

*In this edition:*

## *Pushing the Boundaries*

*Michael James & Gary Jordan  
prepare their high performance  
2m RES for competition*

*also:*

*Story of the AT6 Harvard  
Mig Alley - book review*

*Membership renewals  
from the MAAQ treasurer*

*Secretary's report.*

*EDF Hydro Prop Jet by Joe Frost*

*Nostalgia*



MAAQ General Meeting  
Dates for 2020  
668 Toohey Road Salisbury Brisbane

Saturday August 22nd 2 pm (AGM)

Saturday November 14th 2 pm

Please note that information given by members is accepted in good faith. There will be no warranties about the completeness or reliability and accuracy of this information.

Any action you take upon the information given is strictly at your own risk.

If you have any questions please email me . ED



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Another great cover by Jim Henry (RSSF) . Gary Jordan resting with his 2 metre RES and Michael James with his own design 2 metre RES glider at Dalby recently.

The grey clouds formed later on Saturday afternoon turning to rain overnight.

Photos taken by the editor at Dalby in June 2020.

From the Editor

Brighter days are on the horizon. Our sport has fared comparatively well thru this period compared to many and the restrictions have been more of an annoyance and inconvenience . As travel and fields have been subsequently open back up again please be understanding of the pressures that the club administrators are under to meet the regulations and to keep you safe .

Over the time of the restrictions, several weekly zoom chats on line with the Australian Electric Flight Association (AEFA) were organized and were very imformative. These chats have been popular with up to 30 people from all over the eastern states logging in. Discussion over various subjects like covering techniques, radio set ups, motor calc program and wing/model designs program and modelling projects were covered .

These chats are to continue now on a monthly basis dependant on participation.

The MAAQ general meeting in May was one of the first virtual meetings run thru Microsoft teams application with good attendances by clubs. See page 20 for more information

This edition is a bit on the skinny side due to contributions, but would like to thank Luke Cullen, Joe Frost ,Ken Dawes, Peter Kraus and Vaughn Strydom for their kind contributions to the newsletter.

Speaking of events in the south east - TAA- Toowoomba Aeromodellers Association are running a Warbird weekend on the 15 & 16th of August 2020 -see flyer on the back page.  
So dust off that warbird and get organized for this event.

Hopefully more club events will be back on the calendar in the next month or so until then safe flying.

Doug Moody  
Airflow editor

### **M.A.A.Q. Executive and Office Bearers 2019-2020**

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Dear Members,

At the May 30th General MAAQ meeting, the MAAQ committee presented the 2021 Budget and proposed fees for next year - The budget and fees were unanimously accepted by the attending club representatives. The 2021 MAAA and MAAQ fees will be:

<b>MAAA Fee</b>	<b>MAAQ Fee</b>	<b>Total</b>
Senior \$90	Senior \$40	\$130
Junior \$45	Junior \$20	\$65

Please note there will be a **discount** of **\$20** for any existing MAAA member who renews prior to the 31/07/2020 for both junior and Senior members. The discount applies to renewing members who hold an AUS number, including members who may have been absent in 19/20, so long as they have an AUS number, the discount applies.

Club representatives will need to update their individual club fees into the 20/21 registrations within the MAAQ database to enable registrations.

All clubs are also asked to submit their 2021 *Club Renewal / Application* form (002), as well as the *Schedule of Club Bearers* form (003) for the 2021 year.

These updated forms will be used to create a master register of official club contacts and delegates that will be used for future emails such as this one. This will enable better communications to all clubs in the future and is a step into being able to update these electronically for next year.

Link to MAAQ forms is provided below to help.

<https://maaq.org/resources/maaq-forms/>

If you have any further questions relating to the re-joining fees please feel free to contact me.

Regards

Greg Petherick MAAQ Secretary [secretary@maaq.org](mailto:secretary@maaq.org) 0414 828 658

**MODEL AERONAUTICAL ASSOCIATION OF QLD INC MEMBERSHIP RENEWALS 2020/2021**  
**The following information is for the annual renewal of registration of both the club and its members.**

**CLUB MEMBERSHIP RENEWALS**

To enable the MAAA Secretary to update and advise the MAAA Insurance Brokers of the Interested Parties to be included in the Letter of Confirmation to cover flying venues under MAAA for the 2020/2021 Insurance period, clubs who are not affiliating with MAAQ for the 2019/20 year, are to notify the MAAQ treasurer immediately as the insurance public liability policy renewal date is 1st June 2020.

For those clubs which are affiliating with MAAQ please complete MAAQ Form 002 and return with the \$20.00 club registration fee before 30th June 2020.

From the MAAQ Website <https://maaq.org/resources/maaq-forms/>

The MAAQ Form 002 (.docx) version allows for typing in the information or can be printed and completed by hand. A .pdf version is also listed on this web page for those who cannot access .docx versions.

