



AEROMODELLERS
NEW SOUTH WALES



*Tim Nolan's 1/4 scale Anderson Kingfisher about to take to the air, a perfect touch and go at the Penrith Regatta Centre.
A beautiful winter's day in early June.*

Photo via Rob Masters (WPMAC / ROW).

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Diary Notes

Next Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Saturday 18th August 2018, 4:00pm at the Coffs Coast R/C Flyers field, 16km north of Coffs Harbour at the Clay Target Club.

Following Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 12th October 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #409 (July 2018) deadline for submissions:

Friday 20th July.

Contacts

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AEROMODELLERS
NEW SOUTH WALES



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

General Bi-Monthly Management Committee Meeting and Annual General Meeting Minutes

Aeromodellers NSW Inc

Venue: Dooley's Waterview Club
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 8th June 2018

Bi-monthly meeting

Meeting Opened: 8:01pm

Attendees: Rob Masters WPMAC, Dave Lewis Coota, Jeremy Randle NSW Pylon, George Atkinson WRCS, Tim Nolan ROW, Aranka Nolan ROW, Graham Hutchinson ROW, Bruce Thrift CVRCMAC, Pat Darbin FATMAC, Tony turner FATMAC, Malcolm Robertson CMAC, Adriel Bent CMAC, James Martin SMRC, Greg Hoy CMAC, Steve Norrie NSW Scale

Visitors: none

Apologies: Ted Ashley, Peter Pappas, Geoff Green, Zak Kiternas

Minutes: Motion: That the minutes of the meeting held on the 13th April 2018 at Dooley's Waterview Club as published in Newsletter 406 be accepted as a true and correct record of that meeting.

Moved: CVRCMAC **Seconded:** NSW Scale **Carried**

Business Arising:

1. MAAA Conference – May 2018 – see new business for this meeting
2. AEFA proposal to sponsor young pilots into F5J – see new business for this meeting

Correspondence:

Correspondence In		
Source	Content	Outcome and matters arising
Bruce Thrift – CVRCMAS	Enquiry about status of book written by Paul Phibbs – Attaining Your Bronze and Silver Wings	Had been submitted to MAAA previously. Reviewed by CFI and published via ANSW Newsletter link
Kevin Dodd – MAAA	Out of office 23/4 to 1/5 at 2018 CIAM Switzerland	Info only
Kevin Dodd – MAAA	Shared dropbox link for annual MAAA council conference documents	For record only
Kevin Dodd- MAAA	Notification that dropbox documents for conference are for council delegates use only	For record only
Greg Lewis - CDAC	Notification of Airventure taking place at Cessnock Airport 20 to 22 September 2018	Potential ANSW/MAAA involvement for discussion at 8 th June meeting
Bob Cantwell – SSSFA	Follow up on addition of SSSFA to Find a Club area on ANSW website	With Aranka
David Moont	Input concerning ANSW search for state field	Points included in considerations
Kevin Dodd – MAAA	Addition of many documents to the dropbox for MAAA council attendees	Info only
Bruce Thrift – CVRCMASC	Insurance policy – request to note interest of Landcom (NSW Gov't)	Actioned
Maria Anderson	Requesting articles for August Wingspan	Secretary discussed with Maria and article to be written by WRCS
Kevin Dodd – MAAA	Minutes of March MAAA exec meeting	Info only
Kevin Dodd – MAAA	Certificate of Currency 18/19 for insurance policy with interest of Landcom noted	Forwarded to CVRCMAC
Crimmins and Co – ANSW auditors	Completed audit report for 17/18 fiscal year	For record and report at AGM – June 2018
Kevin Dodd – MAAA	Contact details for assistant secretary during handover period	Information only
Levi Wagner – Sky Aces	Copy of correspondence to CASA – NOTAM at Kempsey Airport 11/6 for model jets	Info only
Rick Harris – PMAC	Request for assistance with risk assessment	Info only
Paul Bennet – Lismore	Lismore Aviation Expo approval	Processed
Grant Astley - DMAC	Request for assistance with risk assessment	Info only

Lee Stevenson – Northern Beaches Drone Crew	Insurance query for use of a school field	Confirmed, and insurance certificate of currency provided
Late Correspondence Not Yet Dealt With		
Source	Content	Outcome and matters arising
Correspondence out		
Source	Content	Outcome and matters arising
Secretary ANSW	Letter to Bruce Thrift for onward transmission to Landcom noting interest	Sent
Secretary ANSW	Email to Kevin Dodd requesting interest of Landcom be noted on policy	sent
Treasurer ANSW	Forwarding auditor letter to MAAA requesting ledger information to complete ANSW annual audit	Various correspondence – action completed
Vice President ANSW	Jurds real estate re land opportunities	Completed
President ANSW	Seeking final wording for resolution on requirement for instructors to be re-assessed periodically	To be presented at meeting
President ANSW	CASA and others – display application for Paul Bennett Airshows	

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

Moved: WRCS **Seconded:** WPMAC **Carried**

Reports

Treasurer **Steve Norrie**

The Treasurer's reports for Feb and Mar 18 were published in bulletin 22 of 2017/18.

The Treasurer's reports for Apr and May 18 were presented to the meeting and will subsequently be circulated in an Email Bulletin. Additional expenses were submitted and detailed for the attendees.

The audited accounts for 2017/18 were presented to the meeting and will be subsequently circulated in an email bulletin.

Motion: That the Treasurer's report be accepted, and the accounts presented be approved for payment.

Moved: CMAC Seconded: WRCS Carried

Motion: That Crimmins and Co be re-appointed as auditors for 2018/19.

Moved: CVRCMAC Seconded: ROW Carried

President and CASA Liaison **Tim Nolan**

We have come to the end of your new representatives' teams first year. It has been a solid year for ANSW. We began with welcoming Greg and Clive onto the team and the energy and wisdom they bring has enabled us to complete large parts of our **Strategic Plan**. The search for a suitable flying field is progressing, but I will let Greg update you. Clive has brought his good humour and skills to ANSW and along with the rest of the team, Steve, Dave, Rob George and Aranka it has been a year of developing ANSW and working with clubs to help them grow.

There is significant growth in the Drone Racing and micro Drone area, and some of our groups are very active in promoting them to the wider community, if you have not tried some of these amazing aircraft then find a friend with some goggles and have a go.

During the year we managed to visit several clubs around the state and they have given us valuable feedback on their needs and a number also now have a greater appreciation of how the various elements, MAAA, ANSW and the clubs work together. We are looking forward to getting out from the desks, going to more clubs and enjoying some flying at different clubs this coming year.

Significantly the issue of **CASA Direction 96/17** has major ramifications for all forms of recreational aviation. We were fortunate in ANSW that of the flying fields directly impacted by 96/17 where all operating under Area Approvals issued by CASA.

The broader impact of **Directive 96/17** on our operations limits all clubs to 400AGL, and operations within 3 nautical miles (approx. 5klms) of a Controlled Aerodrome. There is a process for operating above that height and it is outlined in MAAA MOP004. For example, if your club holds glider events then you need to follow the procedure. Simply put, it is a risk assessment on how you will manage the risk to other airspace users when above 400AGL. The process is not difficult and the ANSW leadership team are here to help with any questions.

We need all clubs to advise us if they are planning to **operate above 400AGL** and to supply a copy of their completed risk assessment. There is a requirement for us to advise MAAA and CASA of those clubs that are using the provisions of CASA Directive 96/17 for operations above 400AGL.

It is great to see that we have now received some clarification from **CASA** as to what constitutes a display and when a Display Approval is required. In short if you have a racing event, glider competition, scale rally or a general open fly-in day, these are not a display and do not require a Display Approval. If, however you have scheduled flying display of models and pilots or if the flying is not at your normal field, perhaps a showground etc, then this could constitute a display - please check with ANSW and we can help with any approvals that may be required.

We have a sound working relationship with the **RPAS (Remote Piloted Aerial Systems)** section within CASA. They oversee our operations. They are also the ones who police our activities. Some of our members have come to their attention and we should all be aware of our obligations and responsibilities under CASA 101 and CASA Directive 96/17. If you stick with the rules of the MAAA and the MOPs, you will be complying with all relevant Legislation.

