



**AEROMODELLERS**  
NEW SOUTH WALES



*Grahame Hutchinson's majestic 1/3 scale Balsa USA Super Cub floats past the pilot's box at the Camden Valley (CVRCMAS) / Aeromodellers NSW City Fly In held recently at the CVRCMAS field at Menangle. With a wingspan of 11 ½ ft (3.5mtrs), power is an OS FF-320 Pegasus 4-Cylinder (53cc) – sounds wonderful as it putters by.*

*Photo via Ted Oram - CVRCMAS*

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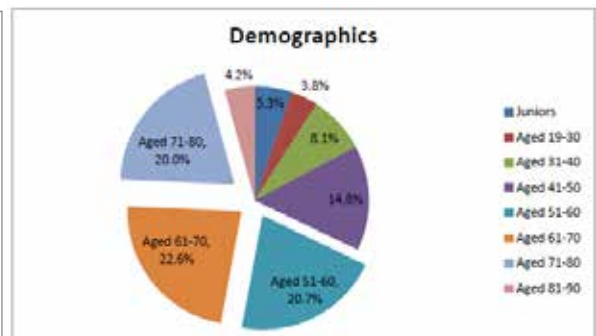
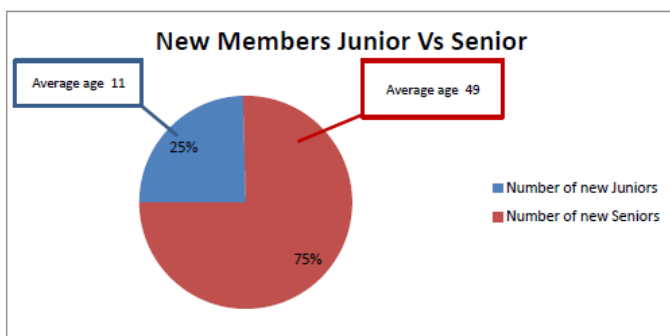
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## Aeromodellers NSW Metrics & Demographics as at 28 March 2018

2016-17	2186 (as at 30 Jun 17)
2017-18	2248 (to date)
Overall increase in membership	62
% increase in membership	2.84%



# Diary Notes

## Next Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 13<sup>th</sup> April 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

## Following Aeromodellers NSW Bi-Monthly Management Committee Meeting incorporating the 2018 AGM.

Friday 8<sup>th</sup> June 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #406 (April 2018) deadline for submissions:  
Tuesday 17<sup>th</sup> April.

## Contacts

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

# From the President

## Aeromodellers NSW – Your Membership and Your Fees

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During recent visits to clubs, we have often been asked “what are our fees used for”, “why are we paying fees to both MAAA and ANSW” and even “what is the difference between the MAAA and ANSW”?

Simply put, the MAAA manages National and International commitments. These include competitions, air space access, changing regulatory issues, Club and pilot operating procedures and political representation requiring a National response. The MAAA also manages our insurance coverage and in conjunction with the State Registrars, manages our member registration. The MAAA is the body recognised by CASA for this purpose in Australia.

At the State level - Aeromodellers NSW manages the delivery of services and support to Clubs and individual (affiliate) members. We put a lot of time into supporting Clubs with grant applications, area approvals, event planning and safety and incident management to list just a few. Our job is to make sure that you, our Clubs and individual members in NSW, are represented and supported nationally.

### Registration Services

The ANSW State service starts with the tracking of member registrations and also the location of Clubs and flying fields. Knowing about the location of Clubs and flying fields is necessary both from the perspective of their proximity to each other and their possible location near restricted areas or approved aerodromes.

We are also responsible for the *delivery* of Instructor Flight Training and the costs associated with developing these courses as well as providing the resources and travel to deliver them. Instructor Flight Training is an area where we are expecting to be required to make significant changes following the MAAA Conference in May.

### Newsletter / Website / Marketing / Social Media

The ANSW Newsletter is our prime communication tool for providing information to Clubs and individual members and many hours / weekends go into the creation of each edition; chasing material and articles, imagery, editorial work and layouts, proofing, managing electronic distribution, confirming that the emailing list is up to date and then dealing with follow up communications (including the large numbers of changes to email address).

Our other communications media are the [ANSW website](#) and [Facebook](#)/social media activities. The content development for the website, keeping the information and calendar entries up to date and managing the back-end security as well as making changes to the site that improve the information provided, not to mention the support to Clubs through the site all form part of this work. Supporting promotional activities at a State and Club level including marketing, flyers, library talks, school engagement, helping Clubs in preparing communications such as letterbox drops for community consultation are also part of what we do.

### CASA

With the changing regulation and CASA Directive 96/17 there has been a significant amount of work for our NSW Clubs on area approvals, public display applications and, for those that have completed one recently, risk assessments. A key undertaking for ANSW is to ensure that our member Clubs and their

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pilots can enjoy their hobby safely and without too much individual regulatory burden. How and where we fly model aircraft is currently governed by CASA regulation part 101 and MAAA members are fortunate to have special arrangements negotiated on their behalf in terms of flight ceilings and field authorisations. For more than a decade though, CASA has been working on the Regulations known as section 149 which will be moving the MAAA and its members away from the current RAAO (Recognised Approved Aviation Authority) to becoming the self-managed organisation for Aeromodelling in Australia. This means there will be greater scrutiny from the Regulator on our processes and reporting and an obligation on us to do things correctly and diligently. On the other hand it will allow a lot more self-regulation and management, work that currently has to go back to the Regulator. This will present a cost implication for us as a State body and a time implication to Club Executives. As an example, every Club *will* be required to complete a risk assessment process (unless it has already done so) and must also revisit the process at least annually to ensure that it remains effective. This shouldn't be a large task, and it is a key goal for ANSW to make this as easy for our member Clubs as we can. Hence we have already created a risk assessment template, guidance notes and a risk management programme that we are rolling out through presentations around the State.

### Transparency and Management

The Treasurer and Secretary have significant responsibilities in managing our records and correspondence as well as the financial / regulatory reporting requirements. These include an annual financial audit of our accounts, ensuring that your funds that we are managing are protected.

We are currently in a sound financial position. We will need to make some substantial decisions over the next few months that will have a major impact on what we do and how we operate into the future. ANSW operates in a culture of inclusion and transparency and you can expect your elected Committee to continue to seek your input and feedback as we adapt to new requirements mandated by legislation, circumstance and best practice. We put great emphasis into engagement through our meetings, email bulletins and the Newsletter in an effort to gain Club and individual member feedback. Our focus is on the future of the sport and to ensure that we have fields to fly from well into the future and to stay on top of the evolution and changes in our hobby.

### New State Field?

The Committee is recommending that next year's fees remain unchanged. However, it is clear that field tenure and security particularly in the Sydney basin is starting to feel increased pressure from development, urban sprawl and changes in sentiment, and so, fees may need to rise in time if we are to acquire more flying fields for our members.

Of the fifteen or so Clubs in the Sydney basin, a number are, or will in the next 5 years be under very significant pressure by the continued urban expansion in Sydney and, given that some 70% of our membership resides in the Sydney, Wollongong, Central Coast and Newcastle area, it is incumbent on us to endeavour to secure some permanent flying locations for these members.

Our Cootamundra State Field is an excellent facility and will serve the regulars and competition trials and events well into the future. We do though need to consider securing some serious land for a flying site close to the majority of the members. We will require funds to develop what will be a major centre for Aeromodelling in NSW and we need to attend to this soon as property prices are not standing still.

I want to acknowledge Greg Hoy for his tireless efforts over the past two years, trawling Real Estate websites, contacting numerous agents, visiting many locations at his own expense, all in an effort to research the sorts of locations that we can purchase. We all owe Greg an enormous vote of thanks as he

takes us through the next stage of securing our field. We think that this is such an important step that we should put some thoughts in front of you, the members, hoping for your feedback.

