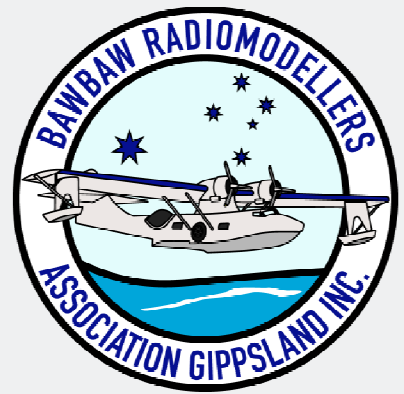


B.R.A.G.



BawBaw Radiomodellers Association Gippsland Inc.



NEWSLETTER

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

December 2021 EDITION

Issue - 08

SUNDAY 19TH SEPTEMBER

After another round of lock down's then people not knowing if we could fly or not, bad weather on Sunday's hit though I managed to get out there on my lonesome ignored the wind and got a few flights in.



Sbach 300 DLE 35 cc

Yak - 55 DLA 32cc



Mick's Diablo out of retirement - Zenoha G62 cc powered



Sunday 26-9-21

Unfortunately Windy and was there for a fly on my Pat Malone again, models flown Diablo, China Clipper & Yak 55



Saturday 2 – 10 – 21 Kids training day.

Phil organized a training day for friends of Harley with a simulator set up, chuck gliders for the kids to put together & Fly Mick also brought out the Boomerang .40 trainer model and had the kids having a go on the buddy box.

The kids all enjoyed themselves and some showed some promise with there flying and listening to instructions.

Mick then did a demo flight with the Diablo which suitably impressed.



Diablo – Demo flight

Boomerang .40 Trainer



Training queue



Sunday 10-10-21

Weather Forecast bad again but ended up being O.K on the day though only Mick and Steve took the chance went out for a fly & had a ball.

Mick's old P47, Yak 55 & Diablo. Steve had his Tundra out for a blast.



Sunday October 28th

Ken and his son Elliot had a great day and have now joined BRAG club. Unfortunately despite the great weather nobody else turned up.



Ken's Super Kaos

2nd November – Melbourne Cup Day

Mick rang around to see if there was any takers to go for a fly and take advantage of the Public Holiday, only one affirmative reply from Bob.

As yet I had not met Bob face to face so it was nice to finally meet and put a face to the name.

Bob flew a medium size electric powered sports model not sure of the name & Mick had his air-force there a top day was had with great weather.



Bobs electric sport model



Micks line up for the day

November 14th

Another nice day for a fly with Mick, Steve, Phil turning up with models to fly and bill arriving for a chat and entertainment watching the models.

Mick as usual brought several models with Steve marvelling at how they all manage to fit in the car, Steve flew his Hustler with Mick assistance was practising his Bronze Wings manoeuvres, Phil had a new electric powered Extra to fly.



Models set up ready to go.

Steve's Hustler raring to go





Micks line up of models



Phil's nice electric Extra

Mick's PT-19
ready to fly



December 5th

Lindsay and Mick were the only brave souls to turn up and fly in the wind, when Mick arrived Lindsay had already flown a high wing trainer style model and was packed back in the car ready to go home so Mick assembled his models and flew anyway models flown were the Midget Mustang and PT - 19 a Robbe powered Kite was also attempted to be flown but the balance needs more sorting.



Midget Mustang
Fly's like it's on rails with
the wind not affecting it
too much.