It has been great to see the increased patronage at the **State Field at Cootamundra** and the efforts of Grahame James, his wife and his amazing band of helpers. If you have not been down to the field I would encourage you to visit. It is a great venue and Grahame and his club members will welcome you. It belongs to all of us so why not arrange for a club flying weekend? Camping on site is fine and there are toilets and a hot shower available. Just talk to Steve Norrie to arrange a visit.

The **MAAA Conference** was held in May in Adelaide and I'll leave it to Clive to share his impressions and outcomes from the weekend. Dave Lewis and Rob Masters also attended as observers and I am sure they will also provide you with some insights from their perspective.

Speaking of changes within the MAAA, Mr Tyson Dodd has been appointed as the new **MAAA Federal Secretary** and he will be stepping into the role over the next few months. Mr Bruce Hoffman was elected to the position of **Vice President** and Kevin Dodd was directly appointed to the position of **Safety Officer** on the Executive.

On the **Flight Training** front there are changes to occur with the Instructors. George will cover these in his report, and we will also be looking at how we manage these changes.

Dave has been doing his magic with the database and providing us with valuable metrics on **our membership**, and comparisons with other associations.

Steve has been doing a great job managing the money and ensuring that we are **financially** on track, His accurate and timely updates are reflected in the Auditor's report for the year.

Rob has been creating the **newsletter** now for many years and a lot of us are wondering where he finds all the stuff that we enjoy reading about. We have so many stories with ANSW and I would encourage anyone with some photos and yarn to commit it to paper and send it off to Rob so others can learn about and appreciate the skills within aeromodelling.

And to Aranka, the glue that holds the **communications and marketing** together as well as supporting us with a different perspective strategically. Well done on keeping the website, social media and marketing together. The next changes to the website will help us streamline some of the communications to clubs

who want to build their membership. We have been trying to contact the clubs to build referral points for new members and I would encourage all clubs that are interested in growth and continuing to fly to contact Aranka or a member of her team.

This is our organisation and your Representatives need assistance from you.

Can you find a few hours a month assist? We are looking for people to assist with:

1. Helping clubs complete their Risk Management Profiles.
2. Taking over the liaison role with CASA.
3. Helping Aranka to communicate with the clubs.

Our continued growth comes back to the clubs who are the touch point for potential new members. It is difficult reading survey results indicating clubs that actively discourage new members. Surely we would want any interested person to be able to enjoy what we have known about for years.

We are planning some larger events over the next year that will showcase to the public what we do and where and how they can start to enjoy aeromodelling. There will be opportunities for pilots to become involved in these activities so keep any eye out in the newsletter if you are interested in participating.

In closing thank you for your support and engagement with different things we are working on over the year and I look forward to catching up on a flying field with you soon.

Secretary **Clive Weatherhead**

This has been an eye-opening first year in the role of ANSW Secretary, and I would like to acknowledge the help and support that I have received from the other representatives on the committee, as well as the many club members who have communicated with me during the year, and the MAAA team who have been both supportive and responsive.

It is clear that ANSW must continue to build its relationships with the MAAA, other state and federal bodies as well as continuing the excellent relationship we already have with CASA. In addition, it is clear that the majority of aeromodellers do not know what ANSW does, what MAAA does, why either or both are needed or what the difference is. That's a big "must try harder" for us, and whilst the clubs that have needed help with constitutions, risk assessments, area approvals, insurance issues, field retention, instruction and wings certification, marketing and event promotion etc may have a fair idea, it's on the agenda for 2018/19 to make sure that people do know what is available to help them from ANSW.

Sitting high on the agenda, also, is the need for another state field for club, interclub, state and national events, probably to the north of Sydney, within easy reach for a large number of members. A lot of groundwork has been laid for that in the last year, and 2018/19 could see us making that a reality.

A final observation and, in my opinion, the largest single challenge and opportunity for us now, is how we can all do better to integrate with the large community of drone, FPV, multicopter and park flyers – a community about 20 times the size of the fixed wing/helicopter club membership. It's an interesting time, with some people (and some clubs) putting on their best blinkers and refusing to have a bar of these youngsters and their new-fangled technology, through to some clubs that have welcomed the FPV racing community warmly, swelling their ranks and enjoying the challenges that these branches of aeromodelling offer. Looking back 45 years or so, I remember people at my first club who didn't think radio control was proper aeromodelling, and I dare say that many modellers from 35 years ago would be equally horrified by the advent of ARF, foam models, and pre-cast fibreglass competition gliders that

deliver a performance only dreamt about in the heady days of tissue and dope and spluttering diesel motors. The truth is that it is all aeromodelling. I'm excited that there are 300,000 people flying drones, racing FPV, getting to grips with a park flyer with autopilot and learning their basic controls on a simulator. If we show them a warm welcome then we'll have some very exciting clubs indeed, and we might just push the average age of aeromodellers down a bit, which would be fantastic news for the future of our hobby.

That said, there might be a few people seething just reading this and, if so, good. I'd much rather have the matter out in the open for discussion than muttered about on the benches behind the pits. This morning I watched someone with a flying wing with full autopilot capability, brilliant on-board FPV, dealing with a howling wind and still sending back beautiful, steady video. Is that aeromodelling? Would it be aeromodelling if it relied on 3 or 4 propellers instead of one motor and a wing? Does the foam construction preclude it from being a proper model aircraft? Maybe it fails because the pilot has only been an aeromodeller for 4 decades (and a scratch builder of stunning scale models)?

I really hope that more and more club flyers take the opportunity to look at these exciting new technologies.

It's a great time to be an aeromodeller – that's for sure.

Vice President

Greg Hoy

The 2017/2018 year has seen a significant amount of work undertaken. Engagement with our members continues and visiting clubs has assisted in building lines of communications between the local club and ANSW representatives. In doing so, we are able to provide the required level of service to meet the clubs needs.

The creation of the Risk Assessment training and associated materials brings NSW to a new level of safety management. This will position us well for future CASR 149 regulations. CASA has reviewed our material and have articulated that ANSW are moving in the "right" direction. We will continue to lend support to our clubs completing risk assessments and urge club committees and members to avail themselves of the reading materials on Risk Assessments. ANSW will continue to provide information sessions across NSW as the need arises and I look forward to visiting regional areas and answering any enquiries on risk assessments and risk management.

With a number of clubs facing difficulties with urban sprawl and potential loss of fields, work continues on trying to find a suitable location for a second State Flying Field in NSW. Initial sites were located and assessed around Wollombi, Marulan, Bungonia, Canyonleigh and the Southern Highlands. More recent inspection areas have focused on the Lower Hunter near Mulbring, and Quorrobolong south of Maitland. The areas are all within 2 hours of Parramatta and thus far we have considered some 25 sites with inspections complete on 8 properties. Of course the parameters set to ensure the effective use of the field for aeromodelling, does discount many properties.

The ANSW committee always welcome member's assistance in checking real estate agent brochures and any other advertising for any site that would be suitable. The basic criteria are; within 2 hours of Parramatta (central reference point of metropolitan Sydney), 100 acres or more, relatively easy road access, sufficient amount of cleared land, ability to obtain a CASA height clearance to 2000' (ie not under a major flight path) and ability to obtain a suitable land use rezoning from the local Council. Added benefits would be the availability of utilities (eg water, power, phone) including sheds or other residential structures.

In addition to the work completed in finding a second State Flying Field, assistance has been afforded to some clubs in regard to working with Councils in establishing new fields.

In closing and on a slightly different note, I would like to acknowledge the New South Wales Free Flight Society of their efforts in hosting the 70th Nationals at West Wyalong. Coordinating such events is never an easy feat and certainly requires a high-level dedication. This certainly reinforces an ongoing commitment to Aeromodelling activities in Australia.

