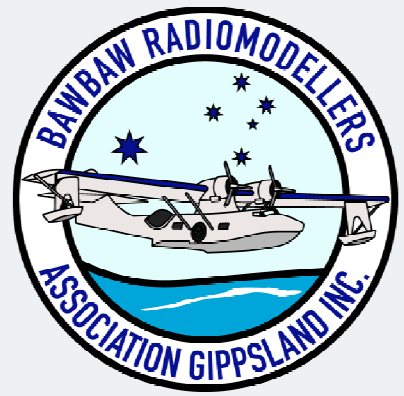


B.R.A.G.



BawBaw Radiomodellers Association Gippsland Inc.



NEWSLETTER

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

August 2021 EDITION

Issue - 07

SATURDAY 11TH JULY

Indoor Flying

Bob sent through some pictures from Indoor + some drone shots of our flying site.



Indoor drone shots



Drone shots from our club site



Nice aerial shots
thanks to Bob



Fly Day Sunday 1-8-21

Only a few Club members turned up some for a Chit Chat/ Socialising only 4 of us flying Steve, Phil, Ross, Ken a friend of Ross, Jason, Leah + family in tow and Mick were the ones taking advantage of being able to get out and about.

Lucky we did as the next lockdown was upon us a few days later with unfortunately no flying since.

Ross brought his monster Pawnee I think it has a 320 cc engine but is in line for an upgrade to a larger engine.

Ken and his Son invited by Ross came up for a visit & Fly.



Ken had some issues with a couple of models but got a good flight in with a low wing sport model. The model was a very quick Pilot Attacker 28.

Phil flew his Boomerang .60

Mick Flew his Yak 55 with the fuel tank issue's now sorted the model flew very well, could not get the Sback 300 to run though.



Hang on tight guys

Huge Piper Pawnee





Lots of shots of the Pawnee



Mick's Yak 55 flew very well till an aileron linkage came off got the model down safely though, the Sbach 300 did not get into the air as I could not coax the engine into life it had been sitting a while.

When I got it back home I got it running and tuned nicely so should be O.K when lock - down is over.





Ken and his son had a great day and plan to be back when the lock down is over





Sorry more Pawnee Pic's



Bucker 180 Bestmann

This aircraft was a popular German trainer / utility aircraft in 1939 and during WW 2. It was later manufactured in Czechoslovakia as the Zlin Z and in Egypt as the Heliopolis Gomhouriya.

The version below is being restored & maintained at the Latrobe Valley Airport where the Westland Widgeon is about to be restored, a Percival Proctor has also been completed.

The version below is an Egyptian Heliopolis Gomhouriya at LV Airport



Thanks to Graeme for this report

Sun 22nd August

Unfortunately Victorians are back in Lock Down for the foreseeable future so Mick took advantage of a day at home getting some new projects ready to fly with a little helper by my side, my grandson Michael he is mad keen on planes and at 3 is starting to have a go on the Simulator and will run around chucking his foam free flight glider all day.





