



AEROMODELLERS
NEW SOUTH WALES



Paul Phibbs (CVRCMASC), author of "Attaining your MAAA Bronze/Silver Wings for Fixed Wing Aircraft" which he has made freely available to anyone that wants to make use of it; his personal way of supporting the aeromodelling community. Read more and download your copy on Page 8.

Photo via Paul's book.

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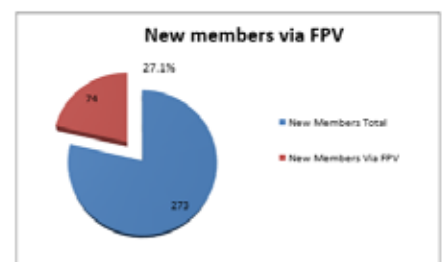
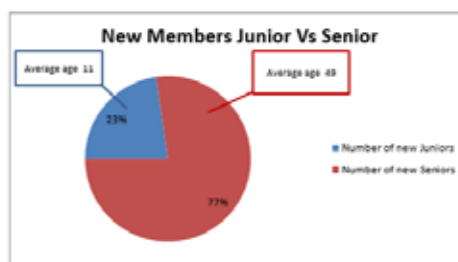
 WMAC 46th Annual Military Scale Competition 24

ANSW Membership Demographic as of 11/05/2018

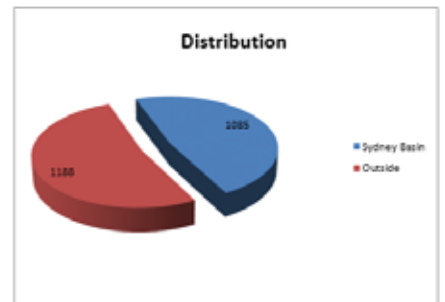
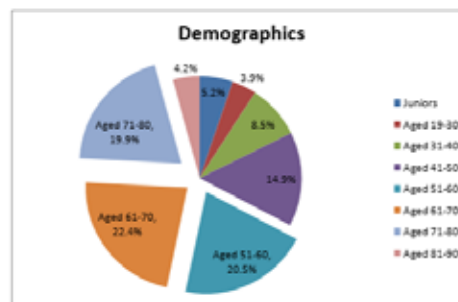
Total No. of new Members Year to Date		273
Number of new Juniors	23%	62
Number of new Seniors	77%	211

Average age of new Junior	Age	11
Average age of new Senior		49

New Members Total	273
New Members Via FPV	74
Percentage of New Members	27.1%



Age Bracket	%	No.
Juniors	5.2%	119
Aged 19-30	3.9%	88
Aged 31-40	8.5%	194
Aged 41-50	14.9%	338
Aged 51-60	20.5%	467
Aged 61-70	22.4%	510
Aged 71-80	19.9%	452
Aged 81-90	4.2%	96
Aged 91+	0.13%	3



Distribution	No.	%
Sydney Basin	1085	48%
Outside	1188	52%
	2273	

Members Under	No.
50	739
70	1716
90	2264

Diary Notes

Next Aeromodellers NSW Bi-Monthly Management Committee Meeting **incorporating the 2018 AGM.**

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

Following Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 10th August 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #408 (June 2018) deadline for submissions:
Friday 15th June.

Contacts

President	Tim Nolan	president@nsw.aeromodellers.org.au	0412 173 440
Vice Pres	Greg Hoy	vicepresident@nsw.aeromodellers.org.au	0417 284 615
Secretary	Clive Weatherhead	secretary@nsw.aeromodellers.org.au c/o Battery Business Unit 14, 3 Vuko Place Warriewood NSW 2102	0404 826 880
Treasurer/ State Field Officer	Steve Norrie	treasurer@nsw.aeromodellers.org.au	0418 874 740
Registrar	David Lewis	registrar@nsw.aeromodellers.org.au PO Box 7291, SOUTH PENRITH 2750	02 4736 2611 0439 264 220
Newsletter Editor	Rob Masters	editor@nsw.aeromodellers.org.au	0418 160 295
Public Relations Officer and Webmaster	Aranka Nolan	publicrelationsofficer@nsw.aeromodellers.org.au	0419 540 104
CFI	George Atkinson	cfi@nsw.aeromodellers.org.au	0414 972 118
Deputy CFI North	Martin Cochrane	deputycfi.north@nsw.aeromodellers.org.au	02 6658 2364
Deputy CFI South	Brendan Tucker	deputycfi.south@nsw.aeromodellers.org.au	02 6931 1025



