



AEROMODELLERS
NEW SOUTH WALES



A great looking PT19 flies past at the Wagga Model Aero Club's April 2019 Military Scale Competition. Full report and more photos on page 5.

Photo via Ian Dolby

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Diary Notes

Next Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 9th August 2019, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Following Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 11th October 2019, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #420 (August 2019) deadline for submissions: **Friday 23rd August 2019.**

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

Aeromodellers NSW 2019/20 Calendar

(Compiled 28 July 2019)

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

August 2019

4	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
9	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
10-11	NSW Scale State Titles – hosted by COMSOA	Metford	Anthony Ogle	0410 652 181
11	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
17-18	TARMAC 2019 Scale Rally	Tamworth	Larry Hoskins	0417 463 484
18	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
18	Gosford City Indoor Flying (1-5pm)	Niagara Park	Jaz Cooper	0411 053 339
23-25	Oily Hand Diesel Days	Cowra	Andy Lockett	02 6342 3054
25	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339

September 2019

1	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
7-8	Warialda Fun-Fly 2019	Warialda	Allan Asquith	0415 735 461
14-15	Precision Aerobatics – hosted by GDA	Gunnedah	Alastair Bennetts	0439 480 793
22	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
22	Pylon Racing at Marulan (TBC)	Marulan	Peter Kearney	0407 013 230
29	Gosford City Indoor Flying (1-5pm)	Niagara Park	Jaz Cooper	0411 053 339

October 2019

5-6	Scale Rally and Swap Meet	Wagga	Tony McAtamney	0417 294 748
6	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
11	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
TBA	Precision Aerobatics – APA Championships	TBC	Alastair Bennetts	0439 480 793
12-13	NSWSAS Scale Comp - hosted by NAAS	Canberra	Anthony Ogle	0410 652 181
18-20	Warbirds Over Coffs	Coffs Harbour	Martin Cochrane	0423 691 150
19-20	Precision Aerobatics – hosted by CVRCMAS	Camden Valley	Alastair Bennetts	0439 480 793
20	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440

November 2019

2-3	4th Annual Australian F5J Trophy	Cootamundra	Trevor Smith	0411 887 350
10	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
13-17	Invitational Scale Classic Downunder 2019	Cootamundra	Cheryl Rolfe cheza1954@iprimus.com.au	
23-24	Precision Aerobatics – hosted by CKSMAC	Pitt Town	Alastair Bennetts	0439 480 793

December 2019

1	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
1	Pylon Racing at Marulan (TBC)	Marulan	Peter Kearney	0407 013 230
13	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
29	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440

January 2020

25-27	40th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 75
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February 2020

22-23	Orange MAC Annual Banjo Patterson Scale Rally Borenore		Steve Smedley	0418 577 834
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Check out the 2019 Banjo Patterson Scale Rally at https://www.youtube.com/watch?v=M_4qCwOVhgU&authuser=0

Club News & General Interest

Wagga Model Aero Club 2019 Military Scale Competition Report

Tony McAtamney
WMAC

Late in April, 18 Competitors with 25 examples of the Scale Builder's art, made the pilgrimage to the home of the longest-running Scale event in Australia, the 46th Military Scale Competition at Wagga Wagga, NSW.

Early birds on Wednesday and Thursday were greeted with fine, warm weather, but a cold front Friday morning dropped the temperature, while raising the Organisers stress levels as the chilly winds blew hard out of the South all day. As no Competitors wanted to fly in the blustery conditions, the day was taken up with yarning to old mates, re-checking models and systems and warding off the chill with the range of great food and drinks on offer at the well-organised Canteen, staffed by a cheerful band of club members

Saturday and Sunday were far more suitable days to fly, with scoring rounds commencing at 0900 following the usual Pilot's briefing. The standard of flying was quite high, although some low-level turbulence caused minor errors and the inevitable points losses. Results are shown below.

This year, in an effort to cater for the burgeoning ARF market, the Organisers allocated an entirely separate class to the pre-built aircraft and this seemed to be a move welcomed by Competitors. The generally relaxed and laid-back atmosphere of

the Wagga Competition appeals to both experienced and new competitors alike and the Organisers took pride in the fact that the pressures normally associated with a competition were once again noticeably absent.