Registrar Dave Lewis

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

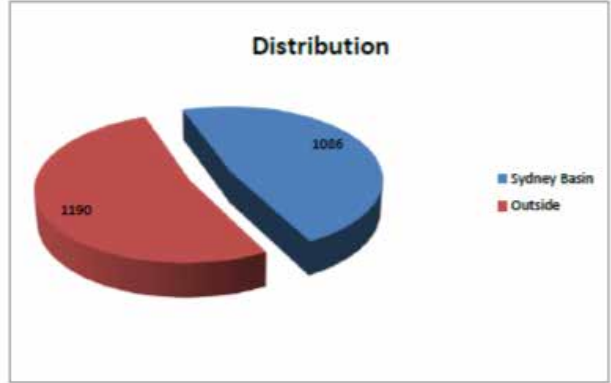
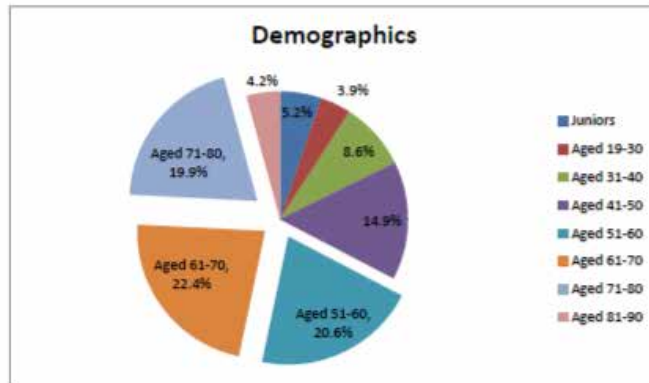
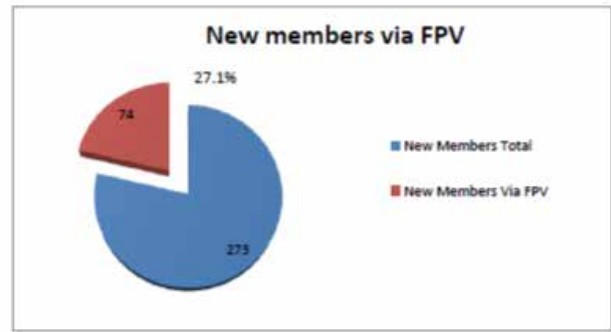
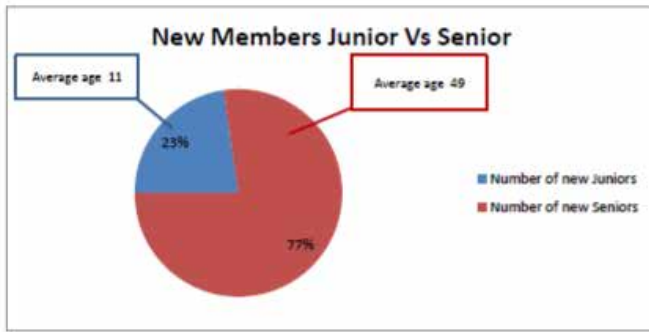
	Age
Average age of new Junior	11
Average age of new Senior	49

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	8.6%	195
Aged 41-50	14.9%	338
Aged 51-60	20.6%	468
Aged 61-70	22.4%	510
Aged 71-80	19.9%	453
Aged 81-90	4.2%	96
Aged 91+	0.13%	3

Distribution	No.	%
Sydney Basin	1086	48%
Outside	1190	52%
	2276	

Members Under	No.
50	740
70	1718
90	2267



Newsletter editor Rob Masters

This month marks a year since we started using MailChimp as the vehicle to distribute the newsletter. It is a quantum improvement over using MS Outlook where I had to break up 2000 odd members into groups of fifty and then send them out one after the other. On top of making my life a bit easier we are now able to see stats on how many are clicking on and opening the newsletter and we now publish this information each month.

As you will be aware from the Registrar’s report, we have this year, as an organisation, arrested our slowly declining membership. Whilst we all hope we can repeat this in the coming year, unfortunately we become a victim of our own success as pushing us beyond 2000 email subscriptions puts us in the commercial envelope and may force us to pay a consequent monthly subscription rather than getting it for free as we have been to date. The cost isn’t sheep stations, but it’s been nice while it lasted.

One thing MailChimp can’t fix is bouncing emails (81 from the last mailout) from dead accounts – can I ask Club Secretaries/Registrars to proactively check their members’ email address when renewing this year.

Last year was also the first year that we produced 11 issues. Historically we don’t do a January issue (enjoying a Christmas / New Year break) and until last year didn’t do one in August as at that time registrations were only just starting to come in and so we didn’t really have a mailing list to speak of. We intend to continue publishing the August edition and will be using the list from the previous month, irrespective of whether those members have re-joined.

Other than that, I would just like to pass on my appreciation to all who help me out with regular (and not so regular) contributions. I often worry about what I am going to have available to publish but in most cases something always turns up at the last moment. Thank you all.

Email Campaign Report		
Title:	Aeromodellers NSW Newsletter #406 - April 2018	
Delivery Date/Time:	Sat, 05 May 2018 4:44 pm	
Overall Stats		
Total Recipients:	1,994	
Successful Deliveries:	1,913	
Bounces:	81 (4.1%)	
Times Forwarded:	0	
Forwarded Opens:	0	
Recipients Who Opened:	1,020 (53.3%)	
Total Opens:	2,782	
Last Open Date:	6/6/18 7:17PM	
Recipients Who Clicked:	641 (33.5%)	
Total Clicks:	8,637	
Last Click Date:	6/6/18 7:17PM	
Total Unsubs:	3	
Total Abuse Complaints:	1	
Times Liked on Facebook:	0	
Clicks by URL		
URL	Total Clicks	Unique Clicks
http://nsw.aeromodellers.org.au/wp-content/uploads/2018/05/ANSW-NL-406-April-2018.pdf	8,628	638
https://www.facebook.com/aeromodellersnsw/	5	4
http://nsw.aeromodellers.org.au	4	3

Email Campaign Report	
Title:	Aeromodellers NSW Newsletter #407 - May 2018
Delivery Date/Time:	Sat, 02 Jun 2018 5:02 pm
Overall Stats	
Total Recipients:	1,958
Successful Deliveries:	1,877
Bounces:	81 (4.1%)
Times Forwarded:	0
Forwarded Opens:	0
Recipients Who Opened:	952 (50.7%)

Total Opens:	2,223	
Last Open Date:	6/6/18 7:47PM	
Recipients Who Clicked:	567 (30.2%)	
Total Clicks:	4,757	
Last Click Date:	6/6/18 7:47PM	
Total Unsubs:	2	
Total Abuse Complaints:	0	
Times Liked on Facebook:	0	
Clicks by URL		
URL	Total Clicks	Unique Clicks
http://nsw.aeromodellers.org.au/wp-content/uploads/2018/06/ANSW-NL-407-May-2018.pdf	4,756	567
http://nsw.aeromodellers.org.au	1	1
https://www.facebook.com/aeromodellersnsw/	0	0

Public Relations Officer Aranka Nolan

It was great to get feedback from the attendees of our AGM. They were asked to share what they saw as the challenges that we have in front of us. They covered the following areas:

- Growing new members
- Lost sites across the Sydney basin
- 4 hours for the journey to and from a field is too far away. Many will have to give up their flying if their field is 2 hours drive each way.
- Embracing new technology
- New ways of connecting to members and new members
- The benefits of minimizing the size of our models so we can still keep flying
- Information about the hobby
- The relevance of the hobby
- What to do to communicate with people who do not have a Facebook account
- ANSW website – navigation
- Stories on the site about what we do, case studies of the best in the sport
- Increased regulation from CASA
- Creating a well thought out education process
- Targeting key audiences / interest groups
- Community and government engagement and incorporating Drone flight into clubs for the older generation flyers.

Thank you to attendees and their feedback.

The main agenda that we have from the marketing side of our activities is to generate interest in the sport and increase membership.

We still have our existing focus of being visible in the community and keeping the communications open and flowing. We also have to educate our members, potential members and interested parties, and share the knowledge of safe flight. There is a lot of change being forced upon us that we have to accommodate in order to keep flying. This is presently mostly achieved through communications one on one.

As a not-for-profit organisation we have to be clever about how we utilize our resources. This year we will be providing additional video tutorials. Tim will cover how to fill in CASA applications. Greg we will be providing the ins and outs of the risk assessment process that he has developed and George will help us sharpen our flight training skills. Each has significant knowledge and experience in their area of expertise and the videos are aimed at enabling you to get confident in each area.