What are the criteria for an additional State Field? We think the following are good guidelines for a new field, but please come along to our bi-monthly meetings or let us know by email if you think differently or would like to add anything:

- Within two hours of Parramatta (we could choose any point, but this gives us a fair guide based on membership numbers covered).
- Ease of access – good roads and avoiding lengthy unsealed access lanes.
- 100 acres minimum.
- Land shape - needs to be tending towards square rather than long and narrow to enable runways and overfly area within our boundary.
- Topography – plenty of flat area for runways and approaches, plenty of clear land or land able to be cleared adequately and economically.
- No caveats restricting land use and Local Government support for rezoning as/when required.
- Not in restricted airspace.
- An ability to gain a permanent height clearance above 400' AGL.
- Suitable for as many forms of Aeromodelling as possible; ideally all of them except seaplanes (unless we can find/construct a large dam on site).
- No close or adjoining neighbours from a noise perspective.
- Ability to develop the site with club house facilities and possibly accommodation in the future.
- Sealed road to gate or close proximity, with power available and mobile phone coverage in the area.
- Access to water; either bore, dam or creek for field watering.
- Not too close to an existing, thriving Club (ie we need to add, not substitute one facility for another).
- Given Cootamundra is to the south - perhaps something to the north of Sydney (Hunter Valley etc).

Where have we been and what have we found? All of us have been on numerous road trips and chasing down various locations, in no particular order:

We have looked at the area around Hunter Valley, both upper and lower. The land values in this area are very high for larger parcels of land and most of the area is subject to severe airspace restrictions because of the RAAF Base at Williamtown. We have also looked around Wollombi, Pokolbin and the area to the west of the Hunter Valley wine area even leading back to the western area of the Central Coast.

We have been down to the south of Sydney, looking at any open land around Heathcoat all the way down to Nowra, again the land values are high and there is some identified resistance from Local Government in the area.

We have and continue to explore any suitable land in the Sydney Basin but with the current air space restrictions and those identified with the Badgerys Creek Airport this area presents very few opportunities. The National Parks to the North and South of the City and the Blue Mountains to the west all severely restrict our options. The land to the rear of the Blue Mountains, such as Little Hartley, Bilpin etc are very expensive and there are a lot of weekend cottages up there that will have serious implications on us from a noise perspective and also land use is restricted. Access and egress from this area is also less than ideal.

We have been able to identify a number of possible locations in the Southern Highlands that present good road access (freeway travel) and cleared flat land. Some are just on the two hour limit or a little

further but we are almost at Goulburn by then in some cases. This area at least gives us all the criteria and more importantly the additional height elements we are seeking.

In total, your representatives on the ANSW Committee have looked at and/or visited in excess of 150 properties to date. Before we go any further we need the members, both the Clubs and individuals to speak up so that the Committee can hear what you want to do. While not entirely set - because of the availability of land, the Southern Highlands is on the short list, the property market in this area is moving well and properties are often being sold within 3-4 weeks so we need to be clear and have the commitment from all ANSW Clubs as we look to secure some land to ensure our future flying activities can be accommodated.

On another note, if you or your Club is aware of some land that will/may meet the criteria or that you would like us to consider in the mix - drop us a line so we can include these as we seek to find a solution for the future.

On the financing of a purchase, whilst the expenditure will likely be high (6 figures to low 7 figures), let's assume, for now, that this can be accomplished. The ongoing cost comes down to where the finance is actually sourced, who is going to own the property, who is going to rent it, and what income may be able to be sourced from it. But we need to be thinking now about deposits and the cost of improvements if we are going to have a second State Flying Field.

At the April Business Meeting (Friday 13th April) we will be setting the fees for next year. Come along and get involved or let us know your thoughts beforehand. The 2018 ANSW Annual General Meeting will be incorporated in June Business Meeting (Friday 8th June) following the MAAA Conference in May. At this time we will be reviewing our achievements against the revised Strategic Plan and our goals for next year. You are all encouraged to come and be involved as we shape the future of Aeromodelling in NSW.



*My brace of Dawn Flyers from the RCM&E free plan by Lyndsay Todd. I liked the original (smaller one) so much that I scaled it up by 50%. Both are electric and the larger is fitted with a cheap but effective sound system. Perfect weather for them at the CVRCMAS / ANSW City Fly In on 17<sup>th</sup> March. Ed*

*Photo via Ted Oram (CVRCMAS)*



[visit our website](#)

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA



## REGISTER NOW: 70TH NATIONAL CHAMPIONSHIPS!

In April 2018, in what is sure to be one of the most exciting events on the MAAA calendar, the New South Wales Free Flight Society, in conjunction with West Wyalong Model Aero Club, are hosting the **70th National Model Aircraft Championships**.

Featuring **84 events** across five sites, it will showcase the very best in every facet of aeromodelling, including Radio Control, Control Line, Free Flight and Indoor flying.



View the 8-day program [here](#)



## WHY YOU SHOULD ATTEND

The **70th National Model Aircraft Championships** will have something for everyone, whether you're a novice flyer or an experienced pilot. It's quite simply a terrific

# MAAA 70<sup>th</sup> National Championships

The Nationals present a rare, eye-opening opportunity for all MAAA members to witness events from different disciplines and gain an insight into other modelling events. And that's not all...

***"We're going back old school by having an opening ceremony where the town mayor will declare the Nationals are open and there's going to be a night scramble too which is always a lot of fun," says 70th Nationals Coordinator, Tahn Stowe.***

***"The Nationals isn't all about competition between the elite. It's about people coming together to spectate other events and see how other people do things to enable an exchange of ideas and an exchange of technology."***



## WHERE AND WHEN

The Nationals are an **8-day event** that takes place across five conveniently close sites all within 15 minutes of **West Wyalong** during the week of **23 to 30 April 2018**.

As the event takes place during the school holidays, modellers are encouraged to come along with their families to enjoy one or perhaps several spectacular days out.



## WAYS YOU CAN REGISTER

1. Complete the online registration form [here](#)
2. Download and complete a printed copy of the **PDF version** of the registration document [here](#) and either email the completed version to [registrar70thnats@hotmail.com](mailto:registrar70thnats@hotmail.com) or post to:

70<sup>th</sup> Nats Registrar, c/- 5 Williams Road, North Rocks NSW 2151

But please don't post cash.

[Register today!](#)



**PLEASE NOTE**

The closing date to register is **January 31, 2018**, after which time a \$100 late administration fee will be applied.

The 70<sup>th</sup> Nationals Model Aircraft Championships will undoubtedly be a memorable and enjoyable event filled with great competition and camaraderie.

We encourage all MAAA members to participate.