The ANZAC Day theme was once again continued with the assistance of the 332 Squadron Air Force Cadets who competently performed the task of flight judging. The cadets put on an impressive display when they conducted the traditional Anzac commemoration service at 1100 hours on the Saturday morning. This year the service was made especially impressive with repeated fly-overs by Wagga Club member Steve Johns in his replica North American Mustang, P-51D. Steve's low passes were thoroughly appreciated by the healthy crowd of spectators and Competitors alike, and his Mustang looked and sounded the part.

With the award ceremony over, the curtain fell on another successful event and even as the clean-up was underway, the Organisers had their heads together planning the 47th Annual event, set for the 24th, 25th and 26th of April, 2020.

The Wagga Club members are to be congratulated with the organisation and running of this traditional Anzac event. It was evident that a good time was had by all who attended.



















2019 Military Scale competition – Category Results

<u>Category</u>	<u>Entrants Name & Aircraft</u>
World War I	1 st Place. Simon Harvey – Fokker DVII 2 nd Place. Ben Tennant – Fokker DVII 3 rd Place. Boyd Elliot – Fokker DVII
World War II	1 st Place. Peter Noak – Fairchild P71G 2 nd Place. Ray Clark – Fiat CR42 Fallon 3 rd Place Ray Ogle – Thunderbolt
Military Scale	1 st Place Ray Ogle – Bearcat 2 nd Place Bill Mansell – PT 19 3 rd Place B J Padman – Piper Cub
Flying Only	1 st Place Ben Tennant – PC 9 2 nd Place Darren Marshall – Seafury 3 rd Place Steve Miller - Zero

The First and the Last, J-2 to Super Cub

Budd Davisson, 1994 <http://www.airbum.com/pireps/CubComparison.html>



Maybe it wasn't such a good idea

What you are about to read sounded like a good idea at the time: We figured we'd do a comparison of the first and the last of the Piper Cub line. What we didn't bargain for was that there would be so much difference there really wasn't anything to compare.

Possibly what is most noticeable and worth nothing is that the time span between the two airplane designs is only slightly over one decade and at least half of that time was spent fighting a world war. There were gigantic progressions in power-plant design and airframe refinements that resulted in tremendous performance increases. Have we seen anything similar from the major aircraft manufacturers in the past decade? In the past several decades. Nope! It makes you wonder.

First of the Line: the Piper J-2 Cub



First of the Line: the Piper J-2 Cub

"Oh, man", I heard myself say out loud, "Who's silly G--d-----d idea was it to compare a J-2 Cub to a Super

Cub!!" I was just clearing the end of the runway and had about 47 feet of altitude. The trees were 45 feet tall. Maybe 46. Worse, yet, it was pretty obvious the J-2 Cub I was desperately trying to make climb by forcibly pulling up on the stick, wasn't going to give me too much more altitude. At least not soon enough to get me over the 150 foot ridge that blocked my view in all forward directions. My mind was racing a mile a minute, which is another way of saying I was moving much faster than the J-2 was. That was the only saving grace of my situation...it was all happening in super slow motion. That is, if you don't count my heart and



respiratory rates.

"The river! The river, is it on this side of the ridge or the other?" the logical part of my mind was screaming at the illogical part, the part that put me in this silly airplane in the first place. I knew there was a river out there somewhere, but since I was so close to the trees that even small arms fire wouldn't have been able to find me, I couldn't see it. I knew if the river was on this side of the ridge I could count on the water being lower

than the ridge. Actually, I would be happy just to have it lower than the trees.

The Cub was flying okay and showed no indications of sinking, but I also knew if a herd of pigeons flew in front of me, their downwash would put me right into the trees. I glanced out at the "airspeed indicator" the windvane gizmo on the left strut. It had barely moved off the stop and was hovering on the number 50. What optimism! I kept the throttle nailed to the stop and started pulling forward on the rope that was the trim system. I knew, intellectually, that the rope went back and wrapped around a screw jack that moved the horizontal stabilizer like any other Cub. I was glad I didn't have the crank type trim system of the later J-3 Cub. I don't think the J-2 would have been able to carry the weight of the crank.

"Whose silly idea was this, anyway?" Yeah, I know. It was mine, but at that point, I was wondering whether the river was going to show up and save my butt or not, so placing blame seemed a little irrelevant. Suddenly, there it was...the river. Yeah! I was saved! The altitude gain of leaving the trees for the water put me at a solid 75-100 feet and I felt great! I was entering the river on a fairly sharp bend, but at what I figured to be 45-50 mph airspeed, making the turn didn't present any problem.