Kyosho PT - 19
O.S 40 LA powered with
in cowl muffler



December 19th

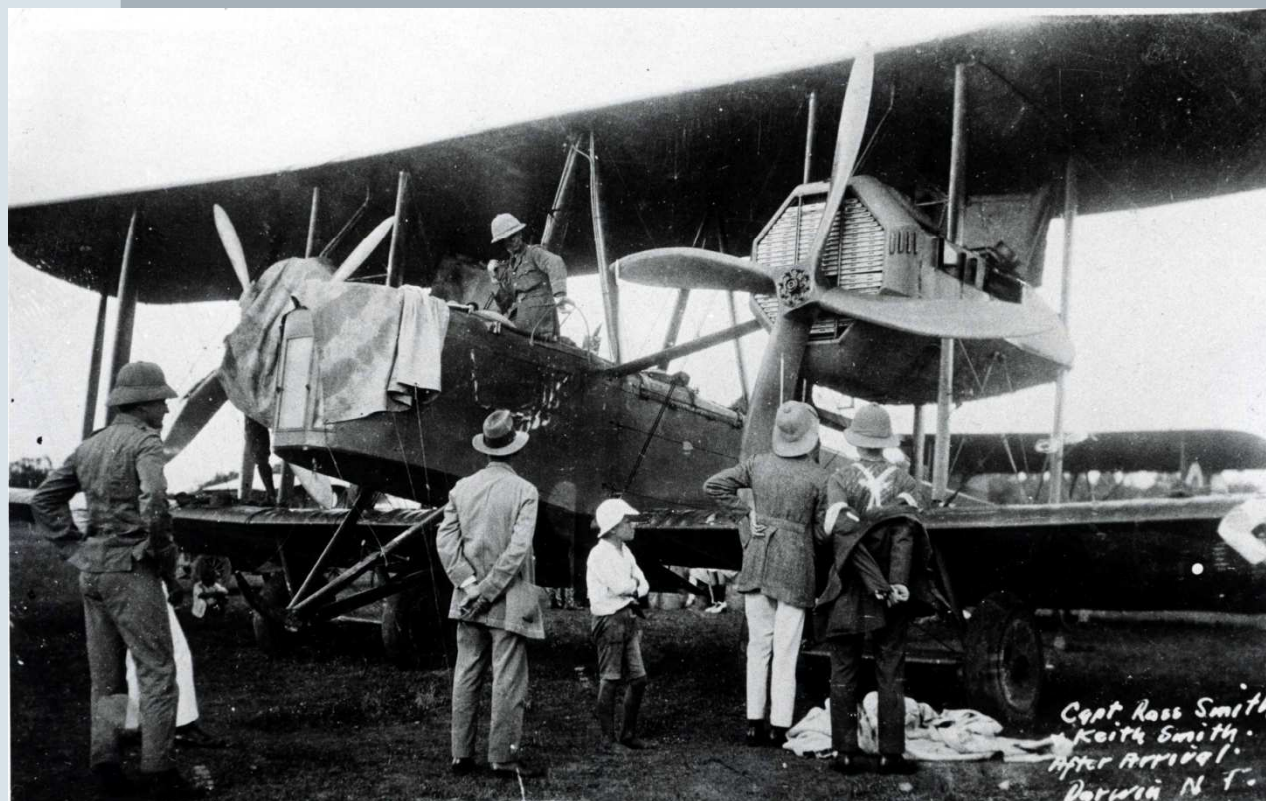
Steve & Mick were the only one to turn up in-between the thunder storms & rain, Mick got a flight in with the Midget Mustang & then tried to test fly an old timer of Steve's everything checked out O.K but as soon as it got in the air it was very obviously a bit tail heavy and very hairy to control then the dammed engine quit 10 feet off the ground O.K 3 meters with Mick just managing a soft landing in the long grass with no damage.

