present these suggested dates at the February meeting.

CASA Liaison Officer

Tim Nolan

We can now confirm that Mr Kevin Scrimshaw from CASA will be attending the December meeting to address us on CASA 101, risk assessments and display applications. Kevin is the main contact person for us in dealing with all these applications and he is very knowledgeable on this material and very keen to assist us all in meeting the requirements of CASA to enable us to demonstrate our great sport/ hobby to a wider audience.

If you have questions on this material or other areas then please arrange to be at the December meeting on the 5th starting at 7.30pm. He will also be able to discuss multi rotors and where they are going with CASA and the difference between hobby and commercial applications

Public Relations Officer

Aranka Nolan

Website, Facebook & Aeromodellers in 2015

As the year comes to a close activities on the brand front are heating up for 2015.

The Website

The planning and content development continue as we get closer to the building of the website. Building a website is a lot like building a house. You have to think of the structure, where you might want extensions, what sort of functionality needs to be in the 'house', what colours are going to work with the logo, what services are going to work with the site etc. We also want to create the best site that is affordable and can be maintained by more than one. We also want to make sure it connects to our social environments including Facebook. So the planning stage is really important, otherwise it ends up being a visual and structural mess with a poor navigation experience.

Anyone who is interested in being part of the next stages of the website can contact me on 0419 540 104 or email me. Thanks to those who have put their hand up already.

The Aeromodellers NSW Logo

Throughout the year we have received in the most part supportive, constructive and positive feedback. Recently we received some negative comment, which has been included for you to read in correspondence. The part that is disappointing is that we received this so late in day. I appreciate that people get busy (as does every volunteer of this organization) but the plane has well and truly left.

We have covered a lot of territory in this journey to the new brand through the majority of this year and to leave comment to this late stage is really unfortunate and past the point where we could do anything about it. We have done our best to accommodate as many disciplines as a logo can sustain visually. We are also trying to keep the costs contained in this process and any changes now would result in excessive expenditure, not to mention delays. We will happily give every discipline attention on the new site and in other digital communications so there is always opportunity to keep people aware of activities in the sport across the state.

A Special Function in 2015

We historically have had an annual event that is the celebration of the sport and a chance to bring Aeromodellers NSW together socially and away from the field. We are interested in what the members think about holding an event next year? We are thinking of a quality venue like the Qantas Museum, with a dinner speaker, music and maybe dancing! Or maybe not! We will be putting up this question on our Facebook page to gain feedback. If you would like to share your thoughts about what sort of event would make you want to go out on a Saturday night then please send your comments to pro@masnsw.org or join in and have your say on Facebook.

Facebook

Some of you may have noticed that we are starting to share aeromodelling content on our Facebook page. We are trying to get content that is of interest and away from our usual Australian content. We invite people to share their images and stories as well as any flying videos that you like. Also, if you could encourage other aeromodellers to like the page and join in that would be great.

<https://www.facebook.com/aeromodellersnsw>

CASA Liaison Officer

Tim Nolan

Following the presentation tonight I will have a number of templates and documents to help clubs with Area Approvals and Display Application.

As always if you need assistance or advice in dealing with CASA, please drop me a line and we can normally find a way around most issues.

It is critical that all clubs remember the time lines that apply to display applications. They are not something that can be done overnight.

Other reports:

Motion that the reports be accepted.

Moved: COMSOA **Seconded:** JFA NSW **Carried**

Awards:

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

Mike West

WRCS

76371

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

No applications received

Applications received for approval for MAAA Fixed Wing Power Instructors:

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

Applications received for the approval of MAAA Helicopter - Bronze Wings:

No applications received

Applications received for the approval of MAAA Helicopter - Gold Wings:

No applications received

Applications received for approval of MAAA Helicopter Instructors:

No applications received

Applications received for the approval of MAAA Glider – Bronze Wings:

No applications received

Applications received for the approval of MAAA Glider – Gold Wings:

No application received

Applications received and approved for MAAA Glider Instructors:

No applications received

Applications received and approved for MAAA Multirotor – Bronze Wings

No applications received

Applications received and approved for MAAA Multirotor – Gold Wings

No applications received

There was no adoption required as there were no gold wings or other awards that require ratification.

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals:

Nil received

Heavy Model RW 25 Inspector Approvals:

Nil received

Giant Model FW 50 Inspector Approvals:

Nil received

Giant Model RW 50 Inspector Approvals:

No applications received

Gas Turbine Inspector Approvals:

Nil received

Commercial Instructor Approvals

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2014:

NSW Pylon

Marulan

6 November 2014

General Business:

The first item of General Business is:

The next Business Meeting of Aeromodellers NSW will be held on Friday 6 February 2015 at Dooleys Waterview Club starting at 8.00pm. All members and visitors are welcome.