The bridge that blocked my path, after making turn...now that was another matter. I suppose I should have felt a little fear. But I didn't. For some reason, although I expected that puny little 40 horse, flathead Continental A-40 to quit clattering any second, I wasn't really concerned. At that speed, I could put it nose into the river bank and only have to worry about my first line to Matt Burrell, the airplane's owner, after walking back to the airport wringing wet. How about, "Matt, I decided I needed the exercise so I swam back," or "Hey, did you know your airplane won't float?"



Without boring you with the details, obviously I survived, but not without flying for at least 6 miles right in the middle of a very twisty river to avoid the banks. Then, I realized I didn't know where the airport was, because I couldn't get high enough to see over the trees. Okay, so maybe I will bore you with the details. I had the navigational problem back to the airport whipped. All I had to do was turn around, no big deal, since the river was widening into a lake and at that speed I could turn on a dime. Then, I'd just waddle back down to the bridge, which was off the end of the runway and I was home free.



As I was trundling along in the middle of the river, being careful to watch for wires and trees, I had time to experiment with getting the airplane to climb. It became obvious immediately after take-off that this was not an airplane that took kindly to angle of attack changes. Not any that could be measured, anyway. I'd try squeaking the nose up and the rpm, all 2,400 of them (I never did bend my left elbow) would start disappearing at an alarming rate. Eventually I found, if I held what looked like a level attitude plus a gnat's whisker (a very small gnat) the airplane would levitate upwards at something like, well, like...I don't know. I wasn't concerned about measuring rate of climb, since anything positive was a God send, as far as I was concerned.

I was gauging my altitude strictly by where the river banks intersected my peripheral vision. For a long, long time, there was no daylight between the tops of the trees on the banks and the bottom of the wings, so I really didn't care what the non-sensitive altimeter said. The smallest mark was 100 feet, and I knew I didn't have that much because the spruce altimeters under me said so.

Since I had lots of time to evaluate my situation, I busied myself picking out which boat I was going to ditch next to. I even wondered if it made sense to land on the tow rope of a skier. Nah! The skier was moving so much faster than I would be at touch down they'd run off and leave me. I decided to point it right at the closest boat

and put the nose in the water just ahead of its bow. Just my luck, I'd misjudge and sink the boat.

By the time I made it back to the bridge (several lifetimes and an eternity or two later) I had coaxed enough altitude out of it that I was able to see over the trees on the banks. Actually, I sensed that I hadn't coaxed anything out of it. I noticed that the closer I got to the banks, there was some sort of weak thermal that would lift the airplane slightly. Okay, now that I was high enough to actually see the runway, I aimed for a dark field next to it. As soon as I hit the field, the airplane actually began to thermal upwards until, by the time I was abeam the runway, I had probably 400 feet, which at that point felt like I was high enough to be in positive controlled airspace. I think it was at that point I finally replaced the breath I had taken right after take-off with a fresh one. Or two.

The landing was anticlimactic. More or less. I knew the airplane was going to slow down the second I brought the nose up, so I just motored around base and on to final with probably 3/4 throttle, keeping the nose down and the speed (speed? Who's kidding whom? What speed!) up. Over the end of the grass runway I killed the power and flared the airplane, looking for the steepish three point attitude I'd seen on take-off. At that point it was like any other Cub, only slower. The airplane rolled onto the grass, taking only a slight, very lethargic hop off the top of a hump in the runway before slowing quickly. Then I heard the sound of something rumpling and the airplane slowly turned off heading, as it came to a halt without me having to touch anything. I didn't even have to turn my head to know the left tire was flat.

It seemed like an apropos ending for the flight.

Matt says flat tires are a chronic problem with the airplane because the low pressure tires and tube will slide on the rim, which snips the valve stem off the tube.

What did I learn about the J-2 and its place as the progenitor of a long line of enclosed Cubs (the E-2 was actually first and was semi-open cockpit since it had no windows)? For one thing, I decided a comparison between it and the Super Cub is ludicrous! What a dumb idea I had. I flew the Super Cub the same afternoon as the J-2 and it was like comparing a Shelby Cobra to a '49 Buick Dyna-flow.