The signed document can be scanned and returned via email to [treasurer@maaq.org](mailto:treasurer@maaq.org) or posted to MAAQ Treasurer, PO Box 4761, EIGHT MILE PLAINS, 4113.

Registrars who are using the MAAA Membership Database can affiliate their clubs in the <States><Club Affiliations> menu.

Registrars who do not have access to the MAAA Membership Database are encouraged to obtain access to enable them to streamline their membership registration process. Please contact via email ([treasurer@maaq.org](mailto:treasurer@maaq.org)) so that this can be arranged. Fees can be paid by cheque and EFT payment. For EFT payment details contact the Treasurer as above via email for MAAQ banking details for EFT.

If using EFT payment please provide your club details as the reference. Once payment is received to MAAQ account, the treasurer will confirm your club re-affiliation into the MAAA Database for 20/21. You will then be able to add your club fees for the 2020/21 year in the edit mode to complete the 20/21 renewal rollover process.

Member registrations cannot be entered on to the database until all the above process is completed, see help page in MAAA database accessible from home page click on word "help" at bottom of page.

**MODEL AERONAUTICAL ASSOCIATION OF QLD INC MEMBERSHIP RENEWALS 2020/2021 MEMBERSHIP REGISTRATIONS AND RENEWALS**

The MAAQ membership fees for 2020/21 were approved at the MAAQ General Meeting on 30th May 2020, the MAAA fees were approved at Annual Conference on 16th May 2020 and are as follows:

	Full Year	Half Year
Senior	130.00	65.00 (note these are the full fees)
Junior	65.00	35.00
MAAQ Life Member	90.00	45.00
MAAA Life Member	40.00	20.00
MAAQ & MAAA Life Member	nil	nil

Please note: Full prices are listed above, MAAA renewing members to receive \$10 discount until 31/7/20 with further \$10 to all MAAQ members until 31/7/20.

Once the club registration is confirmed, clubs can commence entering registrations and renewals for their members on the MAAA Membership Database.

Again, Club Registrars are encouraged to obtain access to the Database but for those Registrars who are not using the MAAA Membership Database, the MAAQ MR1 form can be completed for registrations and renewals and returned via email to [treasurer@maaq.org](mailto:treasurer@maaq.org) or posted to MAAQ Treasurer, PO Box 4761, EIGHT MILE PLAINS, QLD 4113.

MR1 forms available from <https://maaq.org/resources/maaq-forms/>

The excel document (.xlsx version) allows for typing in the information or can be printed and completed by hand. If using the excel spreadsheet on a PC / laptop by entering the date first & the completing it, the discount mentioned above will apply to help calculate correct memberships to be paid to MAAQ to pass on MAAA payments.

A .pdf version is also attached for those who cannot access .xlsx versions. (please note this will not apply any discount so this needs to be done manually, if doing this method, please email draft to [treasurer@maaq.org](mailto:treasurer@maaq.org) first to confirm correct & avoid over / under payments.

#### CHANGE OF OFFICE BEARERS

Please download from <https://maaq.org/resources/maaq-forms/> if you Change of Office Bearers on the MAAQ Form 003 as soon as possible after any changes within your club to allow the MAAQ to update its records.

The form is available in both .docx and .pdf format and should be returned to the MAAQ Secretary (details are on the form).

Randall Mowlam  
Treasurer/Registrar  
MAAQ Inc.



Above: RCGF 21 cc Twin. On the right is the new RCGF 15 cc SE (side exhaust )



## RCGF ENGINES AUSTRALIA

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The new 10cc, 15cc, 20cc and 26cc Rear Exhaust are also available .

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## THE STORY OF THE AT6 HARVARD.

In 2018 CARF models announced the release of the new 124" Harvard and offered pre release deposits. I got model #14 in November 2019. The build doesn't reflect an ARF but has some pre-fabricated parts. Most the gear for this model including the model was supplied by Desert Aircraft in Brisbane. The build requires all the parts before commencing or that's the way I always build.

Intairco supplied the Unilite lights and the wiring harnesses for the wing and fuse. The build started with fitting all the lights and then the Savox servos in all the flight surfaces. Following this the elevators and rudder were added then the tail wheel. The cockpit and canopy needs to be fitted next so you can then plan your engine and power box Mercury install. I modified all this part of the build so I could get the tanks on the C/G as well as adding smoke and fuel tanks.

I put all the fuel, smoke pump and batteries right in the front to aide with weight for balance. The firewall is already ready for a Moki 250 so just positioning the engine in the cowl finished that part of the build. I added a hatch on the side of the model to access the charge ports; fuel and smoke fill as well as switches for the model. I used isolating switches for the retracts and lights too. Fitting the retracts was a big job as they need to rotate perfectly to fit properly. Once all this part of the build was done I then began the paint. It was all painted in Debeers clear over base; I used the correct ww2 colour chips. I used the airbrush to weather and detail all the scale looks on the model.