The president then introduced Mr Kevin Scrimshaw, from the Sport Aviation Safety Assurance Office of CASA. Kevin is their effervescent communications and safety management system specialist. He has a diverse aviation background that complements his flying and parachuting experience. He is also the SASAO resident model aircraft expert and gives valuable assistance and insight into RAAO safety assurance to the rest of the team. Kevin has 31 Years in military and police working in specialised intelligence areas all round the world including Bosnia, Northern Ireland, Rwanda, Asia and Europe and a period of time as a hostage negotiator and close personal protection officer. Ended up as Squadron Leader in the RAF. Previous owner of GA flying school. Pilots licence since age 16. Over 2000 parachute jumps. Own an ultralight aeroplane and 2 x GA aeroplanes. Interested in model aircraft for past 30 years. Currently the Sport Aviation Safety Assurance Officer with responsibility for all operations under CASR 101 (except for RPA ops and fireworks). He is responsible for guidance and advice relating to Safety Management Systems and hazard and risk identification for sport aviation activities in Australia.

The sports aviation sector makes up some 48% of all aviation within Australia, His group of 5 people are responsible the management and oversight of the following areas: Ultralight and microlight aircraft, Glider, Gyroplanes / Gyrogliders, Hang Gliders, parragliders and weightshift microlights, parachuting, warbirds, model aircraft, amateur- built and experimental aircraft and recreational ballooning.

Within CASA he is considered the subject matter expert on model aircraft, all of our display applications, area approvals and other matters relation to our activities under CASAR 101 which governs all aspect of model aviation. Kevin also spoke of the advantages of having an area approval when it comes to displays etc. Again if any clubs are interested or would like some advice or guidance on this matter than contact the Secretary, Tim Nolan for initial advice and he will then refer the matter on to CASA.

During the presentation Kevin spoke of the impact of the various section and their application in our activities. There were also a number of specific details which the meeting found very helpful when it came to areas that we can operate our aircraft in.

Over the next few newsletters we will publish some aspects of his presentation to provide clear and simple advice on where we can and cannot fly. He also spoke about risk assessments and what sort of material an applicant will need to include when making an application to CASA.

Kevin answered all questions and remained after the meeting closed to answer specific questions that a number of the members had in relation to their own club sites.

The meeting was also asked about their interest in having other guest speakers regularly attending our meeting to speak to us on various topics of interest.

There being no further business before the meeting, the meeting was declared closed at: 9.40pm

NOTICE

Large Scale Racing Club of Australia Sydney Air Races

The Large Scale Racing Club of Australia Inc will be running the first Sydney Air Races for Large Scale Models in June 2015.

Further details will to be published in the next Newsletter.

Joe McGuffin

Aeromodellers NSW 2015 Calendar

(Compiled 14/1/2015)

- Those Events marked with an * are MASNSW Point Score Events.
- Unless otherwise advised MASNSW Meetings are held the 2nd Friday of every Month.

Jan 2015

17	NSW Pattern Flyers – F3A	Camden Valley	Felix N	0428 880 633
24-26	35th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
31/1-1/2	Alan Brown Memorial Old Timer Event	Orange	Peter Johnsen	0412 641 088

Feb 2015

6	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
14-15	23rd Annual Banjo Paterson Scale Rally	Orange	Peter Johnsen	0412 641 088
14-15	NSW Pattern Flyers – F3A Fletchers Lane	Bomaderry	Felix N	0428 880 633
21-22	NSWSAS (Scale) Round 1	Camden	Bill Mansell	0409 585 023
28-1/3	Sport Pylon	Nowra	Peter Kerney	0407 013 230

Mar 2015

6-9	APA - F3A (Organised by The Australian Pattern Association)	Pitt Town	Jason Sparks	0417 750 055
7	MASNSW General Meeting State Flying Field commencing 4:00pm	Cootamundra	Bob Carpenter	02 4577 6612
13-14	NSWSAS (Scale) Round 2 Scale Masters	Metford	Bill Mansell	0409 585 023
28-29	NSW Pattern Flyers – F3A	Queanbeyan	Felix N	0428 880 633
28-29	Cowra MAC SPARKS Electric Only Fly-In	Cowra	Mike Grimshaw	02 6344 1764

Apr 2015

10	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
18-19	NSW Pattern Flyers – F3A	Wingham	Felix N	0428 880 633

May 2015

2-3	Sport Pylon	Bathurst	Peter Kerney	0407 013 230
8	Aeromodellers NSW General Meeting and AGM Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
16-17	COMSA Scale Fun Fly	Metford	Paul Robertson	02 4946 8334
16-17	NSW Pattern Flyers – F3A	Gloucester	Felix N	0428 880 633
23-24	Pilot's Choice Scale Event	Gunnedah	Paul Hartley	0438 421 926
30-31	Sport Pylon	Pitt Town	Peter Kerney	0407 013 230

Jun 2015

12	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
13-14	Large Scale State Titles	Taree	Bill Mansell	0409 585 023
13-14	Open Handicap Gliding	Gunnedah	Paul Hartley	0438 421 926
19-21	2015 Luskintyre RC Scale Festival	Luskintyre	Greg Tracey	www.rcscalefest.com.au
20	NSW Pattern Flyers – F3A	Richmond	Felix N	0428 880 633
27-28	Sport Pylon	Nowra	Peter Kerney	0407 013 230

Jul 2015

10	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
25-26	NSW Pattern Flyers – F3A	Wingham	Felix N	0428 880 633

Aug 2015

1-2	Sport Pylon	Pitt Town	Peter Kerney	0407 013 230
14	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
16-17	F4C/F4H / flying State Titles	Richmond	Bill Mansell	0409 585 023
28-30	Classic Aeromodelling - 'Oily Hand Diesel Day'	Cowra	Andy Luckett	02 6342 3054

