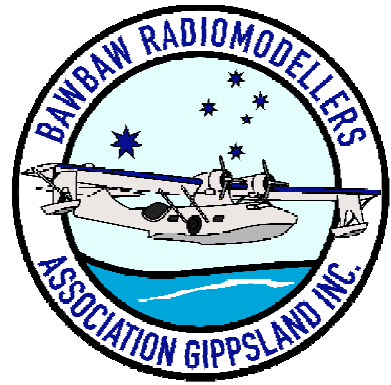


B.R.A.G.



BawBaw Radiomodellers Association Gippsland Inc.



NEWSLETTER

SEPTEMBER 2020 EDITION

THE B.R.A.G. CLUB

(BawBaw Radiomodellers Association Gippsland Inc)

The BRAG Club was started by five initial members Steve, Mick, Phil, Graeme and Bill. Steve was voted in as President Phil as Secretary & Graeme as the Treasurer with Bill and Mick as extra Committee Members.

The Blue Rock Dam Site was no longer wanted by the LVMAC Club and they had been trying to discard this site for several years as they did not want to maintain two sites. These five initial members did not want to see the Blue Rock Dam Site thrown away and lost forever as we all know model plane flying sites are very hard to come by so an opportunity was seen to start a new Model Plane club at the discarded site.

The BRAG Club was incorporated 27 May 2020 and from here things moved quickly. We received a letter from LVMAC confirming they no longer wanted the site which was forwarded to Southern Rural Water, The process of transferring the Lease agreement for the site was now under way with a new Lease being drafted for approval.

The assets on site were purchased from the LVMAC, these being the Container for storage, a small duck punt with a non-working motor and a mower for \$1200.00.

The Club submitted a new club application to the VMAA which was formally recognized and put on the MAAA data base as of 25 June 2020. On the 1 July 2020 the Club Bank account was active, member fees were paid and our Club was now open for business and accepting new members.

Site plans, risk assessment and other formal plans are all done with a tremendous amount of work being done by Phil our Secretary. Several other improvements to the site are also being considered. Our very nice looking Logo was settled on and now badges and caps are being looked at.

Our Lease for the original site area was formally sent to us to be signed on 22 July 2020. After some discussion it was put to Southern Rural Water that we would be interested in leasing the larger peninsula area, This proposal was accepted by Southern Rural Water and a new Lease was drafted accepted and signed on 10 September 2020. The new lease increased our area from around 4 acres to 18 acres allowing us to harvest the area for Hay and providing a small income for the Club.

The Fly zone over the water edge was also increase from 50m to 100m, so a great result.

Our Club membership has quickly increased to 15 members including 2 Junior members, as you can see a lot has happened very quickly despite the current Covid restrictions. Of the 15 members, 13 are local to the area, and 2 are from the Melbourne metro area, whom are also on the VMAA committee.

We are optimistic that the membership will grow now that the restrictions have some what lifted, allowing people to again get out to fly their model planes and socialize.

Our Club had our first AGM meeting 14 September 2020 via Zoom due to Covid restrictions.

At the AGM the following positions were filled:

Committee positions

Club Roles

President: Steve

Registrar: Mick

Vice President: David N

Safety Officer: Steve

Secretary: Phil

Newsletter Editor: Mick

Treasurer: Graeme

Competition Organizer: Mick

Ordinary Members
on the Committee: Bill & Mick

Maintenance Officer: Steve

Our Club now has a website: <https://www.bawbawrc.com.au>

Please send in any pictures of your models and we can add them to the site, there is also a For-Sale page.

Club Emails:

President: info@bawbawrc.com.au

Secretary: secretary@bawbawrc.com.au

Registrar: registrar@bawbawrc.com.au

A lot of work done in a short amount of time in trying circumstances so a big pat on the back to all for the hard work done.

SUNDAY 2ND AUGUST

Our new Clubs first get together; unfortunately it was to be our last with new Covid restrictions coming in shortly after.

We had quite a few come out to fly, visit and see what the new club has to offer.

Phil & family, Mick 2 Grandsons & daughter Ashleigh, Bob & his son Scott who has now joined the club, Graeme, Bill, Lindsay & Steve.

There were some visitors as well.



Some of the arrivals

Some ground planning was done for site safety and future repositioning of container & pits more importantly some flying was achieved before the wind became a little strong.

Horizon Hobby, Carbon Cub S+. 1.3M BNF.

480, 960Kv brushless motor. 18A ESC, Running 3s 2200mAh battery. It is fitted with a GPS module & flight controller that has 3 fight modes - beginner, intermediate & experienced, 3 virtual fence modes (aircraft will turn around automatically back towards home location)



Scott's model

Big thanks to Godwin for his effort's in supplying the B.R.A.G. CLUB with it's new Wind Sock pole



Steve & Godwin displaying the wind sock pole

Godwin built and supplied a well made and easy to use Wind Sock pole for our new club, it is counter balanced so that it is a one man operation to swing the top of the pole down to attach a wind sock and replace when necessary.

Many thanks to Godwin for his help it is very much appreciated by the club members and a good kick start to getting the flying site operational.

Once erected it will give the site that real model plane airfield look to it.

HERE IS A STORY FOR YOU.

We were in Hanger #4 of the Pima Air and Space Museum to view the beautifully restored B-29, When I happened to take notice of a P-51 Mustang near the big bomber.

It's name? "Bad Angel"



Bad Angel

I was admiring its aerodynamic lines and recalled enough history to know that until the Mustangs came into service, the skies over the Pacific Ocean were dominated by Japanese Zeros.