Micks FW 190D, ESM 82.5" wingspan, DLE 55 cc



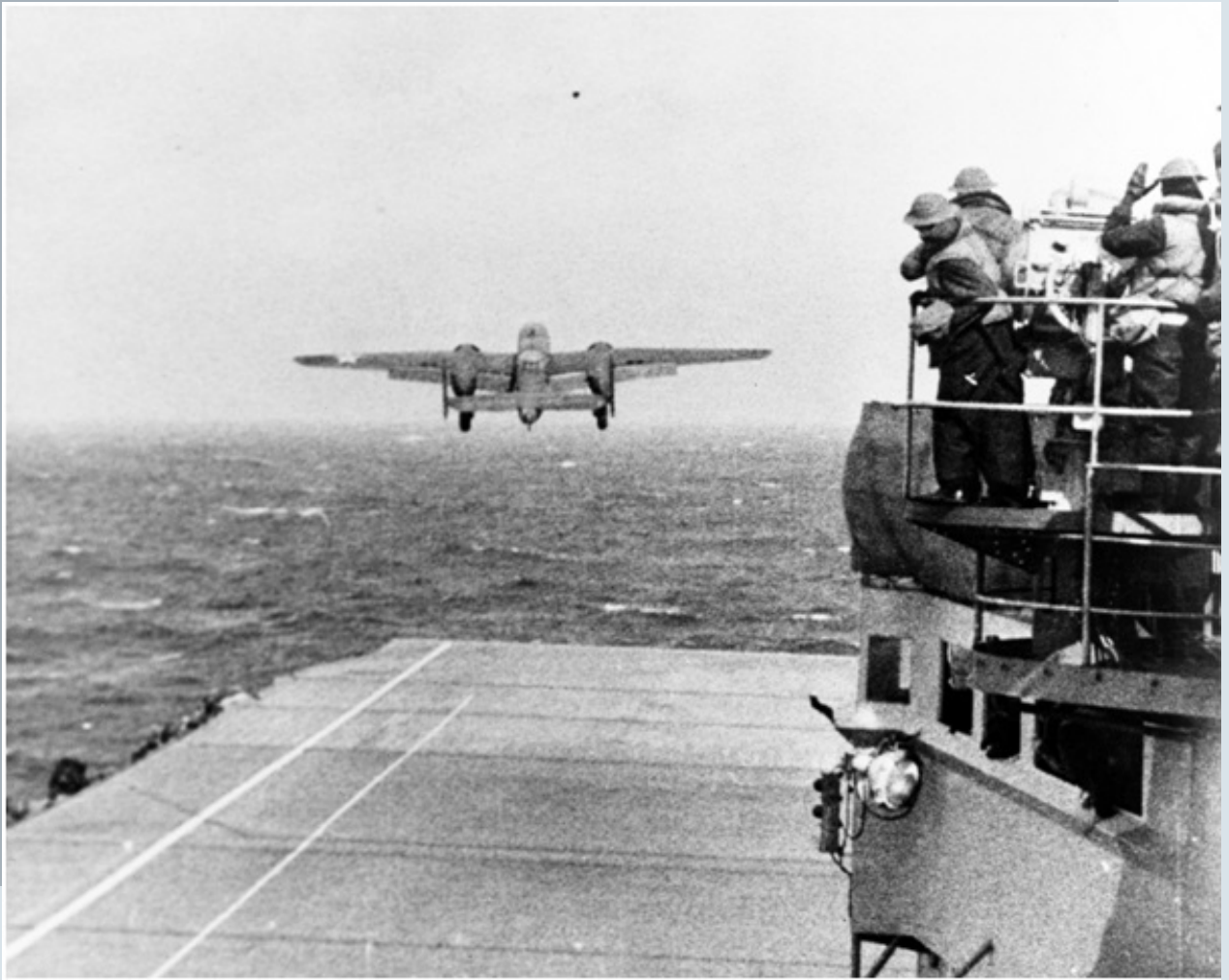


Graupner Jodel – with a Brave Heart 100 cc twin engine squeezed in for Glider Tug duties

James H. "Jimmie" Doolittle - Outstanding Man of Aviation



James "Jimmie" Doolittle is today most famous for his audacious B-25 bombing raid on Tokyo in the opening months of America's entry into World War II, an attack featured in the 2001 movie Pearl Harbor.



But Doolittle's aviation legacy is much greater than this military attack. Doolittle was a true renaissance man of aviation, a daredevil aviator and racing pilot, an aviation executive, a military commander, a scientist, and a presidential advisor. He was also an inspirational figure to many young people in the early days of aviation.