Sep 2015

5-6	NSW Pattern Flyers – F3A	Gunnedah	Felix N	0428 880 633
11	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
20	Sport Pylon	Richmond	Peter Kerney	0407 013 230
26-27	NSWSAS (Scale) Round 3	Richmond	Bill Mansell	0409 585 023

Oct 2015

9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
24	NSW Pattern Flyers – F3A	Camden Valley	Felix N	0428 880 633

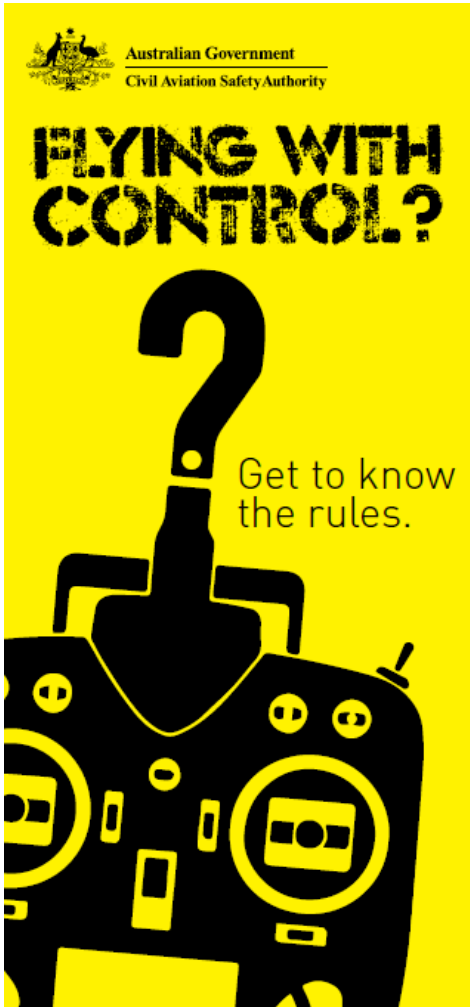
Nov 2015

13	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
23-24	NSW Pattern Flyers – F3A - State Championships	Richmond	Felix N	0428 880 633



Twin Cities MAC 31st Annual Seaplane Event at Albury – October 2014

Flying with Control – CASA Safety Message



Australian Government
Civil Aviation Safety Authority

FLYING WITH CONTROL?

Get to know the rules.

IMPORTANT SAFETY INFORMATION

Congratulations on your purchase. We hope you have a lot of fun with it but there are just a few things you need to remember for everyone's safety.

- 

You must only operate this aircraft in your line-of-sight in daylight. **Don't let it get too far away from you.**
- 

You must not fly closer than **30 metres** to **vehicles, boats, buildings or people**
- 

You must not fly over **any populous area**, such as beaches, other people's backyards, heavily populated parks, or sports ovals where there is a game in progress
- 

If you are in controlled airspace, which covers most Australian cities, you must **not fly higher** than 400 feet (**120 metres**)
- 

You should not fly within **5.5 km** of an airfield.
- 

It's **illegal to fly for money** or economic reward unless you have an unmanned operator's certificate issued by the Civil Aviation Safety Authority (CASA).
Safe and happy flying!

Further information

Model Aeronautical Association of Australia
www.maaa.asn.au



CASA

- » Model aircraft: casa.gov.au/sportaviation
- » Remotely piloted aircraft: casa.gov.au/rpa
- » Phone: 131 757

Don't Go There – CASA Safety Message



 Australian Government
Civil Aviation Safety Authority

RPA
REMOTELY PILOTED AIRCRAFT

DON'T GO THERE!

Keep your unmanned aircraft away from bushfires!

Never fly a drone, model aircraft or multicopter near bushfires. You might be tempted to get spectacular pictures and video, and you may not think you could be making things worse, but flying drones near bushfires creates two dangers:

- » **Mid-air collision:** Even a small drone could bring down a helicopter if it collided with the tail rotor, or an aeroplane if it hits the propeller.
- » **Grounding:** Flying your drone near a bushfire could lead to aircraft being grounded to avoid it. If a fire gets out of control because water bombing aircraft can't fly it could cost even more lives than a collision.

Another good reason to keep your drone away from a fire is that firefighting aircraft often fly much lower than the usual 500 feet minimum altitude.



The fine print: You have to comply with Part 101 of the *Civil Aviation Safety Regulations*, whether you fly an unmanned aircraft commercially or for fun. This means:

-  You must only operate this aircraft in your line-of-sight in daylight. **Don't let it get too far away from you.**
- You must not fly closer than **30 metres** to **vehicles, boats, buildings or people**

- You must not fly over **any populous area**, such as beaches, other people's backyards, heavily populated parks, or sports ovals where there is a game in progress. And nowhere near a fire, obviously.
 
- If you are in controlled airspace, which covers most Australian cities, you must **not fly higher than 400 feet (120 metres)**

- You should not fly within **5.5 km** of an airfield.
 

Common-sense summary: You must not operate any unmanned aircraft in a way that creates a hazard to another aircraft, another person, or property.

Respect personal privacy. Don't record or photograph people without their consent – this may breach state laws.

