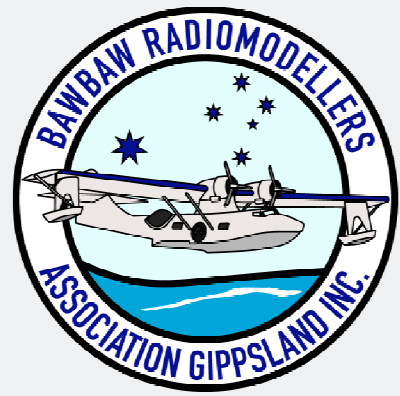


# B.R.A.G.



BawBaw Radiomodellers Association Gippsland Inc.



## NEWSLETTER

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

June 2021 EDITION

Issue - 06

## SUNDAY 16<sup>TH</sup> MAY

### Working Bee to prepare for the Club opening day & Set up Heli Area

Scott and Bob did an amazing job cleaning up the area around the container, and wiper snipping the fences and float area.

Graeme Jenner, Jason Yendall, Jeffery Stevens, Steve, Ray and Phil worked on the helicopter pilot fences.

The peg positions were checked first, from the original set out, and after a small adjustment, the fence lines were marked.

Jeff and Steve supplied petrol augers, which made light work of the holes. Jeff was also taking affair bit of the load by mixing the concrete with the help of Graeme J.

Phil provided some tools and the supplies, and the boys quickly assembled and set the frames into position. Steve had to go back later in the evening to collect the clamps used to prop the frames as the concrete cured.

There is still a bit to do, the frames will need the mesh hung. The mesh on the original pilot fence also needs to be finished and we hope to get 3 mows done before the open day to get the place looking great.



Whipper snipping tidy up



Heli area preparation







Working hard

Nice aerial shots  
thanks to Bob



## Fly Day Sunday 23-5-21

The only Club members that turned up for a Chit Chat/ Socialising, flying and one even worked was Steve, Phil and Mick.

We also had 2 visitors arrive Steve & Dad Brian who really enjoyed the area and field setup.

Steve had the usual couple of models for Mick to test fly an Old Timer with ailerons the model flew well but needed some modifications to improve the flying more down thrust and a wing incidence fix, Steve got to have a fly and found the model nice and slow to his liking.

Steve's other model a low wing sports model also flew well but needed some taming down and also a couple of alterations done to improve it's flying.





Steve Green brought a couple of models to let loose around the Lake a Cassutt midget F1 racer with a 60cc engine, good flying with nice side slip landings, Steve also flew a foam twin electric engine float plane a twin Otter I think which also flew well from off the Lake.



*Cassutt 60cc*







*Steve's Twin Otter*



Mick Flew his .46 sports pylon model and had a couple of training flights with Harley who is starting to come along nicely with his flying.  
Meanwhile Phil was busy mowing to get things ready for our open day scheduled for the following weekend.





## Flying visit to Blue Rock

After a pleasant evening drinking his beer and checking out his engine and kit collection (secret men's business) I had all but ran out of excuses for putting off invitations for a return visit to the mountains in Upwey to be beaten playing Poole at Dangerous Dave's.

Getting my head around his unique take on billiards was given a reprieve when he moved mountains.

All the way to Bairnsdale. A return match is on when I visit Pop Head Ted on the Nicholson River. Where I have done a fair bit of float plane flying, many years back with my old 600 square inch FAI pylon racer which was put on to floats I then flew that from Teddy's boat as we cruised the Gippsland Lakes.

Dangerous has been rabbitting on about Blue Rock so much that I would never heard the end of it if he found out we flew over the club strip on the way to Latrobe Regional Airport, to see a mate solo in his Christen Eagle so we did a few orbits to check it out.

One Sunday a few months later I threw my Cassutt, a helicopter and a floatplane into the trailer I picked up Dad & we enjoyed a very pleasant visit to the field.

I must congratulate the club. Dangerous was right. It is a lovely place to fly a model aeroplane.

Whatever Dave was drinking to come up with that variation of Billiards and the shame of him beating me so comprehensively may finally pay off and I look forward to finishing off a couple of float planes.



Thanks to Steve for this report



# Club Opening Day 30<sup>th</sup> May 2021

Unfortunately had to be cancelled due to a snap Lockdown after a couple of Covid cases were announced.

We will reschedule as soon as practical with continuing lockdowns and Winter in full swing we may have to wait a while.

# B.R.A.G.

BawBaw Radiomodellers Association Gippsland Inc.



## CLUB OPENING FLY DAY, SUNDAY 30<sup>TH</sup> MAY 2021



Located at Willow Grove on the edge of the picturesque Blue Rock Lake.

Our new club is excited to show & invite all VMAA – MAAA affiliate clubs & their members to visit and enjoy our new Club site for our first inter club Fly Day.

The site provides a 100 meter long strip suitable for most size aircraft, Blue Rock Lake for float planes, two Heli circles are also setup.

Flying starts at 9.00 am

Gold coin donation appreciated.

There will be a BBQ on the day and cold drinks available.