James Harold Doolittle was born in Alameda, California, on December 14, 1896. His father was a carpenter and set off to Alaska in search of gold. Doolittle's mother brought Jimmie with her to join his father in Nome, Alaska, when he was three-and-a-half years old. When he was 11, he moved with his mother to Los Angeles, California, where he developed an interest in flying. He became a professional boxer and entered the University of California's School of Mines in 1915. In 1917 he enlisted in the Army Signal Enlisted Reserve Corps to train as a pilot and was soon promoted to lieutenant. Doolittle served in the United States Army Air Corps from 1917 until 1930, when he became a major in the Army Air Corps Reserve, where he served for the next ten years.

After he learned to fly, Doolittle served as an instructor pilot and began engaging in acrobatics. He started thinking of breaking aviation records.

In 1922 he made the first cross-continental crossing in less than 24 hours, taking 21 hours and 19 minutes to fly in his De Havilland DH-4 plane from Pablo Beach, Florida, to San Diego, California, with only one refuelling stop.



De-Havilland DH4

First cross-continental crossing in less than 24 hours, taking 21 hours and 19 minutes.

Doolittle standing next to the record breaking DH-4

In 1923 Doolittle enrolled in the Massachusetts Institute of Technology (MIT) to obtain a master's degree and then a Ph.D. in aeronautical engineering. When he received his degrees in June of 1925, fewer than 100 people in the world held comparable advanced degrees. In his doctoral dissertation, "Wind Velocity Gradient and Its Effect on Flying Characteristics," he combined laboratory data with test flight data to determine that a pilot needed visual aids or instruments to know the direction and speed of the wind and the direction in which the plane was flying. His dissertation countered the theory that many contemporary pilots held that they could "know" this information instinctually.



Over the next several years Doolittle continued his flying exploits. In 1927 he was the first person to execute an outside loop, where the cockpit (and pilot) remains on the outside of the loop (previously thought to be a fatal manoeuvre because of the stresses encountered). Carried out in a Curtiss fighter at Wright Field in Ohio, Doolittle executed the dive from 10,000 feet (3,048 meters), reached 280 miles per hour (451 kilometres per hour), bottomed out upside down, then climbed and completed the loop.



Doolittle first outside Loop in a Curtiss Fighter



Doolittle was the first person to win all major [aviation racing trophies](#). He won the Schneider Trophy in 1925 for flying a Curtiss Navy racer seaplane equipped with pontoons the fastest it had ever been flown, averaging 232 miles per hour (373 kilometres per hour). In 1931, after leaving the military and going to work for Shell Oil Corporation.



Curtiss R3C-2, 1931 winner.

Doolittle taxis the R3C-2 out to begin his time trial on October 26, 1925. Schneider competitors raced against the clock, not against each other. The fastest average time won the race.



Laird "Super Solution."

Jimmy Doolittle won the Bendix Trophy also in 1931, flying from Burbank, California, to Cleveland, Ohio, and establishing a new record with his Laird "Super Solution." He crossed the country in 11 hours, 16 minutes, and 10 seconds, beating the record set earlier that year by 1 hour and 8 minutes.



"Jimmy" Won the Bendix & Pulitzer races in 1932 with the Gee Bee R 1

In 1932 he won the Thompson Trophy race at Cleveland in a Granville [Gee Bee R-1](#) racer, averaging 252 miles per hour (406 miles per hour) and established the world landplane speed record.

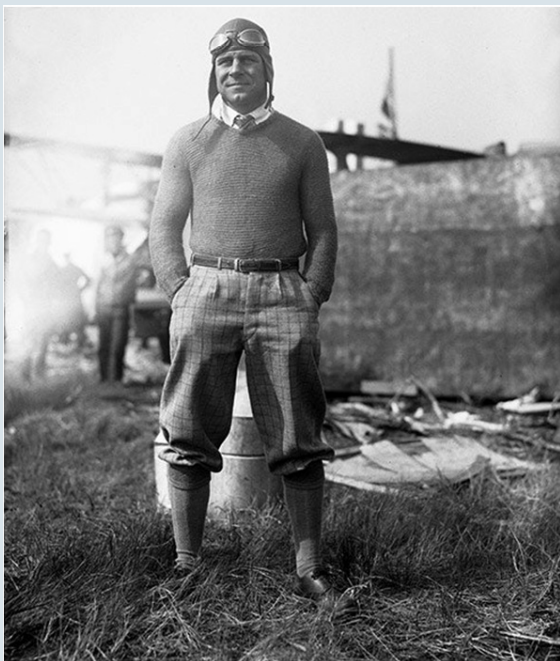
In the early 1930s, he also conducted tests for the Army.