All the graphics were done by JTH signs, the large roundels are all painted as the rivet detail was too significant to put decals over the rivets. All the nomenclature was also done by JTH signs; once the paint was completed I assembled the entire model. It required 750grams in the nose to balance the model but it was now ready.

I was charging the model to complete the test flight when I noted the voltage rising. I removed the charger and then noticed a smell. I grabbed my fire extinguisher and began to remove the wing when the battery exploded and the model caught fire. Fortunately I was able to extinguish the fire very promptly but it caused extensive damage to all the wiring, tanks and electronics.

The LiPo battery was purchased locally and was charged correctly highlighting the dangerous nature and instability of this battery chemistry. I only mention this to identify how imperative it is to watch our models when charging.

After this issue I repaired the paint and interior and was assisted greatly by the brilliant service at DAAustralia to repair all the damage, this is exceptional as the offending battery wasn't purchased at DA. The model is now complete ready to fly and I am just waiting for the fields to open during the challenging COVID-19 times.

The Harvard was an awesome build with a few challenges along the way requiring some focus to finish the build. I always like to build challenging models that have as close to all the scale functioning as possible. The Harvard is painted in a British scheme and the full size is still flying currently. This made researching the details easier, it has all the scale lights, smoke, electric retracts, sliding canopy and a very detailed cockpit.

I look forward to attending scale days soon at my home club of CRAMS to enjoy the camaraderie of aeromodelling.

Luke Cullen





What's in the Kit

AIRFLOW 8





Assembly time

AIRFLOW 9



Painting stage and final fit out





Battery fire



cockpit detail



Engine run up time



Finished model

AIRFLOW 11



MiG Alley,

The US Air Force in Korea 1950-1953

By Thomas McKelvey Cleaver

ospreypublishing.com

Book review by Peter Kraus, SAAMBR, Brisbane.

The June 2020 issue of Model Airplane News has a review of the above book, with the added bonus of an interview with the author. This piqued my interest, so I bought the book, my first eBook. It is of interest to any aircraft buff but has a much broader appeal. It is the first such written after the fall of communism, so had access to statistics from the other side and interviews with their pilots as well as ours.

The Korean war is “the forgotten war” to us but not so to the North Koreans whose country was devastated by it. This has ramifications to this day and explains why Trump seems at times friendly to Kim Jong Un.

From the aviation point of view this war is interesting, coming just a few years after WW2. Some of the later WW2 aircraft were used by both sides and as the jet age was superseding piston engined aircraft, the Korean war became the first in which jets were extensively used. An interesting mix, with Mustangs and T6 FAC aircraft sometimes pitted against MiGs. B29s and other American WW2 bombers were used.

Cleaver gives a potted history of the development of jet aircraft and engines, recounting how Russia and the western allies each got hold of different, or sometimes the same, bits of German technology just after WW2. (I have since learned that in the RAAF's recent jet fighter, the Mirage, both the delta wing and the engine are developments of German technology from that time.)

The various aircraft are described early in the book. I refreshed my memory on these by flicking back and forth on the iPad between the eBook and Google. Early jets such as the F22 Shooting Star and F84 Thunderjet and early jet bombers are described and later we read of how the MiG 15 outclassed these until the arrival of the F86 Sabre, and some of the design features involved. The Americans needed all the Sabres they could make so Australia, represented by 77 Squadron, got the British Meteor to replace their Mustangs, as the Chinese and Russians replaced their WW2 fighters with MiGs. The Meteors were out-classed by the MiG. (The Australian Avon Sabre came later.)

The book tells of the quite fascinating American politics of the time. It is interesting that the UN was given the all clear to defend South Korea from the North Korean invaders, the decision being made at a UN meeting where the Russians weren't represented. Although Russia, a member of the UN whose forces were fighting North Korea, was not officially in that war, unofficially Russian pilots flew alongside Chinese and North Koreans and were by far the best.

The book goes on in detail of the history of the war and gives numerous accounts of air to air battles and stories of individual aces. Cleaver says this was the last war in which fighter to fighter dog fighting took place but this is not so, the 1967 Arab-Israeli war probably holding that honour. Cleaver has a somewhat pessimistic but common view of the outcome but it was the North Koreans who invaded, and the horror stories of N. Korean atrocities I read about as a boy are borne out by some of the things Cleaver recounts, so in my opinion driving the North Koreans back was more than achieving “exactly nothing.” All in all a good read, somewhat lengthy but worth the effort.

## BEHIND THE LINES

**Model Airplane News:** What inspired you to write *MIG Alley*? Is there something specific that spoke to you about the Korean War?

**Thomas McKelvey Cleaver:** Having written *The Frozen Chosen* and *Holding The Line*, I wanted to cover the other side of the air war. During my research for those two books, I discovered that the vast majority of "facts" about the Korean War are nothing more than unquestioned wartime propaganda that has hardened over the years into "fact," most of which is fantasy. We Americans know nothing about "the forgotten war," while the North Koreans have never forgotten anything, and until we come to terms with what we did, there will never be any settlement there. Writing these books is my attempt to do that in a way that will attract people to read on and discover the truth.