The second thing I decided was that the most important thing to happen to the Cub line, and probably light aviation in general, was the invention of the Continental A-65. The J-2 is a fine flying airplane, if a little heavy on the controls, but the average hair dryer puts out more power than the A-40. No wonder Matt says most of the

J-2s built have been wrecked at least once. What a great airplane for someplace like Nebraska. What a lousy airplane to be flying where we were, on the edge of the North Carolina Mountains. Matt has more faith in that airplane than I do.

When Piper went to the J-3 model Cub, there were only minor changes, like a different vertical stabilizer, a real airspeed indicator and a crank trim system. However, the most important change was the engine. With 65 real horses, the airplane became a legend. If the A-65 hadn't come along, we'd all be wondering what ever happened to that new-fangled invention, the airplane. And trivia cards would have the question "Who was Bill Piper and what did he build?"

Last of the Line: PA-18 Super Cub

Super Cub! What a perfectly named machine. The ever popular, always expensive Super Cub is just that...A Cub on steroids. Although there is the misconception that the Super Cub is nothing but a J-3 with an O-320 in the nose, that is a long ways from being the truth. But maybe not that far.

The structure is basically the same, as is the aerofoil. And they are both taildraggers. However, between the J-2/3 and the PA-18, about a thousand changes, ranging from nit picking details to total concept changes, were made. The steel tube fuselage, for instance is much, much bigger than the J-3, making both seats quite comfortable. Also, the wing fittings on the earlier Cubs join in a central truss right in the middle of the cabin roof. This creates a blind spot and cuts down head room for the front pilot. The Super Cub wings hang on a set of fittings which are welded to the outside of the fuselage truss.



The big wing has plenty of lift to begin with, but then they hung a set of simple, hinged flaps on it which cover about half their length. The flaps are actuated by a lever on the pilot's left. The pilot, by the way, sits up front in the Super Cub, rather than in the rear as in earlier Cubs.

Shortly after climbing out of Matt Burrell's J-2 Cub, Tom Hampton from Charlotte offered me his newly restored PA-18 as a comparison, which we knew didn't really exist. Talk about being on opposite ends of every extreme you can think of! Tom had just gotten his airplane totally restored by Dale Lunsford at Shiftlet Field in Marion, North Carolina, where we were doing our flying. Dale's shop took the airplane down to its underwear and brought it back up, replacing and refinishing, as he went. The result is a ten point airplane that's far nicer than it was when it left the factory and nothing at all like the blue collar Super Cubs we see up north. This was sort of a gentleman's bush plane: Capable of STOL operations, but please don't take it anywhere dirty.

On saddling up in Tom's airplane, I tossed the Arizona Redhead in the back and headed for the front. Getting in the back is a matter of standing on the step and leaning most of the way into the front seat before stepping inside to settle into the back seat. The front seat requires a few gymnastics, including standing on the tire, sitting on the door sill and swinging both feet inside.

Once inside, I had to glance around to figure out where



everything was, since I hadn't flown one of those critters for 15 years or so. I had forgotten how much more sophisticated they are than other Piper products. The airplane actually has a master switch and individual switches for the mags along with circuit breakers and such. All the electrical stuff is mounted in the wing roots. Looking around, I hollered "clear", pushed the mixture in and mashed the starter button. Instantly the 150 horses in the nose started waking up.

As I taxied out, I glanced around and marvelled at the degree of finish in the airplane. It's beautiful! Even the floor boards are shiny, clear urethane. On the ground, the airplane handled as good as it looked. I messed around doing a bunch of "S" turns (totally unnecessary for visibility) to get a feel of the tailwheel and found it to be perfectly ratioed...it is neither too sensitive nor too slow. It just does what you ask it too.

I wanted to spend a little time playing with different flap settings and speeds in the airplane, so I left the flaps up, checked the mags and rolled out into the center of



Shiftlet's 4,000 by 150 foot grass runway. What a luxury, to have that much grass at your fingertips! I'm seriously jealous. Bringing the power up, the airplane quickly gathered its wits about itself and started getting with the program. I immediately brought the tail up, but not before noting where the nose was going to have to be, when I came back to three-point it. Even before bringing the tail up, I could stretch and see clear over the nose. Tom has installed a super fat, super soft front seat cushion, so there is nothing that can hide from him on the runway.

Once I had the tail up, I had a C-172 type view of the runway and a gentle nudge on the rudder kept things square with the world. The runway had some gentle bumps in it and, although the oversized tires rolled right over them, I could feel the tires trying to rebound and pick the airplane up. They didn't, but they felt that way.