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

Aeromodellers NSW 2018 Calendar

(Compiled 1 June 2018)

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

Jun 2018

2	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
8	Aeromodellers NSW AGM & General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
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
16	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
17	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
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
7	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
14	NSWSAS BBQ / Show & Tell / Buy, Swap & Sell (see flyer on page 18. RSVP 6 July)	Harrington Park	nswscale@gmail.com	
15	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
21	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
22	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
29	SSSFA Swap Meet, Fun Fly & Sausage Sizzle	Garrawarra	http://sssfa.com	
29	Pylon Racing at Pittown	Pittown	Peter Kerney	0407 013 230

Aug 2018

4	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
10	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
18-19	TARMAC Scale Rally	Tamworth	Bruce Cowling	bruco10@outlook.com
19	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
25	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339

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
29-30	Wagga Model Aero Club Inaugural Scale Rally	Wagga Wagga	Tony McAtamney	0417 294 748

Oct 2018

12	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
19-21	CCRCF Warbirds Rally	Coffs Harbour	Martin Cochrane	0423 691 150
20-21	October Large Scale Pylon Racing (NAAS)	Canberra	Jeremy Randle	0418 390 446
21	2m Glider Millennium Cup Rd 5	Maddens Plains	Fred Lodden	0418 443 804

Nov 2018

TBA	Pylon Racing at Marulan	Marulan	Peter Kerney	0407 013 230
10-11	Dawn Patrol –South Hummocks MAC (SA)		sthummocks@bigpond.com	
11	Shoalhaven Shield & 2m Glider Millennium Cup Rd 6	Bomaderry	Ian Avery	02 4232 1093
14-18	Invitational Scale Classic Downunder 2018	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au
21	2m Glider Millennium Cup Rd 5	Maddens Plains	Fred Lodden	0418 443 804

Dec 2018

14	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
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Apr 2019

26-28	WMAC 46 th Annual Military Scale Competition	Wagga	www.waggamac.org
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Phil Crandon at Top Gun

One of our club members (Lismore Model Flying Club) has appeared in the local paper recently. After many months of effort, Phil's Stuka is complete and he is currently at the Scale Masters in the US.

Phil is a well-known scale model builder and a popular member around these parts. I reckon he'd be too modest to tell anyone of his achievements.

Garry Henderson-Smith (L.M.F.C)

Model war plane earns Philip Top Gun invite

A LISMORE man who spent more than 2500 hours working on an exact replica war aircraft has been rewarded for his efforts with an invitation to an exclusive model plane event in America.

Lismore Model Flying Club secretary and co-founder, Philip Crandon, 61, will soon head to Top Gun, an annual invitation-only scale model aircraft event being held in Florida from May 2-6.

Top Gun attracts the best model aircraft creators from around the globe and he's one of only four Australians to compete.

Mr Crandon said he had worked on the one-fifth scale model of a German Stuka Dive Bomber from scratch for more than five years.

"There's upwards of 2500 hours, so to stay motivated I played videos of the previous 20 years Top Gun events over and over," he said.

"I'm in the expert category which means you must have built and flown (the aircraft) yourself.

"I had to cut the timber, mostly balsa wood with spruce and plywood in the areas which require additional strength such as the wings, and there's fibreglass in the engine



TOP GUN: Lismore Model Aircraft Club secretary and co-founder Philip Crandon's efforts in building immaculate scale replicas have been recognised with a request to compete at an invitation-only event in Florida in May. Here, Mr Crandon holds his model of a World War II German Stuka Dive Bomber. Photo: Contributed

cowling and the wheel pants and I moulded my own rubber tyres."

He said he ensured every detail was accurate, including scuff marks where the pilot would have scrambled in and out of the cockpit.

"As reference I used photographs of an actual plane that saw service in the Middle East during World War II"

Mr Crandon said, "First up is static judging, you produce photos and planning documents to prove the aeroplane existed and its historical significance, so I've produced a seven-page booklet which documents the building process."

He said there would be 170 entries which fly over five days, with 24 in his category. That's double the 2017 numbers.