**MAN:** As the author, what's the best part of the story and why?

**TMC:** I once heard Michael Connelly, one of my favorite fiction writers, say that "non-fiction authors have the power to bring the dead back to life." It turns out, that's true. Finding what really happened, as much as possible in the words of those it happened to, and bringing them back from the forgotten shadows, is why I sit down to work every morning.

**MAN:** With the more current issues dealing with North Korea and our political talks today, is there something readers can take away from reading your book?

**TMC:** Yes, they can. We ran a bombing campaign for three years against North Korea that knocked down every building larger than an outhouse, then bounced the rubble, then went after the outhouses, and in the process we killed around ten percent of the civilian population, made the rest homeless, and accomplished exactly nothing. As Admiral J.J. Clark, commander of the Seventh Fleet then said, "The interdiction campaign didn't interdict." That, despite the fact we dropped more bombs on North Korea than we dropped on Germany in all of World War II. Most Americans at the time didn't know that, and in the 70 years since, Korea has truly become "the forgotten war" here in America. Every North Korean knows the story of their mothers and fathers, and grandmothers and grandfathers, and aunts and uncles who were killed then, or who survived, and they haven't forgiven us for that. So long as this is the situation, with we Americans in our typical "Why are you angry at us?" wayward innocent role, there will never be any solution to that situation, no matter how many times Donald Trump sends love letters to Kim Jong Un. When we recognize what we did, and act from that knowledge, all those nuclear weapons will cease to be a threat. I hope people will understand that after they read my books.

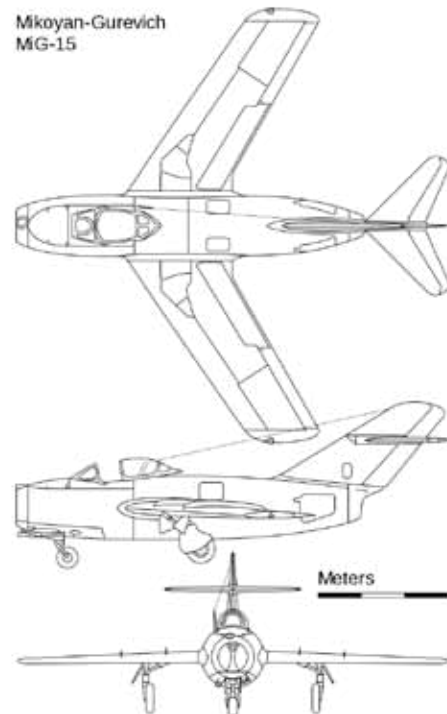


### ABOUT THE AUTHOR

McKelvey Cleaver has spent most of his life meeting and interviewing those pilots and aircrewmembers whose exploits fascinated him. He is the author of a wide range of books including the best-selling *The Frozen Chosen: The 1st Marine Division and the Battle of the Chosin Reservoir* and most recently the best-selling *Holding the Line: The Naval Air Campaign in Korea*. He is currently working on chronicling the naval air campaign in Vietnam.

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Model Aircraft News 13th May 2020.



# N o s t a l g i a



An old photo of a combat and racing day at the Thunderbirds Control Line field some-time in 1974 or 75.

Some of the ones pictured that I know are from the Thunderbirds crew around 1974 or '75. Some of the ones I recognize are Paul Friend holding open combat, Ken Dawes holding Goodyear and FAI combat, Ricky Hart back row, Phil Hagan, Mike Brace kneeling, and Neil Heinrich on the end with the Yellow FAI model.

Photo provided by Ken Dawes Roma



*Russell Mitchell*

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## “EDF HydroPropJet”

During the recent closure of flying fields due to the virus, I have found lot more time to create own design models with the use of my favored material to work with, depron sheets. With constant increase of limitations and regulations in our beloved hobby I have started to build very light micro models, mainly EDF powered jets with the smallest power units available on the current market.

My aim is to keep them under the weight limit to be able to fly them without any restrictions at the time and place of my choice to enjoy and keep the flying skills up. As mentioned in my recent article (The size never matters) I find some of these small EDF jets can take lot more skills to handle than a decent size 2 meter jet model especially while hand launching.

I also find them as great test prototypes to experiment with, before building larger projects to work out the basics such as center of gravity, thrust line of the power units etc.

One of my favored type of jets are deltas, for their control simplicity to keep the weight to minimum while using only 2 elevon servos with the smaller hand launch ones, and additional servo for the nose steering with the larger models fitted with the landing gear, still finding these models well under control without even rudder function.

While regularly enjoying flights with three of my delta water planes (Skippers and larger XL version) I came up with an idea while walking back from the lake to create my own design water plane as a combination of EDF power and prop hybrid job.