His academic credentials combined with his aviation exploits and military experience, enabled him to serve as a go-between for scientists and aviators and military officers.

He also participated in numerous aviation design contests for youngsters and inspired many of them to pursue careers in aviation engineering.

During this period, he worked with the [Guggenheim Flight Laboratory](#) in developing instruments for flight in poor weather.

On September 24, 1929, he was the first person to take off, fly and land an airplane entirely by instruments.



Doolittle spent the 1920s serving as an engineering test pilot at McCook Field in Dayton, the army's aviation test facility, and at the navy's facility at Mitchell Field, New York.

He was one of the first scientific test pilots. He worked on aircraft acceleration tests and the development of instruments he helped develop the artificial horizon, forerunner to the attitude indicator that would enable pilots to fly when they were unable to see the ground called "blind flying."

On September 24, 1929, Doolittle made the first "blind" flight, taking off, flying a set course, and landing while flying under a fabric hood so he could not see outside the plane. He received the Harmon Trophy for the feat.

Also while at Shell, he urged the company to greatly increase its ability to manufacture high-octane [aviation gas](#), which proved to be extremely important for high performance airplane engines.

In 1940, Doolittle returned to active duty as a major in the Army Air Corps. He was quickly promoted to lieutenant colonel. Soon after the [bombing of Pearl Harbor](#) in December 1941, Doolittle hatched a bold and dangerous plan to launch Army Air Corps B-25 twin-engine bombers from an aircraft carrier to bomb Japan.

On April 18, 1942, the aircraft carrier USS Hornet sailed toward the Japanese coast. Doolittle's plan was to move to within 450 miles (724 kilometres) of the coast, but a radio-equipped Japanese fishing boat discovered the task force, forcing Doolittle and his men to launch earlier than planned. Shortly after noon, Tokyo time, Doolittle arrived over Tokyo and dropped his bombs. The other planes followed at staggered intervals and also dropped their bombs.

Then they all headed individually for China, but because they had been forced to launch early, they were low on fuel when they finally reached the mainland and were unable to find their designated airfields.

One plane landed in Vladivostok, Russia, where its crew was arrested and held prisoner for 13 months. Four other planes crash-landed.

The crews of the other eleven planes all parachuted out. Of the 80 men on the 16 planes, three had died, four were badly injured, and eight were captured by the Japanese, who later executed three of them and starved a fourth to death.

Roosevelt promoted Doolittle from lieutenant colonel to brigadier general, skipping the rank of colonel, and presented him with the United States' highest military award, the Congressional Medal of Honour. He also received the Silver Star and the Distinguished Flying Cross.



Doolittle was soon promoted to major general and then lieutenant general. He was the commanding general of the Twelfth Air Force in North Africa, the Fifteenth Air Force in Italy, and then the Eighth Air Force in England and then again on Okinawa. frequently inspiring his men by flying with them on bombing missions.

After the war, Doolittle returned to civilian life and became a vice president at Shell Oil, where he served from 1946 until 1958.

He left to become director of the Space Technology Laboratories and then a director of TRW Inc.

Doolittle also served as a director at Shell Oil until 1967.

Although Doolittle's Tokyo raid and his pre-war aviation exploits are well known, what is less widely known is his post-war service as an advisor to the Air Force, intelligence agencies like the Central Intelligence Agency (CIA), and presidents.