"It'll then be judged on how the aeroplane flies," he said. "It's the part I get the biggest kick out of."

Mr Crandon said to get the model safely to Top Gun, it would have to be dismantled and packed in two boxes.

"I'm really excited to be going but there's lots of really, really good people going, too," he said.

He said the event would attract up to 10,000 spectators a day.

"The 2018 Top Gun is the 30th anniversary of the event which was created by Frank Tiano," he said. "I'm honoured (that) when he was shown my work he invited me to attend."

NORTHERN STAR TUE 24th

Club News & General Interest

Supersonic Nightmare

By J. Terry White at <http://www.whiteeagleaerospace.com/supersonic-nightmare/>

Fifty-six years ago this week (February 21, 2011), North American test pilot George F. Smith became the first man to survive ejection from an aircraft in supersonic flight. Smith ejected from his F-100A Super Sabre at 777 MPH (Mach 1.05) as the crippled aircraft passed through 6,500 feet in a near-vertical dive.

On the morning of Saturday, 26 February 1955, North American Aviation (NAA) test pilot George F. Smith stopped by the company's plant at Los Angeles International Airport to submit some test reports. Returning to his car, he was abruptly hailed by the company dispatcher. A brand-new F-100A Super Sabre needed to be test flown prior to its delivery to the Air Force. Would Mr. Smith mind doing the honors?

Replying in the affirmative, Smith quickly donned a company flight suit over his street clothes, got the rest of his flight gear and pre-flighted the F-100A Super Sabre (S/N 53-1659). After strapping into the big jet, Smith went through the normal sequence of aircraft flight control and system checks. While the control column did seem a bit stiff in pitch, Smith nonetheless made the determination that his steed was ready for flight. Smith executed a full afterburner take-off to the west. The fleet Super Sabre eagerly took to the air. Accelerating and climbing, the aircraft was almost supersonic as it passed through 35,000 feet. Peaking out around 37,000 feet, Smith sensed a heaviness in the flight control column. Something wasn't quite right. The jet was decidedly nose heavy. Smith countered by pulling aft stick.

The Super Sabre did not respond at all to Smith's control inputs. Instead, it continued an uncommanded dive. Shallow at first, the dive steepened even as the 215-lb pilot pulled back on the stick with all of his might. But all to no avail. The jet's hydraulic system had failed. As the stricken aircraft now accelerated toward the

ground, Smith rightly concluded that this was going to be a short ride.

George Smith knew that he had only one alternative now. Eject. However, he also knew that the chances were small that he could survive what was quickly shaping-up to be a quasi-supersonic ejection. Suddenly, over the radio, Smith heard another F-100A pilot flying in his vicinity yell: "Bail out, George! He proceeded to do so.

Smith jettisoned his canopy. The roar from the airstream around him was unlike anything he had ever heard. Almost paralyzed with fear, Smith reflexively hunkered-down in the cockpit. The exact wrong thing to do. His head needed to be positioned up against the seat's headrest and his feet placed within retraining stirrups prior to ejection. But there was no time for any of this now. Smith pulled the ejection seat trigger.

George Smith's last recollection of his nightmare ride was that the Mach Meter read 1.05; 777 mph at the ejection altitude of 6,500 feet above the Pacific Ocean. These flight conditions corresponded to a dynamic pressure of 1,240 pounds per square foot. As he was fired out of the cockpit and into the harsh airstream, Smith was subjected to a drag force of around 8,000 lbs producing on the order of 40-g's of deceleration.

Mercifully, Smith did not recall what came next. The ferocious windblast stripped him of his helmet, oxygen mask, footwear, flight gloves, wrist watch and even his ring. Blood was forced into his head which became grotesquely swollen and his facial features unrecognizable. His eyelids fluttered and his eyes were tortuously mauled by the aerodynamic and inertial load of his ejection. Smith's internal organs, most especially his liver, were severely damaged. His body was horribly

bruised and beaten as it flailed end-over-over end uncontrollably.

Smith and his seat parted company as programmed followed by automatic deployment of his parachute. The opening forces were so high that a third of the parachute material was ripped away. Thankfully, the remaining portion held together and the unconscious Smith landed about 75 yards away from a fishing vessel positioned about a half-mile from shore. Providentially, the boat's skipper was a former Navy rescue expert. Within a minute of hitting the water, Smith was rescued and brought on-board.