**Neil Tank**

**President**

P.S. Don't forget if you require help in promoting an event on Facebook, please don't hesitate to get in touch by emailing us at: [maria@sustainablemarketing.com.au](mailto:maria@sustainablemarketing.com.au)



# Aeromodellers NSW 2018 Calendar

(Compiled 29 March 2018)

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

## Apr 2018

1	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
4	Wings over the Regatta Centre – Senior's Day	Penrith	Tim Nolan	0412 173 440
7	Gosford City Electric Float Planes	Kariong	Jaz Cooper	0411 053 339
8	2m Glider Millennium Cup Rd 3	Lake George	TBA	
12	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
<b>13</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Tim Nolan</b>	<b>0412 173 440</b>
15	Gosford City Indoor Flying	Niagara Park	Jaz Cooper	0411 053 339
20-22	45 <sup>th</sup> Annual WW II & Military Scale Competition	Wagga Wagga		<a href="http://www.waggamac.org">www.waggamac.org</a>
21	Gosford City Electric Float Planes	Kariong	Jaz Cooper	0411 053 339
21-22	Pylon Racing at Marulan	Marulan	Peter Kerney	0407 013 230
22	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
23-30	70th MAAA Nationals	West Wyalong		<a href="http://www.maaaevents.com.au">www.maaaevents.com.au</a>

## May 2018

3-6	Leeton Model Jets - Brobenah Airfield	Leeton	Stephen Guest	0428 696 402
4-6	Twin Cities Model Aero Club 11th Annual Autumn Scale Rally	Albury	David Balfour	0407 953 903
6	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
19-20	Veterans Gathering - Mitchell-Hill	Muswellbrook	Peter Wheeler-Smith	0417 012 611
19-20	COMSOA Scale Fun fly	Metford	Jason Russ	0414 505 212
20	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
20	2m Glider Millennium Cup Round 4	Salt Ash	Paul Gibson	0425 356 533
27	Pylon Racing at Pittown	Pittown	Peter Kerney	0407 013 230

## Jun 2018

<b>8</b>	<b>Aeromodellers NSW AGM &amp; General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Tim Nolan</b>	<b>0412 173 440</b>
8-11	Large Scale Pylon Racing (NSW State Field)	Cootamundra	Paul Hewitson	0416 241 922
9-10	Formula 1 National Air Races (NSW State Field)	Cootamundra	Byron	0408 297 665
9-11	CCRCF Fun Fly & Swap Meet	Coffs Harbour	Martin Cochrane	0423 691 150
10	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
23-24	Pylon Racing at Nowra	Nowra	Peter Kerney	0407 013 230
30-1/7	Frank Bryant Memorial Warbirds Weekend	Muswellbrook	Peter Wheeler-Smith	0417 012 611

## Jul 2018

1	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
22	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
29	Pylon Racing at Pittown	Pittown	Peter Kerney	0407 013 230

## Aug 2018

18-19	TARMAC Scale Rally	Tamworth	Bruce Cowling	<a href="mailto:bruco10@outlook.com">bruco10@outlook.com</a>
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## Sep 2018

16	F5J HSL	Maddens Plains	Fred Lodden	0418 443 804
22-23	2m Glider Millennium Cup Round 4	Gloucester	Paul Gibson	0425 356 533

**Oct 2018**

19-21 CCRCF Warbirds Rally  
 21 2m Glider Millennium Cup Rd 5

Coffs Harbour	Martin Cochrane	0423 691 150
Maddens Plains	Fred Lodden	0418 443 804

**Nov 2018**

TBA Pylon Racing at Marulan  
 10-11 Dawn Patrol –South Hummocks MAC (SA)  
 11 Shoalhaven Shield  
 & 2m Glider Millennium Cup Rd 6  
 14-18 Invitational Scale Classic Downunder 2018  
 21 2m Glider Millennium Cup Rd 5

Marulan	Peter Kerney	0407 013 230 <a href="mailto:sthummocks@bigpond.com">sthummocks@bigpond.com</a>
Bomaderry	Ian Avery	02 4232 1093
Cootamundra	Cheryl Rolfe	<a href="mailto:cheza1954@primus.com.au">cheza1954@primus.com.au</a>
Maddens Plains	Fred Lodden	0418 443 804

## Wrong, Wrong, Wrong



*The perpetrator shall remain nameless. Recycling initiatives are to be applauded but some things just should not be – oh well, the best bits of both aircraft have been used I suppose. I am advised that the wing fitted straight in to the seat with no mods and a maiden flight is imminent.*

*Photo via Tim Nolan - Pres*

# Club News & General Interest

## In the "SKIPPER" mode

Joseph Frost (CCRCF)

Going back four years, after relocating to a seaside area with salt water lake inlets, the first thing I got was a small water plane that I spotted on the internet. "HK Skipper"; a little delta winged foamy, easy to assemble and just about ready to fly by the book, but as usual with these ARF models it's always a good idea to put more thought and time into it. The first thing I decided to modify was to cut out all pre-moulded control surfaces and to install proper nylon hinges for long lasting and reliable operation.



After initial bench tests, checking out the stock power set up I found the 30A, ESC and the 6x4 plastic prop rather inefficient so it was upgraded to a 45 Amp unit with reshaped APC propeller cut down to  $6^{3/8} \times 5$ , giving best figures, while measuring current draw, wattage and RPMs, and providing some 275Watts per pound, promising to be a lively model.



After full assembly I used silicon to seal off joints to minimize any possibility of salt water getting inside. The maiden flight was done via hand launch at my local field, followed by the first exiting flight off the water. To cut a long story short I have logged to date just under six hundred, 3-5 minute most enjoyable flying sessions off the water, but I must note that the model always took a long distance with lots of elevator effort to lift off the glass like, calm water in light wind conditions. After dialling in some flap mix to ailerons which did help somewhat, I found that hitting a little ripple or water wake was the easiest way to rotate. In recent summer months while flying this model on just about a daily basis while going for a splash I got a bit fed up with this struggle to take-off in dead calm water and so finally decided to do something about it!



*An early version that created too much drag & instability*

After confiscating (without my wife's knowledge) some kitchen accessories, I cut out numerous different shaped skids and trialled them fitted to the belly of the model to determine the result. My initial trials with the deeper skids proved useless, creating even more drag and making model totally out of balance with the wing tips getting constantly becoming submerged. After gradually cutting down the height of the skid to some 8-10mm it worked to perfection and the final shape I arrived at was made of some 0.6mm aluminium sheet epoxied on. I just can't believe its effect. Now the model rotates off any water surface with ease over

even a five metre distance. I never fly it with the chop higher than some 5-6 inches though.



*A view of the current skid kicker on my small HK Skipper – works like magic*

Over the years I had only couple of dramas with the model, once when one of the aileron servos got stuck mid-flight, making the rest of the flight rather challenging. The other time I burned out another servo due to the corrosion and subsequent seizing



*Seized aileron servo*

of the tiny washer on the quick link hook up. Constant maintenance and lubrication of all moving parts is a must, especially when flying it off



saltwater. All up weight of this model is only 565 grams with a 3S/1800mA/45C pack. This is one of the many models in my fleet still using the good old 36Mhz 9ch SPCM set up despite regular questions from some; "what is that thing sticking out of your transmitter"? Well, what can you say? You don't fiddle with the things that work and at least I have a good wind sock right in front of me.

During our current hot summer, while enjoying the water activities in this paradise and my success with the little "Skipper", I decided to get the larger "XL" version using my birthday as an excuse. Unavailable at the time as an ARF version I ordered the basic kit and all the extras separate. Rather a good decision as the model needs some modifications for flying off the water. Same as with the smaller version, all controls were upgraded

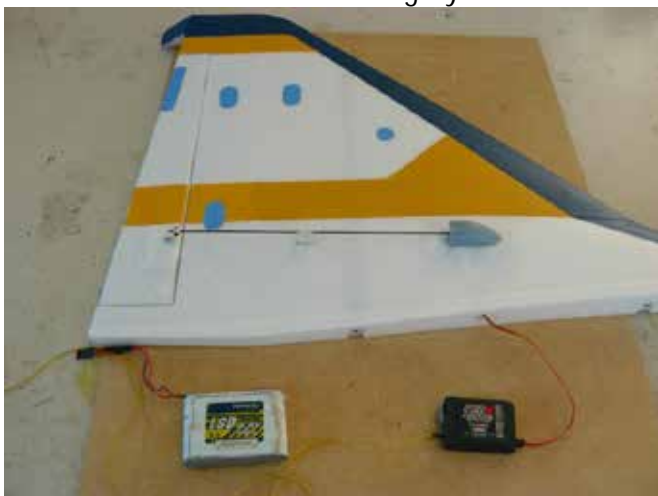


with decent nylon hinges, noticing that the aileron moulded hinge was already partly broken right out of the box. The stock aileron hook up, on one servo, and the control push rods on the bottom of the wings had to be redesigned, so I have installed two aileron servos into cut out cavities on the top of the wings, eliminating the possibility of the salt water getting inside the fuse. Unfortunately the rudder control push rod runs very low along the fuselage



and water could easily seep up inside the guide tube so this will need constant attention with grease lubrication.

