Newsletter 412 – November 2018

AEROMODELLERS
NEW SOUTH WALES

Shayne Lysaght, Australian National F3A Precision Aerobatics Champion for 2018 displays his "State-of-the-Art" Sensation biplane at Charles Kingsford Smith Club in Pitt Town. In the February 2019 edition, we will reveal something of the competitions, the equipment and the pilots who are addicted to this challenging discipline!

Photo via Alastair Bennetts

Contents

Diary Notes

Next Aeromodellers NSW Bi-Monthly Management Committee Meeting.
Friday 14th December 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 8th February 2019, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #413 (December 2018) deadline for submissions: **Tuesday 18th December 2018.**

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AEROMODELLERS NEW SOUTH WALES

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Aeromodellers NSW 2018/19 Calendar

(**Compiled 26 November 2018**)

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

Dec 2018				
2	Pylon Racing at Marulan	Marulan	Peter Kerney	0407 013 230
14	**Aeromodellers NSW General Mtg Dooleys Waterview**	**Silverwater**	**Tim Nolan**	**0412 173 440**
Jan 2019				
13	F3A Pattern – hosted by CVRCMAS	Camden	Alastair Bennetts	0439 480 793
25-28	39th Sailplane Expo, F5J and Open Thermal	Armidale	Hutton Oddy	0425 285 758
Feb 2019				
3-4	SAM1788 Old Timer Class Competition	Orange (Borenore)	Peter van de Waterbeemd	0412 632 470
8	**Aeromodellers NSW General Mtg Dooleys Waterview**	**Silverwater**	**Tim Nolan**	**0412 173 440**
9-10	F3A Pattern – hosted by SMFC	Nowra	Alastair Bennetts	0439 480 793
16-17	Banjo Patterson Scale Rally	Orange (Borenore)	Peter van de Waterbeemd	0412 632 470
Mar 2019				
9-10	F3A Pattern – hosted by QMAC	Queanbeyan	Alastair Bennetts	0439 480 793
Apr 2019				
26-28	WMAC 46th Annual Military Scale Competition	Wagga		www.waggamac.org
May 2019				
18-19	COMSOA Scale Fun Fly	Maitland	Jason Russ	0414 505212

Club News & General Interest

NSW Pattern Championships - Fletcher's Lane Nowra

Alastair Bennetts (NSWPF)

The final competition of the NSW Pattern Flyers year was the NSW Champs held at Fletcher's Lane in Nowra on the 17th & 18th November, 2018

Friday was great, with half the contestants bludging off work to get in a practice. Cool, dead still, and slightly overcast. The recent rain had done the strip a lot of good, with many of the infamous cracks closed up, but it was still advisable to stick to the smoother near side.

While the grass wasn't long, the turf was quite spongy, which led to some anxious moments for those with smaller wheels, and wheel pants. While there were a few hairy moments, the whole weekend passed without any damage to models—always a good outcome.

In contrast, Saturday dawned with the promise of rain, and a strong wind blowing straight in. Advanced were first up, only to be brought back to earth, as the Notaumatic scoring system had a bug, resulting in a technical hold. By the time this was resolved, the promised wind was in full cry. One flight later, the landing was the signal for the rain to start, and we went to a lengthy weather hold. Of course when the shower passed, proceedings resumed in almost wind-free conditions—for a while! After the lucky ones, we flew the rest of the day in fairly strong and turbulent crosswind conditions, with several rain holds. The delays meant we only got through 2 rounds on Saturday. However, we also managed to get through the NSWPF AGM during the breaks. Congratulations to the new committee.

Saturday night was an enjoyable evening at the bowling club, highlighted by good food and conversation, as well as several groups informally brainstorming ideas to increase participation in 2019.

Sunday dawned clear, calm and warm, becoming cloudy, with the wind freshening significantly, but backing to blow more along the flightline. With everything running smoothly, we were able to complete a further 3 rounds for all classes, for a tournament total of 5.

Results were:

Sportsman: No entries.

Advanced: Won by Chris Tindall, whose flying continues to improve in leaps and bounds.

Expert: Won by the newly resurgent Kahl Eckersley. Second was Gavin Fitz-Henry with our host Richard Knox in third.

F3A: Won in impeccable style by Dave MacFarlane, closely followed by Jason Arnold and Brian Dooley.