At first, I thought to build one on the smaller scale using tiny twin 30mm EDF units and the small 22 size brushless motor, but with the recent problems to order anything from overseas gave it a miss after going through my spare parts box to see what I got to start with.

With a variety of medium size prop motors to choose and a hardly started ARF kit of twin 70mm EDF, “Warthog” still in the box, I thought this will be a great way to get into it on the slightly larger scale. Next thing, took out a sheet of an A4 and strait into a drawing of what I had briefly on my mind. Twin EDF power in the nose section well above the water line and the prop job at the rear fin similar to “Skipper” design.

Following few days I did series of about dozen more drawings, selecting the one that tickled my fancy most. The size of the model was the next question, thinking of some 1.3 meter full length and a span of a depron sheet at some 70cm or close to it.

After cutting out the first depron layout and placing it down with the 70mm EDF units, it just didn't look right scale wise! The frame was too small or the power units too large, so it was back to the drawing new 25% larger frame on few new depron sheets joined together. Even at this size the main frame looked slightly small for the power units in the nose section so the easiest way was to do bit of surgery to the EDF nacelles to reduce their size.

After cutting and separating the whole twin power unit apart I have created shorter nacelle version with re-modified exhaust outlets and joined the two together at much wider span with some 5 degree sideway thrusts to minimize the efflux air stream to interfere with the propeller air intake at the rear. Further mods were required to re-route all the power and signal leads.

The rear prop power unit was incorporated into a module made of cut out balsa block with elevator tabs and rudder fins used from the “A-10” model kit. Elevator planes/stabs with the control tabs had to be re-modified by some enlargement with more solid hinges fitted and carbon fiber spar reinforced.

This whole power and pitch assist controlled module will be fitted to the two carbon fiber strengthen fins well secured to the base of the rear fuselage, being laminated from two layers of depron sheets and number of lateral carbon fiber spars running along the delta wing to eliminate any flex.

Over the years I have found the epoxy bonding is the only way to laminate these large surfaces which unfortunately adds lot of extra weight, but any other glue doesn't seem to cure in these air accesses restricted areas.

The belly's float hull was created out of 4mm ply adding great strength to the full length of the frame. The center of gravity was based on some of my similar shaped delta models, and the 'lift off step' was position at its point which can be reposition at further stage after flying trials. Prior to closing and sealing off the hull section I have build provisions for the nose landing gear, also removable rudder fin for the steering in the water after initial flying off the ground with the alloy made up simple landing gear to sort out all the unknowns first.

The timber/depron built hull was well impregnated with numerous coats of various water based sealers, paint and the final gloss resin finish over the entire model.

Elevon metal gear servos with the control horns and push rods had to be placed on the top of the wing imbedded inside wing cavities and sealed off as much as possible to minimize any water penetration in the case of future water action flying.

The only thing stopping me flying it off the water will be the excessive water wash, getting into the front nacelle air intakes. (Hope not!)

If that will occur, I may rise the twin set of EDF units some 10cm higher but I will deal with it after some flying trials first before I place the model in the water to find out the draft of the hull and add correct size of float pods under the wings for the stability during water trials.

At the worst scenario, and the "HO2" creating unsolvable problems, all I will have to do is to remove the word "Hydro" from the title and just call it "EDF-Prop-Jet".

The entire build took me just under 200 hours to create and after some static test runs to see what it pulls it looks very promising at one to one power to weight ratio. Stay tuned for the next chapter, the flying action trials.

Happy and safe flying, Joseph Frost.



AIRFLOW 16



AIRFLOW 17



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### The Glow Plug - a brief Summary

German inventor Ray Arden invented the first glow plug for model engines in 1947.

In the late 1940s Arden invented miniature ignition engines while attempting to build the world's smallest model airplane engine. Methanol fuel came onto the market after World War II as a source of fuel for model engines. A couple of Arden's friends were running a spark ignition model engine and to their amazement, when they turned it off, the engine kept running. They investigated why this was and discovered that a fault in the spark plug had caused a part of it to become red hot. They called their friend Arden and the glow plug was born. From then on, model engines became much simpler, no longer requiring the additional weight, bulk, and complexity of points, ignition coils, condensers, timers and batteries.

There are three types/shapes (at least) of glow plugs. The standard glow plug, which comes in long/standard and short (for smaller engines), in both open and idle-bar configurations, has a threaded tube that penetrates the combustion chamber to varying degrees. Due to the small size of the combustion chamber changing brands or styles of standard glow plug can affect the compression ratio.

A glow plug engine must be operated with the correct glow plug temperature. Large engines can operate with lower temperatures, while smaller engines radiate heat to the air more quickly and require a hotter glow plug to maintain the correct temperature for ignition. The ambient temperature also dictates the best glow plug temperature; in cold weather, hotter plugs are needed. Since glow plug engines are air-cooled, an engine that "runs hot" can sometimes benefit from a lower plug temperature, although this may cause rougher idling and difficulty in tuning. The operating speed of the engine must also be considered; if the engine is to run at consistently high RPM, such as with an airplane or a car on a mostly straight track, a lower plug temperature is more efficient. If the engine is to operate at lower RPM, combustion will not heat the engine as much, and a hotter plug is required.

