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**Newsletter  
Number 208  
November - December  
2017**



**Merry Christmas to all Modellers and to  
your families**

**May we all fly high in the New Year**



**DURATION  
TIMES**



### **ORANGE MODEL AIRCRAFT CLUB Inc.**

**INVITES YOU TO ATTEND AND COMPETE FOR THE  
Perpetual Memorial Texaco Shield**

**3rd and 4th FEBRUARY, 2018  
ORANGE MAC FIELD at BORENORE**

**Saturday 4th - Commencing at 10am - Nostalgia  
followed at 1.30pm by Old Timer Duration**

**Sunday 5th - Commencing at 9.30am - Cabin Scramble**

**followed by ½A Texaco then Texaco**

*(All events will be flown to 2013 MAAA Rules)*

**For Information contact: Dave Brown - Telephone 02 6355-7298**

### **36th SAM1788 Championships**

**Wednesday 28 March to Monday 2 April 2018  
at Bogwood, Canowindra**

**A complete program of R/C Old Timer events flown to the 2017  
MAAA rules**

Additional events include Cabin Scramble, Phantom and KK Champ Control line racing

**AGM at 8pm on Friday 30<sup>th</sup> at the CWA Hall, Blatchford St, Canowindra**

**BBQ and Swap Meet at 6:30 pm on Saturday 31<sup>st</sup> at Bogwood,  
bring your own chair and drinks.**

**Dinner, Presentations and Raffle on Sunday 1<sup>st</sup> at 6:30 pm at the  
Canowindra Services and Citizens Club, Gaskill Street, Canowindra.**

**Tickets to be paid for on Entry Form**

**On field camping and some accommodation available:**

**Arrange with Paul Farthing on 02 6364 0264 prior to arrival**

**Current MAAA membership must be shown at Registration by all flyers**

Duration Times is the official Bulletin of SAM 1788  
**SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA INCORPORATED**

President: Peter van de Waterbeemd 35 Cosham Close, Eden, NSW, 2551 02 6496-4769  
 Vice President: Jim Rae 40 Garden Circle, Merimbula, NSW, 2548 02 6495-3530  
 Secretary: Vacant  
 Treasurer: Paul Farthing "Bogwood", Lockwood Road, Canowindra, NSW, 2804 02 6364-0264  
 Newsletter: Peter van de Waterbeemd 35 Cosham Close, Eden, NSW, 2551 02 6496-4769  
 Committee: Peter Scott 9624-1262, Anthony Vicary 0458 723 073, Bob Marshall 0412 018 988  
 Email for Duration Times - waterbee@bigpond.com

**SAM1788 Competition Calendar for 2018**

**February 3 – 4 Alan Brown Memorial Shield**

**Orange**

Events: Saturday: Nostalgia, Duration Sunday: Cabin Scramble, 1/2A Texaco, Texaco

Contact: Dave Brown 02 6355 7298

**March 28 – 2 April SAM1788 36<sup>th</sup> Championships**

**Canowindra**

Events: All 9 MAAA Events plus sport events. See Official Program for details

Contact: Peter van de Waterbeemd 0412 632 470

**April 23 – 30 MAAA 80<sup>th</sup> Nationals**

**West Wyalong**

Events: All 9 MAAA Events plus all other modelling disciplines.

Contact: Peter Scott 02 9624 1262

**May 3<sup>rd</sup> weekend West Wyalong Old Timer Weekend**

This will not be run in 2018 due to preceding 36<sup>th</sup> SAM Championships at Easter and the Nationals in late April. Reserved for 2019.

**June 9—11 CRAM Champs**

**Gratton, Qld**

Events: Sat Burford, Nostalgia Sun Pm Duration, Mon 1/2A Texaco, Texaco

**June 16 – 17 New England Gas Championships**

**Tamworth**

Events: Sat: Gordon Burford, Duration, Sun: Cabin Scramble, 1/2A Texaco, Texaco

Contact: Gary Whitten 0428 620 358

**July 14 – 15 Bega District Model Aircraft Club**

**Bega**

Events: Sat: Gordon Burford, Duration, Sun Cabin Scramble, Standard Duration, Texaco