Following requests, we will make available the Aeromodellers items of clothing that carry the Aeromodellers brand to be purchased through the website. We are working through this for generic items in the first instance and then personalized after that.

We will also be launching a podcast that shall be distributed through community radio and on our website. This will be an opportunity for club members to share their experiences with a greater audience and showcase their expertise.

One of things that is missing in our collection of marketing is a Promotional video of our sport. Our aim is to do this in a cost-effective way and present the diversity of our sport on a short clip. It will include all disciplines.

Our website receives between 20 and 60 visitors a day. To enable visitors to find the information quickly we will be moving content around. We will be accommodating the shopping cart and the Cootamundra Booking systems into the site. We have also been getting in touch with clubs to get their logos and information so that we can create and load a dedicated page per club. That work should be complete across the next two months.

I look forward to another year of promoting the sport of model aviation

Chief Flying Instructor George Atkinson

It is timely for me to mention what happened at the MAAA conference. There have been three significant changes to MOP27.

Firstly, the time limit to renew your instructor rating has been added. A five-year time limit, if you don't renew your instructor rating within 5 years your instructor rating is going to automatically lapse.

Secondly, the written test which was previously done at the conclusion of training is now going to be included. This enables the written assessment part of the course to be completed before the course saving valuable time at the course.

Thirdly, if you don't successfully complete your refresher course by 1st July 2020 and every 5 years after that your instructor course will automatically lapse.

This may have pros & cons, however, we have now an opportunity to move forward and get better instructors.

Previously, I have requested Instructors and/or other interested individuals or clubs contact me through the cfi@nsw.aeromodellers.org.au regarding Instructors courses or other issues. I don't receive very many emails.

I repeat that invitation and also call for specific comments on what you would like to see in Instructors Courses. In order for the Executive to address any issues in a timely manner, please report feedback by the 31th July 2018.

Motion: That the committee reports be accepted.

Moved: CMAC **Seconded:** SMRC **Carried**

Annual General Meeting

Meeting Opened: 9:22PM

Chairman: Tim Nolan

Attendees: Rob Masters WPMAC, Dave Lewis Coota, Jeremy Randle NSW Pylon, George Atkinson WRCS, Tim Nolan ROW, Aranka Nolan ROW, Graham Hutchinson ROW, Bruce Thrift CVRCMAC, Pat Darbin FATMAC, Tony turner FATMAC, Malcolm Robertson CMAC, Adriel Bent CMAC, James Martin SMRC, Greg Hoy CMAC, Steve Norrie NSW Scale

Visitors: None

Apologies: Ted Ashley, Peter Pappas, Geoff Green, Zak Kiternas

Minutes: Motion: That the minutes of the 2017 Annual General Meeting held at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 397 be accepted as a true and correct record of that meeting.

That the Audited Financial reports from the 2017 Annual General Meeting as published in Bulletin 27/2016-17 be accepted.

Moved: WRCS **Seconded:** WPMAC **Carried**

Business Arising:
Nil.

Correspondence In:

- C 1.1 nomination for the position of President – Tim Nolan
- C 1.2 nomination for the position of Vice President – Greg Hoy
- C 1.3 nomination for the position of Secretary – Clive Weatherhead
- C 1.4 nomination for the position of Treasurer and State Field Secretary – Steve Norrie
- C 1.5 nomination for the position of Registrar – David Lewis
- C 1.6 nomination for the position of Newsletter Editor – Rob Masters
- C 1.7 nomination for the position of Public Relations Officer – Aranka Nolan

Review of Honorariums

In previous years the honorariums have been adjusted by CPI. For the coming year, the national CPI increase which was 1.9% through the year to March quarter 2018, source: **6401.0 - Consumer Price Index, Australia, Mar 2018, from the Australian Bureau of Statistics**, however the honorarium recipients indicated that, for 2018/19, they were happy to accept no increase.

The President requested that Secretary, Treasurer, Registrar and Newsletter Editor leave the meeting.

Chairman proposes that the honorarium stays the same for 2018/19 as it was for 2017/18, but that future reviews take account of CPI from the previous baseline – March 2017.

Position	2016/17	2017/18	2018/19
Secretary	\$2.20	\$2.25	\$2.25
Treasurer	\$2.20	\$2.25	\$2.25
Registrar	\$2.20	\$2.25	\$2.25
Newsletter Editor	\$2.20	\$2.25	\$2.25

Moved: ROW Seconded: SMRC Carried

The President also proposed that Rob Masters be awarded life membership of ANSW in recognition of his commitment to the delivery of a first-class newsletter since 2008 as well as his contribution to the development of the ANSW website and his work on behalf of Aeromodellers NSW as a whole.

Moved: ROW Seconded: SMRC Carried

Election of Office bearers for 2018-19

As there is only one nomination for each position the Chairman asked the nominees if they accepted their Nomination,

- President Tim Nolan
- Vice President Greg Hoy
- Secretary Clive Weatherhead
- Treasurer Steve Norrie
- Registrar Dave Lewis
- Newsletter Editor Rob Masters
- Public Relations Officer Aranka Nolan

Having accepted the nominations, the Committee Members were appointed by the meeting.

Setting of the Aeromodellers NSW Affiliation Fees 2018-19

The fees for the coming year were set at the April meeting and are confirmed, below, for information.

The Fees for Aeromodellers NSW for the membership year 2018-19 will be:

Seniors \$40.00
Juniors \$0

Half Year (available from 1 Jan 2019 for new members only)

Seniors \$25
Juniors \$0

NOTE THIS DOES NOT INCLUDE THE MAAA FEE, WHICH IS ALSO UNCHANGED.

General Business:

The next Annual General Meeting of Aeromodellers NSW is scheduled to be held in Sydney at Dooley's Waterview Club, Cnr Clyde St & Silverwater Rd, Silverwater commencing at 8pm on **Friday 14th June 2019**, all members and visitors are welcome. Note the AGM for Aeromodellers NSW will be conducted during the normal Business meeting, in accordance with normal practice.

There being no further business before the meeting, it was declared closed at: 9:34PM

Bi-monthly Meeting Re-opened

Meeting Re-opened : 9:34PM

Awards:

Awards			
MAAA power fixed wing			
Name	Club	MAAA number	Class
Michael O'Keefe	CCMAC	85049	silver
Brian Beckhaus	CCMAC	82938	silver
Casey Isele	Snowy Mntns MAC	85361	bronze
Andrew Lane	Snowy Mntns MAC	85667	bronze
Cory Eustace	MDMAS	60764	silver
Mark Dawes	SSSFA	82795	silver
David Burton	BEGA District MC	83930	Silver
Denis Sutherland	Phoenix MAC	73894	Bronze
Matthew Anderson	NSWPRCRA	85184	Silver
Robert Searles	CCMAC	73718	Gold
Bill Esler	Wagga	84981	Bronze

MAAA glider			
Name	Club	MAAA number	Class
MAAA helicopter			
Name	Club	MAAA number	Class
Greg Adams	SSSFA	85717	Silver
MAAA multirotor			
Name	Club	MAAA number	Class

Motion: That the nominations for Gold Wings be ratified.

Moved: CMAC **Seconded:** NSW Pylon **Carried**

General and New Business:

1. Report on MAAA Council conference key points
2. ANSW strategic plan for 2018/19 (this will be published in the next newsletter)
3. ANSW field purchase update

Motion: That the meeting approves the ANSW Executive to use up to \$10,000 of funds to secure options on a field, pending approvals for funding from MAAA, change of use applications and satisfactory resolution of any identified potential show-stoppers prior to the purchase.

Moved: ROW **Seconded:** WRCS **Carried**

4. ANSW marketing focus for 2018/19
5. Request for funding – AEFA Juniors Programme – Trevor Smith – CW apologised for failing to obtain an update prior to the meeting.
6. Request for funding after bushfire – CMAC – Malcolm Robertson
7. Grant request for post flood repair by Lismore club as last request to MAAA was within prior 3 years

Motion: That the meeting approves the granting of up to \$1500 each to Cronulla and Lismore clubs, payable against invoices, for disaster relief. These payments to be ex-gratia and outside of the ANSW formal constitution which does not allow for club support payments, which should normally be addressed to the MAAA as part of the annual grant request programme or, failing that, as a one-off request for emergency lending or grant support.