F5J at Dalby 12-13th June 2020.

Due to the inclement weather prediction, the competition at DMAC was called off but a number of flyers travelled to the field on the Friday. Saturday dawned fine with a slight breeze which didn't deter the enthusiasm of the guys to have a fly and test fly models .

Gary Jordan and Michael James bought their two metre RES models along for some test flights in preparation for the first of the 2 metre RES events .

The 2 metre res is a class of electric glider which is to be build of wood, maximum span of 2 metres, with rudder,elevator and spoilers (RES). A set of rules is available from the F5J Qld series facebook site .Gary's model is a PICA res model from a kit and Michaels is an own design. Michaels flew well off the board, a little touchy but after making an adjustment on elevator throw, made it more manageable although very responsive to rudder and more so to elevator being an all moving tailplane. The spoilers are surprisingly effective .

Most flew until late in the afternoon when the grey clouds came in. Sunday dawned with grey clouds that turned to rain from about 8 o'clock in the morning.

Keep an eye out on the F5j Qld series group on facebook for further developments on the future planned events.



Michaels own design flew well in the breeze



A happy Michael James after the first flight



Grey skies late in the afternoon



Garys distinctive red and white PICA res **AIRFLOW 19**

## Virtual meetings with Microsoft Teams

Our last MAAQ General meeting in May was a milestone in attendance with 28 clubs attending the virtual meeting . This method of communicating with clubs is available thru Microsoft teams thru Office 365 program on either your lap top, tablet or home computer.

This virtual meeting concept was successful with the ability of clubs to be in attendance electronically with Cairns club being the most distant club in attendance.

The screen shot below shows you what the screen looks like in Microsoft teams with the clubs in attendance that you can scroll thru at any time.

Below top left: Noel Stewart -Tingalpa, top right :John Box - Kingaroy, Bottom Left: MAAQ President Michael Hobson and Bottom Right : the boys from Cairns club.

This method of communication gives more clubs the ability of being in attendance without the need to leave your home.

Favourable feed back from clubs has cemented another method of conducting future general meetings and possibly the Annual General meeting in August .  
By using the virtual meeting concept it will ensure a better outcome in obtaining a quorum at each meeting.





"You are never too old to build"

I must admit when I first posted the story about Dad building the Eindecker on an American page last year I was overwhelmed with how inspirational people found the story. People dug out old models to finish off and the two part post attracted hundreds of likes and many comments.

So when he finished the Nieuport , I thought I would post it on the same site and again hundreds of responses so I put it on the Australian page and it rolled on from there, so many lovely observations.

The whole story is Dad, Charles Strydom is a retired engineer that built his first model aeroplane a rubber powered plane in the 1940's and it flew so successfully that he never saw it again. He has built planes on and off and also builds Chippendale replica furniture.

At 88 he still builds without glasses and has an incredible eye for building straight. His build for the last year are the Eindecker, the B24J Liberator static model as a tribute to my uncle who served on them and was killed in one during the Second World War, then the Nieuport . A rather finicky build which we put an electric setup into, covered in tissue it weighs 547grams all up including a 1300ma 3 cell battery. It flies beautifully in light breezes.

He is currently building a 1/6 scale RAF SE5a and as usual it is as straight as a die.

I hope this serves to inspire everyone to carry on building models, in a world of quick fixes and foams sanding a piece of balsa can be very therapeutic.

I am a very keen modeller as a result of my wonderful father and my son is a commercial helicopter pilot . All this from a little rubber powered plan.

Vaughn Strydom



A brief look at the B24J Liberator:-

- wing span of 110 feet
- crew of 10
- Flown by USAF and RAAF
- was one of the most successful heavy bomber designs during WW2 and was used in all theatres of the war including Australia .
- Australia has one of 8 remaining B25 Liberators still ex-istant in the world, with one B24J under restoration in Werribee Victoria.

The B24J Liberator

**AIRFLOW 21**



The Fokker Eindecker E.111 first flew on 23rd May 1915 and entered service in WW1 on the Western Front in December 1915.