MORE INFORMATION

Model aircraft: casa.gov.au/sportaviation
Remotely piloted aircraft: casa.gov.au/rpa
Phone 131 757 or 1800 687 342

RPA
REMOTELY PILOTED AIRCRAFT

Club News

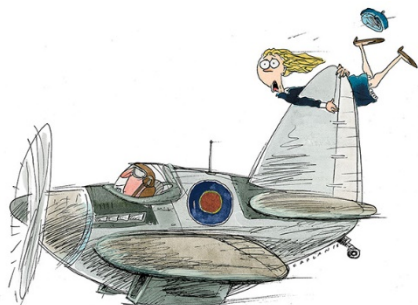
10 Amazing but True Aviation Stories

Acknowledgement to Stephan Wilkinson - All illustrations by Mike Caplanis, ©2014

Found at <http://www.historynet.com/amazing-but-true-stories.htm>

Spitfire Ride

On February 14, 1945, Leading Aircraftwoman Margaret Horton, an RAF WAAF, was assigned a familiar job: sit on the horizontal stabilizer of a Spitfire to help hold the tail down while it taxied on a windy day. Unfortunately, nobody thought to tell the pilot, Flight Lt. Neill Cox, that she'd be jumping aboard. (Horton later admitted that "the squadron was run in a slap-happy way.") The normal drill was for the tail-sitter to grab the aircraft's elevator and waggle it before the pilot turned onto the runway, so he'd know she was hopping off. But this time Cox made a casual gesture out of the cockpit that Margaret took to



mean "Hang on, don't go yet." Big mistake. As the Spitfire accelerated down the runway, Horton had the good sense to quickly flop across the tail cone, where she was held in place by the vertical fin, her legs to the right and her torso to the left. Another WAAF who'd seen what was happening dashed off to tell a flight sergeant, who ran to the control tower. Cox was ordered to make a quick circuit and land, but wasn't told why. Between Horton's death grip on the elevator with her left hand plus the Spitfire's tail-heaviness, Cox had already figured that something was amiss, but he couldn't see as far aft as his airplane's empennage. Relieved to be back on the ground, Horton announced that after a change of panties

and a cigarette, she'd be good to go back to work. She was later fined for losing her uniform beret during the short trip around the pattern. - See more at: <http://www.historynet.com/amazing-but-true-stories.htm#sthash.zxo3Dfts.dpuf>

Crusader Fail

On June 21, 1963, Marine Lieutenant Cliff Judkins was tanking from an Air Force Boeing KC-97 over the Pacific, on his way from California to Hawaii, when the automatic shut-off valve of his F-8 Crusader failed and the internal fuel bladder burst from the pressure of the still-flowing fuel from the tanker. With flames streaming from the big Vought fighter, Judkins tucked in his legs and jerked the canvas face curtain to eject. Nothing happened. He quickly pulled the alternate firing handle between his knees, but still...nothing. Now Judkins' only choice was an old-fashioned bailout. Nobody had ever tried stepping out of a Crusader, with its vertical stabilizer a tall machete aft of the cockpit, but Judkins trimmed the ship to skid, manually jettisoned the canopy and at 220 knots and 15,000 feet was quickly sucked out of the cockpit. His troubles weren't over. When he pulled his parachute's D ring, Judkins got a streamer: The little pilot chute deployed and the shroud lines pulled out normally, but the main canopy remained an unopened bundle, wrapped like a moth in a spiderweb by the shrouds. Judkins fell nearly three miles into the Pacific, the streamer slowing his terminal-velocity plunge by perhaps 10 percent—likely still a good 110 mph straight down. He survived the fall with two severely broken ankles, a fractured pelvis and vertebra, a partially collapsed lung and various lesser injuries. Four years earlier, after Judkins had been in a bad automobile accident, he had had his spleen removed during surgery. A doctor later told him that if he'd still had his spleen, the fall from the F-8 would have killed him when the impact ruptured it.

Seat Belt Fastened at All Times

There weren't many old BAC One-Elevens still flying in 1990, but one of them, British Airways 5390, was en route from Birmingham to the Spanish island of Malaga on June 10. It was a sunny Sunday, with 81 happy beachgoers aboard, when the entire pilot's-side windscreen blew out as the One-Eleven climbed through 17,300 feet. The captain, Tim Lancaster, was almost instantly sucked out the opening—he'd removed his shoulder harness after takeoff and loosened his lapstrap—but fortunately the backs of his knees jammed against the top of the windscreen frame while his feet were caught under the yoke of his control column. Steward Nigel Ogden, who had just entered the cockpit, grabbed Lancaster by the legs while the first officer got the airplane under control. Ogden was on the verge of being dragged out as well when a second steward reached the cockpit and secured him with a strap from the captain's shoulder harness. By this time, Lancaster had slipped sideways from the roof of the cockpit, and his bloodied head was flailing against the left side window. The crew assumed that he was already dead. "His eyes were wide open," Ogden recalled. "I'll never forget that sight." Lancaster was actually comatose, his systems shut down as a result of the incredible shock and the excruciating cold of the high-speed slipstream. A second steward eventually had to relieve Ogden, who was frostbitten and losing his grip, and by the time the airplane landed at Southampton, England, Lancaster was being held only by his ankles. He in fact survived with a fractured arm and wrist, and his first words after being pulled back into the cockpit were "I want to eat." ("Just like a pilot," Ogden reportedly said.) It was soon determined that an overworked mechanic had used undersized bolts on 84 of the windscreen's 90 hold-down fittings.