Sausages \$2.00, Hamburgers \$4.00, Drinks \$2.00

Please RSVP to [events@bawbawrc.com.au](mailto:events@bawbawrc.com.au)

Visiting Pilots need Bronze/Silver Wings.

Heavy models need to be certified.

For more information please visit:

<https://www.bawbawrc.com.au/i/events>



BRAG Club

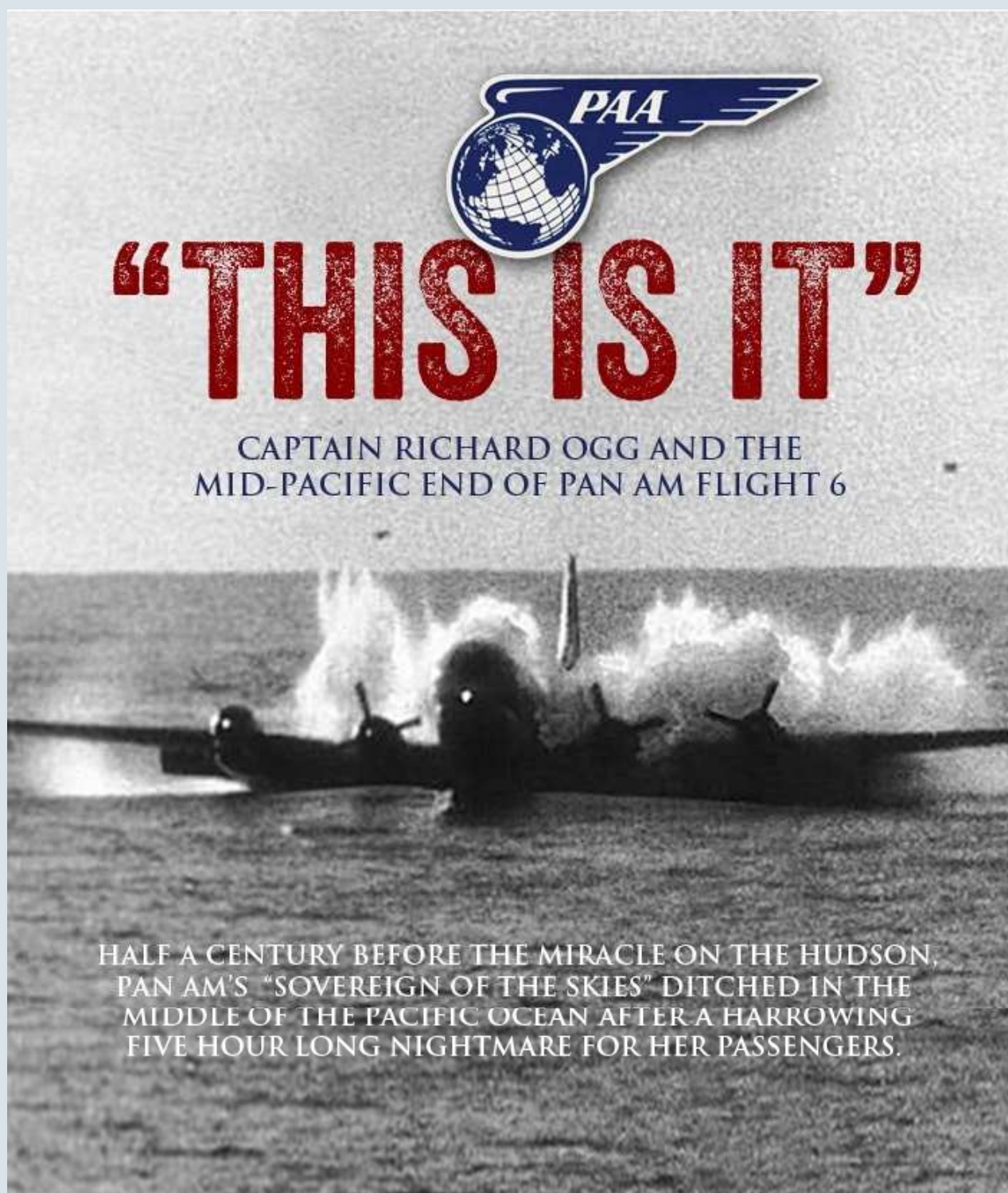
Address: 24 Blue Rock Rd, Willow Grove VIC 3825

Contact Mick on 0439537901 for any questions.

RSVP: [events@bawbawrc.com.au](mailto:events@bawbawrc.com.au)

Web site: <https://www.bawbawrc.com.au/i/events>

# A MID-OCEAN DITCHING



By Dave O'Malley

In 1947, Pan American World Airways began the first regularly scheduled "Round-the-World" passenger service. Each day, a flight would depart from the East Coast (New York or Philadelphia), heading east towards Europe and another on the West Coast of the United States would lift off from San Francisco Municipal Airport and, heading west, fly the same route in reverse.



Passengers on these flights who had bought a “round-the-world” ticket could deplane from a Pan Am Clipper aircraft (by the mid-1950s, these were variously Douglas DC-6s and 7s and Boeing 377s in combination for each flight number) at any of the waypoint cities (in 1947: Honolulu, Hong Kong, Bangkok, Delhi, Istanbul, Frankfurt, London and New York) and stay as long as desired before continuing the journey. The only requirement was that the entire journey had to be accomplished within 180 days. If a passenger was to remain aboard the flight for the entire trip, and there were no technical or weather-related setbacks, he or she could be back in the United States in 48 hours.