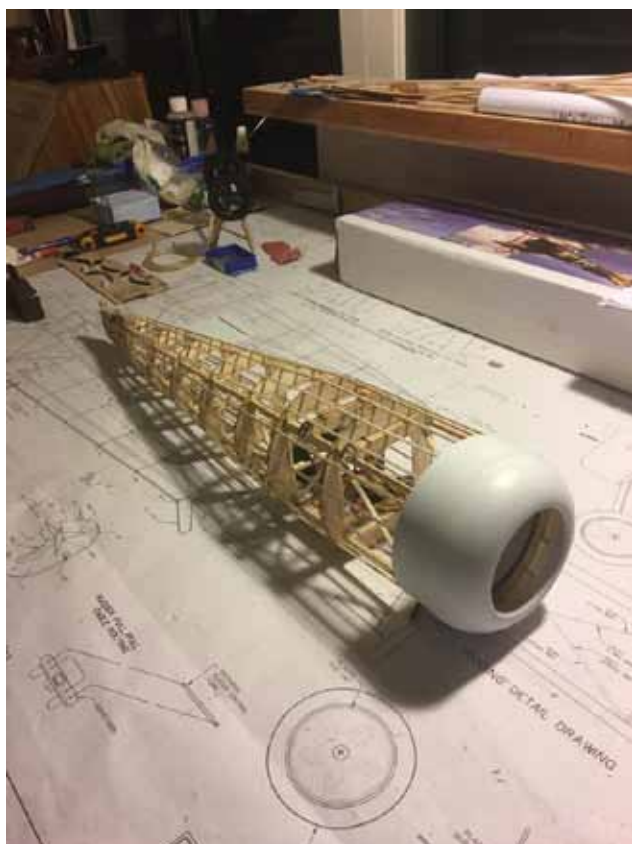
It was the first aircraft to be fitted with synchronization gear enabling the pilot to fire machine gun thru the propellor blades without hitting the propellor blades .

The Nieuport, later Nieuport-Delage, was a French aeroplane company that primarily built racing aircraft before World War I and fighter aircraft during World War I and between the wars. Six versions of the Nieuport were developed .

On the left- Eindecker E.111

Below left -Fuse of the Nieuport before being covered.

Below: The finished Nieuport



# Covid 19 Stage Three Implementation

The MAAQ is a registered sporting organisation within QSport, and the following information has been provide by QSport in their role as advisor, to the Queensland Government for sport, recreation and fitness sectors.

The information is provided as general advice on the easing of restrictions and may help some our clubs understand what other clubs are planning at this time.

## **Sport and Recreation Industry COVID Safe Plans commencing on the 3rd July 2020.**

### Principles for Stage 3

#### Contact

- Community sport to resume entirely with contact permitted on the Field of Play only.
- Off-field social distancing to be in place in addition to outlined safety, cleaning and hygiene measures.
- Organisation to consider the level of contact required in training and where this can be safely reduced.

#### Facility capacity

- Capacity to be determined from venue to venue, and may include multiple groups of 100.
- Capacity will be determined by applying the one person per four square metres rule (up to a total maximum of 500 people).

#### Facility usage

- Revenue generating activities to resume at sporting facilities including canteens and markets.
- Organisations to detail how they will manage the use of ancillary facilities such as canteens and change rooms with cleaning/sanitisation and flow of people within venues or introducing zoning.

#### Events

- Events, carnivals and gala days to resume with multiple groups of 100.
- Whole of Government event principles to be applied in addition to measures to reduce co-min-gling between groups.

#### Compliance with the Industry COVID Safe Plan

- Organisations to detail how all persons at the activity will be tracked and traced including spectators.
- All other measures outlined the Industry COVID Safe Plans will be adhered to.

See the roadmap to easing Covid Restrictions on page 24.

Greg Petherick  
MAAQ secretary



# Roadmap to easing Queensland's restrictions

A step-down approach to COVID-19

## Unite against COVID-19

**CONTINUING CONDITIONS** • Social distancing, 1.5 metres and hygiene • Stay at home if you're sick • Tracking, tracing, rapid response • Frequent cleaning and disinfection

from 11:59pm

### STAGE 1: 15 MAY 2020 (2 weeks)

#### Family, friends and community

- Gatherings in homes (household plus max 5 visitors, allowed from separate households)
- Gatherings of up to 10 people:
  - outdoor, non-contact activity
  - personal training and pools (indoor and outdoor)
  - public spaces and lagoons (e.g. South Bank Parklands, Cairns, Airlie Beach etc.)
  - libraries, parks, playground equipment, skate parks and outdoor gyms
  - weddings and places of worship
  - hiking and other recreational activities in national and state parks
- Funerals (max 20 indoors or 30 outdoors)
- Recreational travel (max 150 kms within your region for day trips).

#### Businesses and economy

- Retail shopping
- 10 people permitted at any one time for:
  - dining in (with COVID Safe Checklist): restaurants, cafés, pubs, registered and licensed clubs, RSL clubs and hotels
  - no bars or gaming
  - open homes and auctions
  - beauty therapy and nail salons (with COVID Safe Checklist)
- All students back at school from 25 May 2020.

#### Outback\*

- Dining in (with COVID Safe Checklist): restaurants, cafés, pubs, registered and licensed clubs, RSL clubs and hotels (max 20 at any one time) for locals only (must show proof of residence) – no bars or gaming
- Recreational travel including overnight accommodation max 500 kms within the outback only if you live in the outback.