I loaded the stick aft, just a bit to keep a positive angle of attack and, when it started skipping off the tires I picked it up. Again, I could feel the tires. Normally, the airplane would have flown off smoothly by itself, but the tires made me feel as if I should get it off the ground a little sooner. Once off the ground, I let it accelerate to 65 mph as I was bringing the nose up. What a change! We went over the bridge that had loomed large in the J-2's windshield with probably 500 feet to spare.

Super Cubs feel like tight J-3s. They aren't particularly heavy on the controls, but the response is so much better than a J-3's that it's easy to think the controls are lighter, when they probably aren't. Besides the fact that we were climbing at about 800 fpm and I was totally in control of the situation, the most noticeable thing the PA-18 brought to the Cub line is creature comfort. The cockpit in any Super Cub is reasonably well finished and the pilot is sitting up there in a real seat where he can really see what is going on. Considering that its primary mission is getting in and out short, the airplane is actually quite comfortable. There is an optional high back fish spotter's seat a lot of guys install to make long range running even more comfortable. There are all sorts of tank options for the airplane that can give it a ridiculous range. By the way, there is no "both" position on the fuel valve.

Since my passenger had never been through a stall series, I didn't go up high enough to try what I knew was a futile exercise. Super Cubs are like the rest of the series...you have to crowd it really hard to get the stall to break. Otherwise it just mushes and any relaxation of the stick gets it flying immediately. With 150hp, the Super Cub can be flown at speeds that look to be under stall, although that's probably not actually the case because of airspeed error. However, when the power is brought up, the airplane will really hang in there. That's something that makes it so useful to the bush guys who want to drag it into a short strip.

I made the first landing clean with about 65 mph on the clock. At that speed, it felt as if I had a little too much left in the flair, as it didn't want to come down. When it did settle on, I had to work to keep from kissing the big main tires since they were so much bigger than stock 600 x 6s. They also have a lot more bounce. On roll-out, it wanted to rebound off every bump. The roll-out was totally uneventful with my feet being redundant to the operation. What wind there was was directly on the nose, so the airplane showed no urge to do anything stupid.

This time, I dropped a notch of flaps and went for a soft field type of take-off. Power up, I horsed the tail off the ground as soon as possible and tried to hold the tailwheel just off the grass for a max angle of attack. The airplane waddled into the air at something like 40 mph, and actually got launched by the tires bounding off a hump. The airplane feel so solid at almost any speed, I had to remember to get the nose down and go for more speed so we could climb.

On this landing I went for half flaps and found that even the first notch of flaps made an entirely different airplane out of it. When clean, I had to slip to get it to come down, with one notch, the nose was low enough that we were coming right on down. This time I used 60 as an approach speed and it came down relatively quickly, with nowhere near as much float.



On the last landing, I used full flaps and 55 mph and found I was close to running out of enough elevator to flair it with. I bled too much speed off too early and kissed off the mains, giving myself a rather embarrassing dribble down the runway.

I had forgotten how enjoyable Super Cubs are to fly, but it only takes a minute or two nosing through Trade-a-Plane to know why I have no over whelming urge to own one. Like the Cessna 180, this is a utility airplane that absolutely never loses value. A small engine PA-18, like 90 or 105hp, will run in the mid-\$20,000 range. Skip over the 135hp to the 150hp jobs and you immediately jump to a minimum of \$35,000 with many of the cream puffs hitting \$60,000 plus. And then there are the modified 180hp super Super Cubs! Just name your price and there's a Cub at that price.

It's pretty amazing to think that a 40 year old, two-place, rag and tube airplane can easily fetch \$45,000! That's because this is an airplane that can and, in all likelihood, will work for a living. So, it's an investment. More important, it's an investment that's a hell of a lot of fun to fly.

Upcoming Events

Gosford City Aeromodellers Club 2019 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.

Sunday June 2nd
Sunday June 23rd
Sunday July 14th
Sunday July 28th
Sunday August 11th
Sunday August 25th

Indoor Flying

Niagara Park Stadium,
Narara Valley Drive, Niagara Park

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

Sunday June 16th 1-5pm
Sunday July 21st 1-5pm
Sunday August 18th 1-5pm
Sunday September 29th 1-5pm

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



WARIALDA FUN-FLY 2019

7th & 8th SEPTEMBER

Place of Wild Honey



The Warialda Fun-Fly is on again in 2019.