Contact: Jim Rae 02 6495 3530

**August xxxx Cowra Oily Hand 2018**

**Cowra**

Events: Various, SAM1788 Cabin Scramble

Contact: Andy Lockett 02 63423054

**September 7 – 9 Coota Cup Old Timer Weekend**

**Cootamundra**

Events: Friday pm: Old Timer Glider, Saturday: Gordon Burford, Duration

Sunday: Cabin Scramble, 1/2A Texaco, Texaco

Contact: Peter Scott 02 9624 1262

**September 29 – 30 Eastern States Gas Championships**

**Wangaratta**

Events: Sat: 38 Antique, Gordon Burford, Duration, Sun: Cabin Scramble, 1/2A Texaco, Texaco

Contact: Anthony Vicary 0458 723 073

**October 26-27 West Wyalong Old Timer Weekend**

**West Wyalong**

Events: Friday: Free Fright, Old Timer Glider, Saturday: 2cc Duration, Standard Duration

Sunday: Cabin Scramble, '38 Antique, Nostalgia

Contact: Peter Scott 02 9624 1262

**November 3 – 4 Golden West Old Timer Weekend**

**Parkes**

Events: Sat: 2cc Duration, Gordon Burford, Duration, Sun: Cabin, 1/2A Texaco, Texaco

Contact: Paul Farthing 0427 640 264



### From the President:

Our last competition for the year recently at Parkes was well attended and enjoyed by all (most?) who were there. The Parkes Miniature Aero Club field is very good field with plenty of shade and amenities.

The committee has finalised a new Competition Calendar and this can be seen on page 2. Most of the events are the same. The Nationals at West Wyalong is a one off inclusion for 2018. SAM 1788 will be running the Old Timer events so you can all be assured of good competition.

Our next competition is at Orange on the first weekend in February so use this as your testing and tuning competition for Canowindra. Orange is a wonderful site and most scenic field.

Preparations for the 36th SAM Championships, on at Easter in Canowindra, are well in hand. They will be along the lines of previous Championships so start planning and building now! An entry form for the 36th Championships is included with this Duration Times email.

The Nationals will follow in late April at West Wyalong. There is a full Nationals program with Free Flight, Control Line, Radio and Indoor events. SAM1788 will be running the Old Timer events at the Jo and Adrian Bryant field, about 15 kms from West Wyalong. All nine Old Timer events will be run. Do come to this and also give yourself a chance to see the other facets of aeromodelling. A Nationals entry form is also attached to this email.

The new competition rules are now available on the MAAA web site. They are titled "AUSTRALIAN OFFICIAL RULES Section 5 RC Old Timer Rules 2017". Note that these rules also contain Section 10 R/C Electric Old Timer Rules. We will be using these rules in all of our competitions from now on.

'Til the next time I see you Keep Safe!



### Words To Live By For Any (Model) Aviator

1. It's better to be down here wishing you were up there than to be up there wishing you were down here.
2. An airplane will probably fly a little bit over gross, but it won't fly without fuel.
3. Speed is life, altitude is life insurance.
4. If you're ever faced with a forced landing at night, turn on your landing lights.  
If you don't like what you see, turn'em off!
5. Never let an airplane take you to someplace your brain didn't get to five minutes earlier.
6. Too many pilots are found in the wreckage of an airplane with their hands around a microphone.  
Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi.



### Secretary's Report

Still no report as we continue to look for a Secretary.



### 2018 Nationals at West Wyalong

Monday 23 April to Monday 30 April 2018

This includes all facets of aeromodelling, R/C, C/L and F/F

**All nine Old Timer events will be flown at the**

**Jo and Adrian Bryant Field,**

**1390 Clear Ridge Road, West Wyalong**



## Golden West Old Timer Weekend, Parkes November 11–12

Parkes finally happened after it was cancelled last year due to high winds. All in all it was an excellent weekend with good weather but with freakish flying conditions. Temperatures for Saturday and Sunday were in the very high twenties or low thirties with more wind in the morning than in the afternoon.

The wind certainly got to Anthony Vicary on Friday afternoon with a willy willy coming through and blowing three wings out of the rear of his Commodore wagon. One ended up about twenty metres away in the grass, a second was blown over the fence and the third, a 2cc wing, was taken up in the generated thermal and was last seen at great height heading in a northerly direction.

The groups stayed on the grounds for three nights and made good use of the showers. Mini cheese and beer (wine in one case) were well appreciated after the day's efforts.

Some control line flying on Friday afternoon by Antony, Ray Morgan, Geoff Potter and yours truly started proceedings. Geoff managed to lose a model but demonstrated his ability afterwards with a Ringmaster.

**Saturday** morning started with a strong breeze but **2cc Duration** did get underway. Only Jim Rae managed three maxes and this was one of the events which did not have a fly off.

