



AEROMODELLERS
NEW SOUTH WALES



The lineup of pilots and their aircraft waiting to fly at the Luskintyre Scalefest held at the Luskintyre airfield over the weekend of 28-30 October.

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Diary Notes

Next Aeromodellers NSW Meeting

Friday 11th November 2016, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Following Aeromodellers NSW Meeting

Friday 9th December 2016, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #392 (December 2016) deadline for submissions:
Tuesday 15th November 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 14th October 2016

Meeting Opened: 8:05pm

Attendees: B Carpenter President, T Nolan Secretary, R Masters WPMAC, D Lewis Coota, J Deece HMAS, T Ingham WRCS, B Thrift CVRCMAC, E Ashley CVRCMAC, G Hoy CMAC, G Hutchinson ROW, S Norrie NSW SAS

Visitors:

Apologies: G Atkinson WRCS, J Slaviero HMAS, J Randle NSW Pylon

Minutes: Motion: That the minutes of the meeting held on the 9th September 2016 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 390 be accepted as a true and correct record of that meeting.

Moved: CVRCMAC **Seconded:** WRCS **Carried**

Business Arising:

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, minutes from Land Purchase teleconference
- M 1.2 President & others, support for NSWFF applying for 2018 Nationals
- * M 1.3 Secretary, Close Fields agreement CVRCMAC and MACSports
- * M 1.4 Secretary, advice re ending of 36Mhz frequency band for model aircraft
- M 1.5 Secretary, July Executive meeting minutes

From other than MAAA:

- C 2.1 CASA, Display Approval for Temora Jets
- C 2.2 T Boyton, FPVR supplemental information for Display application
- C 2.3 CASA Display approval for FPVR event at Aussie World
- * C 2.4 B Bishop, SASNSW invoice for State Titles
- * C 2.5 J Crockford FFSAA, enquiry of non MAAA members flying at Luskintyre
- C 2.6 CASA, display approval for Kempsey airport

- C 2.7 T Turner, FATMAC, re visit by Secretary on 28th
- C 2.8 T Turner, FATMAC, request for lost wings (forwarded to Registrar)
- * C 2.9 T Martin, WRCS, enquiry re radio testing/ validation of approved brands
- * C 2.10 P McCabe, MAAA data base prompted for Credit Card details
- C 2.11 C Pettit, WRCS, request for over 25Kg inspector
- * C 2.12 W Lampe, WMAC, enquiry re insurance of play equipment at for visitors
- * C 2.13 B Barden, enquiry re FPV racing drones, are still considered model aircraft
- C 2.14 Dept. Primary Industries, Payment for Cootamundra.
- C 2.15 J Frost, Sandy Point, comments for the Land Committee.

C 2.32 Newsletters Received:
Nil

Late Correspondence:

C 2.35 H Edmonson Cootamundra, request to bale the grass at the State Field.

Correspondence Out:

Nil

Business Arising from Correspondence:

- M 1.3 The MAAA Executive have endorsed the changes to the Close Fields Agreement between CVRCMAC and MAC Sports Inc. The President of CVRCMAC spoke to the meeting thanking the Executive on behalf of Camden Valley and Mac Sport Executives and members for their assistance in the changes to the Close Fields Agreement.
- M 1.4 Members still using 36mHz are advised that the exclusive use of the 36Mhz band for model aircraft will expire in 2020 and it is unclear if the frequency will remain available for our exclusive use. The implications for those members still using this frequency is that they should consider moving on to 2.4GHz before 2020.
- C 2.4 The meeting agreed to pay the amount but to remind all special interest groups any event being called "State Titles" must be endorsed by a General Business meeting well in advance of the event and it is conditional that a report and photos must be supplied so that all members who are funding the event have an opportunity to see where their money is being spent.
- C 2.5 There has been an enquiry from the organisers of the Luskintyre event about non MAAA members being able to fly at the event. The FSAA was advised that all pilots must be a member of the MAAA to fly in the event but, if they have dual membership then they would be able to participate.
- C 2.9 An enquiry for the MAAA Radio Technical subcommittee, seeking advice about the use of Futaba genuine and after-market Rx units and if any issues have been identified. The matter was discussed and it was noted that the MAAA has no lawful right/ authority to provide such advice and this is a matter whereby the individual pilot should make contact with the supplier of the equipment as to any guarantees of service and performance.
- C 2.10 There has been a further question about the MAAA database prompting for credit card details. Despite unsuccessful attempts to replicate the error all members are reminded that with any MAAA enquiry on the database there are no provisions any direct payments.
- C 2.13 Enquiry if FPV racing drones are considered model aircraft under CASA 101? The MAAA has been issued a specific instrument allowing FPV flight as outlined in MOP066, further details will be released over the few months.