The Warialda Flying Field is located

@ The Warialda Airstrip,

Airport Rd off Long Street, Warialda NSW.



Flying all day Saturday 7th + night flying & Sunday 8th September 2019.

MAAA affiliated pilots ONLY.

Only \$10 pilot fee, any number of aircraft.

\$5 camping fee all weekend. Warialda Lions Club daytime catering all weekend.

Shower & Toilets available.

Gold coin entry fee for the general public.

Reedy Creek Café for dinner Saturday Night, numbers please.

Prizes awarded for fun-fly events.

For more information contact Barry Power 0427885058,

Allan Asquith 0415735461, aasquith1953@gmail.com

or Andrew McLane 0419527371

The Warialda Fun-fly is proudly supported by Helen & Allan Rose & family,
Roger Moore, The Sunflower Motel, Warialda Newsagency, Warialda Post Office,
Bizclean & JA McGregor.

SWAP MEET

Bring your unwanted or preloved RC stuff, engines, planes, radio gear,
whatever you like, & join in the fun @ The WARIALDA Fun-Fly





PILOT'S CHOICE FOR MODEL OF THE MEET

SCALE RALLY

2019

SATURDAY 5TH & SUNDAY 6TH OCTOBER



FUN FLY LONG WEEKEND

CAMPING AVAILABLE \$15 PER NIGHT

NON-POWERED SITES ONLY

SHOWERS AND TOILETS

CANTEEN WILL OPERATE BOTH DAYS – HOT FOODS

ENTRY FEE COVERING FLYING AND SWAP & SELL \$25

SELL OR SWAP FROM YOUR CAR OR YOUR OWN TABLE



PERPETUAL TROPHY

ENTRY FORMS AVAILABLE ON CLUB WEBSITE:
waggamac.org.au

NOTICE BOARDS AVAILABLE FOR SWAP OR SELL LISTS

CONTACT:

TONY McATAMNEY

0417 294 748 or 02 6933 1388 or
maccat4@bigpond.com

SWAP & SELL

WAGGA MODEL AERO CLUB INC

3 kilometres north of the township of Uranquinty on the Olympic Highway, or 5 kilometres south of the Kapooka turnoff.

WARBIRDS

OVER COFFS

Open
flying
all
week-
end



2nd

ANNUAL
R/C WARBIRD
FLY-IN

Small
electric
to large
gas bring
it along.

Presented
By

COFFS COAST R/C FLYERS

11 categories to enter



Fri 18th, Sat 19th, and Sun 20th October 2019.

Come & be a part of the largest Warbird event in Northern NSW. 220m x 30m runway of short grass. Large pit area. Electricity for charging. Powered camping/RV site available @\$10 per site, per day.

Large overnight model storage. One off \$25 nomination fee, per pilot. Pilot brief 9am on all 3 days. MAAA & ANSW affiliated members only. MOP certificates will be sited. Field located at the Coffs Clay Target Club, 16km North of Coffs Harbour
Contact Martin 0423691150 or email, mwc.scale@bigpond.com & Geoff 0428665232

INVITATIONAL SCALE CLASSIC

NSW STATE FLYING FIELD
COOTAMUNDRA
13th to 17th November 2019



MASTERS



 **Team**



 **Pro-Expert**



 **Expert**



 **Fly-Only**

Camping at the field - Toilets / hot Showers
Saturday Gala Prize Night & Presentation

Contact :- Cheryl Rolfe
cheza1954@iprimus.com.au

DOWNUNDER 2019



The Orange Model Aircraft Club was formed in 1929 - two years after Lindberg flew alone across the Atlantic, and only one year after Charles Kingsford Smith and his crew made the first hazardous aerial crossing over the Pacific. It was the dawn of aviation's Golden Age.

22nd & 23rd February 2020

BANJO PATTERSON SCALE RALLY

We welcome all modellers to our premier event for 2020.

The weekend is not a full on competition , but a gathering of modellers with varying scale models, having a fantastic time of general flying, and great camaraderie.

We have a fantastic flying envelope with a 2000ft ceiling height and 1000 meters laterally, so more than enough air space for all size models.

Camping is available at our field (no showers available)

Tea and coffee are available all the time, with cold drinks and food available at lunch times. And do not forget the full sit down OMAC Breakfast on Sunday morning, looking out over our spectacular view we have from our club house.