Kahl also claimed his elusive 3rd promo point, so we bid him farewell from Expert, and hope he has been practicing his snaps. Dave, Jason and Brian got promos in F3A, while Bill Garrod snared his first.

Apart from the slightly fickle weather, it was a thoroughly enjoyable weekend, and special thanks must go out to Richard Knox, and SFMCI Chairman Gary Matheson for the use of their facilities, and especially to the latter for slaving away at the BBQ to supply the breakfast and lunches which kept us all going.

Competitors and placewinners NSW Pattern Champs

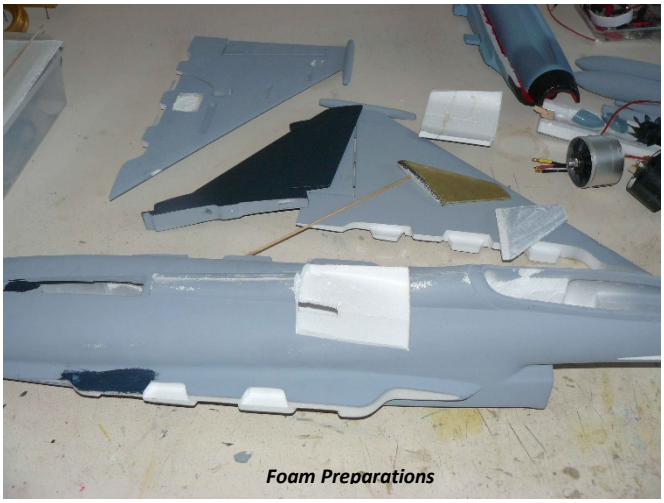
Pattern planes waiting for the next round

"Typhoon/Euro" - Golden Edition

Joseph Frost

Another bargain, after strolling through the second hand goods warehouse filled with a huge pile of boxes in every shape and size. Sadly, the result of another RC shop gone 'basta/fiddli' - but, a great selection of models to choose from at bargain prices.

My Darl offered to get me one if I promised to keep out of her kitchen and stay in my workshop; so it didn't take me long among all the trainers and war birds to pick a 64mm EDF, ARF to enhance my jet fleet. It was just a light 3S/2200 powered park flier, not exactly my kind of model but thinking about hotting it up with a 70 mm power set-up, I thought it might be a nice, fun project to kill some time during rainy days.



Foam Preparations

The kit came with a pre-installed out runner power unit, less ESC and servos. It took bit of surgery to rip-out the well bonded fan from inside the duct. After deciding on a larger and hotter 4S/4000 powered 70mm fan, some mods were done internally to securely fit it all in. There wasn't much room for the Eflite 80 Amp speedo that I'd decided to use so a large part of the top fuselage was cut out and modified in order to place controller in position with the heat sink well exposed to the duct air flow. Small metal gear servos were hooked up with specially made up CF push rods for Elevon/Delta.

Opting for either hand or bungee catapult launch instead of supplied wire landing gear, I fitted plywood skids to the large pods under the wings, and the main skid with a shaped-up bungee hook to the fuse belly. A 12 centimetre long arrestor CF probe is also well epoxied to the rear fuse for easy hand/bungee release if needed, this being my personal preference. The main belly skid also comes in handy as an easy hand hold for hand launching.

The main belly skid with the bungee hook.

The canopy and the power unit belly cover attachments had to be redesigned as the stock system didn't impress me as reliable, the belly cover especially, as it would create a serious issue if lost during flight.

Reinforced landing skid with the catapult/bungee hook.

Intake air scoops were also fitted to the nose for additional airflow over the battery and ESC compartment, whilst at the same time allowing

more air to feed the larger fan unit as extra cheater intakes.

The monotonous grey scheme was brightened up with a touch of colour and the "maestro's 24 karat gold leaf sheeting" as the main feature of this foamy to make it stand out in the sunshine.