These globe-trotting flights were partly promotional, putting Pan Am in the world spotlight and were only for the very wealthy. Tickets were \$2,300 for a single economy passenger and \$4,000 for a couple. With inflation, this translates into about \$22,000 and \$38,000 respectively. First class was considerably more, but one has to understand that Economy (or Tourist Class as it was known then) aboard a Pan Am Clipper was more luxurious, far roomier and had much higher service than Business Class has today. Due to these costs, many of the passengers on these flights were not round-the-world travellers, but simply business men, diplomatic families, and servicemen and women returning home or repositioning. By 1956, these daily flights around the globe were old hat to the highly experienced cockpit and cabin crews of Pan American. While the waypoints around the world had changed somewhat, the system was sophisticated and well worked out, with maintenance and administration services in each city to deal with technical issues as well as passport and customs requirements. Of all the aircraft used on these runs, the Boeing 377 Stratocruiser was undoubtedly the queen of the skies—for Pan Am and other operators in the Pacific and Atlantic runs like Northwest and United.

Pan American World Airways was the launch customer and largest purchaser of the Boeing 377 Stratocruiser long-range airliner which was a civil development of the C-97 Stratofreighter military cargo lifter and KC-97 aerial refuelling tanker (themselves derived from the B-29 Superfortress). Pan Am purchased 33% of the eventual production run of 56 airframes for \$24,500,000, at the time the largest commercial aircraft order in civil aviation history. They called them StratoClippers in keeping with their traditions. By the mid-1950s, the roomy and reliable double-decked Stratocruiser had flown many millions of miles in “round-the-world” service, and, while the glamour was still there, the flights were largely routine.

But not all – this is the story of “round-the-world” Pan Am StratoClipper—Pan Am Flight 6, the Clipper Sovereign of the Skies (N90943)—that truly captured the imaginations of the world, the last flight of Pan Am 943 (its call sign, not its flight number) is eerily reminiscent of US Air Flight 1549, the famed Miracle on the Hudson.



The *Flight 6* relief crew, like many Pan Am StratoClipper crews, was the best of the best—Captain, First and Second Officers, Engineer, Purser and two Stewardesses—and all experienced and highly-trained and aware of their primary duties—the safety and the comfort of the passengers in their charge. The crew's Captain was 43-year-old Richard N. Ogg of Saratoga, New York, a Pan American World Airways company man if there ever was one. Ogg, a pilot for 20 years, had been employed by Pan Am for 15 years, flying for the airline during the Second World War. He had accumulated over 13,000 flying hours in that time and was considered a very capable and calm aircraft Captain. He had 738 hours on Boeing 377s and had recently completed a ditching emergency procedures course.

His First Officer was 40-year-old George L. Haaker, a Pan Am employee since 1946 with 7,500 flying hours, almost half of them in Boeing 377s. He too had just completed a course on ditching. The Flight Engineer was Frank Garcia Jr, a 30-year-old in his third year with Pan Am with 1,738 flying hours, all on the Boeing 377. The Navigator was always a pilot working his way up to the left seat and sometimes called the Second Officer. In this crew he was Richard L. Brown, a 31-year-old working for Pan Am for less than a year. He qualified on Stratocruisers just eight months previously and had 1,283 flying hours with 466 hours on type.

The cabin crew was considerably younger than the cockpit crew, something that was common in 1956 when it was considered a young woman's job. The cabin crew lead was Purser Patricia Reynolds, aged 30. Despite her young age, she had been working for Pan Am for ten years and had, just three months before, completed a United States Coast Guard (USCG) Wet Drill in San Francisco. She oversaw two highly capable young women—Stewardess Mary Ellen "Len" Daniel, aged 24, who had also just completed the USCG Wet Drill course and Stewardess Katherine Araki, aged 23 of Honolulu, an employee of Pan Am for a year and a half.

While the Boeing 377 was a reliable aircraft and her crew well-trained and committed, she was about to cross 2,400 trackless miles of open Pacific Ocean, with the setting sun behind and a starlit night revealing itself ahead. If her passengers or pilots cared to look out into the inky blackness during the flight, they might see the sparkling lights of an infrequent cargo ship but little more. To help her in her crossing would be the sentinel assurance of *Ocean Station November*, a United States Coast Guard cutter holding station approximately halfway between Hawaii and San Francisco.

The duty cutter this night was USCGC *Pontchartrain*, a 1,350 ton, 250 foot *Owasco*-class "high endurance" cutter, built ten years before. An Ocean Station vessel like *Pontchartrain* had a number of duties including weather reporting, radio relay and most importantly this night, rendering assistance to the growing number of airliners plying the Northern Pacific skies. There was an archipelago of ten Ocean Stations in the Atlantic Ocean and another three in the Pacific, all of which were stationed under well used aerial highways across the oceans.