Secretary and CASA Liaison Tim Nolan

Currently been working on numerous display applications with CASA, there is also a number of FPVR events being organized with CASA, you will see these being advertised shortly.

If you have any outstanding wings that have not been recorded please drop me a line and I'll follow them up.

Public Relation Officer Aranka Nolan

Advised the meeting that the survey for the 2018 Nationals will be completed and results available for the MAAA President's Conference and the ANSW November Business meeting.

Registrar Dave Lewis

Currently we have 2016 members registered which is approx. 85% of last year's membership made up of 86 clubs.

Newsletter Editor Rob Masters

We have been continuing to follow up on bounced Newsletter emails. It was sitting around 90 per month but we have managed to reduce it to 40 or so by contacting the Club secretaries and advising them of their members whose email addresses have bounced. If any members have not received their newsletter please advise your club secretary to have your current email checked/details updated on the MAAA database.

Education Officer Jackie Slaverio

The next Bunnings event is scheduled for the 8 December and the HMAS club is planning a "bring Your Own Drone" day to help people help set up their drones and provide some guidance as to their safe use, more details to follow once the date is confirmed. All clubs who wish to be involved in the Bunnings event please contact Jackie at robcarp@bigpond.com

Other Reports:

Nil

Motion: That the reports be accepted.

Moved WRCS Seconded: HMAS Carried

Awards:

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

Luke Jewett JMAC 75802 S

General Business:

The first item of General Business is:

1. The next General Monthly Management Committee Meeting of Aeromodellers NSW will be held at DOOLEYS Waterview Club, Silverwater commencing at 8pm on Friday 11th November 2016, all members and visitors are welcome.
2. CVRCMAC President advised the meeting they have now introduced trainer models and buddy box radios available for new students and members to help promote safe flying.

3. Grahame Hutchinson also spoke to the meeting about the need to the Executive to start developing a formal Strategic Plan for ANSW going forward.

Given the recent turmoil caused by the NSW reunification and the MAAA's action, ANSW must put this behind them and concentrate on supporting member's clubs and their affiliates well into the future. By developing plan, it will be easier for all involved to focus on the items which have been identified as important, and also conduct reviews to see how matters are progressing.

The matter was discussed and will be developed over the next few months so that we can prepare a document for circulation to our members for their review and input. It was suggested when we have an agreed list of matters for consideration a professional moderator should be engaged to help facilitate the planning process.

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



Luskintyre ScaleFest 2016

Aeromodellers NSW 2016/17 Calendar

(Compiled 5/11/2016)

Unless otherwise advised Aeromodellers NSW Meetings are held the 2nd Friday of every Month.

Nov 2016

11	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
12	SRCS General Fly In	Gunderman	Mike Close	president@srcsclub.com
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 Thermal Glider & Millennium Cup Rnd 7	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
23-27	Invitational Scale Classic Downunder 2016	Cootamundra	Cheryl Rolfe	cheza1954@jprimus.com.au

Dec 2016

3-4	RC Precision Aerobatics State Championships	Pitt Town	Felix Nieuwenhuizen	0428 880 633
9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
11	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jan 2017

26-29	37th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
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Feb 2017

4-5	Old Timers Competition	Orange	Steve Smedley	0418 577 834
10	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
18-19	Banjo Patterson Scale Rally	Orange	Steve Smedley	0418 577 834

Club News & General Interest

Memories of Byron

Tony Stinson (SMFC)

Rummaging through a box of old colour slides recently, I came across a set taken at Byrons "Striking Back" show in Ida Grove, Iowa in 1988.



Entrance to Byron's Model Flying Facility

It stirred memories of what many people have called "The Golden Age of model aviation." Byron Godberson had gone into an early form of ARF manufacture, using fiberglass fuselages and foam wings for a range of expensive scale models, all built at the plant in Ida Grove.