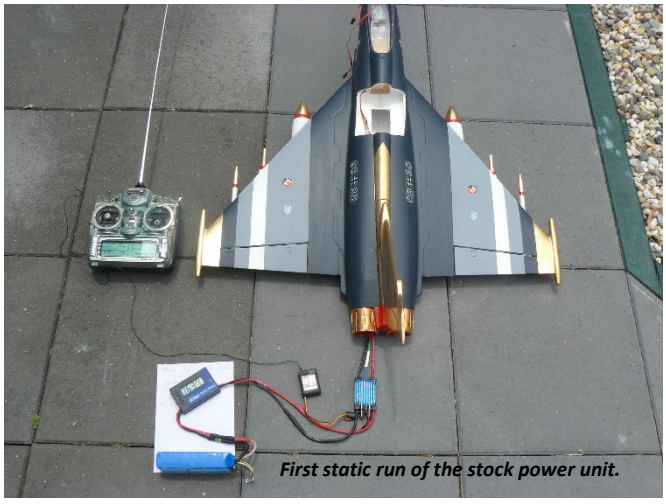
A touch of gold leaf

After preliminary assembly with a 4S/4000/60C battery the AUW is some 1350 grams with perfect balance so my next step will be testing numerous 70 mm power units in order to determine the most optimal in & output for the best performance. I had to do bit of research to be able to re-program the Eflite "EF80A/ESC" that had come from another SH model originally running on 6S.

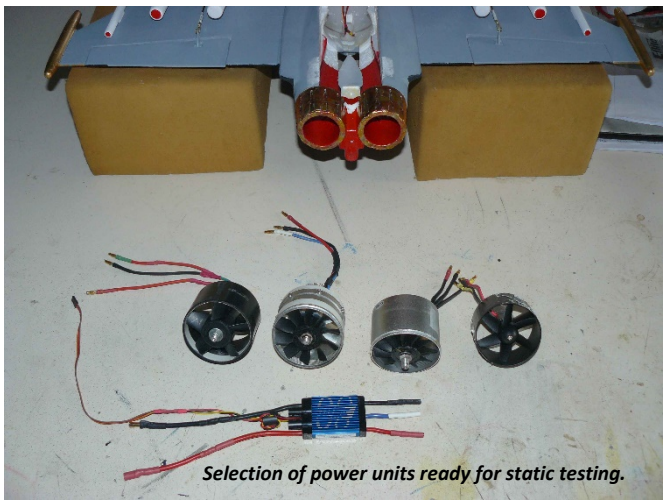
Working out the CofG.

To make a final decision regarding which power unit to install permanently, I'm waiting for few minor items, to modify some of my motor/fan combo experiments. Stay tune for further updates on this project

Cheers, Frosty



First static run of the stock power unit.



Selection of power units ready for static testing.

Next to the larger 70mm "Alfa" jet.

Tale of the Biscuit Bomber: The C-47 in WWII

By Sam McGowan from https://warfarehistorynetwork.com/daily/wwii/tale-of-the-biscuit-bomber-the-c-47-in-wwii/

The Douglas C-47 was a workhorse of air transport during World War II

Even though, technically at least, it was not a combat airplane, the performance of the Douglas C-47 transport led General of the Army Dwight Eisenhower to label it as one of the most important weapons of World War II.

It carried no armament and was not designed to drop bombs, but the C-47 and other variations of the Douglas DC-3 twin-engine airliner quickly proved their worth both on and off the battlefield as they became a familiar sight all over the world. Eisenhower was not exaggerating with his accolade. The C-47 became crucial to the conduct of the war in at least three theaters and proved beneficial to military operations around the world in roles that varied from limited to indispensable. By the end of the war, the Army had purchased more than 10,000 of the Douglas twin-engine transports in several variants.

From the DC-3 to the C-47

The C-47 is the most commonly known military designation for the airplane that revolutionized the civilian air transportation industry in the 1930s. Douglas Aircraft Company's DC-3 was a follow-on to the DC-2, the first modern American-built transport aircraft. By the outbreak of war in 1939, the DC-3 had proven to be a safe, reliable transport capable of operating from short, relatively unimproved airstrips. Although it had not been designed with military needs in mind, the DC-3 was the natural choice to be the first widely produced Allied military transport aircraft.

The Army purchased a number of DC-2s, giving them the military designation of C-39; the bomber derivative was the B-18. When the DC-3 came out, the Army ordered several built to military specifications and designated them as C-47s. The bomber version was designated as the B-23, but it was not much of a bomber, so the Air Corps converted most of them for transport use, including for dropping paratroops, and called them C-67s.

When the Army began experimenting with airborne forces, it turned to the 50th Transport Wing, which had been established at Wright Field under the Air Corps Maintenance Command, for the use of its C-39s and C-47s to drop the fledgling airborne troops. Activated on January 14, 1941, as the parent unit for the Air Corps transport squadrons, the wing transported more cargo during the first half of 1941 than the entire U.S. civilian airline industry. The new airborne mission placed a heavy additional burden on the wing, so the Army placed orders for more transports and began training crews to fly them.