*Ocean Station November* was, for all pilots, a human voice to report to on every Hawaii to San Francisco flight, but this night *Pontchartrain* was more than that. She would become a beacon of hope and a link to salvation for 24 passengers and seven crew members.

The passengers were not the only living souls making the crossing to San Francisco. Pan Am cargo staff cared for and then loaded two dogs, one very talkative parakeet and 3,000 twittering canaries into the cavernous forward hold.



Photo: United States Coast Guard

An exciting scene of the Honolulu International Airport from the 1950s. Four Boeing Stratocruisers grace the ramp—Left to right: Pan Am (N1024V), Northwest, United and another Pan Am Clipper.



Photo: Aviation.Hawaii.gov



It is clear from period photos that the Boeing 377 Statocruiser dominated Honolulu-based international airline travel. Obvious in both of these images is the heavy moisture in the skies behind the aircraft. Photo: Via Ian Lind at [ilind.net](http://ilind.net)

The flight was scheduled to leave Honolulu at 7:30 PM Hawaii-Aleutian Standard Time (HAST), 15 October 1956, but delays in preparations and maintenance issues pushed the time back a full hour. At 7:30 PM, boarding had still not been announced and passengers were getting a little impatient. At 8:00 PM, the terminal public address system boomed out the call for the boarding of Pan Am *Flight 6*, and passengers collected their belongings and queued at the door. Unlike today's soulless jet-way bridges, *Sovereign of the Skies* passengers walked calmly across the balmy ramp with a view of the beautiful and powerful aircraft that they were about to board. As they queued at the air-stairs, they were greeted in style by the two young and very beautiful stewardesses. Stewardess Katherine Araki ushered the 11 Tourist Class passengers to their seats in the forward compartment while Len Daniel brought her 13 First Class passengers to the back of the aircraft and settled them in, offering them drinks. In the days of the prop-liner, First Class compartments were not in the front of the aircraft as they are now. For the comfort of higher-paying passengers, it was better to be behind the engines where noise and vibration were considerably reduced.

While the passengers were loading, Flight Engineer Garcia stepped down the stairs and began his walk-around inspection of the aircraft and its engines. Following this, he re-boarded and began his pre-flight checks. He gave Ogg the Ready to Start Engines Report and soon Ogg, Haaker and Garcia had all four Pratt and Whitney R4360 engines thundering and ready to go. Pushing the throttles forward, Ogg moved the big liner away from the ground crew who waved goodbye. With his right hand on the throttles, Ogg used his left on a small wheel near his left knee to steer the lumbering giant out to the runway.



One minute later, at 1:20 AM, their world started to unravel. There suddenly came a loud, shrieking noise from the left side of the aircraft and the port wing dipped suddenly. In the galley, Len Daniels, who was fixing coffee and Coca Cola for the two pilots, staggered from the lurch and reached out to steady herself.

Haaker called out to Garcia for more power to increase airspeed. As he calmly gained control of the situation, Ogg returned and took his seat. The tachometer for No. 1 engine was rapidly increasing and both pilots immediately diagnosed the problem as runaway propeller, sometimes called an overspeed. It was not an uncommon problem with the Boeing Stratocruiser. The overspeed was caused by the failure of the Constant Speed Unit (governor) which adjusted the pitch of the blades to keep the engine speed constant. When an overspeed condition occurs following the failure of the CSU, the propeller begins to rotate faster than the desired RPM setting—hence the red-lining engine tachometer on No. 1. The pilot must immediately feather (rotate) the blades so that they are in line with the slipstream. Haaker immediately assessed the overspeed and attempted to feather the blades, but the blades did not respond. Now the prop was free-wheeling in the slipstream and overspeeding the engine slewing the aircraft to the right. The noise was deafening and Ogg and Haaker shouted over the shrieking. While the three working engines were steady at 2,300 RPM, No. 1 was off the dial which only went to 2,900 RPM.



Photo: USAF via 7thFighter.com

An overspeed propeller was a real concern for an airliner out over the ocean. This photo of a Boeing B-29, from which the Stratocruiser was developed, shows the damage suffered when No. 3 engine's Constant Speed Unit failed and the runaway propeller could not be feathered. The propeller tore from the shaft and flew into the fuselage, where we can see the damage caused by two blade strokes. Other photos of this ship show that some of the propeller exited up through the left side of the fuselage. To say they were lucky to get to Iwo Jima for an emergency landing is an understatement.

Ogg and Haaker shouted to Garcia behind them to "Freeze it, freeze it!" Garcia hit a switch which would cut off the oil supply to the troubled engine and force it to stop. It would take a few minutes before the engine would seize.

Ogg asked Purser Reynolds, who had entered the cockpit to see what was happening, to go back into the cabin and watch for fire in No. 1. Two minutes later, there was a decrease in RPM on No. 1, followed by a heavy thud. The engine seized, but the propeller had decoupled from the drive and was now wind-milling out of control on the shaft. The drag caused by the propeller was slowing the Stratocruiser down and Garcia increased power on the three remaining engines to keep speed.