Moved: SMRC **Seconded:** CVRCMAC **Carried**

8. Request for partial funding for overseas scale competition – Peter Goff and Anthony Ogle.

Motion: That the meeting approves the granting of up to \$250 each to Peter Goff and Anthony Ogle, payable against invoices, for F4C competition expense support. These payments to be ex-gratia and outside of the ANSW formal constitution as competitor support is covered by the MAAA.

Moved: CMAC Seconded: WRCS Carried

9. Air Venture Australia – 20-22 Sept 2018 – item passed in due to time restrictions. To be discussed post meeting
10. Coffs Harbour event – weekend fly-in 18/8/18 to 19/8/18 – notification.
11. Bruce Thrift expressed thanks on behalf of CVRCMAC to the ANSW team for responding to insurance and risk management queries and helping CVRCMAC to retain their field rights for a further 12 months
12. **The next general meeting will be held at Coff's Harbour (not Dooley's Waterview) and will be at 4:00pm, Saturday 18th August 2018.** (The next general meeting to be held at Dooley's Waterview will be in October.)

Motion: That the items of general and new business, above, be recorded as discussed

Moved: CVRC Seconded: CMAC Carried

There being no further business before the meeting, the meeting was declared closed at 10:36 pm.

Aeromodellers NSW 2018 Calendar

(Compiled 29 June 2018)

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

Jun 2018

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
21-22	CMAC Inaugural Winter Indoor Fun Fly	Cowra	Andy Lockett	0412 820 865
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
18	Aeromodellers NSW General Mtg Coffs Coast R/C Flyers field, 16km north of Coffs Harbour at the Clay Target Club	Coffs Harbour	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
24-26	CMAC Oily Hand 2018	Cowra	Andy Lockett	0412 820 865
25	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339

Sep 2018

8	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
15	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
16	F5J HSL	Maddens Plains	Fred Lodden	0418 443 804
22-23	2m Glider Millennium Cup Round 4	Gloucester	Paul Gibson	0425 356 533
25	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
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	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
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
3-4	3 rd Annual F5J Trophy – NAAS Canberra	Canberra	www.aefnet.com	
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
18	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
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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Club News & General Interest

Ten Aviation Tales Prove that Sometimes Truth Really is Stranger than Fiction

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

1. Spitfire Ride

On February 14, 1945, Leading Aircraftwoman Margaret Horton, an RAF WAAF, was assigned a familiar job: sit on the horizontal stabilizer of a Spitfire to help hold the tail down while it taxied on a windy day. Unfortunately, nobody thought to tell the pilot, Flight Lt. Neill Cox, that she'd be jumping aboard. (Horton later admitted that "the squadron was run in a slap-happy way.") The normal drill was for the tail-sitter to grab the aircraft's elevator and waggle it before the pilot turned onto the runway, so he'd know she was hopping off. But this time Cox made a casual gesture out of the cockpit that Margaret took to mean "Hang on, don't go yet." Big mistake. As the Spitfire accelerated down the runway, Horton had the good sense to quickly flop across the tail cone, where she was held in place by the vertical fin, her legs to the right and her torso to the left. Another WAAF who'd seen what was happening dashed off to tell a flight sergeant, who ran to the control tower. Cox was ordered to make a quick circuit and land, but wasn't told why. Between Horton's death grip on the elevator with her left hand plus the Spitfire's tail-heaviness, Cox had already figured that something was amiss, but he couldn't see as far aft as his airplane's empennage. Relieved to be back on the ground, Horton announced that after a change of panties and a cigarette, she'd be good to go back to work. She was later fined for losing her uniform beret during the short trip around the pattern.

2. Crusader Fail

On June 21, 1963, Marine Lieutenant Cliff Judkins was tanking from an Air Force Boeing KC-97 over the Pacific, on his way from California to Hawaii, when the automatic shut-off valve of his F-8 Crusader failed and the internal fuel bladder burst from the pressure of the still-flowing fuel from the tanker. With flames streaming from the big Vought fighter, Judkins tucked in his legs and jerked the canvas face curtain to eject. Nothing happened. He quickly pulled the

alternate firing handle between his knees, but still...nothing. Now Judkins' only choice was an old-fashioned bailout. Nobody had ever tried stepping out of a Crusader, with its vertical stabilizer a tall machete aft of the cockpit, but Judkins trimmed the ship to skid, manually jettisoned the canopy and at 220 knots and 15,000 feet was quickly sucked out of the cockpit. His troubles weren't over. When he pulled his parachute's D ring, Judkins got a streamer: The little pilot chute deployed and the shroud lines pulled out normally, but the main canopy remained an unopened bundle, wrapped like a moth in a spiderweb by the shrouds. Judkins fell nearly three miles into the Pacific, the streamer slowing his terminal-velocity plunge by perhaps 10 percent—likely still a good 110 mph straight down. He survived the fall with two severely broken ankles, a fractured pelvis and vertebra, a partially collapsed lung and various lesser injuries. Four years earlier, after Judkins had been in a bad automobile accident, he had had his spleen removed during surgery. A doctor later told him that if he'd still had his spleen, the fall from the F-8 would have killed him when the impact ruptured it.

3. Seat Belt Fastened at All Times

There weren't many old BAC One-Elevens still flying in 1990, but one of them, British Airways 5390, was en route from Birmingham to the Spanish island of Malaga on June 10. It was a sunny Sunday, with 81 happy beachgoers aboard, when the entire pilot's-side windscreen blew out as the One-Eleven climbed through 17,300 feet. The captain, Tim Lancaster, was almost instantly sucked out the opening—he'd removed his shoulder harness after takeoff and loosened his lapstrap—but fortunately the backs of his knees jammed against the top of the windscreen frame while his feet were caught under the yoke of his control column. Steward Nigel Ogden, who had just entered the cockpit, grabbed Lancaster by the legs while the first officer got the airplane under control. Ogden was on the verge of being dragged out

as well when a second steward reached the cockpit and secured him with a strap from the captain's shoulder harness. By this time, Lancaster had slipped sideways from the roof of the cockpit, and his bloodied head was flailing against the left side window. The crew assumed that he was already dead. "His eyes were wide open," Ogden recalled. "I'll never forget that sight." Lancaster was actually comatose, his systems shut down as a result of the incredible shock and the excruciating cold of the high-speed slipstream. A second steward eventually had to relieve Ogden, who was frostbitten and losing his grip, and by the time the airplane landed at Southampton, England, Lancaster was being held only by his ankles. He in fact survived with a fractured arm and wrist, and his first words after being pulled back into the cockpit were "I want to eat." ("Just like a pilot," Ogden reportedly said.) It was soon determined that an overworked mechanic had used undersized bolts on 84 of the windscreen's 90 hold-down fittings.

4. Free Fall

On Christmas Eve 1971, a Peruvian Lockheed L188 Electra, LANSA Flight 508 en route from Lima to the small Amazon jungle city of Pucallpa, came apart in a thunderstorm: A lightning strike ignited a fuel tank, and the fire caused the right wing spar to fail. The four-engine turboprop had been cruising at FL210, and the flaming pieces fell unseen into a 15-square-kilometer area of the tropical void below. There had been 86 passengers and a crew of six. All but one were killed. That sole survivor was a 17-year-old high school senior, Juliane Koepcke, the daughter of a German zoologist and his wife, a Peruvian ornithologist. Juliane's mother, sitting next to her, died in the crash of LANSA 508 while Juliane's father awaited them at Pucallpa. Two things were remarkable about the crash: how Juliane survived it, and how she then saved herself from death in the jungle. Koepcke had her seat belt fastened, and when the airplane came apart, she fell, still strapped into the window seat, while her mother and the aisle-seat occupant fell free. Like a maple-seed pod at the end of its winglet, Juliane and the three-seat row helicoptered all the way down and landed in an area of jungle trees interlaced with vines that cushioned her fall. The teenager had broken a collarbone, suffered deep cuts and all but lost her vision, her eyes were so bloodshot and bruised in the fall. Koepcke had spent a good part of her young life with her

parents in the backcountry of Peru, and they had taught her survival skills. One lesson was that every rivulet of water flows into a brook, then into a stream, a tributary and eventually into a river. Dressed in a miniskirt and wearing just one sandal, barely able to see, Juliane followed the water. Twelve days later, it led her to Pucallpa. Koepcke's fall is the subject of a Werner Herzog documentary, *Wings of Hope*, which can be viewed on YouTube (posted as a series).