The original DC-3 was designed to carry 21 passengers, although increased engine performance on later models allowed 28. Other designations were given to production DC-3s that were taken over by the military but lacked the reinforced cargo floor and other amenities of the basic C-47. When the Army decided to develop the airborne mission, it contracted for a number of DC-3s specially configured to carry troops, with bucket seats and a door designed for paratrooper exit, and called it the C-53 Sky Trooper. Shackles were attached under the fuselage of the C-53s to carry parapacks, special bundles that could be filled with items too large to be carried by individual troops during a parachute assault.

In addition to dropping paratroopers, C-53s were also used for supply drops and as glider tugs. Although thousands of C-53s were produced, as the war continued the C-47 designation became generic. A later modification with larger engines and a redesigned tail was designated as the C-117. Various versions of the Douglas transport would see service with Army, Navy, and Marine transport squadrons as well as in the air forces of most of the Allied nations.

Building Allied Air Transport Wings

Several Douglas transports entered service in North Africa in 1941 when the U.S. Army Ferrying Command contracted with Pan American Airways to provide air transportation for British forces fighting Field Marshal Erwin Rommel's Afrika Korps. The British had ordered their own Douglas transports, and the Royal Air Force (RAF) gave them a new name—Dakota. The Pan American DC-3s were sent to Africa to fill the gap until the RAF had received its own Dakotas and established air transport squadrons. The first British transports were DC-3s requisitioned from the airlines since the U.S. Army lacked the numbers to provide airplanes from its own stock.

The first Douglas transports to see operational duty were a trio of C-53s that arrived in Australia aboard ship in February. They joined an ad hoc group of transport aircraft and obsolete combat planes in the newly created Far East Air Forces Air Transport Command and went to work hauling cargo and personnel around Australia and northward to New Guinea—and even as far north as the southern Philippines, which were still in Allied hands. A reorganization of U.S. Army air transportation in June 1942 resulted in the redesignation of the air transport units as troop carriers, while a new Air Transport Command was created from the Army Ferry Command.

In early 1942, the Australia-based transports supported combat operations in the defense of Java. Until the American surrender of the Philippines, transports operated into airstrips on Mindanao, the southernmost of the Philippine islands, where American forces remained until their surrender in May 1942. A few weeks later, the transports proved their worth as the lifeline for Australian troops battling Japanese forces advancing southward toward Port Moresby over the rugged Kokoda Track in the Owen Stanley Range of Papua, New Guinea. The rough terrain ruled out resupply by truck, and the distances involved required hundreds of human porters. Air transportation allowed timely resupply as the transports landed on rude jungle strips when possible, and air-dropped ammunition and rations when no suitable landing strip lay close enough to the troops. A lack of suitable airdrop containers and parachutes led to the adaptation of cardboard ice cream containers packed with straw to deliver packets of ammunition and foodstuffs. The Australian infantrymen began referring to the transports of the 21st and 22nd Troop Carrier Squadrons as "Biscuit Bombers."

The Troop Airlift Concept Takes Off

When Lieutenant General George C. Kenney arrived in Australia in mid-1942 to assume the role of chief of staff for air under General Douglas MacArthur, he brought many ideas with him, including the concept of using the airplane to move troops into battle and keep them supplied. An opportunity to prove his theories arose in September when MacArthur decided to move the U.S. 32nd Infantry Division northward to New Guinea. Kenney persuaded MacArthur to let him move a regiment by air; the event came off so well that he got permission to move a second regiment. The two regiments were in place in Port Moresby several days before the rest of the division arrived by ship.

Allied successes in New Guinea—thanks largely to the efforts of Kenney's Fifth Air Force—raised the value of Kenney's stock in Washington considerably. Part of the payoff for earlier successes was the assignment of an airborne regiment to the Southwest Pacific Area of Operations, and its arrival allowed Kenney to mount the attack on Nadzab he had been planning for several months. The 54th Troop Carrier Wing C-47s dropped the troops without a hitch, and the airfield was in Allied hands within a matter of minutes. MacArthur used the new installation to mount a two-pronged attack on Lae that led to the destruction of Japanese efforts in New Guinea.

On May 5, 1945, the 10,000th DC-3 was delivered to the United States Army Air Forces; all but 500 were built after Pearl Harbor.