Free Fall

On Christmas Eve 1971, a Peruvian Lockheed L188 Electra, LANSA Flight 508 en route from Lima to the small Amazon jungle city of Pucallpa, came apart in a thunderstorm: A lightning strike ignited a fuel tank, and the fire caused the right wing spar to fail. The four-engine turboprop had been cruising at FL210, and the flaming pieces fell unseen into a 15-square-kilometer area of the tropical void below. There had been 86

passengers and a crew of six. All but one were killed. That sole survivor was a 17-year-old high school senior, Juliane Koepcke, the daughter of a German zoologist and his wife, a Peruvian ornithologist. Juliane's mother, sitting next to her, died in the crash of LANSA 508 while Juliane's father awaited them at Pucallpa. Two things were remarkable about the crash: how Juliane survived it, and how she then saved herself from death in the jungle. Koepcke had her seat belt fastened, and when the airplane came apart, she fell, still strapped into the window seat, while her mother and the aisle-seat occupant fell free. Like a maple-seed pod at the end of its winglet, Juliane and the three-seat row helicoptered all the way down and landed in an area of jungle trees interlaced with vines that cushioned her fall. The teenager had broken a collarbone, suffered deep cuts and all but lost her vision, her eyes were so bloodshot and bruised in the fall. Koepcke had spent a good part of her young life with her parents in the backcountry of Peru, and they had taught her survival skills. One lesson was that every rivulet of water flows into a brook, then into a stream, a tributary and eventually into a river. Dressed in a miniskirt and wearing just one sandal, barely able to see, Juliane followed the water. Twelve days later, it led her to Pucallpa. Koepcke's fall is the subject of a Werner Herzog documentary, *Wings of Hope*, which can be viewed on [YouTube](#) (posted as a series).

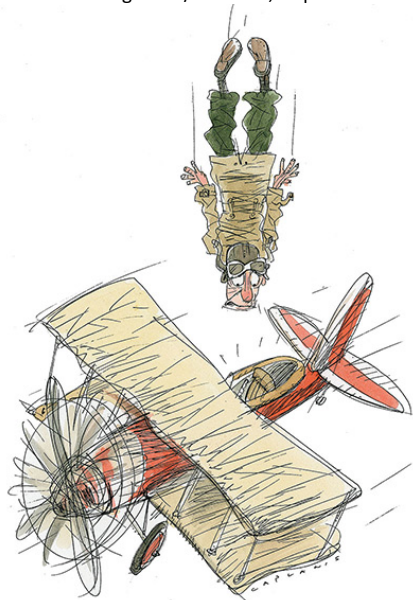
Liberated Liberator

A Consolidated C-87, the cargo version of the B-24, took off at 1 a.m. on February 9, 1943, from West Palm Beach, Fla., bound for the Azores en route to North Africa. The crew leveled the Liberator Express at 9,000 feet, but the pilot was barely able to maintain altitude. Worse, the elevator and rudders began to vibrate violently through the control column and rudder pedals. With the airplane only about 90 miles east of Florida, the pilot initiated a return, and the crew lightened their load by tossing out baggage and cargo. By the time they were inbound and descending just 10 miles east of Miami, the C-87 had become so uncontrollable that the pilot ordered the crew and passengers to jump, then followed after turning on the autopilot. Presumably, he didn't have enough control to

turn the airplane seaward rather than leaving it on course toward the heavily populated Florida coast. The Coast Guard and several civilian boats pulled six of the eight jumpers from the water, but two were never seen again. Meanwhile, the C-87, having shed another 1,500 pounds of its load, shrugged its aluminum shoulders and climbed back to altitude, now headed west and under the control of the autopilot; if its tail surfaces were still vibrating, it didn't seem to bother George. About 4½ hours later, after crossing the Gulf of Mexico, the C-87 had traveled 1,300 miles and reached Zaragoza, Mexico, 25 miles southwest of the U.S. border. For two hours the Liberator Express carved lazy orbits over the Mexican town and finally crashed into a nearby mountain.

He's Out! He's In!

During a dogfight in January 1918, Royal Flying Corps pilot Captain Reginald Makepeace bunted his Bristol F.2B into a steep dive, and the negative Gs tossed his gunner/observer, Captain John H.



Hedley, out of his seat. The RFC didn't issue its airmen parachutes in those days, thinking it would make them less aggressive if they had such an easy out, so Hedley was doomed. Or was he?

Hedley fell several hundred feet, but so did the F.2B. Gunner and airplane somehow came together, and Hedley found himself clinging to the flat-topped aft fuselage of the fighter. He managed to crawl back to his pit and went on, apparently nonplussed, to score 11 victories before being shot down and imprisoned two months later. (Makepeace himself had 17 victories scored with his forward-firing gun, so they were literally a deadly duo.) After the war, Hedley became an American, moved to Chicago and at least for a while made a living billing himself as "The Luckiest Man Alive" and giving lectures about his adventure. Had he instead moved to Berlin, he'd have had to share the stage with 1st Lt. Otto Berla, who on May 24, 1917, had been the observer aboard an Albatross C.V when a sudden bout of turbulence bunted the airplane's nose down and popped an unbelted Berla up and out of his rear seat. He and the airplane briefly formatted until a second updraft forced the tail up again just in time to meet the rapidly descending Berla, who punched feet first through the plywood-skinned turtledeck just aft of his cockpit. Very happy to be back aboard, Berla rode back to base in his new temporary office.