Main hangar, Byron products – note the Control Tower on the right

Along the way, Byron had built the most magnificent model airport anyone could imagine as a promotional aide for his R/C model products. It had concrete runways and taxiways and even a scale control tower. Beside the taxiway there was a lake upon which floated two scale WW-2 aircraft

carriers. On the far side of the lake was a railway scene cut from bush with a bridge and model trains running through it. The object was to re-run almost any battle from WW-2 in front of a crowd of up to 10,000 spectators and modellers.



US Carrier on Byron Lake



Japanese Carrier on Byron Lake

That year, being the Australian Bicentennial year, the US Government had nominated Byrons as an official US contribution and a committee headed up by Bob Carpenter (current ANSW President) was making the arrangements. I had wanted to go to the Byrons event for several years and it ran the week after the Experimental Aircraft Association's show at Oshkosh. So, with all this potential excitement on offer, I drove over from Chicago, to Ida Grove in a day on Hwy 80, following Oshkosh.

Nearly a thousand scale models turned up, plus a number of professional model flying teams. Of special interest were people who travelled by and lived out of RV transport, which was often towing a trailer, fitted out as a model workshop. They could basically spend the Northern summer on the road, visiting airshows and model fly-ins where they caught up with friends doing similar things. The Byron organisation had some magical large models. One was a C-47 which was capable of streaming out parachutists, as in wartime. The most majestic of the lot was a 400lb B-29, which appeared on the ramp in front of the crowd, being towed by a special towmotor.

What a sight! It roared down the runway and, with an R/C crew of two, put on a most scale performance. Unfortunately it was lost on a flight shortly after the event ended.

The "Striking Back " show each day was typically a re-enactment of a WW-2 battle, usually in the Pacific somewhere. No matter that they had no Mustangs to defend Pearl Harbor, the show had a few of them. They used daytime fireworks against the attacking forces and this was the most frightening thing for me, as I was invited to fly a "liaison ship" (a Christen Husky) in the show. You have no idea what terror is like in R/C until you have been shot at while making a pass. Lots of fireworks were used to attack the model Jap carrier and destroy the model train goods yard.

We spent much of the next night repairing the models damaged by the fireworks, so the show could go on next day.

The Byron team scheduled to fly in Australia, Kenny Bundt, Kenny Bryan and Al Tuttle were an excited bunch. Byron Godberson was most proud to have been invited to fly in Australia and he had the group design an FA/18 fighter for the trip (as well as to add to his model line-up) and for my part, they agreed to include two large B-25 bombers. All great crowd pleasers when they performed at Richmond. The models were well packed and loaded aboard a RAAF C-130 at Sioux City, Iowa. All arrived at Richmond without damage.



Byron Team for Australia: The Kennys and Al Tuttle with the FA-18 in RAAF colours.

As it turned out, the 1988 Byron show was to be the last of them. The operation had grown to a massive size over successive years. Godberson was not in good health and it was planned to hand the operation to his son, Bruce but other things including the reduced market volumes for Byron Originals saw an end to the Striking Back model show concept.

Other great US model shows like the Joe Nall and Top Gun are different in their "Show" concept and the fact that they are held in open country and not a specially-built luxury airport. To those who knew Byron Godberson, he was one of model aviation's greatest benefactors, a great innovator and a good friend. His like will never be seen again. He died in 2003.

It is believed few Australians attended Byron's event as it was out of the way for us. I was delighted to be there and am sad it has gone.



B-29 ready to fly.



Byron Airshow crowd

Luskintyre ScaleFest 2016

Rob Masters & Dave Lewis (WPMAC)



Dave and I set off for Luskintyre from Sydney's west just as it was getting light at about 6:30am on Sat 29th October. We weren't able to spend the whole weekend but one day was better than nothing. It was just short of a three hour drive and we arrived shortly before 9am, hanging out for a coffee and a bacon and egg roll.

With that need satisfied we strolled through the crowds looking for those we knew and at what was on offer in the various marquees. Following the pilot's brief, it was on – first to take to the air was Steve Thomas' giant Catalina and this signalled the start of a great day of flying both for the pilots and those of us content to just watch. The weather was great, if perhaps a tad hot just coming out of winter – all in all, a great day.