The early successes of the C-47s and other transports in New Guinea led to the development of tactics built around the use of air transport to airlift troops into battle and also to move air units forward. Air evacuation of casualties made its debut in New Guinea during the battle for Buna. Young female flight nurses were assigned to troop carrier squadrons to care for wounded men who were brought from the forward airfields. Regularly scheduled air evacuation flights were established between Port Moresby and rear area hospitals in Australia. The success of air evacuation in the Southwest Pacific led to it becoming part of the troop carrier mission throughout the world. Thanks to the use of the airplane to move the seriously wounded, the combat death rate was drastically reduced.

The dependable C-47s and C-53s soldiered on, racking up hundreds, then thousands of hours in combat operations. One of the C-53s that had arrived in Australia in early 1942 had amassed more than 10,000 hours by 1944. The efforts of the troop carrier C-47 crews did not go unappreciated by the senior officers in their chain of command. General Kenney recognized the efforts of his troop carriers and said so in dispatches to the War Department in Washington, D.C. In one request for additional troop carrier pilots, Kenney told General Henry "Hap" Arnold, chief of the U.S. Army Air Forces, that the life expectancy of his C-47 crew members was less than that of the P-39 fighter pilots in his command.

The Hump Airlift

In the spring and summer of 1942, while the two troop carrier squadrons in New Guinea were making their mark, developing air transportation efforts in the China-Burma-India Theater began another chapter in the story of the Douglas transport. In early 1942, a small contingent of Pan American DC-3s was sent to India to airlift fuel and oil to Chinese bases in preparation for the arrival of the North American B-25 Mitchell bombers of the Doolittle mission against the Japanese home islands.

The civilian contingent was soon joined by a squadron of Army C-47s that arrived in India as part of Colonel Caleb Haynes's AQUILA project that was intended to serve as the nucleus of a heavy bomber effort against Japan from Chinese bases. A Japanese offensive in China in retaliation for the Doolittle mission deprived the Allies of the planned bomber bases, and the Army and civilian C-47/DC-3 crews soon found themselves in the middle of the battle for Burma. When it became apparent that the Japanese had gained the upper hand, the transports were put to work evacuating Allied troops.

Although combat operations in defense of India were requiring most of Tenth Air Force's efforts, it was imperative that supplies get to China, where the American Volunteer Group, popularly known as the Flying Tigers, was doing a good job of harassing the Japanese. Fortunately, there was another air transport organization in the theater. Before the war Pan American Airways had contracted with the Chinese government to operate a national airline. The China National Airways Corporation (CNAC) operated a fleet of DC-3s with civilian crews, mostly Americans.

Tenth Air Force contracted with CNAC to airlift supplies to China, beginning what came to be known as the Hump Airlift. Throughout 1942, DC-3s and C-47s operated the airlift, but the massive amounts of material requiring airlift dictated the use of larger airplanes with greater payloads. In late 1942 the airlift of supplies to China was taken over by the newly created Air Transport Command (ATC). ATC began the airlift with C-47s but switched to larger Curtiss C-46s and Consolidated C-87s, the cargo version of the B-24 Liberator bomber, as they became available.

Although the C-47 was replaced within the ATC airlift to China, the Douglas transports continued to play a major role. One of the conditions of the transfer of the China Air Ferry to the ATC was that Tenth Air Force would receive a troop carrier group equipped with C-47s. Additional Douglas transports came in the form of Royal Air Force Dakotas.

Many Roles in Many Theaters

Air transport would be a feature of new tactics worked out by the eccentric British Brigadier Orde Wingate, the commander of a special force made up of British and Commonwealth troops known as Chindits. In the spring of 1944, Wingate's special force invaded Burma from the air. The entire Tenth Air Force effort was directed toward supporting the operation, which consisted of a glider assault onto landing zones in Burma that would be used as forward bases supported by troop carrier C-47s. The three C-47 squadrons of Tenth Air Force had been joined by a fourth squadron that came to India as part of Colonel Philip Cochran's air commando group, and had been further augmented by the temporary assignment of the 64th Troop Carrier Group from the Mediterranean.

In the summer of 1942, the 51st Troop Carrier Wing and its three groups moved to England as part of the Eighth Air Force.