George Smith was hovering near death when he arrived at the hospital. In severe shock and with only a faint pulse, doctors quickly went to work. Smith awoke on his sixth day of hospitalization. He could hear, but he couldn't see. His eyes had sustained multiple subconjunctival haemorrhages and the prevailing thought at the time was that he would never see again.

Happily, George Smith did recover almost fully from his supersonic ejection experience. He spent

seven (7) months in the hospital and endured several operations. During that time, Smith's weight dropped to 150 lbs. He was left with a permanently damaged liver to the extent that he could no longer drink alcohol. As for Smith's vision, it returned to normal. However, his eyes were ever after somewhat glare-sensitive and slow to adapt to darkness.

Not only did George Smith return to good health, he also got back in the cockpit. First, he was cleared to fly low and slow prop-driven aircraft. Ultimately, he got back into jets, including the F-100A Super Sabre. Much was learned about how to markedly improve high speed ejection survivability in the aftermath of Smith's supersonic nightmare. He in essence paid the price so that others would fare better in such circumstances as he endured.

George Smith was thirty-one (31) at the time of his F-100A mishap. He lived a happy and productive thirty-nine (39) more years after its occurrence. Smith passed from this earthly scene in 1994.



HMAS from the ed's "Big E Fair" motor glider last Sunday 27 June – perhaps one of the more perfect flying days ever.

Attaining your Bronze/Silver Wings for Fixed Wing Aircraft

Paul Phibbs (CVRCMASC)

Paul Phibbs, Secretary of Camden Valley Radio Control Miniature Aviation Sports Club Inc (CVRCMASC) has invested countless hours in producing his insightful take on what a newcomer to RC flying can expect when embarking on his or her journey to attain their Bronze/Silver Wings. Whilst highly recommending Paul's book it should be noted that it is his work and does not form part of the official MAAA flight training procedure. Paul offers it free to anyone that wants to make use of it; his personal way of supporting the aeromodelling community. Thankyou Paul.

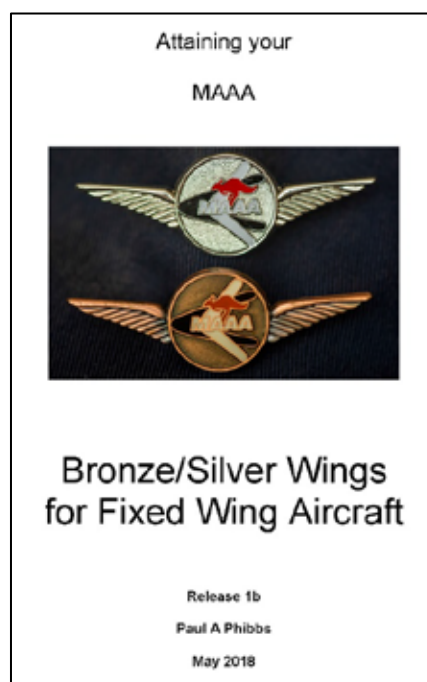
At some 63 pages it covers in detail such topics as:

- Is this book for you?
- Selecting a suitable plane.
- Basic aeronautical knowledge.
- What you need to know about your radio.
- Checks to perform.
- The manoeuvres in detail.
- Taking the assessment.

Paul notes that "this book is intended to support a new flyer that:

1. is interested in learning to fly a fixed wing R/C (Radio Control) plane;
2. intends joining a club and using an MAAA instructor for the training process;
3. wants to know the necessary foundation information that will support the training process; and
4. intends to make bronze or silver wings the personal goal accreditation that recognizes their abilities as a flyer".

Paul holds MAAA bronze, silver and gold wings, has passed the MAAA instructor course and looks forward to assisting others to develop and reach their goals in this sport. Download your copy by clicking on the image below.



Tillamook Air Museum

Alistair Heathcote (CVRCMAS)



I can see it in your eyes --- where the hell is that!! Well it is not fiction, it does exist and I have visited it. Tillamook is in the northwest corner of Oregon in the USA – and is famous (in America) for cheese – the Bega of USA! After doing some real work in Albany, I was driving up the coast road, came around a large hill and there it was – this massive hangar with AIR MUSEUM written on it!