5. Liberated Liberator

A Consolidated C-87, the cargo version of the B-24, took off at 1 a.m. on February 9, 1943, from West Palm Beach, Fla., bound for the Azores en route to North Africa. The crew leveled the Liberator Express at 9,000 feet, but the pilot was barely able to maintain altitude. Worse, the elevator and rudders began to vibrate violently through the control column and rudder pedals. With the airplane only about 90 miles east of Florida, the pilot initiated a return, and the crew lightened their load by tossing out baggage and cargo. By the time they were inbound and descending just 10 miles east of Miami, the C-87 had become so uncontrollable that the pilot ordered the crew and passengers to jump, then followed after turning on the autopilot. Presumably, he didn't have enough control to turn the airplane seaward rather than leaving it on course toward the heavily populated Florida coast. The Coast Guard and several civilian boats pulled six of the eight jumpers from the water, but two were never seen again. Meanwhile, the C-87, having shed another 1,500 pounds of its load, shrugged its aluminum shoulders and climbed back to altitude, now headed west and under the control of the autopilot; if its tail surfaces were still vibrating, it didn't seem to bother George. About 4½ hours later, after crossing the Gulf of Mexico, the C-87 had traveled 1,300 miles and reached Zaragoza, Mexico, 25 miles southwest of the U.S. border. For two hours the Liberator Express carved lazy orbits over the Mexican town and finally crashed into a nearby mountain.

6. He's Out! He's In!

During a dogfight in January 1918, Royal Flying Corps pilot Captain Reginald Makepeace bunted his Bristol F.2B into a steep dive, and the negative Gs tossed his gunner/observer, Captain John H. Hedley, out of his seat. The RFC didn't issue its airmen parachutes in

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

7. Pardo’s Push

On March 10, 1967, after a bombing run near Hanoi, U.S. Air Force Captain Robert Pardo used his F-4 Phantom to literally push his wingman’s badly damaged F-4 to relative safety over Laos, where both pilots and their backseaters then ejected and were rescued. Captain Earl Aman’s Phantom was holed by anti-aircraft fire, and the damage drained most of his fuel. Knowing that Aman would run dry within minutes, Pardo had him jettison his braking parachute and then tried to put his F-4’s nose into the small tail-cone cavity left by the departed chute. No luck: too much turbulence directly behind Aman’s Phantom. Pardo then had Aman drop his tailhook and maneuvered behind and under Aman’s airplane until the hook was snug against the base of Pardo’s windscreen. The slightest lapse in airmanship would, of course, have put the big steel bar straight through the glass and into Pardo’s face. Even though Aman had by now shut down his engines and Pardo was flying on only one with his other engine afire, “Pardo’s Push” got the job done for almost 90 critical miles. Without the help from behind, Aman’s engine-

out glide would have ended well inside North Vietnam. The Air Force wasn’t pleased, however: Pardo had lost not one but two airplanes and was rebuked for his poor sense of economy. Bob Pardo may well have known about the similar manoeuvre attempted by Captain James Risner over North Korea on September 15, 1952, for it was an honored part of USAF lore. Like Pardo, Risner found himself with a wingman losing fuel through a tank holed by groundfire. Both were flying F-86 Sabres, so Risner told 1st Lt. Joseph Logan to shut down his engine while Risner maneuvered the nose of his Sabre into Logan’s tailpipe. He tried pushing Logan to a safe runway in South Korea, but ultimately only got him over the sea; jet fuel and hydraulic fluid streaming out of Logan’s engine bay threatened to flame out Risner’s engine, so he had to disengage. Logan bailed out but drowned. Risner survived to become the first double recipient of the Air Force Cross, as an F-105D pilot and then POW during the Vietnam War. But again, the Air Force chastised him for attempting “a dangerous manoeuvre.”

8. Cable Guy

Carroll Rex Byrd, cross-trained as both a pilot and a radioman, was a crewman aboard a Grumman JRF-5 Goose on September 21, 1943. The small twin-engine amphibian had just been transferred from the Navy to the Coast Guard and was en route from NAS New York, at Floyd Bennett Field, to CGAS San Francisco. Byrd, 26, never made it to California. A farmer picking tomatoes near Kratzerville, Pa., heard the Goose overhead and looked up just in time to see what he thought was a mailbag falling from the airplane. The “mailbag” was Byrd, who hit the ploughed ground and bounced 8 feet back into the air. The airplane, to the farmer’s amazement, simply continued droning westward. Had Byrd been a suicide jumper? Had he been pushed? Fallen unnoticed through an unlocked door or hatch? The story that eventually came to light was that Byrd had told the pilot he was going to fix an inoperative radio antenna and had pulled himself out of the cabin door onto the airplane’s roof to work on the aerial in flight. When he hadn’t returned in 20 minutes, a crewman poked his head out and saw that Byrd was gone. That remains the official version, yet it seems strange that the Goose pilot didn’t at least assign a crewman to more closely monitor Byrd’s crazy mission and immediately see that he’d fallen, and that the crew apparently reported the loss rather casually. It took days for a Navy accident

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

9. Stranger than Fiction

Luftwaffe ace Erich Paczia, the pilot of an out-of-control Me-109, was probably dead when his Messerschmitt's wing sliced into the fuselage of the B-17F All American over Tunisia on February 1, 1943, but the collision nearly did the job that Paczia's silent guns couldn't. The bomber's left horizontal stabilizer and elevator were sliced off, and the entire empennage was barely held in trail by a few longerons and a narrow strip of aluminum skin. The crew considered their chances—bail out over German-held ground or try to make it back to base—and decided to stay with the ship, knowing that if the tail did come off, their chances of getting out of a gyrating bomber were probably nil. Lieutenant Kendrick Bragg, the pilot, slowed down the Flying Fortress to 140 knots to keep the tail from literally wagging itself off and flew as gently as possible back to Biskra, Algeria. After circling for some minutes while the rest of his formation landed, Bragg made a careful approach and touched down normally, though without a tail wheel. An ambulance wheeled up to collect injured crewmen, but Bragg waved it off; not a single person was hurt. All American, undamaged except for the 109's slash, was mated to the tail of another grounded B-17 and flew—slowly and badly, as reports have it—until the airplane was finally scrapped two years later. Internet accounts of the All American incident are filled with imaginary details. The airplane is described as continuing on its bombing run after the collision...returning to its base in England (a 1,100-mile trip over occupied France), with P-51 escorts joining it over the Channel...the tail gunner heroically remaining at his station because his weight is the only thing stabilizing the tail section...crewmen sacrificing their parachute harnesses to strap the empennage to the

fuselage...two engines are out and a third is failing...the turn back toward base has to be made so gently that it takes 70 miles to accomplish...Bragg flies a final approach 40 miles long...and, poignantly, the tail sags to the ground just after the crew debarks. None of that is true, but the truth remains stranger than fiction.

10. Air Isn't Oxygen

An aerial photographer and his assistant on April 1, 1997, climbed to almost 28,000 feet in an unpressurized Cessna 337D Skymaster that had been modified to carry a through-the-floor camera. They were "on oxygen," of course, breathing through face masks. The assistant remembers the pilot reaching back to turn on the oxygen tank valve; she felt the flow of cool air into her mask and noted that the indicator in the oxygen line had flipped from red to green, indicating a positive flow. As the Cessna climbed through 20,000 feet, however, she felt dizzy and disoriented, and she closed her eyes—the last thing she remembers about the flight. Air Traffic Control was unable to contact the pilot, though its radar painted the airplane climbing through its assigned altitude—FL250—and reaching 27,700 feet, then descending rapidly to 26,000 before disappearing from the scope about 15 miles west of Pittsburgh, Pa. The Cessna had come apart because of the extreme stresses of an uncontrolled high-speed spiral dive, with a pilot dead of hypoxia at the controls. Through a horrible April Fool's Day mix-up, the airplane's portable oxygen tank had been filled with ordinary compressed air, not oxygen—fine for scuba divers, fatal for pilots. Shedding its left outboard wing, tail booms and empennage, the four-seat cabin, a pod about the size of a subcompact car, fell nearly five miles and ended up in a tree on a golf resort. With the right wing remaining and the cabin and two engines at one end of it, again a maple-seed spiral almost certainly slowed the descent. The woman in the right seat survived with minor cuts and bruises, apparently having been better acclimated than the pilot to flying at Everest altitudes while breathing what was essentially ambient air.