Ogg then made an announcement over the intercom: *"Ladies and gentlemen, I'm sorry to wake you, but we have a real emergency. One of our engines is giving us some difficulty. Just in case we have to ditch the plane, please put on your life jackets, take your seats and fasten your seatbelts."* He then informed the cabin crew to prepare the passengers for a night time open-ocean ditching and radioed a distress call to *Pontchartrain*, informing them that he may have to ditch. He got a steer from Brown and turned towards their salvation.

Quick calculations of remaining fuel and the reduced airspeed necessary to control a Stratocruiser with a wind-milling propeller indicated that the aircraft could stay aloft for another 750 miles.

Both Honolulu and San Francisco were over 1,000 miles away however. It would be *Pontchartrain* or nothing.

The problem was that it was pitch dark and even though *Pontchartrain* was firing off star shells and was laying down a string of electric water lights in the best direction for ditching, a night time water landing would likely result in tragedy. If he could maintain altitude and nothing else went wrong, Ogg calculated he could wait out the night and ditch after the sun came up.

At 2:00 AM HAST Ogg told his crew and that of Commander William Earle, Captain of *Pontchartrain*, that he would fly circuits over the ship until first light, which was three hours away. *Pontchartrain* left the water lights on the surface of the ocean should the situation change.

Ogg's situation got considerably worse at 2:45 AM. No. 4 engine began to backfire and instruments indicated a big drop in power. Garcia analysed the situation and found that the electrical system was shorting and the second radial row of cylinders was not firing properly. Ogg then instructed Garcia to feather the No. 4 engine and the Engineer reached up and hit the controls and successfully feathered the propeller blades.

The engineer then reset the remaining two engines to deliver 2,550 RPM and the engines began a 2,000 gallon-an-hour fuel burn rate. The speed had dropped to 140 knots and the aircraft was down to 2,000 feet, possibly too low if they were not set correctly for the ditching in their circuit above *Pontchartrain*.

At 3:00 AM, Ogg took the aircraft back up to 5,000 feet as it has become lighter with the fuel burn. At this height, the cockpit crew practiced approaches and drill, readying for the dawn. It was Ogg's plan to burn off as much fuel as possible to reduce the possibility of a post-ditching fire and to make his aircraft as buoyant as possible. Then night wore on and the worrying consumed the passenger cabin.

At 5:10 AM the stewardesses moved the First Class passengers forward as far as possible, filling the seats in Tourist Class.

Captain Ogg had ordered this as the previous year another Pan Am Stratocruiser, *Clipper United States* (N1032V) had been forced to ditch just 35 miles off the Oregon Coast following the complete loss of No. 3 engine and its propeller. Loss of control forced the ditching during which the tail section broke off after slamming into the waves, resulting in four deaths.



Coast Guard sailors aboard the United States Coast Guard Cutter (USCGC) *Pontchartrain* use foam from firehoses to lay down a “runway” for Captain Ogg and *Flight 6*. In addition to giving him something to aim for, the foam allowed him to judge his height better and would help in the event of a surface fire.

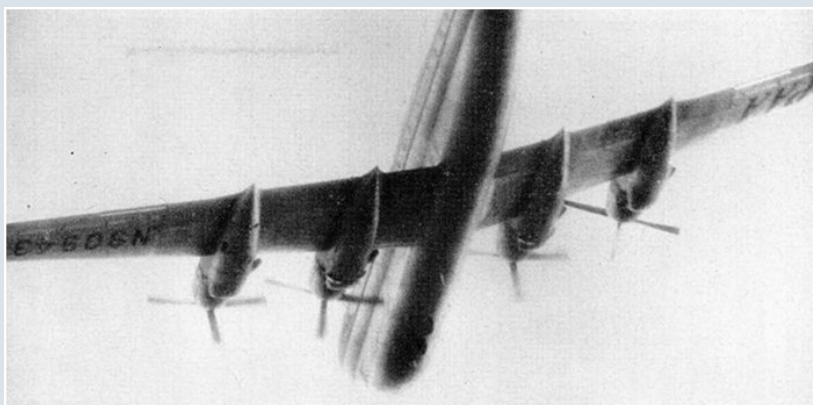


Photo: William Simpson

As the crew of *Pontchartrain* scrambled to dump barrels of pre-positioned fire-fighting foam from the fantail as well as from firehoses at the rail, Ogg dropped the aircraft to 900 feet and made a practice approach to the foam runway, overflying *Pontchartrain* in the process. In the passenger cabin everyone was instructed to take their crash positions.