My wife was with me and she thought it was another put up job. This was 1996 and the work call was during my touring holiday.

The museum is housed in the world's largest clear span wooden building – built in 1942 by the US Navy to house coastal patrol airships (Akron and Ohio among others). This one is Hangar B – Hangar A burned down in 1992.

Some facts:

Length - 1,072 feet

Height - 192 feet

Area - Over 7 acres

Doors - 120 feet high, 6 sections each weighing 30 tons

Catwalks- 137 feet above the hanger deck.

The range of aircraft on display then was remarkable and most of them were in flying condition. They include TBM Avenger, 1934 Bellanca Aircruiser, Corsair, Dauntless, Skyraider, 1917 Spad XIII, Mk-VIII Spitfire, Bf-109 (Spanish version), P 38 Lightning, a recently acquired F14 Tomcat and of course a blimp or two.

When I was there, the hangar was also being used as a railway station – a vintage steam engine pulls in – loads up with passengers and takes them for a ride up the spectacular coast.

Much of the collection was owned by Jack Erickson (He bought the Sikorsky sky crane helicopters and converted them to the water bombers used throughout the world). In 2013 he decided to move his displays to Madras in Oregon. This comprised most of the WWII aircraft.

The hangar is owned by the Port of Tillamook Bay Authority and in November 2014 they announced they would continue its operation and have added new exhibits. The range of aircraft is incredibly varied and extensive as is evident from the list below:-

- [Aero Spacelines Mini Guppy](#)
- [Alenia C-27A Spartan](#)
- [BAC Jet Provost](#)
- [Bell TH-57 Sea Ranger](#)
- [Bellanca 14-13 Cruisair Senior](#)
- [Cessna 180F Skywagon](#) (One of two light aircraft that were the first to land on the North Pole)
- [Chris-Teena Mini Coupe](#)
- [Douglas A-4B Skyhawk](#)
- [Douglas A-26C Invader](#)
- [ERCO Ercoupe 415C](#)
- [Fairchild GK-1](#)
- [Fouga Magister](#)
- [Grumman F-14A Tomcat](#)
- [Kaman HTK-1 Huskie](#)
- [Learjet 24](#)
- [LTV A-7 Corsair II](#)
- [Mikoyan-Gurevich Mig-17F](#)
- [Nieuport 11](#) (replica)
- [Nord 1101 Noralpha](#)
- [Rutan Quickie](#)
- [Fisher R-80 Tiger Moth](#)
- [SB2C Helldiver](#) crash exhibit
- [Rutan Model 61 Long-EZ](#)
- [North American Sabreliner](#) Coming soon
- [Brown Starlite Homebuilt](#)

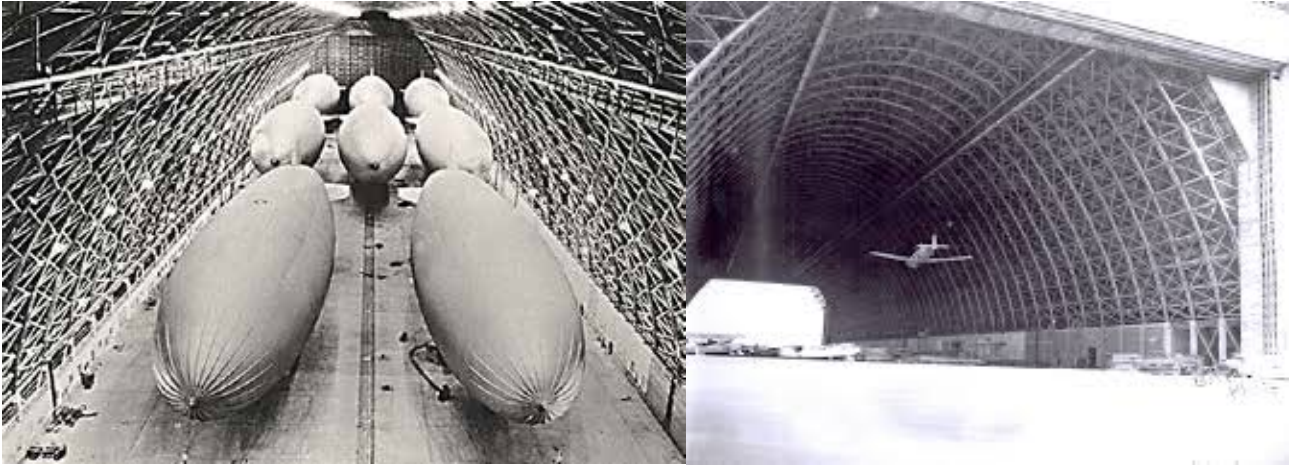
- [Cvijetkovic CA-65 Skyfly Homebuilt](#)