WWII Aircraft Facts

As discovered at the WWII foundation <http://www.wwiifoundation.org/students/wwii-aircraft-facts/>

No matter how one looks at it, these are incredible statistics. Aside from the figures on aircraft, consider this statement from the article: On average 6600 American service men died per MONTH, during WWII (about 220 a day). Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it.

- 276,000 aircraft manufactured in the US .
- 43,000 planes lost overseas, including 23,000 in combat.
- 14,000 lost in the continental U.S.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

STATISTICS FROM FLIGHT JOURNAL MAGAZINE.

THE COST of DOING BUSINESS

— The staggering cost of war.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

- B-17 \$204,370. P-40 \$44,892.
- B-24 \$215,516. P-47 \$85,578.
- B-25 \$142,194. P-51 \$51,572.
- B-26 \$192,426. C-47 \$88,574.
- B-29 \$605,360. PT-17 \$15,052.
- P-38 \$97,147. AT-6 \$22,952.

PLANES A DAY WORLDWIDE

From Germany 's invasion of Poland Sept. 1, 1939 and ending with Japan 's surrender Sept. 2, 1945 — 2,433 days. From 1942 onward, America averaged 170 planes lost a day.

How many is a 1,000 planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried 2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight them.

THE NUMBERS GAME

- 9.7 billion gallons of gasoline consumed, 1942-1945.
- 107.8 million hours flown, 1943-1945.
- 459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.
- 7.9 million bombs dropped overseas, 1943-1945.
- 2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).
- 299,230 aircraft accepted, 1940-1945.
- 808,471 aircraft engines accepted, 1940-1945.
- 799,972 propellers accepted, 1940-1945.

WWII MOST-PRODUCED COMBAT AIRCRAFT

- Ilyushin IL-2 Sturmovik 36,183
- Yakolev Yak-1,-3,-7, -9 31,000+
- Messerschmitt Bf-109 30,480
- Focke-Wulf Fw-190 29,001
- Supermarine Spitfire/Seafire 20,351
- Convair B-24/PB4Y Liberator/Privateer 18,482
- Republic P-47 Thunderbolt 15,686
- North American P-51 Mustang 15,875
- Junkers Ju-88 15,000
- Hawker Hurricane 14,533
- Curtiss P-40 Warhawk 13,738
- Boeing B-17 Flying Fortress 12,731
- Vought F4U Corsair 12,571
- Grumman F6F Hellcat 12,275
- Petlyakov Pe-2 11,400
- Lockheed P-38 Lightning 10,037
- Mitsubishi A6M Zero 10,449
- North American B-25 Mitchell 9,984
- Lavochkin LaGG-5 9,920
- Note: The LaGG-5 was produced with both water-cooled (top) and air-cooled (bottom) engines.
- Grumman TBM Avenger 9,837
- Bell P-39 Airacobra 9,584
- Nakajima Ki-43 Oscar 5,919
- DeHavilland Mosquito 7,780
- Avro Lancaster 7,377
- Heinkel He-111 6,508
- Handley-Page Halifax 6,176
- Messerschmitt Bf-110 6,150
- Lavochkin LaGG-7 5,753
- Boeing B-29 Superfortress 3,970
- Short Stirling 2,383

Sources: Rene Francillon, Japanese Aircraft of the Pacific war; Cajus Bekker, The Luftwaffe Diaries; Ray Wagner, American Combat Planes; Wikipedia.

According to the AAF Statistical Digest, in less than four years (December 1941- August 1945), the US Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes — inside the continental United States. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month— nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.)

IT GETS WORSE.....

Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England . In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe .

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas .

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge—but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain , Australia, China and Russia . In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

EXPERIENCE LEVEL

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft.

The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly `51s on the way to the target.

A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively— a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained.

The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down", let alone grounding.

The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

NAVIGATORS

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel — a stirring tribute to the AAF's educational establishments.

CADET TO COLONEL

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 21½ in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group — at age 24.

As the training pipeline filled up, however those low figures became exceptions.

By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

FACT

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq . But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

Upcoming Events

Sydney Radio Control Society



General Fly In



Saturday 12th November

Gates open at 9am for all day flying

Last years event saw an amazing array of models from park flyers to turbines
Everyone who attended enjoyed a great days flying in a really festive atmosphere.