Ogg made an announcement to the passengers: *“Ladies and Gentlemen the water temperature is 74 degrees and the waves are only a matter of inches high. There is absolutely nothing to worry about—things couldn’t be better for us. I’ll soon give you a ten-minute warning. Then one minute before touchdown I’ll tell you this is it.”*

*Do as the stewardesses tell you please.”*



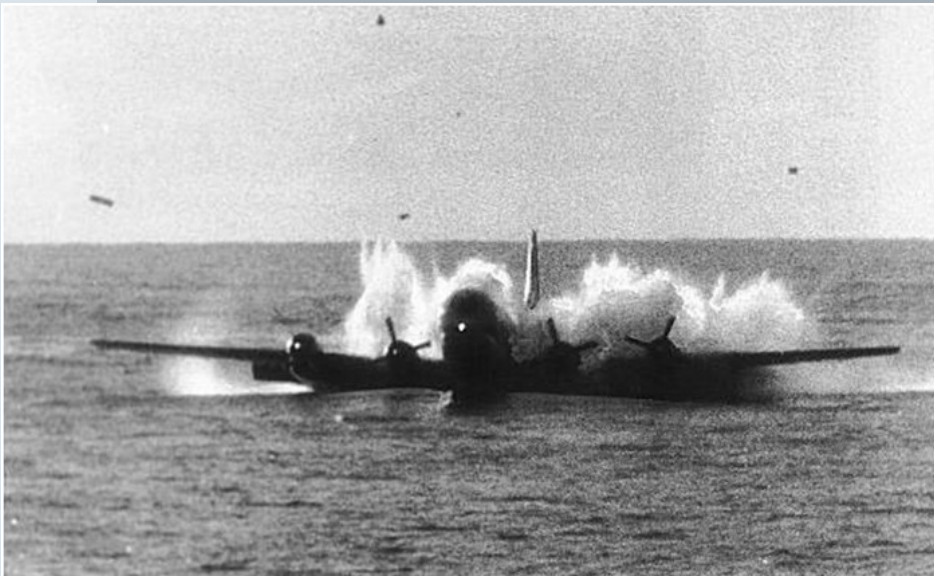
With the sun just up, Captain Ogg in N90943 thunders low overhead *Pontchartrain* before setting up for a dangerous ditching. No. 1 engine (port outer) is still wind-milling, while his Number 4 engine (starboard outer) is shut down and its propeller clearly feathered. This dramatic image somehow expresses the stress and fear felt by all those inside her cabin and cockpit. Moments later, Ogg would set up for the ditching, announcing just prior to hitting the water that *“This is it!”*

A rather poor and slightly retouched enlargement of a photograph of Ogg’s approach to a water landing—flaps down, gear up, starboard propeller feathered and not visible.



At 6:05 AM, Garcia released carbon dioxide into the wing tanks to deal with any fire and everyone got set for the ditching. Captain Ogg pressed the microphone button and told his passengers: *"Ten minutes to ditching time."* Eight minutes later, Ogg turned the fatally injured *Sovereign of the Skies* to a heading of 315 degrees one last time and set full flaps. He began a long, flat and slow approach to the foam runway with Haaker on his controls in case needed. At this moment, Brown left his cockpit seat and, rushing past the bent-over passengers, some of whom were praying, took his place by the main door, where he was to assist the rapid and orderly evacuation of the Stratocruiser when she came to a stop. At the same time, Ogg announced: *"This is it!"*

With *Pontchartrain* standing off with her boats half-lowered, Ogg and Haaker skimmed *Sovereign of the Skies* low over the swells, cut power to his two remaining engines and settled to the surface at a speed of 90 mph. She lightly touched at first, skimming a few hundred yards on ground effect before slamming down hard into the swell. For a few seconds it looked like a textbook water landing, but the wounded port wing caught the swell, bit hard into it and the giant aircraft slewed violently to port, turning nearly 180 degrees.



*Flight 6* slams into a swell and chunks of the two powered propellers (2 and 3) fly off.

The nose-high impact would break off the aircraft's tail, but the crew was ready for this eventuality and had all passengers over or forward of the wings

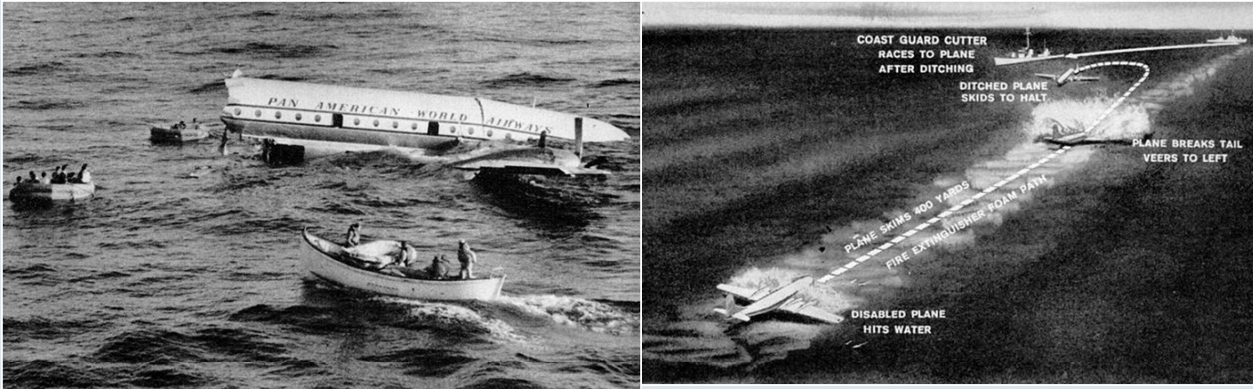
The impact cracked the gleaming white fuselage just ahead of the massive tail with a shrieking rending of metal, the entire tail toppled slowly backwards. If it were not for Ogg's insistence that everyone move forward, it is likely that a few passengers would have followed the tail to the bottom of the Pacific Ocean.