Pardo's Push

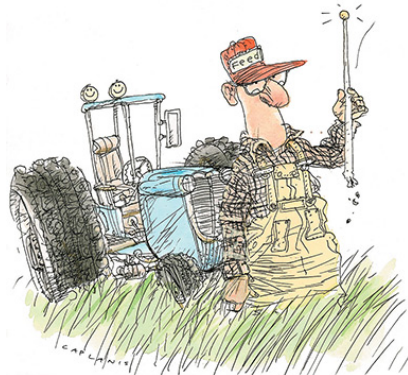
On March 10, 1967, after a bombing run near Hanoi, U.S. Air Force Captain Robert Pardo used his F-4 Phantom to literally push his wingman's badly damaged F-4 to relative safety over Laos, where both pilots and their backseaters then ejected and were rescued. Captain Earl Aman's Phantom was holed by anti-aircraft fire, and the damage drained most of his fuel. Knowing that Aman would run dry within minutes, Pardo had him jettison his braking parachute and then tried to put his F-4's nose into the small tail-cone cavity left by the departed chute. No luck: too much turbulence directly behind Aman's Phantom. Pardo then had Aman drop his tailhook and maneuvered behind and under Aman's airplane until the hook was snug against the base of Pardo's windscreen. The slightest lapse in airmanship would, of course, have put the big steel bar straight through the glass and into Pardo's face. Even though Aman had by now shut down his engines and Pardo was flying on only one with his other engine afire, "Pardo's Push"

got the job done for almost 90 critical miles. Without the help from behind, Aman's engine-out glide would have ended well inside North Vietnam. The Air Force wasn't pleased, however: Pardo had lost not one but two airplanes and was rebuked for his poor sense of economy. Bob Pardo may well have known about the similar maneuver attempted by Captain James Risner over North Korea on September 15, 1952, for it was an honored part of USAF lore. Like Pardo, Risner found himself with a wingman losing fuel through a tank holed by groundfire. Both were flying F-86 Sabres, so Risner told 1st Lt. Joseph Logan to shut down his engine while Risner maneuvered the nose of his Sabre into Logan's tailpipe. He tried pushing Logan to a safe runway in South Korea, but ultimately only got him over the sea; jet fuel and hydraulic fluid streaming out of Logan's engine bay threatened to flame out Risner's engine, so he had to disengage. Logan bailed out but drowned. Risner survived to become the first double recipient of the Air Force Cross, as an F-105D pilot and then POW during the Vietnam War. But again, the Air Force chastised him for attempting "a dangerous maneuver."

Cable Guy

Carroll Rex Byrd, cross-trained as both a pilot and a radioman, was a crewman aboard a Grumman JRF-5 Goose on September 21, 1943. The small twin-engine amphibian had just been transferred from the Navy to the Coast Guard and was en route from NAS New York, at Floyd Bennett Field, to CGAS San Francisco. Byrd, 26, never made it to California. A farmer picking tomatoes near Kratzerville, Pa., heard the Goose overhead and looked up just in time to see what he thought was a mailbag falling from the airplane. The "mailbag" was Byrd, who hit the ploughed ground and bounced 8 feet back into the air. The airplane, to the farmer's amazement, simply continued droning westward. Had Byrd been a suicide jumper? Had he been pushed? Fallen unnoticed through an unlocked door or hatch? The story that eventually came to light was that Byrd had told the pilot he was going to fix an inoperative radio antenna and had pulled himself out of the cabin door onto the airplane's roof to work on the aerial in flight. When he hadn't returned in 20 minutes, a crewman poked his head out and saw

that Byrd was gone. That remains the official version, yet it seems strange that the Goose pilot didn't at least assign a crewman to more closely monitor Byrd's crazy mission and immediately



see that he'd fallen, and that the crew apparently reported the loss rather casually. It took days for a Navy accident investigation team to identify Byrd and figure out where he'd come from while the Goose continued to California. The Kratzerville farmer later found a yard-long piece of metal in his tomato field that may or may not have been part of an aircraft antenna. Was Byrd gripping it when it broke off? We'll never know, and maybe we should chalk this one up to "There's a war on, we have more important things to worry about."