**Come along and help make this year's event even better
All levels of flying skill are welcome!**



\$10 entry fee includes BBQ lunch & a drink

Enjoy a day's flying with us at the most scenic flying site in the Sydney Basin. All levels of flying skill are welcome, just turn up on the day and fly as little or as much as you like.

No competitions, no pressure, just enjoy flying!

Bring your family along and enjoy a picnic by the Hawkesbury River

MAAA Cards and Permits to Fly for large models must be presented at registration

If you have any questions please contact Mike Close, president@srcsclub.com
Please check the SRCS website on the day for cancelation information in the event of bad weather. An announcement will be made by 7am.
www.srcsclub.com.au

Shoalhaven Model Flying Club Inc.

Presents

The 34th Shoalhaven Shield

Two Metre Thermal Glider Event

13th November, 2016.

Fletchers Lane Flying Field, Bomaderry.

(off Meroo Road)

Briefing 9am for 9.30am Start

**This event is the final round (Round 7) of the
Two Metre Glider Millennium Cup for 2016**

Millennium Cup Tow - 6 minute max - spot landing

Bacon & Egg Rolls for Breakfast

Steak/Sausage Sandwiches, Drinks, Tea & Coffee.

Further Information: Ian Avery (02) 4232 1093

iwa@iinet.net.au

Warialda fun fly 2016

November 12th and 13th



Warialda lions club will be providing the cooking for the weekend. All money raised over the weekend will go to the Warialda community account.

There will also be a bbq dinner on Saturday night for all to enjoy. Breakfast will be available at the airfield on Sunday.

Public display on Sunday 13th.

Camping available at the field from Friday night till Sunday.

For more information contact Barry Power 0427885058 or Andrew 0419527371

It's that time again for the Warialda fun fly.

All planes and helicopters are welcome.

Flying will be at the Warialda airport.

Flying will be from sun up to sun down on both Saturday and Sunday.

There will also be a night flying on Saturday night.

All pilots must be MAAA approved.

\$10 per pilot fee.

Gold coin donation entry fee.





NSW PYLON RACING CLUB inc



Q500, F400, F3D, and the
Electric EF-1 and Funfighter (i.e. Rarebear) PYLON RACING
at
“ARTHURSLEIGH”
MARULAN

Sunday 20 November 2016 – 9:00am Pilot briefing

Practice and sports flying Saturday 19 November 2016

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

New Racers Always Welcome

Shearer's huts accommodation and camping available at field along with showers,
cooking and Bar-B-Q facilities

Or

Ali's Motel Tavern and Restaurant at Marulan Phone 4841 1330

www.alismotel.com.au

For more information and field directions, contact
Peter Kerney 0407013230

(This is a private field and is only available on the advertised dates which is why we cannot publish field
directions)

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

FUEL SUPPLIED ON RACE DAY

INVITATIONAL SCALE CLASSIC

NSW STATE FLYING FIELD
COOTAMUNDRA
23rd - 27th November



- Masters
- Expert
- Team
- Pro-Expert
- Flying Only

Camping at the field - Toilets / Hot Showers

Saturday Gala Prize Night & Presentation

Contact - Cheryl Rolfe

cheza1954@iprimus.com.au

DOWNUNDER 2016



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

RC PRECISION AEROBATICS – 2016

The next and last event in the NSW Pattern calendar for 2016 is at Pitt Town NSW.

The Pattern Event (for precision aerobatics (F3A)) is being held at Charles Kingsford Smith MAC Pitt Town over two days on the **Saturday 3rd, and Sunday 4th December, 2016**. CKSMAC is located off Pitt Town Bottoms Road, Pitt Town.