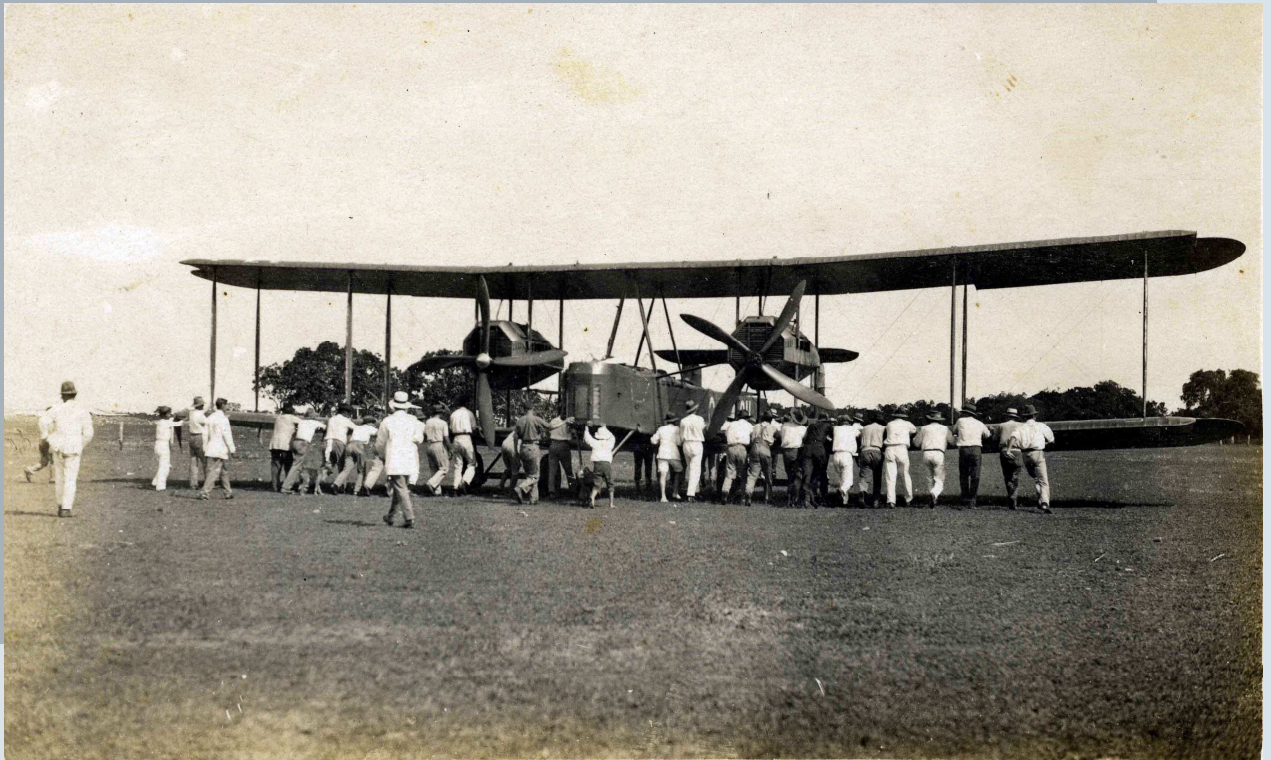
Though the model was within normal balance settings we will try again with balance more forward next time.

The Great Air Race - 1919

1919 International air travel is something we take for granted today, but a century ago the Smith Brothers and their crew were the first to fly from England to Australia, in one of the greatest feats in aviation history. They were competing in an event billed as "the greatest race of all time" and the finish line was Darwin.

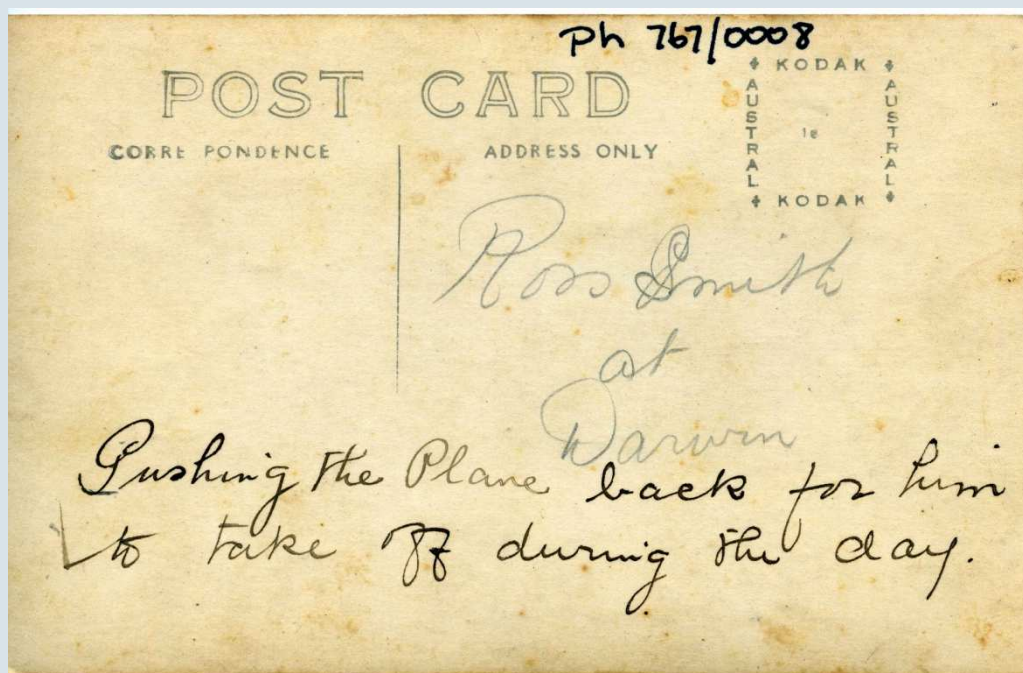
Story Image: Inspecting Ross and Keith Smith's aeroplane in Darwin, 1919: Northern Territory Library Mayse Young Collection PH0200/0229





1. An impossible task?

Ross and Keith Smith's aeroplane in Darwin, 1919: Northern Territory Library Shield Collection
 In the wake of the First World War, many Australian aviators leaving military service in Europe expressed the desire to fly home instead of travelling by sea. Recognising an opportunity to stimulate aviation development, in 1919 the Commonwealth Government announced a prize of £10,000 for the first Australian to fly from England to Australia in 30 days or less.



