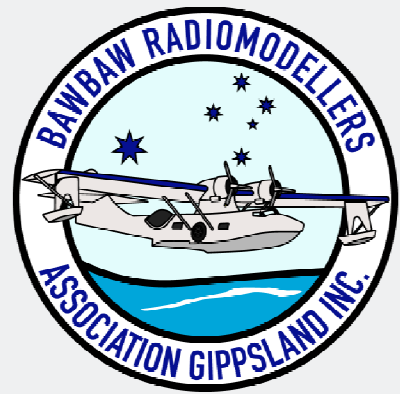


# B.R.A.G.



BawBaw Radiomodellers Association Gippsland Inc.



## NEWSLETTER

Club website: <https://www.bawbawrc.com.au>

March 2021 EDITION

Issue - 04

# SUNDAY 13<sup>TH</sup> DECEMBER

Sunday 13<sup>st</sup> November

A few club members turned up for a fly with the Hay also being cut



Hay harvest







Hay cutting & some flying







## SUNDAY 20<sup>TH</sup> DECEMBER

Our inaugural End of Year BBQ Family Day

We had a great turn out of Club members and their families for a pleasant relaxing day of socialising and flying.

Thanks to Steve & Phil for organising food & drinks also thanks to all other members for their help with the working bees and field preparation.







A Great turn out of Club members



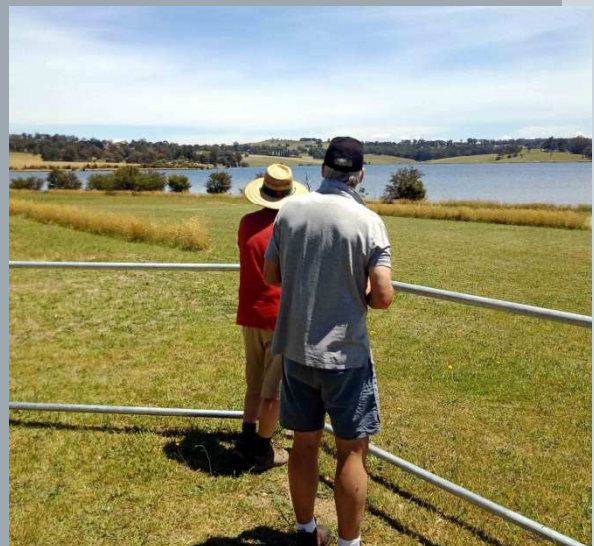
Some of the models flown on the day



## December 30<sup>th</sup> Fly Day



Junior Training



Plenty of chatting & Dave  
hooning





## Pits & Pilot line



Another top days flying, with Mick kept busy training 3 Juniors and a visitor .

Cessna 170 &  
Boomerang .60



## Dakotas – no fancy computer control and solidly built !



The aircraft belonged to Railway Air Services, which was formed in March 1934 and was co-owned by four railway companies and Imperial Airways. Created as a domestic airline operating from London's Croydon airport, they ran services between London and Scotland, passing through Birmingham, Manchester, Liverpool and Belfast. In the period after the war RAF Northolt was used as the main London Airport during the construction of the nearby Heathrow, hence the aircraft took off from here.

On the 19th of December, 1946, a Railway Air Services Dakota was scheduled to fly from RAF Northolt to Glasgow, on behalf of Scottish Airways, and was carrying four crew members and one passenger. That December had been a particularly cold one with a fair amount of snow and, the Dakota's departure from Northolt was delayed due to the need to de-ice the aircraft before take-off. In fact, due to the weather, the airport had been closed for over an hour to all incoming and outgoing traffic. As the Dakota waited on the runway, the ambient temperature took a nose dive and fresh snow began to fall – snow which instantly froze on the aircraft's wings.

After this prolonged waiting time, the Dakota's pilot finally received clearance to take off and, running the engines to 2,500 RPM, began to accelerate down the runway. Afterwards, the pilot noted that, on take-off, he struggled to gain any height as the ice on the wings disturbed the aircraft's air-flow but, by this time, it was too late to abort the flight. The pilot desperately continued to try to make the Dakota climb to the required height – a battle that he was destined to lose. Flying only a few metres above ground, the aircraft left the runway and headed straight down Angus Drive; still unable to reach the height required. The Dakota's short journey ended as the left wing connected with some residential rooftops and, spinning through 90 degrees, the plane eventually came to a halt on top of numbers 44 and 46 Angus Drive in Ruislip.



Although the aircraft was severely damaged, miraculously, the crew and passenger were unhurt – although the Radio Officer, Murdoch, had a narrow escape due to the fact that he wasn't in his seat at the time of the impact – a seat which, during the crash, was skewered by jagged metalwork. Even more miraculous was the fact that Irene Zigmund and her four month old son were at home at number 44 at the time and, not only were they unharmed but, Irene revealed afterwards that the incident didn't even wake her napping son.



All the crew and passengers escaped safely by climbing through the loft of the house and leaving via the front door. No residents were injured, even though the owner of an adjacent house was standing at her front gate when the aircraft came down. The owners of number 46 had not moved in at the time of the crash as they were due to be married a few days later. The house was later named "Dakota Rest", and still stands today.



# Indoor Flying 16-1-21

The Clubs new Indoor centre in Morwell is huge compared to the last place most were flying at. Maybe that will mean more models leave in one piece!!