Moments later, as passengers could be seen to scramble out onto the wings, the tail disappeared altogether.





Commander Earle, standing off to stay out of Ogg's way, now ordered full steam ahead as *Pontchartrain* raced to close the distance to the remains of *Sovereign of the Skies* and to rescue as many passengers as she could. Suffice it to say that the crew, the passengers and rescuers from *Pontchartrain* executed everything to perfection.



Wreckage & Diagram



The last to leave the sinking aircraft was Captain Ogg, having just checked to make sure that no one was left in the passenger cabin. Similarly, 50 years later, Captain Chesley Sullenberger, who was 5 years old at the time of the Pan Am ditching, would do exactly the same thing.

In this photograph taken by passenger Braat, he seems hardly stressed at all, smiling almost.

No doubt the realization that all of his passengers and fellow crew members not only survived, but did so without a scratch, gave him much comfort at this moment.

*Sovereign of the Skies* sank at 6:35 AM HAST, a little over five hours after the Constant Speed Unit failed on her No. 1 engine. Through five hours of interminable stress, Richard Ogg kept his cool, as did his whole crew. Their professional behaviour, flying skills and calm demeanour went a long way to keeping the passengers safe. Captain Richard Ogg, like Sullenberger 50 years later, was rightly a hero. He would be asked to speak about it for the rest of his life. He remained a Pan Am pilot to the end of his career.

Richard Ogg, who was still actively flying, died at the age of 77 on 4 June, 1991. Six months later Pan American World Airlines ceased operations and filed for bankruptcy. There is no doubt that the demise of the great company would have saddened him greatly. On his deathbed, his wife Blanche saw him with a distant and sad look in his eyes. She asked him what he was thinking about. "I was thinking of those poor canaries that drowned in the hold when I had to ditch the plane." Ogg replied.

They don't make 'em like that anymore.

Dave O'Malley

## Fly Day Sunday 20-6-21

Considering we were out of lockdown and it was a nice day it was surprising only 3 of us turned up for a fly.

Graeme flew an Old Timer before I arrived and went home early leaving Steve and myself to tear up the clear skies.

Mick Flew a Yak 55 35cc it had fuel tank issues 1 flight only, next up was my Sport pylon model Thunder Tiger .46 I had fun beating up the sky but had to watch the glare off the lake which was making following the fast model difficult.  
Also brought the Boomerang Trainer but not flown - No learners



Lonely car park



Micks Sports Pylon model



Mick's Yak 55

Steve brought 3 models for Mick to Test fly trim and sort any issues.

1st a Tiger 90 with a Saito 100 4/Stroke.

After some engine tuning the model was committed to flight it leapt into the sky pretty quick and was lively on the controls needing a lot of down trim and a couple right trim clicks on Ail & Elv.



Once the model was trimmed Steve had a quick fly but found the model too touchy he got into a little trouble and handed the model back to Mick who then set up for landing, a nice touch down but the model dug in on the nose and nearly flipped we found the nice suspension nose wheel Steve had spent Hrs making was gone along with the wheel.

Bugger said Steve or something to that effect Steve was almost ready to sell off the twitchy model but Mick convinced Steve that with the following mods, 3 - 5 deg down thrust on the engine lessen the control throws and turn it into a tail dragger instead of re-making the nose wheel the model will then be a very nice flyer.

2nd model an Old Timer Majestic Major Eros powered by a Saito 65 4/Stroke



Majestic Major Eros

The model took off at 1/2 Throttle but also climbed madly running out of down trim the model was landed and adjusted so more trim could be used the model was put back up in the air and flew nicely at 1/2 throttle with Steve now taking over and having an enjoyable flight.



Solutions needed 5 - 6 deg down thrust and the wing to tail incidence corrected.

Steve's 3rd model a small electric high wing model

Mick asks Steve if he wanted this model trimmed also - **Reply No I will be O.K it's just a piece of junk with cheap everything in it I will be fine.**

Mick went back to the car to get the Boomerang ready to fly as Steve was going to practice Bronze/Silver Wings

Steve took off and the model was instantly climbing vertical with Steve having no suitable control inputs Mick yells out put the nose down and runs back to help, Steve put the nose down briefly & the model headed over the Lake and was doing all sorts of vertical nonsense manoeuvres that can't be described, Mick finally arrives to help.

Steve throws the transmitter to Mick and says fix it by now the model is hovering in a vertical position just above the water and sinking out of view behind the shrubs, Mick throws the throttle stick and elevator sticks forward to find no power left in the motor it was then gone!! out of sight and in the water.

Steve now says at least it will float it's foam.

So now the real adventure begins.

We traipse back to the container to get the boat having to clear everything out of the container to do so.

We pushed the boat down to the water and started to push the boat in when Mick says have you checked the bungs Steve says Um No maybe I better do that with all O.K the boats in the water & Mick says I'll give you a hand.