2. Flying home from war

Portrait of Sir Ross MacPherson Smith in Australian Flying Corps uniform



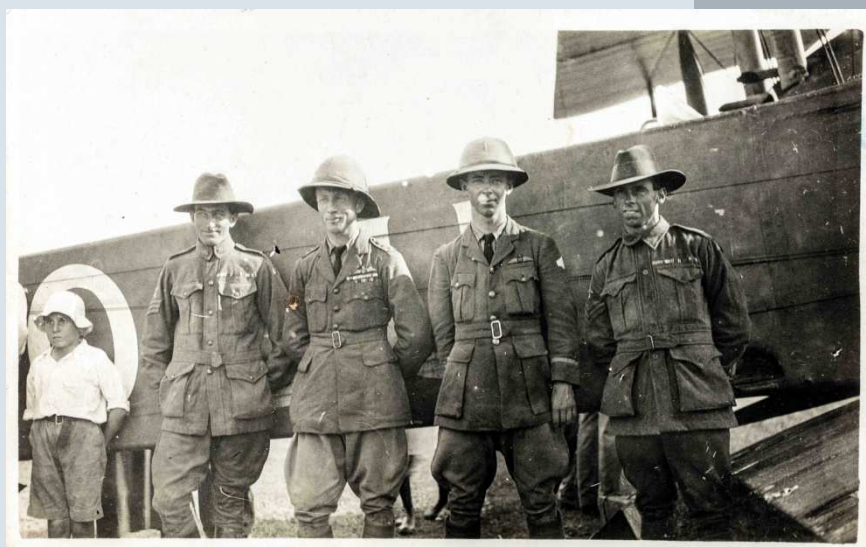
All the entrants were First World War veterans. Among them were brothers Ross and Keith Smith, with mechanics James Bennett and Wally Shiers.

Keith had served with the Royal Flying Corps but didn't see active service.

Ross served mainly with No.1 Squadron, Australian Flying Corps.

He was twice decorated with the Military Cross and three times with the Distinguished Flying Cross.

Sir Ross Smith's Military Cross and Bar, Distinguished Flying Cross and Air Force Cross, 1927



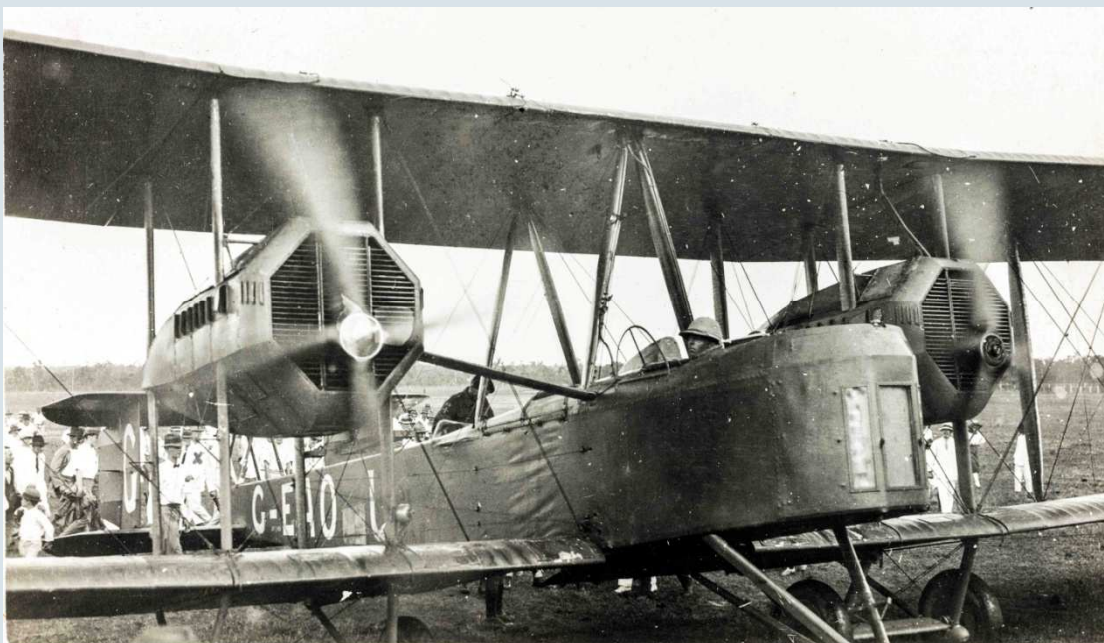
James Bennett, Ross Smith, Keith Smith and Wally Shiers, 1919