A Tale of Two Topflite Gold Edition Warbirds

Dariusz Potoczny

FW190D-9

The FW190D-9 Topflite Gold Edition RC model was built in 2003 and initially powered by a 15cc Enya 4C engine. After a crash the FW190D-9 model was rebuilt and repainted as Red 1 JV44 in 2004. It also got a new Saito 100 4C engine which significantly boosted performance.



The model was flown for another 6 years until the next crash in 2010. It was rebuilt again in 2014, with a new defence of the Reich grey Camo scheme sporting the Wild Sau emblem. Also again a new NGH17 gas power plant was installed.



It had 1 more power plant change to an RCGF 20. This was a great combination until the next crash which caused the destruction of the wing and some significant fuselage damage.

Spitfire Mk-IX

The Spitfire Mk-IX Topflite Gold Edition RC model was built by another club member and passed hands a couple of times until I purchased it in 2016. It was repainted and a NGH17 gas power plant was installed. It flew beautifully until a radio interference issue caused a catastrophic crash which completely destroyed the fuselage.



So in 2018 the FockingSpit Mk-IX or the Spitting Wulf D-9 was born.

The FW's fuse and Spits undamaged wing were fused together in Dr Toz's laboratory. Powered by the same NGH17 gas power plant, it was completed and test flown on Saturday 9th June 2018. The model was trimmed and flew very well, but had a lean engine run followed by a deadstick which caused a controlled crash landing in long grass with very minor damage which has already been repaired.

See the flight at <https://www.youtube.com/watch?v=dwzqBoSLiT0>



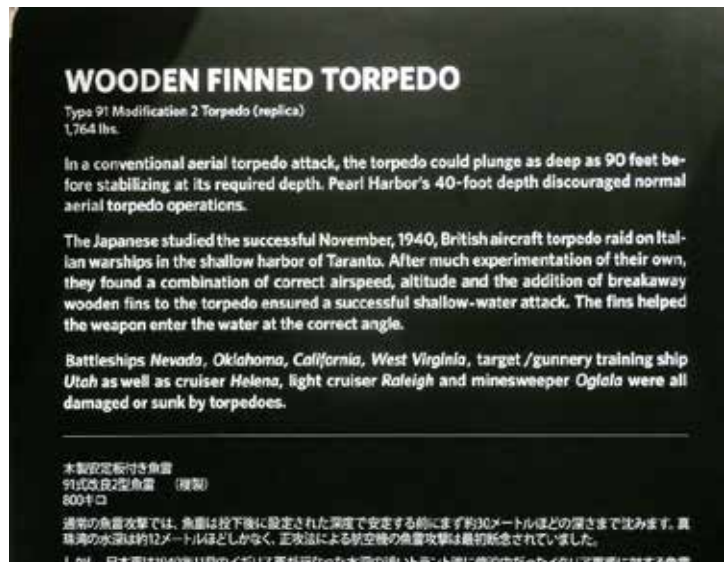
A Visit to the Pacific Aviation Museum

Alistair Heathcote (CVRCMAS)

In November 2008, I came home from the USA mainland via Hawaii and stayed for a few days R&R. I was aware that an aviation museum had opened on Ford Island (Pacific Aviation Museum), Pearl Harbour about 6 months previously. So after a bit of negotiation a visit was organized!

The museum had been planned for some time but the money was a long time coming. It is in one of the original hangars that were present at the time of the attack in Dec 1941 and in fact they have retained the bullet holes in the windows! Its objective is to display as many aircraft and associated memorabilia as possible that were involved in the attack and relevant to the American war in the Pacific – and so far, they have done a splendid job!

I had a conducted tour with Jim Bugbee – a WW2 veteran who flew B17s, B24s and B29s – he was as interesting as the museum.



An interesting bit was the story behind the Aeronca aircraft that were flying at the time of the Japanese raid on Pearl Harbour so here is the story I gathered :-

Roy Vitosek was flying over Diamond Head (near Waikiki) in an Aeronca 65 TC and he dived through early morning mist to join what he thought was a familiar squadron of army friends out for a morning fly. A burst of machine gun fire from a nearby ship jolted him in to realizing he had become tail man in the first wave of attacking Japanese planes!!! – He survived.

Marguerite Gambo, an instructor, was also airborne with a student pilot and when she realized there were “foreign” aircraft in the sky, she interrupted the lesson and landed safely. Marguerite owned the GAMBO FLYING SERVICE whose operation was suspended until after the war and the aircraft she was flying on this day, an Aeronca 50 TC, was shipped back to the US mainland. It passed through several owners and fell into disrepair. With the help of historians, its location was determined and ownership transferred to the US Army Museum in Hawaii in 1993. It was restored by volunteers from the Kapi’olani Community College and displayed at the Honolulu International Airport. It was then transferred to this museum and is displayed as shown in the photos. Something different for a scale model?



THE "GAMBO" AERONCA 50 THAT WAS IN THE AIR AT PEARLE HARBOR - 7 DEC 1941



GAMBO FLYING SERVICES AERONCA 50 TC



CIVILIAN PILOTS AND AIRCRAFT ALOFT ON DECEMBER 7, 1941

BLACKWELL, HENRY

Piper Cub, Pilot and aircraft missing (renter)

BROWN, CLYDE

Piper Cub, Pilot and aircraft missing (renter)

FORT, CORNELIA

Interstate Cadet, Survived (instructor)

GAMBO, MARGUERITE

Aeronca 50 TC, Survived (instructor)

POSTON, M.F

Piper Cub, Shot down, bailed out and survived (solo student)

TOMMERLIN, TOMMY

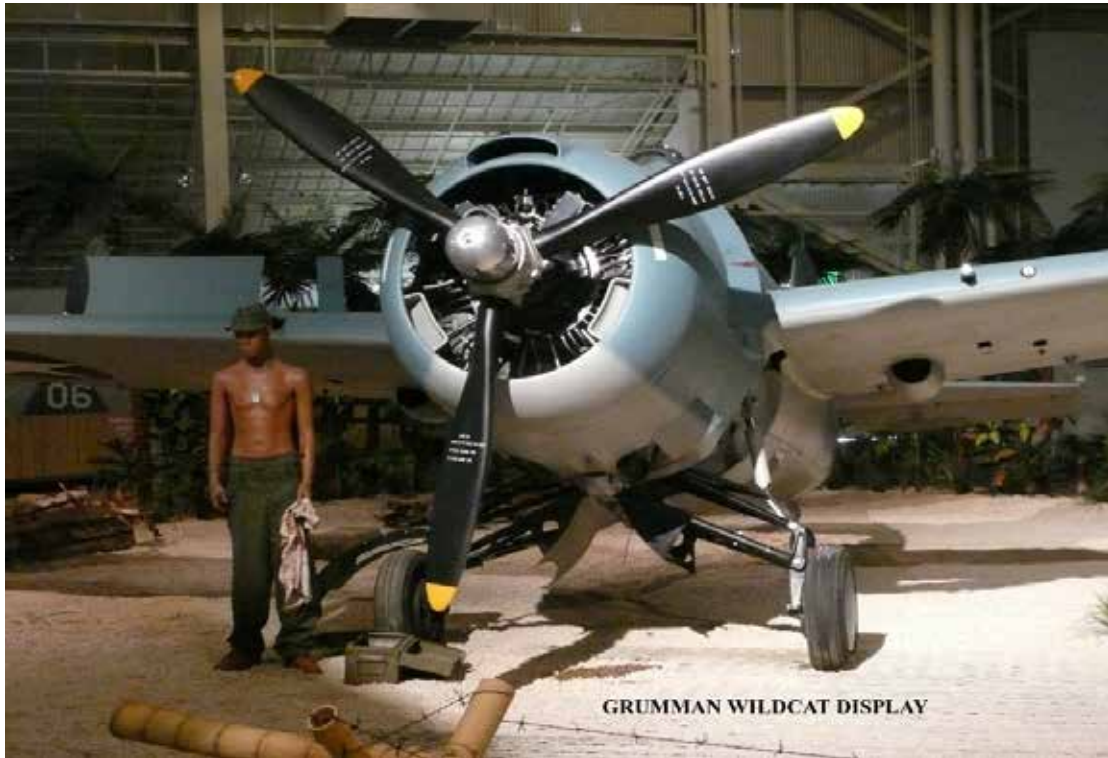
Aeronca TC, Survived (instructor)