Getting flight ready



Large Indoor Flying area

Happy Chaps





# Sunday 17-1-21 Fly Day

Another good show up of Club members with some new club members showing up also, one of the new member's Ross showed up with a huge Piper Pawnee – pictures say it all.



Very big model – big presence & well flown







Well done on a nice model Ross



Not sure about the Pilot though Ross, he seemed a bit gutless!!





## Saturday 30-1-21 Club Working Bee

We scheduled a working Bee to finish the spectator fence & Pilot Line Fence in preparation for the VMAA meeting to be held at our flying site on the 13<sup>th</sup> & 14<sup>th</sup> of February – unfortunately this was cancelled due to a snap Covid lock down.

Quite a few turned up to work including some Melbourne members with the fences completed and a BBQ for the workers thanks to Lindsay for the cooking.



Unfortunately no decent pictures of the work or workers

## Indoor Flying 20-2-21

Three members, three visitors and three apologies (on other business) made for a wonderfully busy day at indoor flying.

Saturday dawned brightly, batteries charged and down to the Morwell Leisure Centre for a fun filled four hours of flying.

The pictures show the aircraft readied for flight. The most popular on the day were the Vapors. They are wonderfully forgiving and easy for the beginner to gain confidence in flying. With some 15 minutes flight time per battery, dawdling around the hall at half throttle - very economical all round. . Yes, you can do loops with a Vapor!

Bob flew his Ornithopter, the orange and brown jets, the orange beaver and several smaller Cessna like models, demonstrating great mastery of the double court area we have available. Terry flew two Embers, with some assistance at first, and was proud of his achievements. Garry flew his Vapors, SE5A and Depron Bug, and generally helped the visitors to understand and enjoy indoor flying.

It was hard to shut the doors and head for home at 3pm. The time went so fast, and the visitors were enthused.

If you are interested in trying indoor flying, or just want to look, we are meeting on the first and third Saturdays between 11am and 3pm at the Morwell Leisure Centre. Club Membership plus \$10 to fly payable at the counter.  
New Flyers and visitors welcome.





Some of the models flown  
& the Flyer's



# Sunday 21-2-21 Fly Day

We had almost perfect weather for this Sunday, with several club members arriving for a Fly. We had some visitors with 2 joining on the spot Jason who had been an aero modeller in QLD and his son Jackson who had a fly on Mick's Boomerang trainer Jackson had been using a simulator and picked up flying very quickly already wanting to take off on his first flight the instructor Mick said No!!



Some of the models flown on the day



Drone shots thanks to Bob



Steve's Boomerang .60 & Maracana





Some Training, Mick training Jackson, Mila, Ray & assisting others



Mick's .46 powered Sport Pylon wowing the spectators (show off)

Jason then had a fly on the Club Boomerang .60 and flew well with his confidence coming straight back after having not flown for nearly 3 years, Jason is very keen and has several large aerobatic models, Mila was next up with the Boomerang and is progressing well even managing a loop on her second flight.

Mick and Phil then helped new Club member Ray get his new model sorted with Ray getting a short flight before the batteries ran out.



Mick tried a new own design .15 Fun Fly model with its maiden flight proving troublesome having both micro aileron servos failing at the same time, back to the drawing board. Mick then pulled out his repaired .46 quickie Pylon racer and blasted around the sky with the spectators & some of the new Club members stunned at the performance of the model. Steve then pulled out several models for Mick to test fly, with all of them sorted and flying well Steve struggled to get his low wing Sport model back of Mick who was enjoying throwing it around the sky a little to much. (fly's nice)

Another Top day's flying with Steve & Mick pulling up stumps around 4.00 pm



Steve's Tundra

## Saturday 27<sup>th</sup> Feb

Dave & Ross along with visitor David came up for a fly along with el-presidente Steve not sure who else was there.

Dave was flying his float planes, Ross flew his big Canadair Twin and David had

Saturday's flying what a sensational day, Light winds perfect weather and even better company. In attendance we had half dozen people with a mixture of members and a visitor, World electric Champ. David Hobby who came down to check out the view, put in a couple flights and enjoy the serenity (an F3B glider climbing and flying at Mach 2 !! I was told.) Dave Nichols and I had a ball flying seaplanes today, with Dave flying his venerable Schneider cup style racers and for me, a well loved 25 year old Canadair. Built to 3 meters span, The Canadair was built by seaplane legend Tim Nolan way back when Noah was a child.... As the new lucky owner the aircraft has had a refit with RCGF 20cc twin stinger engines and swing 15x8 3 blade propellers spinning at 7500 rpm..Good reliable honest power with 8 solid flights. So plenty of flights loads of laughs and all planes went home the way they came... not broken.

So all in all awesome fun,  
to quote the late Martin Briggs..... WHAT A HOBBY!  
Id like to thank everyone for an awesome day out and look forward to catching up with everyone again soon..

Thanks for the report Ross

## Canadair flying Clip

link to our  
Facebook

page.

<https://www.facebook.com/100004609744194/videos/pcb.1357623147932088/1852735778223396>



Dave having a ball



Dave looks confident flying over water with the boat ready to go



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This little guy told his Dad that he wanted to learn how to train his dog and his Dad said there were lots of dog training videos on YouTube. So here he is, showing them to the dog!



Stick a Turkey leg in a sneaker and let your dog patrol your yard.



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