3. A wing and a prayer 1919



The Smith Brothers' Vickers Vimy in Darwin in 1919:

The Smith brothers and their crew converted a Vickers Vimy, a former British heavy bomber, for the race. A plane of the same type had also been used for the first non-stop crossing of the Atlantic Ocean in June 1919. The Smith's plane was marked G-EAOU, which was rumoured to have stood for "God 'elp all of us".



The engines of the Vickers Vimy flown by the Smith Brothers and their crew in the Great Air Race, 1919

4. Take-off

The Smith Brothers took off on the morning of 12 November 1919 at around 8am from the snow-covered Hounslow aerodrome. The six entrants staggered their departure with each planning a differing route from Europe through the Middle East to India, then through Indo-China to Indonesia and on to Australia.



“5. Stuck in Surabaya

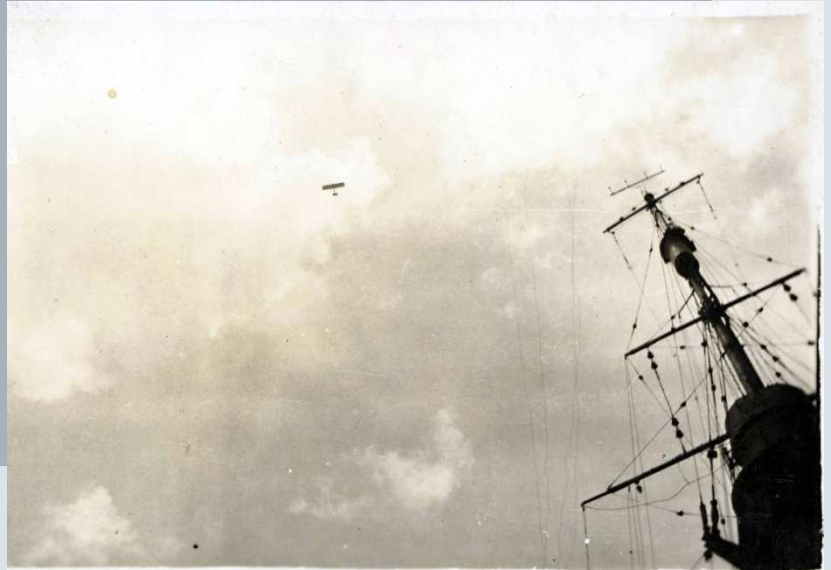


Local villagers use panels from their bamboo huts to assist the Smith Brothers and their crew to dislodge their bogged aircraft in Surabaya, Indonesia

On their long journey the competitors endured all kinds of dangers and setbacks, including adverse weather and sleep deprivation. For the Smith brothers and crew, a stopover in the Indonesian city of Surabaya was particularly eventful. When their aircraft got terribly bogged, locals from a nearby village dismantled their bamboo huts, laying down the walls as a makeshift runway