As the model is considerably larger than my old Skipper I noticed some flex in the wing tips while handling the air frame but mistakenly I didn't do anything about it right at the beginning. The completion of the model was simple. After installing the basic two aileron, single elevator and rudder controls I had to redesign the control horn attachments. Some knife surgery to the motor



nacelle was required to hook up the power system and an extension had to be made out of plastic sheet to be able to fit the cowling over the longer

outrunner motor I was using. I decided to hand paint the whole frame instead of using the large and heavy decals which would only create problems over the time. I then sealed it off with a coat of clear to give it bit of protection and smoother glide. The rudder was also extended downward some 50 mm for more efficient steering while taxiing in water, the issue I had with my smaller version in time gone by. My hope to use a 9 or 10ch. SPCM receiver failed. Even with such a low 4S voltage I experienced excessive interference from the ESC or the motor during thorough range testing. After a quick swap to 2.4GHz and with



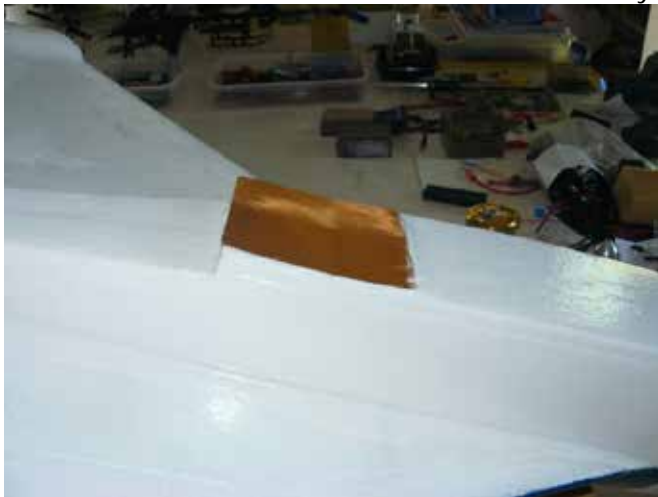
some older slightly puffed up battery packs that I had available in the required capacity I hurried full of excitement to do my first flight off the lake. Just before twilight in ideal, calm conditions my attempt to rotate ended in great disappointment. I noticed that the model was sitting very low in the water while accelerating and despite weighing only 1150 grams there seemed to be tremendous drag. My first thought was that perhaps using the old battery, the clone APC prop and or the rudder extension may have been the problem. With great





sadness, I hopped on my fat bike with the model in hand and pedalled back thinking where to from here.

An order for new batteries and a number of propellers was placed and in the meantime the rudder/fin was modified by reducing it somewhat to reduce the drag. To give it bit of initial lift, a new "skid kicker" based on that of my little Skipper was cut out following another visit to the kitchen drawers and well epoxied to the belly of the fuselage. A few days later with the new fully charged batteries it was back to the lake with my "hat cam" rolling, and off she goes, taking off in no time after the application of full power, mainly thanks to the skid kicker modification on the belly.



After all the excitement of another success I didn't take much notice of some oscillations during the level flights and a pretty nasty, just momentarily out of control sequence during some basic manoeuvres at height. After three flights, happy as anything I was impatiently waiting for the next day for more fun with my new toy. To confirm the



effectiveness of my belly modification I did some

test flights using the old LiPo battery and there was



no issue rotating. After a few weeks of more action in various conditions I did noticed the oscillation getting worse and on one occasion during a clockwise "U" turn I had to use full left aileron to get out of a roll-over. Although thinking it might be just some air turbulence up higher created by trees while I was standing in a well sheltered position, the bells were ringing!

Unfortunately, I didn't heed the warning when on the same evening, I took the "XL" for another quick flying session while going for my regular evening swim. Just on the verge of twilight after an enjoyable 4 minute flight I thought I would give it a few more touch and goes as the conditions couldn't be any nicer for flying. After rotation while in gentle large climbing "U" turn on full power the model decided to use its own mind and just kept on flipping over, nose diving at a shallow angle into



the mangroves across the lake some 130 meters in front of me, followed by the sound of broken branches. I tried my best to recover but at such a low altitude I had no hope. "She is gone", were my

words to a few campers observing and enjoying my flying action. After being offered a kayak to get across, I firstly had to rush on my fat bike to fetch gum boots. Lightning fast, I was back and paddling across, trying to beat the darkening sky as the sun was well over the horizon.

Being a low tide, I struggled to walk across the mud to reach the edge of the mangroves and it seemed almost an impossible task to penetrate the thick growth. Being topless with shorts and gum boots as my only attire made the task even more fun! To this day I still wonder how I managed to get through the first 20-25 meters of this jungle because truly, seeing it, any normal person would



just give up! As I have never considered myself to be a normal, after few scratches trying to snake in along the thick scrub I came to a slightly thinner clearing, what looked like only a shallow pond only a few inches deep with a solid sand base some 3x20 meters long. With my first step into it, over I went, up to my waste in "quick mud". Struggling to get out of it I was stinking and black all over! At that point, trying to find the easiest way to get the model back was the last thing on my mind. Only a few meters further ahead however, there was a flash of something white on the dark ground and there it was, the canopy with the top hatch, and the model jammed some 2.5 meters up in the thick mangroves with the both red receiver lights fully illuminated.

Miracles sometimes happen and after carefully getting the model down I noticed only lot of scratches and a few small chunks of foam missing but nothing that I would call structural damage. Unhooking the battery, well secured on a layer of

velcro, my main issue was how to get it back through the thick growth without any more damage. I had only some 10 minutes of twilight left so back to work creating a narrow corridor in the direction of what remaining light there was. It took me a good 20 minutes and lot of bloody scratches on my naked upper torso, but I heard a lot of applause from the other side of the lake after emerging with the muddy trophy in my hands. What a shame I didn't have a camera to get a pic of myself, I must have looked hilarious. Probably worse than "Sh-watzy meeting Predator". Oh, what a pleasure to wash it all down in the lake afterwards. Thanking my kayak helpers I was back on my bike in total darkness with "XL" under my arm.

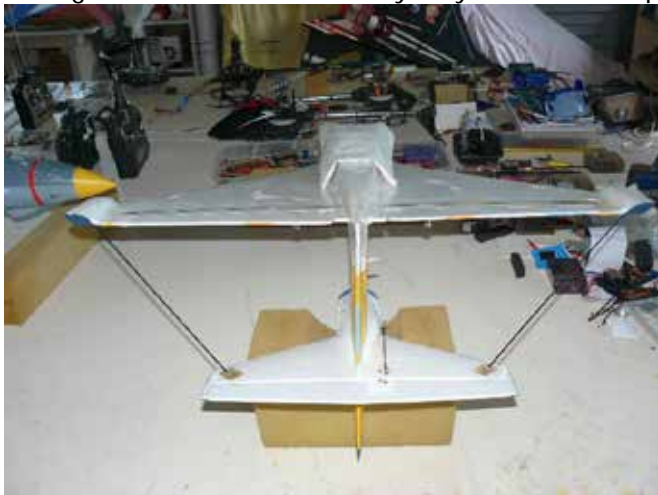


Trying to explain in brief what had happened to my impatient wife, waiting with the hot dinner ready, her reply was, "good, at least you won't pester me and have something to do in the shed". That's what I call a good and understanding wife! During my dinner it just kept on puzzling my brain wondering what the hell happened. Back to the wreck with the bucket of warm water to clean the mess and a quick air crash investigation. While cleaning the model the bell rang again - what an excessive amount of flex in the wing tips there actually was. The tips could be flexed with hardly any effort almost 3 inches each way, up and down and the tips of the elevator stab would twist quite easily with the rudder fin flexing one and the half inches either way! Certainly overlooked at the beginning of my assembly but to my belief it had worsened to a considerable degree after a few weeks of flying action and water treatment. May I add, if flying the model in a very docile manner, some might get away with the flex creating any major issue but if

you start pushing it to its limits the worst is inevitable. I consider myself very lucky I didn't ditch it in the lake earlier which would have had a much more dramatic ending.