Some more Hangar Facts:-

- Built of wood to conserve strategic metals.
- Second Hangar erected in 27 days.
- Each could house 8 K-class Blimps 252 feet long
- Each hangar required 2 million feet of timber – most from Oregon
- 50 different lumber companies were used to prepare and supply the timber
- The first Blimp arrived in Feb 1943 but was destroyed in a storm before the hangar was able to house it.
- The Blimps patrolled the coast down beyond California and could remain in the air for more than 48hrs.
- When Hangar A burned down it was being used by farmers to store 300 truckloads of hay – I bet that was a spectacular blaze!
- Over 80,000 people a year visit and it now houses parts from the German Hindenburg airship.





This site gives some remarkable video of the hangars under construction.

<https://www.youtube.com/watch?v=QVA1fQ4rNzM>

If you are in the area – don't miss it – the building is awesome!

Enjoy
Alistair Heathcote

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 May 5th
Saturday May 19th
Saturday June 2nd
Saturday June 16th
Saturday July 7th
Saturday July 21st

Indoor Flying

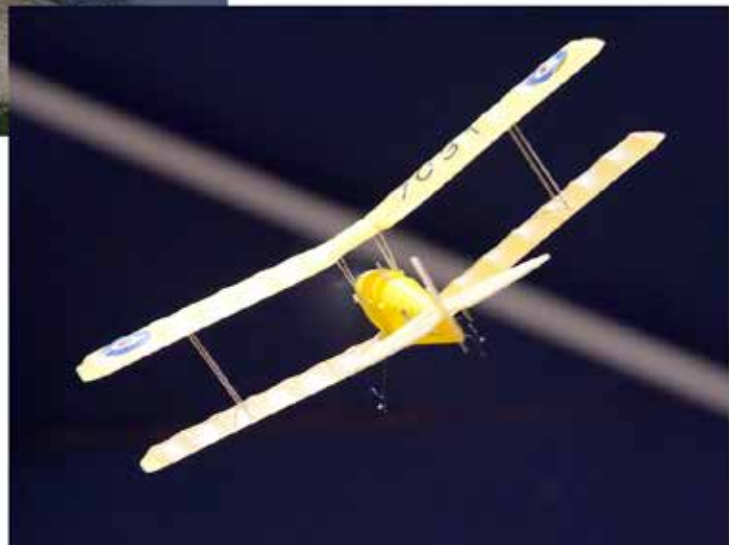
Niagara Park Stadium,
Narara Valley Drive, Niagara Park

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

Sunday May 20th 12-4pm
Sunday June 17th 12-4pm
Sunday July 15th 12-4pm

GCAC is an MAAA Club
All Members Welcome

See www.gcac.org.au,
email secretary@gcac.org.au or call Jaz Cooper on 0411 053339 for more information





Millennium Cup dates for 2018

September 22 & 23

Round 4 Gloucester

October 21

Round 5 Maddens Plains

November 11

Round 6 Shoalhaven

* = awaiting confirmation of dates

Millennium Cup Committee contact details:

Les Morris - carolandles@optusnet.com.au

Fred Lodden - felodden@hotmail.com

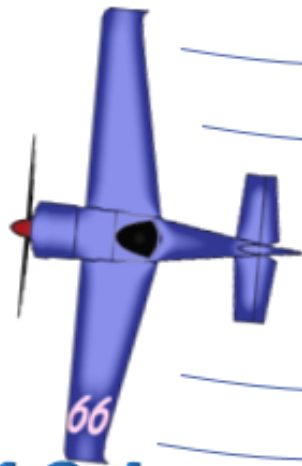
Paul Gibson - piglytoo@gmail.com

Doug Lacey - doug1947@bigpond.com

F1NAR

Presents:

NSW Round of Formula 1 National Air Races



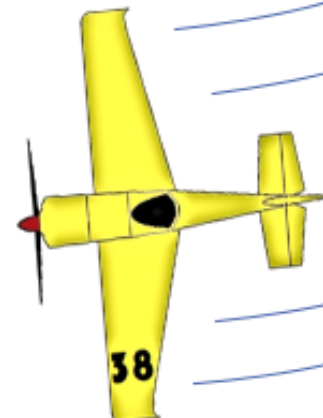
9-10 June
(PUBLIC HOLIDAY Monday 11th)
2018

Field open to practise Friday

Free flying with poles still up
Monday for anyone that
wanted to try the track out
without the pressure of
competition, or just a general
fly for fun.



**NSW State
Field
4876
Gundagai Rd
Cootamundra**



**All classes from beginners
to seasoned racers:**

- | | <i>1st Prize</i> |
|---------------------------------|-----------------------------|
| • Red Bull (Entry Level) | \$100 |
| • F2 (Entry Level) | \$100 |
| • Texan | \$100 |
| • Reno | \$300 |
| • F1 | \$300 |
| • Golden Era | \$100 |

Supporters:



Aviation Hobbies

For more information check out www.F1NAR.com

Email: nitro2burn@bigpond.com

Phone: Byron 0408297665



COFFS COAST R/C FLYERS in
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
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, or “snail mail” to 34 Towarri Street Muswellbrook 2333

or

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

for registration or further enquiries





SUNDAY 29TH JULY 2018

09:00 am – 01:00pm

AEROMODELLING CAR BOOT SWAP MEET

FUN FLY & SAUSAGUE SIZZLE

*!!!Your chance to get rid of some stuff
& maybe pick up a bargain or two!!!*

Garrawarra Field is on the Old Princes Highway,
3.7 Kilometres South of Waterfall, & driving south,
200 metres past the turn-off to Woronora Dam, on
the right, big black gates, western side of highway.
Gate GPS Co-ordinates: Lat S34.161 - Long E150.97

Fun-fly requirement: Must be a current MAAA member holding
as appropriate: Bronze, Silver, Gold Wings, or fly on buddy cord.

Contact via website: <http://sssfa.com>

WAGGA MODEL AERO CLUB



LONG WEEKEND SEPTEMBER 29th-30th 2018

WE LOOK FORWARD TO SEEING YOU HERE

SCALE RALLY WEEKEND

SCALE AND STAND OFF SCALE MODELS WELCOME

ALL PILOTS

TO HAVE CURRENT MAAA MEMBERSHIP CARDS

A SINGLE \$25 ENTRY FEE

COVERS BOTH FLYING AND SWAP & SELL PARTICIPATION.

CAMPING

AVAILABLE AT THE FIELD. \$15 PER NIGHT. HOT SHOWERS AND TOILETS.
NON POWERED SITES ONLY.

CANTEEN

WILL OPERATE ON BOTH DAYS. HOT FOOD AND DRINKS.

SWAP & SELL

BRING YOUR OWN TABLE OR TENT OR SELL FROM YOUR CAR.

NOTICE BOARD AVAILABLE TO LIST ITEMS OR YOUR PROMOTIONAL POSTER

ENTRY FORMS AND PAYMENT DETAILS

AVAILABLE ON THE CLUB WEBSITE AT waggamac.org.au FROM MAY 30 2018.

CONTACTS

TONY McATAMNEY Ph. 0417294748 OR 02 69331388 maccat4@bigpond.com

BRIAN THOMSON Ph. 02 69223941 briandt_99@bigpond.com



*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
100th 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 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.

**WAGGA MODEL AERO CLUB
PRESENTS
46TH ANNUAL
MILITARY SCALE
COMPETITION**

Bring the family for a great day out!



**FRIDAY, SATURDAY & SUNDAY
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**SCALE RADIO CONTROLLED MODELS
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**NON POWERED CAMPING SITES
SHOWER AND TOILET FACILITIES**

ONLINE PRE REGISTRATION AVAILABLE (PREFERRED)

15KMS SOUTH OF WAGGA ON THE OLYMPIC HWY

More information is available on our website at WWW.WAGGAMAC.ORG

Deadline for submissions to Newsletter #407 (June 2018) is Friday 15th June 2018.

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

dave.lewis@internode.on.net



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