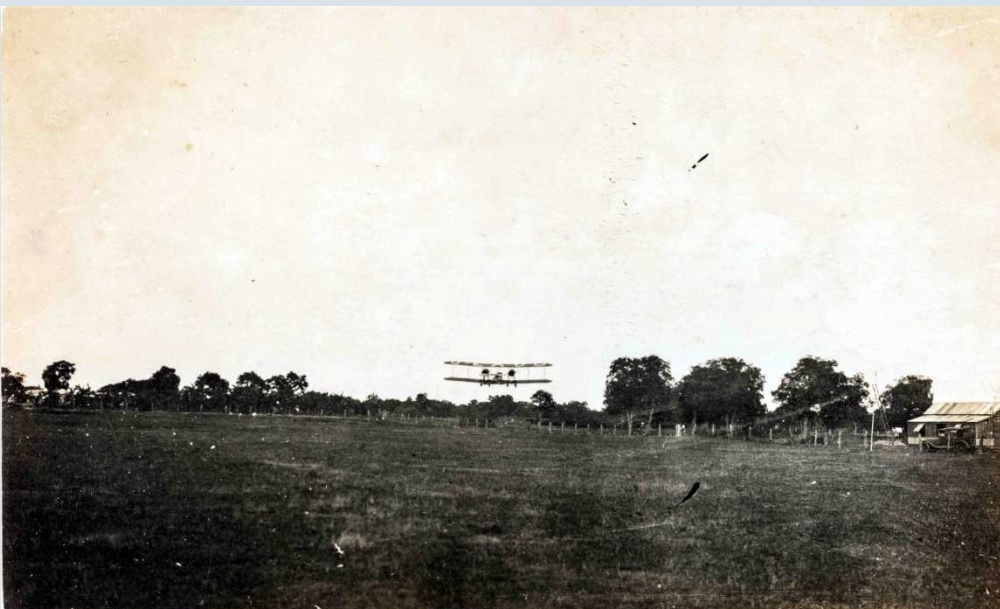
6. 28 days later

The first sighting of the Smith Brother's aeroplane 100 miles from Darwin



On 10 December 1919 the Vickers Vimy was sighted approaching Australia by sailors aboard the HMAS Sydney, 100 miles from Darwin. Upon seeing the ship, the Smith Brothers and crew dropped a message in a bottle which was collected by the ship's crew. It said "Very glad to see you. Many thanks for looking after us. Going strong."

7. Triumph

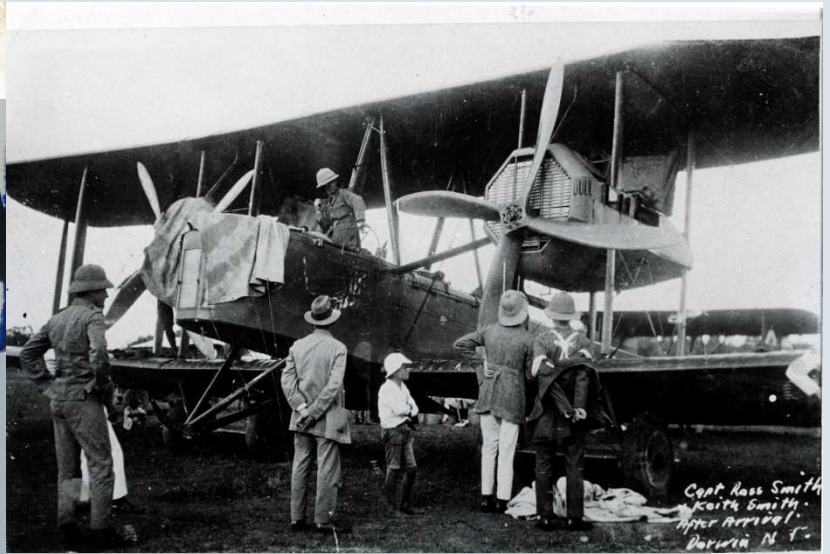


Ross and Keith Smith's aeroplane coming in to land in Darwin, 1919

At 4.12pm on Wednesday 10 December 1919 the Vickers Vimy successfully came in to land at Fannie Bay in Darwin, flying on to Melbourne to win the race. The total journey took 135 flying hours over 28 days. The Smith brothers and their crew had made aviation history making the first flight from England to Australia.