We look forward to catching up with you all.

Program

Saturday 22nd February 2020

- 7.30: Facilities opened up.
- 10.00: Welcome & Pilot briefing.
- 10.00 to 12.30: General flying
- 12.30pm: BBQ lunch served.
- 1.00 to 4.00: General flying.

Sunday 23rd February 2020

- 8.00 to 9.00: The OMAC Sit down Breakfast
- 9.00 to 10.00: General flying.
- 10.00. Judging of models by pilots.
- 10.30: Presentation of Trophies.
- 10.30 to 12.00: General Flying.
- 12.00: BBQ lunch served.
- 1.00 to 4.00: General Flying

Go to YouTube and copy and paste the following links for Banjo 2019

https://www.youtube.com/watch?v=M_4qCwOVhqU&authuser=0

<https://www.youtube.com/watch?v=GoXkkz1fkdE&authuser=0>

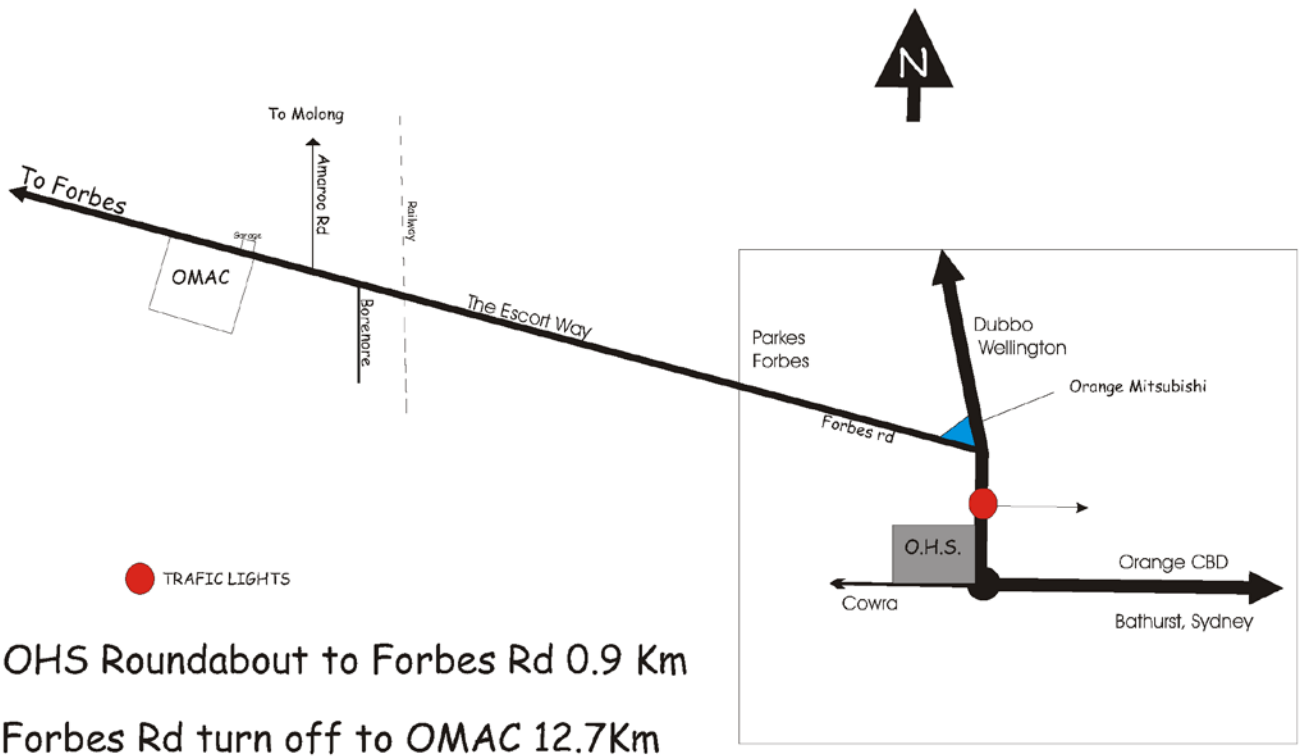
Contacts:

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2020 Banjo Patterson Scale Rally Location



**Deadline for submissions to Newsletter #420
(August 2019) is
Friday 23rd August 2019.**

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