The air commando C-47s were assigned to glider towing duty while the troop carrier command transports airlifted men and equipment into the hastily prepared landing zones. One troop carrier squadron was assigned to support the American provisional force under Brig. Gen. Frank Merrill, who walked into Burma in the north. Once again the C-47 proved its worth as the twin-engine transports operated into airstrips that had been constructed with small bulldozers and graders that had been landed by glider.

The role of the C-47 in Europe was initially primarily logistical. In the summer of 1942, the 51st Troop Carrier Wing and its three groups moved to England as part of the Eighth Air Force. Throughout the summer the wing's C-47s and C-53s supported the newly arrived bomber and fighter groups. Planning for the invasion of North Africa called for the wing to transfer to Africa. Several squadrons of C-47s left England carrying the paratroopers of the 503rd Parachute Infantry Regiment, the first American paratroop unit to see combat.

There were a handful of limited airborne operations in North Africa, but the transport mission became support of air and ground combat units, particularly after the battle moved away from the coast. Military planners had not taken the troop carrier transports into consideration, but their presence proved highly beneficial as they were used to airlift bombs and supplies for combat squadrons to airfields in the desert and to support

motorized columns. Troop carriers in North Africa borrowed a page from the Southwest Pacific as they began evacuating casualties from forward areas to rear area hospitals.

In European Combat Operations

Plans for Operation Husky, the invasion of Sicily, called for the use of paratroops and glider-borne forces. The airborne operations did not go well, thanks in part to high winds that blew the formations off course. Jittery antiaircraft gunners on ships offshore took the approaching C-47 formation under fire and shot down quite a few transports. Dozens of paratroopers fell into the sea and were drowned. Many gliders cut loose too early and failed to make the beaches, leaving their occupants to the same fate as the paratroopers who fell into the sea.

In spite of the numerous problems, the few paratroopers and glider troops who managed to arrive in one piece caused so much confusion among the German and Italian defenders that airborne operations were planned for future invasions. There was one paratroop drop in Italy when General Mark Clark decided to reinforce the beachhead at Salerno. Once Allied air units were established in Italy, the C-47s assumed a new mission, the resupply of partisans in Yugoslavia.

Operation Overlord, the invasion of Normandy, included the massive use of American and British airborne forces. The D-Day airdrops have become famous and are perhaps the one World War II event most associated with C-47s. Unfortunately, the drops did not go well, while dozens of C-47s were shot down and hundreds were damaged by intense German fire. Once the beachhead had been established, landing strips were constructed for C-47s arriving on the continent from England.

The American breakout from the beaches in early August saw the C-47s in an important new role as they were called upon to support the rapidly moving armored columns of General George Patton's Third Army. Patton came to depend on the C-47s and other transports to bring in fuel for his tanks and trucks, and when they were taken away his rapid advance ground to a halt.

The Troop Carrier Command was dedicated to the support of the First Allied Airborne Army when it was established in early August, and its squadrons were taken off combat operations to train for Operation Market-Garden, the upcoming airborne invasion of Holland. An additional 100 C-47s were taken off Air Transport Command domestic operations in the United States and sent to England to beef up the Service Command transport forces.

The drops in Holland saw the C-47 crews earn the respect of the paratroopers. While previous airborne operations had often been characterized by confusion, the drops in Holland were well organized and the crews were motivated to risk their own lives to ensure that the troops were dropped on target. Paratroopers returned from Holland to tell of courageous C-47 pilots were able to hold their course in burning airplanes so their troops could jump, and then went to fiery deaths as their stricken craft crashed. Troop Carrier Command C-47s, supplemented by B-24s detached from Eighth Air Force, kept the troops in Holland supplied until ground links were opened.

During the Battle of the Bulge paratroopers from the 101st Airborne Division were sent to hold the town of Bastogne, where they soon found themselves surrounded by a determined enemy and cut off from all means of ground resupply. Terrible winter weather, with low clouds, fog, drizzle, and snow, prevented the C-47s from delivering supplies by air for several days. As their supplies dwindled, the Screaming Eagles held on. Finally, on December 23 the skies cleared and parachutes blossomed over Bastogne as C-47 crews braved German fire to deliver their loads of ammunition, rations, and medical supplies. By evening, 101st artillery crews were firing shells that had just been dropped in. The Bastogne relief was perhaps the C-47's finest hour.