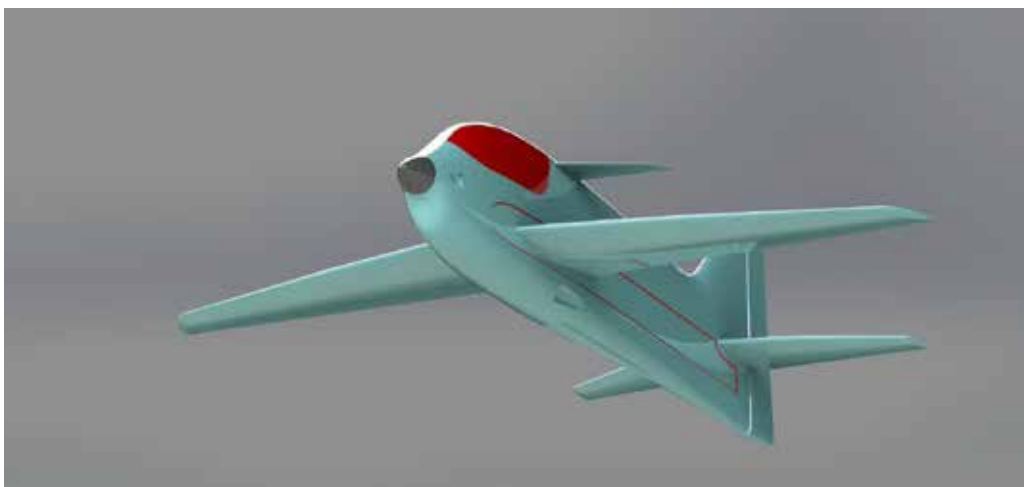
This is the annual State Championship event and is not to be missed.

Please forward your entry by COB on Wednesday 30th November 2016, through the NSW Pattern Flyers website or entry@nswpattern.org.au.

The club will provide a BBQ with sausages etc for you to prepare your own lunch and breakfast on Sunday. Tea and coffee will be available all day. Donations will be accepted for the food.

If you would like to know more about precision aerobatics please visit the NSW Pattern Flyers website (www.nswpattern.org.au) for some great information. If you are new to aerobatics please ring the undersigned for information and suggestions to get started to have a lot of fun and to improve your flying skills. Newcomers will fly the in the Sportsman Class. The Schedule is on our site www.nswpattern.org.au

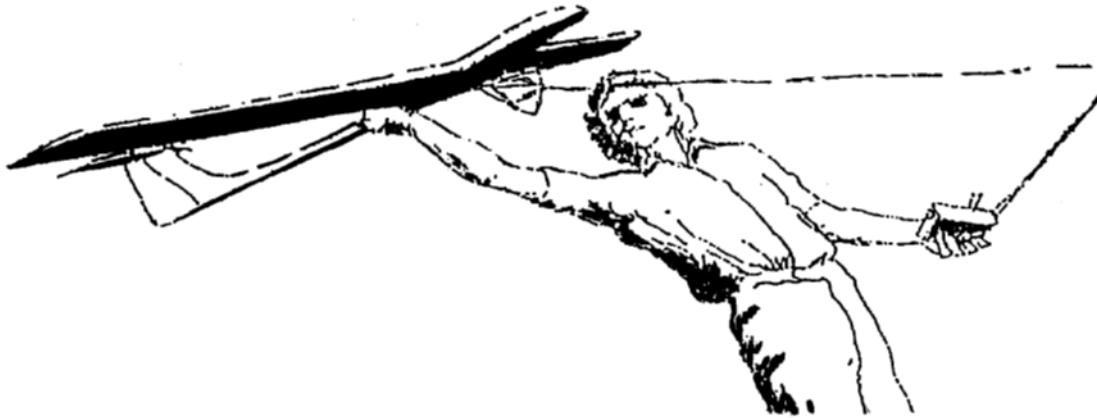
For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.com



A thing of beauty for the future. Yes it is on the drawing board. Thanks Joe

37th Armidale Sailplane Expo

January 26 to 29, 2017



New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 37th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count), F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape) and F3K (a selection of tasks as per FAI rules, if we get enough interest).

F5J will be held as a stand alone event from 1000 on Thursday January 26 until 1300 on Friday January 27.

Open Thermal will be held as a stand alone event from 1330 Friday January 27 until 1400 Sunday January 29.

F3K will be held from 1230 - 1300 each day.

The field will be available for practice Wednesday January 25, 2017

Contact :- Hutton Oddy vhoddy@gmail.com or 0425 285 758

WANTED

9 or 10 ch. PCM receiver (JR) X/tal not needed.

"NER649S" or synthesized type such as "RS10DS".

Please contact Joe, 0403 116 491, or email, frostjos@gmail.com

**Deadline for submissions to Newsletter #392
(December 2016) is
Tuesday 15th November 2016.**

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