From 1955 until 1958 he served as Chairman of the Air Force Scientific Advisory Board (SAB), advising the U.S. Air Force on future aviation and space technologies.

From 1955 until 1965 he was a member of the President's Foreign Intelligence Advisory Board, evaluating intelligence operations. In 1958 he was offered the position of first administrator of the National Aeronautics and Space Administration (NASA), which he declined.

His scientific knowledge, combined with his military record, meant that he could bring together fellow scientists and military leaders to develop new aviation technology, and he had unique insights because of his work in both these communities.

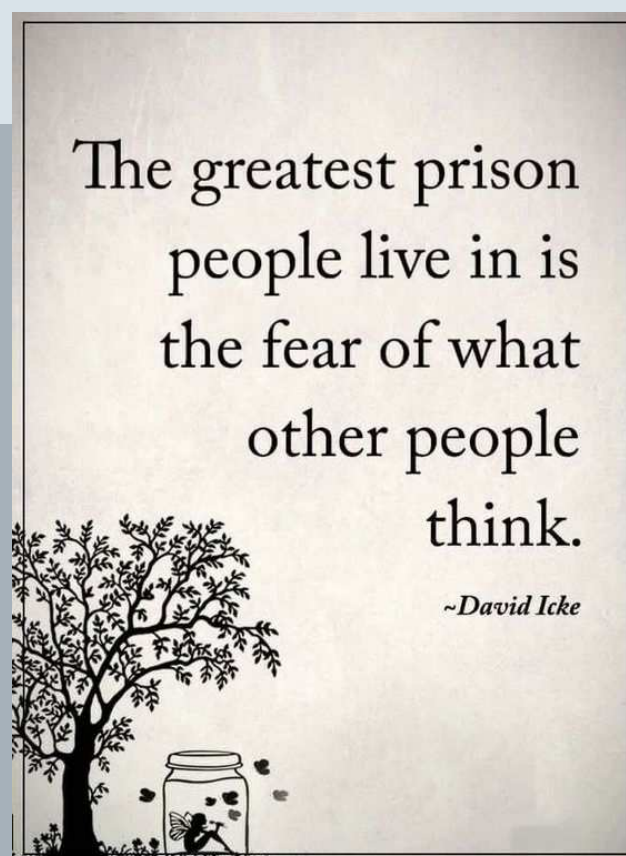
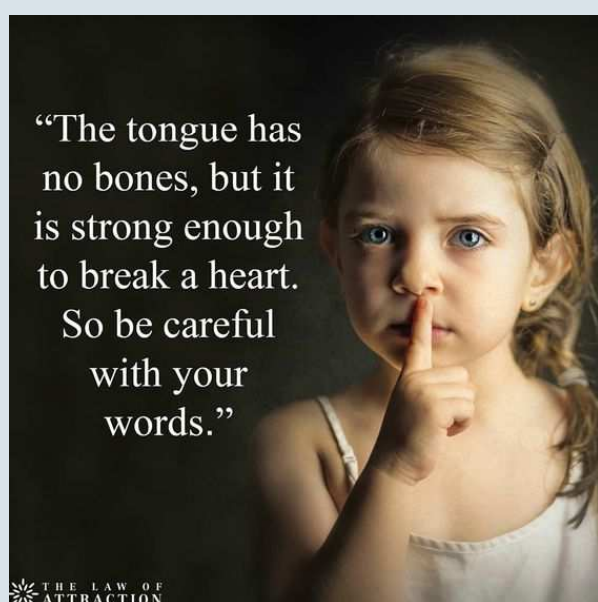
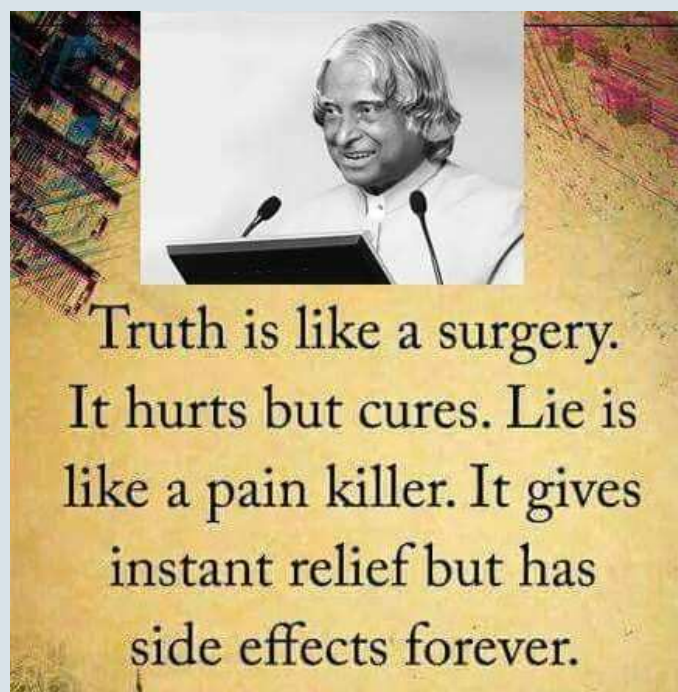
At one point in the 1960s, while visiting a top-secret CIA facility, photo-interpreters showed Doolittle a spy satellite image taken over the Soviet Union that had been stumping them for quite a while. Doolittle took one look at the picture of the large, odd-looking seaplane and identified it as a "wing-in-ground effect" vehicle, a type of airplane that stayed close to the surface, riding on the cushion of air that built up between its wing and the ground. Doolittle's extensive aviation experience and scientific training had allowed him to recognize the unusual aircraft.