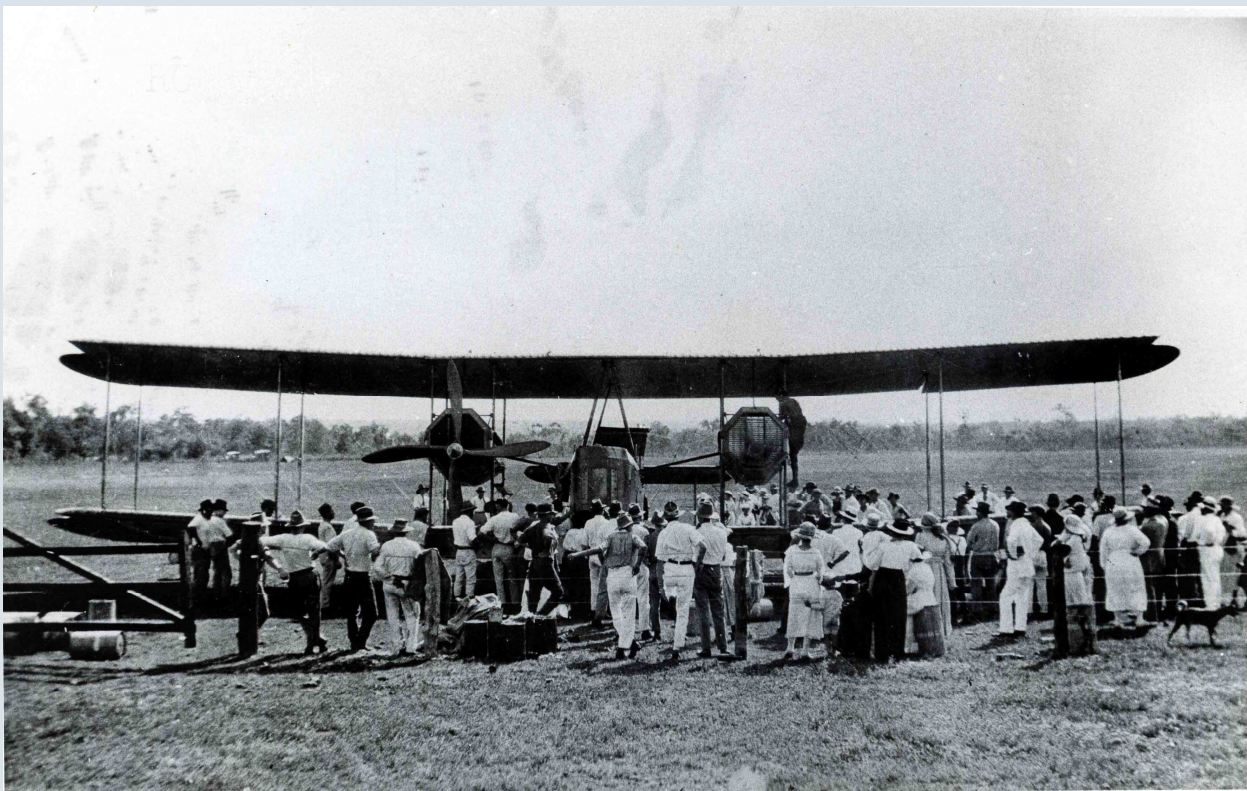


Ross and Keith Smith's medical and customs check upon arrival in Darwin



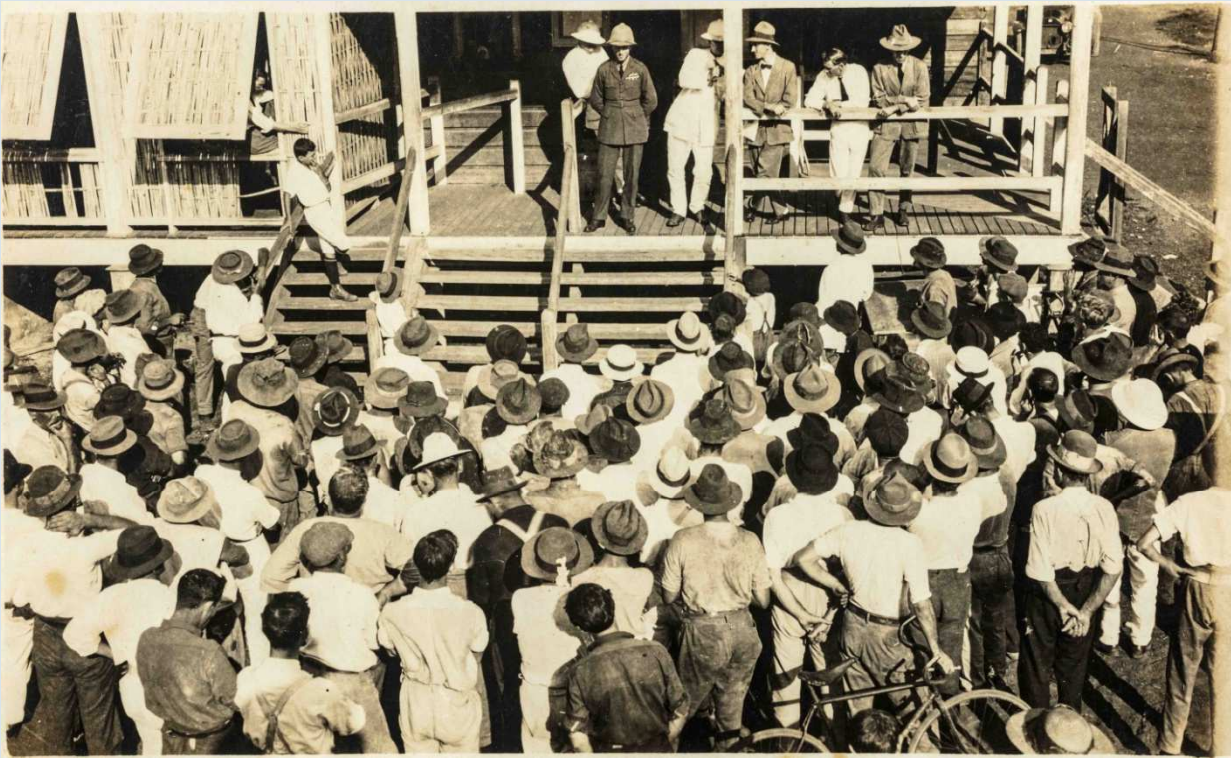
Inspecting Ross and Keith Smith's aeroplane in Darwin