Then something very strange caught my eye.



Kill marks on Bad Angel

Proudly displayed on the fuselage of "Bad Angel" were the markings of the pilot's kills: seven Nazis; one Italian; one Japanese AND ONE AMERICAN.

Huh? "Bad Angel" shot down an American airplane?

Was it a terrible mistake? Couldn't be.

If it had been an unfortunate misjudgement, certainly the pilot would not have displayed the American flag.

I knew there had to be a good story here.

Fortunately for us, one of the Museum's many fine docents was on hand to tell it.

In 1942, the United States needed pilots for its war planes lots of war planes; lots of pilots.

Lt Louis Curdes was one.

When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.



Lt Louis Curdes

He arrived at his 82nd Fighter Group, 95th Fighter Squadron in April 1943 and was assigned a P-38 Lightning.

Ten days later he shot down three German Messerschmitt Bf-109 fighters.

A few weeks later, he downed two more German Bf -109's. In less than a month of combat, Louis was an Ace. During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitt's before his luck ran out.

A German fighter shot down his plane on August 27, 1943 over Salerno, Italy. Captured by the Italians, he was sent to a POW camp near Rome.

No doubt this is where he thought he would spend the remaining years of the war. It wasn't to be. A few days later, the Italians surrendered. Louis and a few other pilots escaped before the Nazis could take control of the camp.

One might think that such harrowing experiences would have taken the fight out of Louis, yet he volunteered for another combat tour.

This time, Uncle Sam sent him to the Philippines where he flew P-51 Mustangs. Soon after arriving in the Pacific Theatre, Louis downed a Mitsubishi reconnaissance plane near Formosa.

Now he was one of only three Americans to have kills against all three Axis Powers: Germany, Italy, and Japan.

Up until this point, young Lt. Curdes combat career had been stellar.

His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter. While attacking the Japanese-held island of Bataan, one of Louis' wing men was shot down.

The pilot ditched in the ocean. Circling overhead, Louis could see that his wing man had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It wasn't long before he noticed another, larger airplane, wheels down, preparing to land at the Japanese-held airfield on Bataan. He moved in to investigate. Much to his surprise the approaching plane was a Douglas C-47 transport with American markings.

He tried to make radio contact, but without success.

He manoeuvred his Mustang in front of the big transport several times trying to wave it off.

The C-47 kept ahead to its landing target. Apparently the C-47 crew didn't realize they were about to land on a Japanese held island, and soon would be captives.

Lt Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese soldiers toward their captives.

He knew that whoever was in that American C-47 would be, upon landing, either dead or wish they were.

But what could he do?

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his 50 caliber machine guns and knocked out one of its two engines.

Still the C-47 continued on toward the Bataan airfield.

Curdes shifted his aim slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean.

The big plane came down in one piece about 50 yards from his bobbing wingman.

At this point, nightfall and low fuel forced Louis to return to base.

The next morning, Louis flew cover for a rescuing PBY that picked up the downed Mustang pilot and 12 passengers and crew, including two female nurses, from the C-47.

All survived. Later, Lt. Curdes would end up marrying one of these nurses

For shooting down an unarmed American transport plane, Lt. Louis Curdes was awarded the Distinguished Flying Cross .

Thereafter, on the fuselage of his P-51 "Bad Angel", he proudly displayed the symbols of his kills: seven German, one Italian, one Japanese and one American.



Pilot Lt. Louis Curdes in his P-51 Mustang "Bad Angel"



One of "Bad Angel's" .50 caliber machine guns built into it wings.

COVID RESTRICTIONS FOR REGIONAL AREAS EASED - YA HOO

Flying Field now opened with some health restriction obligations and several club members ventured out for a fly on Saturday 19 -9 -20.

Graeme had a small air force, Phil and daughter Mila were testing the new club trainer, Bob and son Scott were busy with very fast 4 x 4 cars & planes, Steve was also testing the trainer model, Mick & grandson Michael were out for a quick visit as was Dave.

The flying conditions were the best I have seen for a long time very calm with the water like glass, several flights of the newly finished club trainer were undertaken to assess its suitability.

It was so calm even indoor models were seen buzzing about Graeme also having several flights with a very slow light model.

The 4 x 4 wheel drive models were impressively fast having so much grunt that even at around 50 - 60 kph if the throttle was opened they would flip over backwards if they had wings they would have taken off.

As I was on grandson watching duties I did not bring any models out to fly but it was great to see the site being used.



Club Trainer model



Some of the models seen buzzing about



Catalina



Views from the pits

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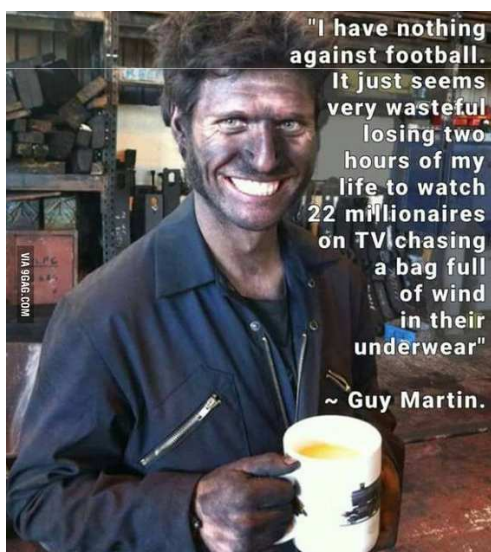
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