The next day after a closer look and some cosmetic touch ups I decided to install additional 5mm CF spars along the rear of the wings. This eliminated a considerable amount of flex but was still not good enough for a comfort. The only way to stiffen it up



was to use my old trick that I often use in my own design large depron build 3/D models and joining the tips of elevator stabs to the wing tips. With the use of 2.5 mm CF rods it took out almost all the flex but I have still noticed some give in the motor

nacelle caused by the weakness of the rudder fin so further support was added on each side of the nacelle and the main wings. Solid as a brick with this simple mod and I regretted not doing it right from the start.



After all the repairs I gave it couple of coats of lacquer on the top and 3 coats over the bottom of the fuselage to seal it off, also creating a nice, shiny finish for a smoother glide along the water. At the same time, I also changed my speedy with inbuilt BEC to an 80 Amp OPTO version and used an external 8A voltage regulator to power the Rx and servos. This was done as a prevention in the case of an ESC overheating cut off, as there is no cooling airflow over the unit. Couldn't wait for the next day to see the result after these modifications, this time just in case, instead of taking my fat bike I took the kayak to the lake, a perfect calm morning, though a bit gloomy and grey but off she went for her re-maiden. Certainly it's now a different model as I discovered soon after getting to a safe altitude to check its stability while pushing it through my regular aerobatic routine. Just another great experience in my never ending RC saga. Enjoy, Joseph Frost.



## CVRCMAS / ANSW City Fun Fly

Bruce Thrift (CVRCMAS)

CVRCMAS and Aeromodellers NSW teamed up on Saturday 17<sup>th</sup> March to host a “City Fun Fly”. What a great day with over 40 members and visitors and absolutely fantastic weather for all to enjoy. It was great meeting new people and discussing the latest projects over a cuppa and hot dog or two at our beautifully manicured field – thank you to Peter and the team.

After a warm welcome by our president Ted Ashley, Aeromodellers NSW President Tim Nolan thanked the host club and all the visitors for coming and making this a great event.

Our event director and safety coordinator John Rolfe, gave the pilots briefing, ensuring that everyone could enjoy safe & happy flying. We also owe special thanks to Cheryl for managing the registrations and to Phillip who welcomed visitors at the gate with friendly directions.

We had visitors attend from ANSW, Canberra, Hornsby, Wollongong, Warringah, Werrington, Penrith and Cronulla along with our own members representing Camden Valley, a total of 42 people.

It was a very enjoyable day, meeting and greeting new people who really enjoyed chatting and flying. Good to see family and friends who came to support, making the day a success and helping raise money for charity.







## Cornelia Fort

Alistair Heathcote (CVRCMAS)

# A legend of the Women's Auxiliary Ferry Service

November 2016 and I was visiting the Pacific Aviation Museum, Pearl Harbour (again). There was an extensive display on the life of an aviator I had never heard of before – so obviously I was interested in what it had to say. Her name was Cornelia Fort and of course she had a Hawaii connection. The display consisted of mainly posters with text in a very dimly lit room which was a bit disappointing. However I have since found supplementary information and this summary integrates the two sets.

Cornelia Fort was born into wealthy Nashville Society in 1919. As she grew up, she was always bigger, and considered generally smarter, than most of the children her age. She was not generally inclined to the trappings of the Nashville society definition of what a young lady from an upstanding family should be. As a young girl, she was more the Tomboy than the Debutante. Her college years were no different as she challenged many of the notions of a society that had a script for the young ladies of Nashville's society.

At the age of five, she and her family watched a barnstorming pilot display a Curtiss Jenny and her aviation seeds were sown. After the display her father made her older brothers promise they would never learn to fly – but not her.

During her teens she attended Ogontz Junior College and discovered that Amelia Earhart had also attended. She had a variety of educational activities but in 1939 she returned to Nashville supposedly to continue a Society life with her family. But in the winter of 1939 she happened to go to the local airport, Berry Field, and took her first flight at the controls of a small aircraft with her best friend's beau who was a flight instructor. Flying enthralled her so completely that she waited around the flying school until the afternoon schedule for the planes and an instructor allowed her to take her first lesson. She continued her lessons in the days and weeks after with as much pace as her instructor would allow. She soloed in the April and gained her license by June, Commercial License 8 Feb 1941 and Instructors license 10 March. Wanting to be involved in what

she thought might be war effort, she obtained a job instructing military candidates in Andrews Flying Service, Honolulu, Hawaii.

She arrived in Hawaii on 29th September and on her first day logged 4 hrs 45 mins flying time of which 4 hrs was instructing! This was done in three different aircraft – a Luscombe, a Taylorcraft and an Interstate Cadet. Up to 7th December (attack on Pearl Harbour) she logged more than 300 flying hours many of which were in the same Interstate Cadet.



### 7th December 1941 – The Day of Infamy

On this day she arrived at John Rogers Airfield (now Honolulu International) and started doing circuits and landing practice with her student. As was normal in those days, the aircraft had no radio – conflicts with other aircraft were resolved by “see and avoid” practices (a bit like us!). Off to the side of the Cadet, Cornelia saw a fighter type aircraft coming right at them. Grabbing the flight controls, she pulled up sharply narrowly escaping a collision with the fast moving aircraft. Her first thoughts were of the Army Air Corps pilots who were supposed to avoid the area around John Rogers airfield, but as the aircraft flashed by her, she saw the emblem on the wing was a large red ball, the “rising sun” insignia of Japanese Empire, not the star and bar of the US Army Air Corps. As she raised her eyes to Pearl Harbor, the initial plumes of black smoke made her realize that Pearl Harbor was under attack by the Japanese. She immediately turned to land and had to dodge bullets from

another Japanese aircraft. On the ground, she and her student quickly jumped out of the plane and ran for the school's hangar. They were strafed as they were leaving the aircraft but not hit. Along with most people at Andrews Flying Service, Cornelia found shelter in a large hangar and lived through an event that claimed over 2,300 lives on the Hawaiian Island of Oahu that day. There were six light aircraft airborne at the time of the attack.



Some of her words – *We counted anxiously as our little civilian airplanes came home to roost. Two never came back. They were washed ashore on the windward side of the island, bullet ridden. Not a pretty way for the brave yellow Cubs and their pilots to go down to their death.*



On the following day, Cornelia returned to the airport and inspected the little Interstate Cadet that had faced the Japanese attack. The body of the aircraft was riddled with bullet holes and it was impossible to tell if the holes came while she was flying, or after she had landed.

All Civilian flying stopped that day but the War Department announced the formation of the Women's Auxiliary Flying Squadron – *and the order to report within 24 hours if interested. I left at once....*

Despite the success of the Air Transport Auxiliary in the UK it took until the 6th of September 1942 for this new Squadron to be formed, such was the prejudice against women doing "men's jobs" in the USA. Cornelia was the second pilot hired. They were only permitted to fly small trainer aircraft and definitely no fighters which was in great contrast to the women pilots in the UK.