\* More with COVID Safe Plan or Site Specific Plan approved by health authorities

^ Max 50 with a COVID Safe Checklist when not complying with the COVID Safe Industry Plan

# Outback areas as defined by Local Government Area

\$ Except Biosafety Areas or Restricted Areas

‡ Provided contact details are kept for at least 56 days

¶ Defined areas no longer required.

commencing from 12 noon

### STAGE 3: 3 JULY 2020

#### Family, friends and community

- Private, non-commercial (e.g. home) gatherings of up to 100 with friends and family
- Weddings and funerals (max 100 people)<sup>§</sup>
- Maximum number of persons at museums, art galleries, libraries and historic sites determined by the one person per 4 square metre rule
- Sport, recreation and fitness organisations when following a COVID Safe Industry Plan:
  - resumption of activity including competition and physical contact is permitted on the field of play
- Indoor sports facilities can open with one person per 4 square metres (off the field of play)<sup>§</sup>
- Outdoor sports facilities can open with physical distancing (off the field of play).

#### Businesses and economy

- Maximum number of customers for a business at any one time is determined by the 4 square metre rule<sup>^</sup>
- For smaller venues below 200 square metres, businesses can have one person per 2 square metres up to 50 persons at a time<sup>§</sup>
- The following businesses and areas may re-open with a COVID Safe Plan:
  - casinos, gaming and gambling venues (including electronic gaming machines)
  - non-therapeutic massage<sup>^</sup>
  - saunas and bathhouses<sup>^</sup>
  - nightclubs
  - food courts
  - Office-based workers can return to their place of work
  - Up to 25,000 spectators or 50% of capacity (whichever is the lesser) at Queensland's Major Sports Facilities, with a COVID Safe Plan
  - Concert venues, theatres and auditoriums can open and have up to 50% capacity or one person per 4 square metres (whichever is the greater), with a COVID Safe Plan
- More events allowed:
  - fewer than 500 people – no approval needed when following a COVID Safe Event Checklist
  - 500 to 10,000 people – need a COVID Safe Event Plan approved by local public health units
  - over 10,000 people – need a COVID Safe Event Plan approved by the Queensland Chief Health Officer
- COVID Safe Industry Plans continue to apply with revisions to reflect changes in Stage 3. COVID Safe Checklists continue to apply.

#### Remote community restricted areas:

- The restrictions on access to Declared Travel Zones will continue under the CHO Direction: Restricted Access to Remote Communities
- Under the Remote Communities Roadmap, any easing of restrictions in those areas will occur following an assessment of public health advice, response capability and community consultation.

## BORDERS

### From 12 noon 3 July 2020

- Due to the current community transmission levels, the border with Victoria will remain closed and be strengthened.
- Any person (whether a Queensland resident or non-Queensland resident) who has been in any local government area within the State of Victoria within the last 14 days should not come to Queensland. If they do, they must undergo mandatory quarantine in a hotel at their own expense for a minimum of 14 days.
- Queensland residents must not travel to any local government area in Victoria.
- The Queensland Government will implement enhanced border control measures, including border passes and identification screening.

### From 12 noon 10 July 2020

- From 10 July 2020, any person from New South Wales, Western Australia, South Australia, Tasmania, the Australian Capital Territory and the Northern Territory may enter Queensland subject to completing and signing a border declaration.
- If any person entering Queensland from whatever place has spent time in any local government area in Victoria during the past 14 days, they will be subject to mandatory hotel quarantine.

## Offences and quarantine measures

- All persons entering Queensland must complete and sign a border declaration stating they have not been to any local government area in Victoria in the past 14 days. Penalties apply for false statements.
- All flights will be checked and road vehicle borders will be enforced.
- Police will enforce quarantine.
- A person who refuses testing in quarantine will be subject to a further 10-day period at cost.

## Review

- The Queensland Chief Health Officer will review levels of community transmission and may impose additional restrictions should new hot spots occur.

## Ongoing review

- Ongoing review of state-based restrictions will be undertaken based on levels of community transmission. This includes:
  - Density requirements, including consideration of moving from 4 to 2 square metres per person for all venues
  - Remaining restrictions on high-risk businesses and activities.



Queensland  
Government



**Toowoomba Aeromodellers Assn.**

# WARBIRDS

**15th & 16th of AUGUST 2020**



TAA inc. are holding a Warbirds Fly-in!

## All Warbirds Welcome

- ✓ Electric    ✓ Biplanes
- ✓ Petrol    ✓ WW1 & 2
- ✓ Glow    ✓ Jets
- ✓ Helicopters
- ✓ On Site Camping & Vans Welcome
- ✓ Hot Showers Available    ✓ Catering Both Days



Join us for a great two days of tail tails in the mastery of model flying.

Fly as little or as much as you like.

Contact Steve or Peter Love (Details Below) to help us for the catering.

Setup on Friday by appt only.

**TOOWOOMBA  
AEROMODELLERS  
ASSOC.  
INC.**



Contact:  
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