Stranger Than Fiction

Luftwaffe ace Erich Paczia, the pilot of an out-of-control Me-109, was probably dead when his Messerschmitt's wing sliced into the fuselage of the B-17F All American over Tunisia on February 1, 1943, but the collision nearly did the job that Paczia's silent guns couldn't. The bomber's left horizontal stabilizer and elevator were sliced off, and the entire empennage was barely held in trail by a few longerons and a narrow strip of aluminum skin. The crew considered their chances—bail out over German-held ground or try to make it back to base—and decided to stay with the ship, knowing that if the tail did come off, their chances of getting out of a grating bomber were probably nil. Lieutenant Kendrick Bragg, the pilot, slowed down the Flying Fortress to 140 knots to keep the tail from literally

wagging itself off and flew as gently as possible back to Biskra, Algeria. After circling for some minutes while the rest of his formation landed, Bragg made a careful approach and touched down normally, though without a tail wheel. An ambulance wheeled up to collect injured crewmen, but Bragg waved it off; not a single person was hurt. All American, undamaged except for the 109's slash, was mated to the tail of another grounded B-17 and flew—slowly and badly, as reports have it—until the airplane was finally scrapped two years later. Internet accounts of the All American incident are filled with imaginary details. The airplane is described as continuing on its bombing run after the collision...returning to its base in England (a 1,100-mile trip over occupied France), with P-51 escorts joining it over the Channel...the tail gunner heroically remaining at his station because his weight is the only thing stabilizing the tail section...crewmen sacrificing their parachute harnesses to strap the empennage to the fuselage...two engines are out and a third is failing...the turn back toward base has to be made so gently that it takes 70 miles to accomplish...Bragg flies a final approach 40 miles long...and, poignantly, the tail sags to the ground just after the crew debarks. None of that is true, but the truth remains stranger than fiction. - See more at: <http://www.historynet.com/amazing-but-true-stories.htm#sthash.zxo3Dfts.dpuf>

Air Isn't Oxygen

An aerial photographer and his assistant on April 1, 1997, climbed to almost 28,000 feet in an unpressurized Cessna 337D Skymaster that had been modified to carry a through-the-floor camera. They were "on oxygen," of course, breathing through face masks. The assistant remembers the pilot reaching back to turn on the oxygen tank valve; she felt the flow of cool air into her mask and noted that the indicator in the oxygen line had flipped from red to green, indicating a positive flow. As the Cessna climbed through 20,000 feet, however, she felt dizzy and disoriented, and she closed her eyes—the last thing she remembers about the flight. Air Traffic

Control was unable to contact the pilot, though its radar painted the airplane climbing through its assigned altitude—FL250—and reaching 27,700



feet, then descending rapidly to 26,000 before disappearing from the scope about 15 miles west of Pittsburgh, Pa. The Cessna had come apart because of the extreme stresses of an uncontrolled high-speed spiral dive, with a pilot dead of hypoxia at the controls. Through a horrible April Fool's Day mix-up, the airplane's portable oxygen tank had been filled with ordinary compressed air, not oxygen—fine for scuba divers, fatal for pilots. Shedding its left outboard wing, tail booms and empennage, the four-seat cabin, a pod about the size of a subcompact car, fell nearly five miles and ended up in a tree on a golf resort. With the right wing remaining and the cabin and two engines at one end of it, again a maple-seed spiral almost certainly slowed the descent. The woman in the right seat survived with minor cuts and bruises, apparently having been better acclimated than the pilot to flying at Everest altitudes while breathing what was essentially ambient air.

Focke Wulf TA 152H

It is believed to be the fastest and highest flying propeller driven airplane to see combat in WWII. The TA 152H was built to counter a threat that never materialized—a belief that the Allies had developed very high altitude bombers. Because it was so fast, faster than most jets of the era, its major combat role was reconnaissance and flying cover for ME 262 jet fighters.

But the most amazing of all were the difficult conditions under which it was designed and built. In early 1945, the infrastructure of Germany was collapsing. There was no fuel for trucks. Roads and railroads were destroyed by bombing. Aircraft parts were transported by bicycle. Draftsmen ran out of paper and aircraft workers drank water from fire reserves. Test pilots were called to combat, so the Chief Engineer of Focke Wulf and designer of the FW 190 series, Kurt Tank had to test-fly the TA 152H himself. In one famous flight, he was attacked by Mustangs which he easily outran.

Of the 60 that were built, 12 saw action before the war ended. Only one aircraft remains. It is in the Smithsonian's Silver Hill facility awaiting restoration.

From my experience, the ideal speed for a scale model airplane seems to be about 50 mph at cruise, increasing to a top speed in level flight of about 80 mph, slowing down to less than 30 mph for landing. Flight slower than that becomes vulnerable to turbulence and, if faster, the sky isn't big enough for interesting maneuvers. Size should be above the IMAA minimum for visibility. Ground handling must be good on both grass and hard surfaces and it must be attractive. The search for such an airplane led me to the Focke Wulf TA 152H. At 1/6th scale, the TA 152H would have the following speeds in order to fly realistically:

Full Size:

Landing speed: less than 90 mph
Cruise speed: 311 mph
Max speed: 472 mph

1/6th Scale Model:

Landing speed: less than 15 mph
Cruise speed: 51 mph
Max speed: 80 mph

Few scale model airplanes can fly comfortably at scale speed in all speed regimes, but the TA 152H at 1/6th scale can. With its light wing loading and five feet of flaps, even the very slow landing speed can be flown if there is a small headwind. From a blazing top speed to a glider-like landing, it remains within



scale speed during the entire flight. Even its huge loops and tall verticals are in scale proportions. No longer must the pilot fly on the verge of a stall to maintain realistic speed. This airplane is stable and controllable at all airspeeds and a thrill to fly. It is interesting to calculate scale altitude too. One-sixth of 50,000 feet is

1.6 miles. One would need a telescope to fly a model that high, if that were possible. Despite its long wingspan of eight feet, the model is not a monster. It is long and lean, not big. Compared to a FW 190D at the same scale, the FW 190D would have a wingspan of only 69 inches. One would not want to scale up the TA 152H because scale speed would be too fast! So, if you don't mind being hopelessly outnumbered by Mustangs and P-47s at your club field, you should consider building a Focke Wulf TA 152H. Ignore the crumbling infrastructure of your workshop, scrounge building materials at the local hobby shop and bring them home on a bicycle. Shove a copy of Wagner's Ride of the Valkyries into your stereo. Then stubbornly dig in for a good build. Before long, you will be flying faster and higher than all the other warbirds at your field.