Eventually they were to fly large trainer aircraft and in particular the Vultee Valiant BT13 (also known as the Vultee Vibrator!). It was in one of these that Cornelia had a fatal accident. On the 23rd March 1943, flying out of Tucson, Arizona, doing some formation flying, which was strictly forbidden, she flew directly into another BT 13, went into a spin and crashed into the ground. She was the first WAFS pilot to die.



The WAFS matured and was later renamed Women's Airforce Service Pilots and went on to deliver 12,650 aircraft of 78 different types during the following 28 months. Out of a total of about 1900 pilots that passed through WASP, 38 died in accidents. Unlike male Army pilots the women were considered Civilian and as a result received no military benefits at the end of the war.

"Cornelia Fort had both a talent and a passion for aviation that society of the day said women shouldn't have. She would have been one of the female icons that helped society break those misplaced notions had she lived."

Enjoy, Alistair

*Thanks also to Woman's Home Companion of June 1943 that contained a section written by Cornelia Fort.*



WAR DEPARTMENT  
FERRYING DIVISION, AIR TRANSPORT COMMAND  
NEW CASTLE ARMY AIR BASE  
WILMINGTON, DEL.

No. 3-11

This is to certify that Cornelia G. Post  
whose signature, photograph and description appears  
hereon is a civilian pilot employed by the Ferrying  
Division, Air Transport Command.

Signature of Pilot [Signature] Date Issued 9/12/42 [Signature] Adjutant



Date of Birth 2/5/19  
Color Eyes Blue  
Color Hair Blonde  
Weight 145  
Height 5' 10"

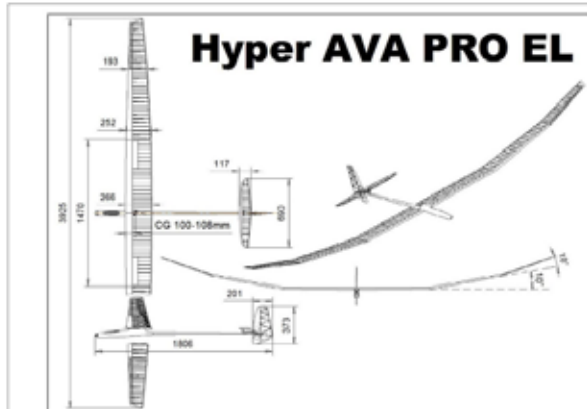
The holder of this identification is authorized to fly  
the following types of aircraft.  
Bobcat

Rank Colonel, A. C.  
Commanding Officer  
2nd Ferrying Group, F. D., A. T. C.

Note:  
The civilian pilot who holds this card will not be paid or  
re-employed by the F. D., A. T. C. without presentation  
of this identification.



## Would you like to win an Ava Pro 4.0m Electric Glider? Announcing a fund raiser to send an Aussie team to the F5J World Challenge in Slovakia 2018



**Ava Pro- winner of F5J at the 2017 NEFR in the hands of Bob Wilson**

F5J is booming! An Aussie team attended the 2017 World Challenge in Slovakia this year (with 132 competitors) and will report on their experiences and findings at the Australian F5J Trophy event in November.

The FAI has invited the Trnava club in Slovakia to prepare a proposal for the first F5J World Championships to be held in 2019. Australia needs to present an experienced team for this first World Championships!

In the meantime, the World Challenge, run by the Trnava club in August, continues in 2018. We need to send another Aussie team to gain more experience and build the Aussie F5J profile.

The AEFA has commenced another fund to assist the best F5J fliers (on the Australian Leaderboard) to attend the Slovakian events in August 2018. This year the AEFA ran a Stork raffle to support the 2017 team.

**Here is a new offer! You can take part in a raffle that has as its prizes:**



- 1st - Ava Pro F5J kit valued at \$1,500 (above)**
- 2nd - Aero-naut Triple Thermic 2.5m F5J kit valued at \$289**
- 3rd - Geared F5J motor valued at \$139**

Tickets are \$10 each, three for \$20, or five for \$30. The raffle will be drawn at the presentation at the NEFR at Canberra, Easter 2018. Proceeds from this raffle will go to the new team for Slovakia 2018!

Buy tickets online or send a message for paper tickets to [ppine@northnet.com.au](mailto:ppine@northnet.com.au). A page has been set up on the AEFA web site. You can simply click on a PayPal link and buy the tickets you want. Here is the page you need to go to - this is a live link:

**<http://aefanet.com/world-champ-fund-raiser>**

**Ava kit supplied by Dave's Toys for Big Boys - the AEFA would like to acknowledge Dave's support for this fund raiser. You can see Dave's Toys range at [www.hyperionaustralia.com.au](http://www.hyperionaustralia.com.au)  
F5J kit and motor supplied by [www.flyelectric.com](http://www.flyelectric.com) - Please support those that support the AEFA.**

# Upcoming Events

## Gosford City Aeromodellers Club 2018 Regular Events - All Welcome Electric Float Planes



GCAC has a freshwater float plane site in the Mt Penang complex at Kariong

7 to 11am, \$5 to fly.

Saturday February 3rd  
Saturday February 17th  
Saturday March 3rd  
Saturday March 17th  
Saturday April 7th  
Saturday April 21st

## Indoor Flying

Niagara Park Stadium,  
Narara Valley Drive, Niagara Park

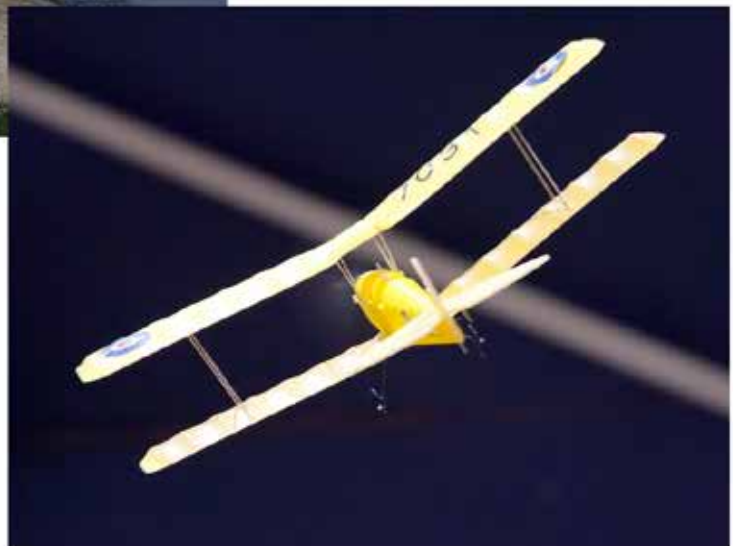
\$15 for an afternoon of indoor fun  
in two combined basketball courts

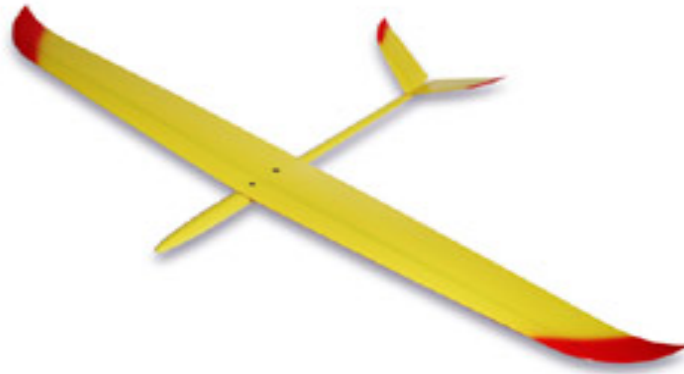
Sunday February 18th 12-4pm  
Sunday March 18th 12-4pm  
Sunday April 15th 12-4pm