TYCE, ROBERT

Piper Cub, Killed after landing (instructor)

VITOUSEK, ROY

Aeronca 65 TC, Survived (renter)



The Wildcat started life in the US Navy on April 13th 1943 and ended it on June 21st at the bottom of Lake Michigan after a mechanical failure. Rescued in 1991 a 4 year restoration ended with a flight in June 1995. It remains flight worthy and is on loan to the museum.



The Zero was built in Dec 1942. After a crash landing in the jungles of the Solomon Islands, it was abandoned until 1964. By the mid 1980's, after fitting a Pratt and Whitney R-1830 engine, it was back in the air again – flying for the Commemorative Air Force. It is still in an airworthy condition as a static exhibit.



The Control Tower is deceiving – it is not the tall tube on the right – it is the small building to the left. I learned from a bus driver that the tall part was a water tank used to train submarine crews in escape from a sunken vessel!

On my next visit (the following year) the museum had opened the next hangar in line as a restoration facility and also gathered some aircraft that needed restoration – but more about that in another article perhaps.

Keep building and flying

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 July 7th
Saturday July 21st
Saturday August 4th
Saturday August 25th
Saturday September 8th
Saturday September 15th
Saturday September 25th

Indoor Flying

Niagara Park Stadium,
Narara Valley Drive, Niagara Park

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

Sunday July 15th 12-4pm
Sunday August 19th 12-4pm
Sunday October 21st 12-4pm
Sunday November 18th 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

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



Winter Indoor Fun Fly



&



Are pleased to invite you to their inaugural Winter Indoor Fun Fly

- when - 21st & 22nd July 2018
- where - Cowra PCYC 40 Young Rd Cowra

There will be three sessions

- Saturday Afternoon 1pm to 4pm
- Saturday night 6pm to 9pm and
- Sunday morning 8am to 11am

Sessions are \$15 individually or \$30 for all three. All proceeds to PCYC.

The venue is two basket ball courts with an eight metre ceiling.

See it here on Cowra MAC YouTube Channel [Indoor flying at Cowra PCYC](#)

There will be helis, quads, electric fixed wing, and old school rubber power, electric round the pole and CO2 and, if there are enough takers, indoor FPV quad racing.

For more info go to www.cowramac.asn.au
or contact Andy on 0412820865



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, Old Princes
Highway 3.7 Kilometres South of
Waterfall.**

Gate GPS Co-ordinates:

Lat S34.161 - Long E150.97

**Fun-fly requirement: MAAA member with
Bronze, Silver, Gold Wings or on buddy cord.**

Website: <http://sssfa.com/wordpress/>



PYLON RACING

SUNDAY 29 JULY 2018

AT CHARLES KINGSFORD SMITH
MODEL AIRCRAFT CLUB Inc.

No Practice day available.

LOCATION: Pitt Town Bottoms Rd. Pitt Town

No catering. Bring your own food and drink

Entries close 9:00am

Entrants must have proof of current MAAA membership

Entrants and callers must bring hard hats

Fuel supplied on race day

FURTHER 2018 DATES

Marulan TBA (Usually second half Nov)

DUE TO THE UNSUITABILITY OF THE NOWRA FIELD FOLLOWING THE INSTALLATION OF THE HORSE TRACKING EQUIPMENT WE WILL BE MOVEING THE NOWRA DATES TO MARULAN, OR IF AVAILABLE, OTHER VENUES

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

Peter Kearney
0407 013 230
pkerney@nswpylon.org



Cowra MAC Cordially Invites You to Oily Hand
2018
24th, 25th & 26th August

Open the information brochure below
[Oily Hand Brochure 2018](#)
View footage from past events on
[Oily Hand - YouTube](#)

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

3rd Annual Australian F5J Trophy



The Australian perpetual F5J trophy 3rd annual event is to be held at the NAAS field near Canberra
Presented by the AEFA in conjunction with the NAAS Club and LSF Australia

Two days of flying 3-4 November 2018

Note - This event is part of the team selection trial for the 2019 F5J World Championship - but only those who nominate as aspirants are affected



Open F5J

Dave's Toys
for Big Boys

Open F5J Trophy

up to 4.0m class

First prize:
100W Powerful Charger
AP640 - Value \$250
www.hyperionaustralia.com.au



Limited F5J

Modelflight
Limited F5J
Trophy

up to 2.6m class

First prize:
Spektrum DX8e Tx
Value - \$300
www.modelflight.com.au



Other Sponsors:

flyelectric.com www.flyelectric.com
Sky Soaring Robots www.skyrob.com
AEFA www.aefanet.com
Dave's Toys and Modelflight will also donate items

Product types distributed to Participants:

Electric Motors LiPo Batteries
Battery Checkers Folding prop blades
Prop adapters Speed Controllers
Servos Spinners

Special Feature: More seminars by the 2nd F5J team that competed in Slovakia.
Learn about their overseas experiences and prepare for the World Championships

Pre-registration required - Entries close 27 October - see the AEFA web site for a registration form:

www.aefanet.com

Prizes for placegetters - and a give-away of products by draw from the hat - \$50 entry fee
Data loggers available for loan - just bring your electric glider. Food available on the field.
Enjoy the great NAAS site - camping permitted \$15 per night - toilets and shower provided.



*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.

INVITATIONAL SCALE CLASSIC

NSW STATE FLYING COOTAMUNDRA

Wed. 14th. -- Sun. 18th November




 Masters



 Expert



 Pro-Expert



 Team



 Flying Only

Camping at the field - Toilets / Hot Showers

Saturday Gala Prize Night & Presentation

Contact :- Cheryl Rolfe

cheza1954@iprimus.com.au

DOWNUNDER 2018

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

Bring the family for a great day out!



**FRIDAY, SATURDAY & SUNDAY
26TH 27TH & 28TH APRIL 2019**

**SCALE RADIO CONTROLLED MODELS
FLYING FROM 9.00AM – 4.30PM**

DAILY CANTEEN FACILITIES

**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 #409 (July 2018) is Friday 20th July 2018.

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

dave.lewis@internode.on.net



RCM NEWS

RC FLYING DOWN UNDER
Issue 408 - January 2018 Price \$5.25

- Futaba 16 (Part 2)
- Futaba GTA 460 Gyro (Part 2)
- Grainger M2-24 Update

EXTREME ZONE

- ROC Hobby Viper EDF
- FMS Hawk EDF
- FMS FA 18 Super Hornet EDF

PLUS ALL OF OUR REGULAR COLUMNS

RCM News Magazine print edition

As we follow the world-wide trend back to building, due to one sided distribution policy and reducing ad revenues this magazine is no longer available at Newsagents. Readers used to flicking through the pages before deciding to purchase can check out sample shots on our website or subscribe to a free email

newsletter. Our digital copy replicates the print edition and it downloads to your device. Anyone concern about subscribing after losing their money after Airborne magazine closed, a single issue subscription is available. It can auto renew if desired and you can cancel anytime.

Anyone with doubts about the buying over the internet, we still do credit card over the phone. Hasn't been a problem since 1991. Still have a PO Box and fax machine too! Details on my website.


Stephen Green
Publisher/Editor
www.rcmnews.com