Steve though has other ideas pushes the boat out leaving Mick on shore, Mick then watches the procedure of Steve valiantly trying to start the engine pull !! pull !! pull !! (Mick says) have you tried the choke is the fuel tap on!!!

All to no avail unable to get the engine going all the while drifting further from shore, Mick now suggesting maybe you row back so I can give you a hand.

After 1/2 hr of rowing Steve finally makes it back to shore, Mick has a look at the motor and says here is the fuel tap it's not on so turns it on turns the choke on and the engine now starts.

After relaunching the boat & the engine going nicely both of us are now going for an adventure the model plane was located miles away, with everything chugging along nicely and closing about 1/2 way to the model the engine all of a sudden stops Mick checks the fuel there is plenty in there but tops it up from the fuel container anyway.

Guess what that dammed motor won't start so now the model is forgotten and the process of 2 old farts trying to row a dingy back against the wind starts with Mick only having 1 good arm following recent shoulder surgery, after what seemed like an eternity we get back to shore and load the boat back on the trailer push it back to the container and stuff everything back into said container.

We then packed everything up ready to go home.

We stopped at the gate on the way out and went for a long walk along the edge of the Lake but no model was found and we could not see it floating anywhere either.

The Comedy Capers ended so home we went. (Steve doesn't want to talk about it)





# Thank you MAAA

The Club is now the proud owner of a John Deere X540 52" cut mower thanks to the MAAA assisting our club in it's building stage with a grant to purchase the mower, lots of thanks to the individuals who put in time and effort to put the proposal in and make this happen



Steve on our new mower

# Thank you

The Club thanks the VMAA & MAAA for their assistance with helping our club establish itself and getting to a position that makes it welcoming for club members to come and enjoy plus also being an attractive proposition for new members to join and other clubs to visit.

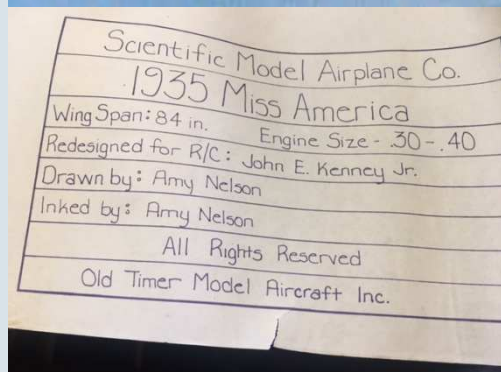
We also need to thank our sponsors Valmet transport for picking up new A Frame signs for the club.

# For Sale

This section is club member items for sale, contact details & prices must be included.

G Blackman

**Miss America 1935 Scientific Models O/Timer Kit for sale \$175**  
Ph 0438597723



G Blackman

**3.1m Viking thermal glider - Jerilderie model.**

With spoilers, tow hook and all servos OZ covering.

\$150.00

M: 0438 597 723



G Blackman

**BIG BINGO**

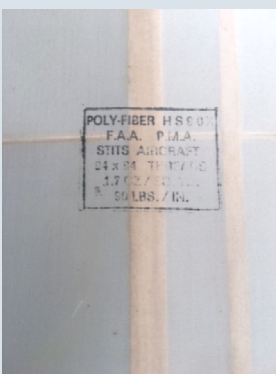
Large Sportster quality kit by D B "Doc" Mathews. Kitted by Ace RC - kit No 50K234.

Span 85" with 1,425 square inch wing area. Good glider tug. Engines from 1.08 2 stroke, 1.20 4 stroke Q-35 petrol upwards.

Covered with Pitt's poly-fiber covering. Kit cost \$699.

Price \$350

Ph; 0438 597 723 Could deliver to Melbourne.





An atheist was taking a walk through the woods. "What majestic trees! What powerful rivers! What beautiful animals", Evolution is amazing he said to himself. As he continued walking alongside the river he heard a rustling in the bushes. Turning to look, he saw a 7 foot Bear charging towards him. He ran as fast as he could up the path. Looking over his shoulder he saw that the bear was closing in on him. His heart was pumping frantically and he tried to run even faster.



He tripped and fell on the ground. He rolled over to pick himself up but saw the bear raising his paw to take a swipe at him.

At that instant the atheist cried out, "Oh my God!"

Time stopped.

The bear froze.

The forest was silent.

It was then that a bright light shone upon the man and a voice from heaven asked, "You deny my existence for all of these years, teach others I don't exist and even credit creation to a cosmic accident. Do you expect me to help you out of this predicament? Am I to count you as a believer?"

The atheist looked directly into the light. "It would be hypocritical of me to suddenly ask you to treat me as a Christian now, but perhaps, could you make the BEAR a Christian?"

"Very well", said the Voice. The light went out, and the sounds of the forest resumed. And then the bear lowered his paw, bowed his head and spoke:



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### IDIOT SIGHTING

We had to have the garage door repaired. The repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a minute, and said that we had the largest one made at that time, a 1/2 horsepower.

He shook his head and said, 'You need a 1/4 horsepower.'

I responded that 1/2 was larger than 1/4 and he said, 'NOOO, it's not. Four is larger than two.'

We haven't used that repairman since.

Happened in Bankstown, NSW.

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