8. Reception



A crowd greets the Smith Brothers and their crew upon arrival in Australia on 10 December 1919

The Smith Brothers and their crew were greeted by almost the entire population of Darwin. Among them was the Northern Territory Administrator, Staniforth Smith, and Lieutenant Hudson Fysh, who went on to found Qantas in the following year.



9. The death toll



Lieutenants Ray Parer and John McIntosh arrived at Darwin in their Airco DH.9 on 4 August 1920, eight months after the Smith Brothers, becoming the first single-engine aircraft to fly from England to Australia, 1920

While the Smith brothers and their crew met with victory, only one of the other five competing aircraft reached Australia. The Airco DH.9 completed the journey eight months after the Vickers Vimy and became the first single-engine aircraft to fly from England to Australia. Tragically, the remaining four aircraft crashed, with two crews killed.

Lieutenants Ray Parer and John McIntosh arrived at Darwin in their Airco DH.9



10. The big cheque



On 27 February 1920, Ross Smith received the prize of £10,000 on behalf of himself and his crew from Prime Minister Billy Hughes at Parliament House in Melbourne. The Vickers Vimy was then flown to Adelaide and is now on display at Adelaide Airport.



A souvenir flag issued to commemorate Ross and Keith Smith's successful flight from London to Melbourne signed by all four members of the winning crew, 1920

11. “The greatest living aviator”



State funeral of Sir Ross Smith, 1922

In January 1920, Ross and Keith Smith were awarded knighthoods by King George V. Mechanics Wally Shiers and James Bennett received Air Force promotions. Sir Ross Smith and James Bennett died just two years later testing a Vickers Viking in England. Smith received a state funeral and is buried in Adelaide.

12. A century on



In March 1923, a memorial was erected in Darwin by the Commonwealth of Australia to commemorate the pioneering flight by Ross and Keith Smith. It is located near the spot where the plane first landed on Australian soil.

Other Facts

Ross Smith was an Australian war hero; awarded the Military Cross twice, the Distinguished Flying Cross three times, as well as the Air Force Cross. But it is for a feat performed in peacetime for which he is most remembered in Darwin.

Australian war records list Adelaide born Smith as taking part in attacks on the enemy, aerial photography missions, and bombing raids on Turkish forces during World War I. Once, he was recorded to have landed in enemy territory to rescue a downed comrade. He served in Gallipoli and on one occasion, piloted a plane carrying Lawrence of Arabia. But it was away from wartime, in 1919 when Ross Smith, brother Keith as assistant pilot, and mechanics James Bennett and Wally Shiers thrilled the tiny outpost of Darwin by landing in a reworked WWI bomber and winning a £10,000 'Great Air Race' prize for being the first to fly from England to Australia in under 30 days.

Modern passenger aircraft can make the journey in under 20 hours; in 1919 it took Smith and his crew 28 days.

The 18,250 kilometres marathon was far from trouble-free.

The crew endured freezing conditions in the open cockpit, with poor visibility and lack of suitable landing areas plaguing the record attempt as the repurposed Vickers Vimy bomber hopped from Hounslow, England, across the Middle East, India and south-east Asia, eventually touching down around 3:50pm over 100 years ago.

Smith was not yet 30 when he became world famous for his feat, which was splashed across newspapers across the world.

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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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