GCAC is an MAAA Club  
All Members Welcome

See [www.gcac.org.au](http://www.gcac.org.au),

email [secretary@gcac.org.au](mailto:secretary@gcac.org.au) or call Jaz Cooper on 0411 053339 for more information





## Millennium Cup dates for 2018

April 8	Round 3 Lake George
May 20	Round 4 Salt Ash
September 22 & 23	Round 4 Gloucester
October 21	Round 5 Maddens Plains
November 11	Round 6 Shoalhaven

\* = awaiting confirmation of dates

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Millennium Cup Committee contact details:

Les Morris - [carolandles@optusnet.com.au](mailto:carolandles@optusnet.com.au)  
Fred Lodden - [felodden@hotmail.com](mailto:felodden@hotmail.com)  
Paul Gibson - [piglytoo@gmail.com](mailto:piglytoo@gmail.com)  
Doug Lacey - [doug1947@bigpond.com](mailto:doug1947@bigpond.com)

# AIRSHOW

**Bring the family for a great day out!**

**Food and Drinks available**

**WAGGA MODEL AERO CLUB**

**PRESENTS**

**THE 45<sup>TH</sup> ANNUAL**

## **WORLD WAR II & MILITARY SCALE COMPETITION**



Scale radio controlled models on display & flying  
throughout the 3 day event

**FRIDAY, SATURDAY & SUNDAY  
20<sup>TH</sup> 21<sup>ST</sup> & 22<sup>ND</sup> APRIL 2018**

**MODELS FLYING FROM 9.00AM – 5.00PM  
15KMS SOUTH OF WAGGA ON THE OLYMPIC HWY**

For directions or more information check out our website at [www.waggamac.org](http://www.waggamac.org)



# PYLON RACING

## SUNDAY 22ND APRIL 2018 at "ARTHURSLEIGH" MARULAN

Pilot briefing 9:00am Sunday

Practice and sports flying Saturday 21st April

Entrants must have current MAAA membership

Entrants and callers must bring hard hats

Fuel supplied on race day

Accommodation, camping, showers, cooking and Bar-B-Q facilities at field, or Ali's Motel Tavern and Restaurant at Marulan  
Ph 48411330

This is a private field and only available on the advertised dates  
Please contact organisers for directions.

This is private field and is only available on the advertised dates

### FURTHER 2018 DATES

Pitt Town 27May, Nowra23/24June, Pitt Town 29July, , Marulan  
TBA (Usually second half Nov)

Q500

—

F400

—

F3D

—

F3T

—

E500

—

Other classes depending on numbers Please contact organisers to register  
New racers always welcome

NSW PYLON RACING CLUB INC.  
[www.nswpylon.org](http://www.nswpylon.org)

Peter Kerney  
0407 013 230  
[pkerney@nswpylon.org](mailto:pkerney@nswpylon.org)  
g

# LEETON MODEL JETS

## 2018

3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> of May, 2018

Venue – Brobenah Airfield , LEETON

**Event –All welcome to our 4 day RC jet flying event with jet Turbines fixed wing, helicopters , EDFs and nitros (if you still have one and are game enough to commit aviation). So, dust off your models and don't miss an unforgettable event of Jet Flying, display flights and our awesome night flying on the Saturday night after dinner at the Airfield.**

**Modellers, jet jockeys, RC enthusiasts, join us on our annual Leeton Jet event, for the most memorable fun you'll have all year!!!**

### Contact

Stephen Guest mob. 0428 696402, wk. 02 69534352

email – [stephenguest@bigpond.com](mailto:stephenguest@bigpond.com)

Peter Papas mob 0411 882255 email- [peter@paps.com.au](mailto:peter@paps.com.au)



**Muswellbrook District Model Aero Sports Inc.**  
*Invites you to attend*

# VETERANS GATHERING

## 19 & 20 May 2018

Mitchell-Hill Field, New England Highway, -- approx. 6kms south of  
Muswellbrook NSW, -- approx. 1km. south of Muscle Creek Road  
(field open from 1200 hours Friday, 18 May to late afternoon Sunday, 20 May)  
*come & join us for this long standing & popular event*



*The "gathering" is on again – flyers of all ages welcome – FF/RC/CL sites available.  
Unpowered camping available at the field for a donation of \$5 per site per night from 1200  
hours Friday, 18 May – Sunday night camping by arrangement, (no fires permitted on the field  
– toilets & cold water available, -- sorry, no showers). -- Entry for the weekend by donation. --  
Current MAAA cards & large model permits (if applicable) MUST be shown on the day when  
registering. -- Canteen will be running both days with bbq breakfast on offer Sunday morning  
for a nominal fee. -- Saturday night dinner may be arranged following expressions of interest.  
-- No formal events, just fly for fun or come along & have a "natter" & "catch up". -- Buy, sell  
& swap welcome. -- Flying times are: C/L 0800 hours until dark both days, F/F 0700 to 0930,  
& 1700 until dark both days, twilight F/F scramble Saturday, R/C from 0930 hours to 1630  
hours both days (No night flying). -- Attendees are responsible for the proper removal of all  
personal rubbish from the field.*

CONTACT: Peter Wheeler-Smith (Secretary) on 0417 012611, email [wheelersmith@bigpond.com](mailto:wheelersmith@bigpond.com),  
"snail mail" to 34 Towarri Street Muswellbrook 2333

John Walker (President) on 0455 441309, email [pssj.wal@bigpond.net.au](mailto:pssj.wal@bigpond.net.au)

for registration or further enquiries





## COMSOA SCALE FUN FLY 19<sup>th</sup>.and 20<sup>th</sup>. MAY 2018

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

**Saturday the 19<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 20<sup>th</sup>.** Gate open about 0700, flying after 0830 and will be slightly different this year by separating Biplanes and Monoplanes in the over 7KG categories. 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 17<sup>th</sup>. MAY 2017*

*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 :-*

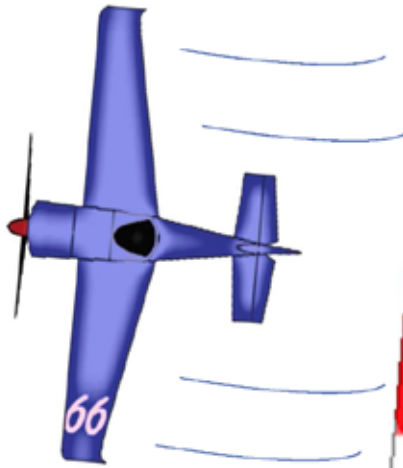
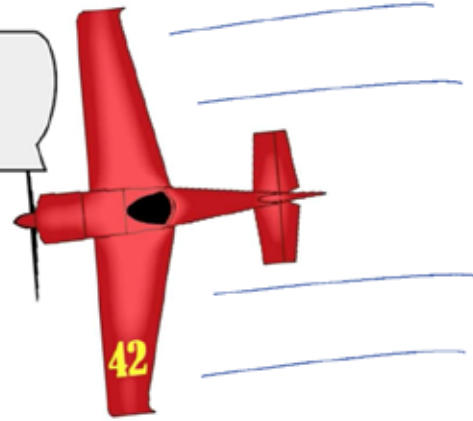
*Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324*

*Phone 0414505212*

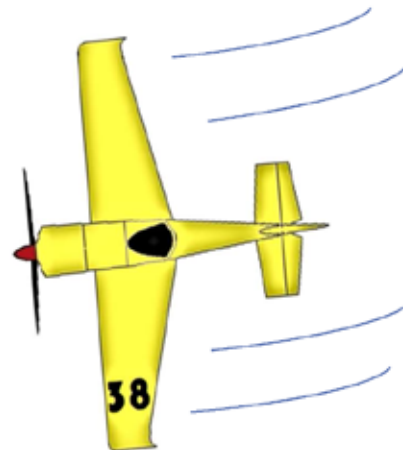


Presents:

# NSW Round of Formula 1 National Air Races



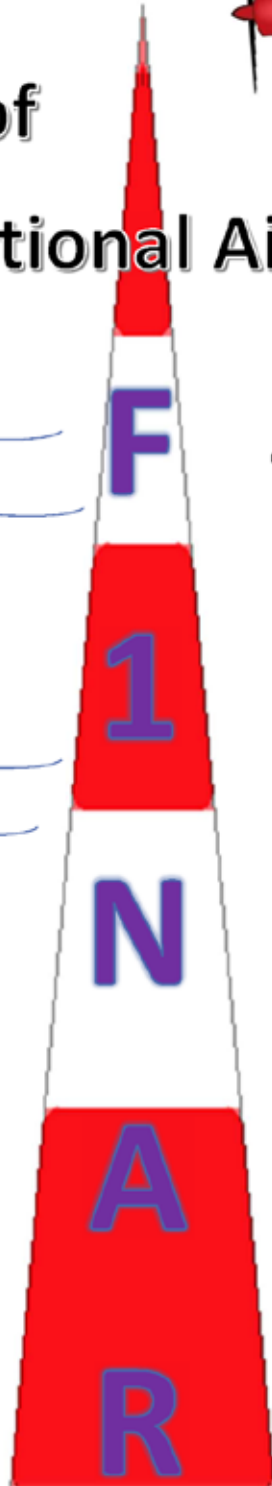
**NSW State Field**  
**4876 Gundagai Rd**  
**Cootamundra**



June

9/10

2018



All classes from beginners to seasoned racers:

- Red Bull (Entry Level)
- F2 (Entry Level)
- Texan
- Reno
- F1
- Golden Era

For more information check out [www.F1NAR.com](http://www.F1NAR.com)

Email: [nitro2burn@bigpond.com](mailto:nitro2burn@bigpond.com)

Phone: Byron 0408297665



# COFFS COAST R/C FLYERS <sup>IN</sup>

2nd Annual FUN FLY-IN  
& SWAP MEET.

Public Invited

Powered  
Camping Sites.  
Full Toilet Facilities.

Open Flying All Week-End  
\$15 One Off Fee Per Pilot.

Canteen all Week-end  
Tea & Coffee Free  
To All Pilots.

MAAA Members Only.

Contact Martin Cochrane 0266582364 or 0423691150 email [mwc.scale@bigpond.com](mailto:mwc.scale@bigpond.com)  
Field Location 16km North of Coffs Harbour at the Clay Target Club.

MOP CERT Will Be Sited.

**Pilots Brief 8:30 Each Day.** **Flying Starts From 9am Each Day**

**ON 9-10-11 June 2018 AT Coffs Harbour**

# **Muswellbrook District Model Aero Sports Inc.**

*Invites you to attend*

## **FRANK BRYANT MEMORIAL WARBIRDS WEEKEND**

# **30 June & 1 July 2018**

Mitchell-Hill Field, New England Highway, -- approx. 6kms south of Muswellbrook NSW, -- approx. 1km. south of Muscle Creek Road (field open from 1200 hours Friday, 29 June to late afternoon Sunday, 01 July)

*It's on again! – Flyers of all ages welcome – FF/RC/CL sites available. Unpowered camping available at the field for a donation of \$5 per site per night from 1200 hours Friday, 29 June – Sunday night camping by arrangement, (no fires permitted on the field – toilets & cold water available, -- sorry, no showers). Entry for the weekend by donation. -- Current MAAA cards & large model permits (if applicable) MUST be shown on the day when registering. – Canteen will be running both days. -- No formal events, just fly for fun or come along & have a “natter” & “catch up”. Buy, sell & swap welcome. -- Flying times are: C/L 0800 hours until dark both days, F/F 0700 to 0930, & 1700 until dark both days, R/C from 0930 hours to 1630 hours both days. – No night flying. Attendees are responsible for the proper removal of all personal rubbish.*

CONTACT: Peter Wheeler-Smith (Secretary) on 0417 012611, email [wheelersmith@bigpond.com](mailto:wheelersmith@bigpond.com), or “snail mail” to 34 Towarri Street Muswellbrook 2333

or

John Walker (President) on 0455 441309, email [pssj.wal@bigpond.net.au](mailto:pssj.wal@bigpond.net.au)

for registration or further enquiries



*At the Eleventh hour  
On the Eleventh day  
Of the Eleventh month  
1918*

*The Armistice was signed and World War 1 was over.*



*At the Eleventh hour  
On the Eleventh day  
Of the Eleventh month  
2018*

*The South Hummocks MAC in conjunction with the  
Scale Aircraft Society of South Australia and Model Aerospots South  
Australia will be commemorating the  
100<sup>th</sup> Anniversary of this historic event by inviting all MAAA members to  
participate in a*

## *Dawn Patrol*

**We are in the early planning stages at the moment but if you think you might be interested in attending, dates 10-11 November 2018, please email me at [sthummocks@bigpond.com](mailto:sthummocks@bigpond.com) Below is a list of things that we are planning and as more is finalised, more will be posted.**

**A little more information on what we propose to be doing on the weekend 10-11 November 2018.**

**The aircraft eligible to fly at this event are any World War I aircraft. Any size. Any type. Any power plant and Any control method. That means, Radio Control, Control Line and Freeflight.**

**The field will be open from the morning of 08 November 2018 to set up caravans, tents and models. You might even want to get some flying done.**

**Saturday will be a day of general flying with a small 2 round Combat competition for .25 size or equivalent size electric WWI aircraft using streamers.**

**A BBQ lunch will be available at a small fee both Saturday and Sunday. We are hoping to have a catered dinner Saturday evening, cost to be advised, that will be run as a pseudo Military Dining-In Night. So if you are Military/Ex-Military, Para-military and you have a Mess Kit or Uniform, please wear it otherwise the dress for dinner will be smart casual.**

**Sunday will start with a very early breakfast then the Dawn Patrol flight and all WWI aircraft are eligible. Take-off time will be either at dawn or sunrise, depending on how dark it is. There will be a minutes silence observed at 11am and the Ode will be read. The rest of the day will be general flying with possible skirmishes as to the pilots whims. We also hope to have a bugle player sounding calls at appropriate times over the weekend.**

**We will have the use of the MASA PA system and over the course of the weekend there will be music and songs of the era played and we will have readings of soldiers letters home, personal diaries and snippets of Unit Histories over the PA. We ask that anyone attending who would like to participate in these readings do so, particularly if you have letters or diaries of family members that were involved in WWI.**

**There will be a couple of raffles run over the weekend as well.**

**We will be setting up a small theatre and showing WWI movies and dressing the place up with WWI memorabilia. Why not dress up in period dress or uniforms yourselves.**

**Our field has Ladies and Gents toilets, Unisex Hot shower, Kitchen facilities, BBQ, Mains water and Generator Electricity. We have plenty of shed space so you can store your assembled models overnight.**

**If camping is not your thing, there are motels and caravan parks at Balaklava and Port Wakefield. Both towns are close to the field. If you have a trailer you can store it at the field.**

**This event has the makings of being a fantastic weekend commemorating an historical day, not only for Australia but for the world, and if you want to stay a little longer then that won't be a problem.**

## Deadline for submissions to Newsletter #406 (April 2018) is Tuesday 17<sup>th</sup> April 2018.

*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)



### RCM News Magazine print edition

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**Stephen Green**  
 Publisher/Editor  
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