An avid sportsman, fisherman, and hiker, he went on frequent hiking trips with his fellow scientists. In 1985, although long retired from active duty, he was promoted to four-star general.

Doolittle died in 1992. After his death, Howard W. Johnson, former chairman of the MIT Corporation, remembered: "Once when he was asked to sum up his philosophy, he said it was simply a matter of trying to leave the earth a better place than he found it. He certainly did that, and he did it with grace and good humour."

On April 4, 1985, at a ceremony at the White House, Jimmy Doolittle was promoted to the position of general and given his four stars. Eight years later, Doolittle died at age 97 and was buried at Arlington Cemetery next to Josephine, his wife of 71 years. Many pioneers of flight died young, often through accidents. But Doolittle survived to live a full and illustrious life. When asked the secret of his longevity in such a high-risk profession, he replied that he never took an uncalculated risk but that he also had a lot of luck. He added that he wouldn't want to live his life again because "I could never be so lucky again."





For Sale

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

FOR SALE NEPTUNE 60" FLOATPLANE

With or without new LEO 46, Muffler and 2 new Hitec HS 425 BB servos flitted to ailerons and 3 Hitec servos for rudder, elevator and motor.
\$280 or \$230 without engine

Graeme Blackman
0438 597 723



Neptune model above.

2nd Picture is the included Cowl & Floats



Low Flying



There is a fine difference between taxiing and low-level flying. this fantastic image is of a Stearman about 6 inches from a high-speed taxi in a field of cotton while his propeller chews through the harvest.

"The pilot of this Stearman was 19-year-old George Mitchell, the reason the wheels are in the cotton is that George was having a hard time getting work, this farmer told George that he had watched him working a field the day before and said George was flying too high above the cotton when he was spraying the field. George told him he would fly the field close if the farmer would give him a chance. The farmer did and so did George. George said the farmer was running around, jumping up and down trying to get him to stop because George was wiping out 2 rows of cotton with each pass."

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Simple Maths:

"2get" and 2give"
creates many problems.

So, just double it ..

"4get" and "4give"
solves many problems.

Good Morning

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