The Goony Bird Behind the Front

While the airborne operations in the European theater, the Hump Airlift, and the New Guinea missions were their most important, the Douglas transports were a familiar sight all over the world. Army C-47s supported combat operations in the Aleutians, while the Navy and Marine Corps established transport squadrons for duty in the

islands of the Central Pacific with their own C-47s, which were given the naval designation of R4D. It was probably the Navy and Marine crews who gave the DC-3 its most famous name—Gooney Bird. Nature's gooney birds are a species of albatross that are unique to Midway atoll, where sailors and Marines had been entertained by the ungainly creatures long before Midway became famous in mid-1942.

Immediately after the war, the C-47s were instrumental in airlifting supplies to areas that had been devastated by the conflict and

weather, and enemy action led to the loss of aircraft and crews who went down in the ocean or over hostile terrain. The Air Transport Command developed its own search and rescue units to look for downed airmen, and C-47s were equipped for the role. Some C-47s were equipped with skis to allow landings close to downed airmen in Arctic terrain. The C-47C was equipped with giant Edo floats to allow water landings. Tests were even conducted with a glider version of the C-47, when an early model was converted to become the XCG-17.

On May 5, 1945, the 10,000th DC-3 was delivered to the United States Army Air Forces; all but 500 were built after Pearl Harbor. By the end of 1944, all the DC-3s that had been procured from the airlines for military use had been returned. The airlines also benefited from the military production, as hundreds of C-47s and C-53s became surplus to the military's needs and were released for civilian purchase.

Immediately after the war, the C-47s were instrumental in airlifting supplies to areas that had

By 1943 the U.S. military was active all over the world as ferry and transport routes were developed over which young, inexperienced crews delivered bombers, fighters, and transports to combat squadrons overseas. Engine trouble, bad

been devastated by the conflict and providing support for occupying forces. Unlike most other U.S. military aircraft of World War II, the C-47 remained in active military service during both the Korean and Vietnam conflicts.

Upcoming Events

just an average group of flyers with an obsession for precision aerobatics

RC PRECISION AEROBATICS - 2019

The **first Pattern event for 2019 for the NSW Pattern Flyers Inc. is at Camden Valley** on Sunday 13th January 2019. **Please note this is a one day contest.**

This is usually a fantastic event with the Camden Club putting on a great BBQ at "Cafe De Wings". Gate will be accessible via the combination lock on the gate (Number 747). Please ensure the gate is locked behind you as our continued presence on the site is dependent on this gate remaining locked at all times.

For field directions and access please click on the link below
http://www.nswpattern.org.au/index.php/competition/field-directions/camden-valley-directions

If you wish to enter this competition please visit the NSW Pattern flyers website www.nswpattern.org.au. You can enter the contest by selecting "**enter the next event here**" tab with your details.

Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule. The entrance fee will be waived for first time contestants in Sportsman. Come along and give it a try.
For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.com or Alastair Bennetts at 0439 480 793.

State of the art equipment from David McFarlane, 2018 NSW Champion.

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

COMSOA SCALE FUN FLY 18th.and 19th. MAY 2019

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

Saturday the 18th-- Gate will be open about 0700 Flying can commence after 0830 . Fly as much as you wish. Registration starting after 0900
Sunday the 19th. Gate open about 0700, flying after 0830 and will be slightly different this year by separating Biplanes and Monoplanes in the over 7KG categories. Judging will be by entrants on Sunday
CATEGORIES-- MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg .- JET and SPORTS MODEL
Prizes 1st. 2nd.and 3rd. in all categories, plus Model of the Meeting.

If you are intending to participate please PRE ENTER if possible. There is no problem changing your model entry on the weekend if required.
Pre entry draw cut off date is Thursday the 16th. MAY 2019

Entry for the weekend is $30. Entry fee includes lunch on Saturday and Sunday.
If pre entering pay on the weekend.
MAAA Membership cards and Heavy Model/Turbine Permits will need to be sighted.
Free tea and coffee. Cold drinks on sale all weekend.
VISIT OUR WEB SITE www.comsoa.com ***for up to date info for the event and about our club.***

AN ENTRY FORM is on our web site, it is a very easy to use electronically submittable form. Also there is a blank form which can be printed and posted or transmitted by attaching to an email to scalefunfly@comsoa.com
If Mailing and for general inquiries :-
Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324
Phone 0414505212

Deadline for submissions to Newsletter #413 (December 2018) is Tuesday 18th December 2018.

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

dave.lewis@internode.on.net