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

Upcoming Events



NSWPF

[Just an average group of flyers with an obsession for precision aerobatics](#)

RC PRECISION AEROBATICS - 2014

The **second event for 2015 NSW F3A Pattern Flyers calendar will be held at the Shoalhaven Model Flying Club Nowra**, Fletchers Lane Field on Saturday **14th and Sunday 15th** February 2015. Fletchers Lane is off Meroo Road, which is off the Princes Highway to the left as you approach Nowra from Sydney. The Field is at the end of the road just over the railway line. The Shoalhaven MFC will be providing catering on both days at the field, lunch on Saturday and breakfast and lunch on Sunday.

There is not much shade at Fletchers Lane, so bring some shade with you if it hot. Please enter through the NSW Pattern website (entry@nswpattern.org.au) by 11th February please.

On 6th, 7th, 8th and 9th March is the Australian Pattern Association will be conducting the annual Masters contest at the Pitt Town field . Details of this event are provided by the APA (www.australianpatternassociation.com.au).

This is the premier F3A event of the year. Details can be obtained from the APA website (<http://www.australianpatternassociation.com.au/images/stories/competition/master2015bulletin.pdf>).

Our third event on the NSW calendar for 2015 is at the Queanbeyan MAC on 28-29 March 2015.

Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule. If you already have your Gold Wings then you can do all the manoeuvres, if not, what better way to learn and progress to get them. The Schedule is available on our website www.nswpattern.org.au . If you are not sure about having a fly, come along and watch, meet the group, and ask any questions you like. We are always looking for new members.

Other event dates for 2015 are firmed up, and have been scheduled are shown in the MAS NSW Rolling Calendar.

For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.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 1 March 2015 – 9:00am Pilot Briefing

Practice from 12 noon Saturday 28 February 2015

Catering at Field, Sunday Breakfast and Lunch

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

Novices and New Racers Always Welcome

Contact: Peter Kerney 0407 013 230

Or check out the Website
<http://www.nswpylon.org/>

FUEL SUPPLIED ON RACE DAY

Further 2015 dates.

Gloucester 29 March TBC, Bathurst 3 May, Pitt Town 31 May,
Nowra 27/28 June, Pitt Town 2 August, Richmond 20 September,
The two Marulan dates TBC.

AEROMODELLERS NSW

FLY-IN

6, 7, 8 March 2015

Save the
Date!

Cootamundra

State Field Update:

- New watering system has produced a perfect surface for flying
- The new mezzanine section is the best platform for viewing, not to mention the breeze
- New showers and toilets have been a welcome improvement by all recent visitors



Make a great weekend at the State Field, Cootamundra.

Aeromodellers NSW will be holding a Fly-In for big, small, scale, gliders, GAS, electric. It will start on Friday morning and go through to Sunday afternoon.

For more information contact:

Tim Nolan 0412173440



MORE INFO TO FOLLOW



Present

THE 2015 LUSKINTYRE RC SCALE FESTIVAL

*A THRILL
FOR THE NATION!*



JUNE 19-21, LUSKINTYRE AIRFIELD
SCALE FIXED WING, SCALE AERO TOW, SCALE FLOATPLANES
3 SEPARATE FLIGHT LINES, SWAP MEET

For more information and registration visit:
www.rcscalefest.com.au

Find a Word

Find a Word makes a comeback in this edition – find 30 words describing model airplane parts.

s	s	t	c	a	r	t	e	r	w	i	r	e	d	d	u	r	d
o	e	n	m	x	o	t	i	p	k	c	o	c	p	l	a	t	m
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AILERON
 BATTERY BOX
 DECKING
 ELEVATOR
 ENGINE BEARER
 FAIRING
 FIREWALL
 FLAP
 FORMER
 LEADING EDGE
 MAIN GEAR
 MAINSPAR
 OLEO LEG
 RIB
 RUDDER

SERVO TRAY
 SHEAR WEB
 SHEETING
 TAIL FEATHERS
 TANK BAY
 TRAILING EDGE
 WING FILLET
 WING JOINER
 WING SEAT
 WINGTIP
 NOSE GEAR
 RETRACTS
 COCKPIT
 CANOPY
 WINDSHIELD

Wanted



I have inherited a very sad Sig Fazer & need a copy of the plan so as to build a new wing.

If you have one please contact:

Hugh McLennan (Aus 57815)

hughmcl@optusnet.com.au

Deadline for submissions to Newsletter #373 (March 2015) is Tuesday 10th February 2015.

*Please forward any changes of mail or email address
together with your
AUS Number directly to the Registrar.
dave.lewis@internode.on.net*