**Gordon Burford Event** was flown after this and at this stage the wind calmed down a little. A good field of eight flew in variable conditions. Three made the fly off but Canberra Smith had a flat battery and could not make it. This was the only fly off of the competition well won by Condo Smith. One notable launched his model with the RX switched off. One must ask whether the elevator and rudder movements were checked prior to launch as per the rules. We have all done it but it should not still be happening!

Lunch was prepared and served by the members of the Parkes Miniature Aero Club and was very well received by all. It consisted of BBQ chicken pieces, three salads as well as a garden salad. Free tea and coffee and cakes were available all weekend although I suspect cold drinks sales would also have gone very well.

**Duration** followed in quite hot conditions. Nobody was able to get three maxes and again no flyoff. Models appeared to come down more quickly than they went up. Conditions were very variable even within rounds and where there was lift for one model there was sink for another moments later.

Everyone was quite happy to retire to shade at the end of the day.

**Sunday** started of quite windy with the wind meter showing readings at or over 7 m/s. **Cabin Scramble** was flown by three veterans of the event and there were a number of incidents. The president still manages to land out and score zero whilst Condo Smith's MP Jet suffered a broken crankshaft before what would have been his last flight. This is a fun event which should be enjoyed by more flyers!

**1/2A Texaco** followed with an unusually small field. The wind had abated but the freaky conditions continued. Only one flyer with three maxes and again no fly off.

This meant that lunch was ready as the event finished and all persons were happy to get out of the sun again. Again prepared and served the club members. Enjoyed by all!

**Texaco** was flown with nine entries. Remarkably not one model maxed in the first round! Conditions whilst hot appeared to be ideal with little wind the sink was remarkable. Again only one flyer with three maxes (well done Basil) so again no flyoff. Condo Smith lost his Bomber when he lost contact and the model speared into the ground from some height. I believe this one will not be repaired.

Presentations were made to winners and thanks given to all those who assisted with the weekend.

First and foremost the Parkes Miniature Aero Club for allowing us to use their field over the weekend and for the on field accommodation. More specifically to the club members who prepared both the field as well as the lunches. Nobody went hungry! We are welcomed back next year and this is an invitation we are pleased to accept.

Thanks also to the members who were Contest Directors for the various events.

Unfortunately the First Aid kit was used once during the weekend for a minor hand event and this again serves to remind us to keep our hands and fingers clear of the props.

A good weekend all round.



Condo Smith's Cabin Scramble. The MP Jet sheared the disc of the crankshaft just before his last flight. It looks to be a thin cross section. Has a new crankshaft been made Condo?

## Golden West Old Timer Weekend, Parkes November 11–12

### 2cc Duration

Name	Model	Motor	Score	Fly Off
Jim Rae	Zero	Tyro	900	
Grahame Mitchell	Indian	Tyro	736	
Basil Healey	Creep	Tyro	623	
Peter van de Waterbeemd	Eliminator	MVVS	618	
Antony Vicary	Space Wamp	MVVs	1 Attempt	

### Gordon Burford Event

Name	Model	Motor	Score	Fly Off
Peter Condo Smith	Faison	T2.5	900	439
Peter van de Waterbeemd	Ollie	BB	900	328
Peter Canb Smith	Ollie	PB	900	0
Geoff Potter	Crescendo	PB	849	
Garry Whitten	Stardust Spl	BB	763	
Jim Rae	Pippo	BB	761	
Antony Vicary	Dixielander	PB	501	
Ray Morgan	Dixielander	BB	438	

### Duration

Name	Model	Engine	Score	Fly Off
Anthony Vicary	Playboy 105%	Saito 62	1160	
Peter Condo Smith	Playboy	McCoy 60	1135	
Peter van de Waterbeemd	92% Bomber	McCoy 60	1028	
Garry Whitten	Playboy Cabin	Saito 62	1010	
Geoff Potter	Playboy Cabin	EnyaYS 53	932	
Jim Rae	Lion Cub	Saito 56	815	
Vince Hagarty	Playboy	Saito 62	792	
Basil Healey	Red Ripper	Saito 56	602	
Bob Marshall	Megow Ranger	ASP 62	315	

### 1/2A Texaco

Name	Model	Score	Fly Off
Peter van de Waterbeemd	Stardust Spl	1260	
Jim Rae	Big Old Plane	1134	
Garry Whitten	Stardust Spl	1073	
Vince Hagarty	Bomber	1062	
Anthony Vicary	Stardust Spl	709	

### Texaco

Name	Model	Engine	Score	Fly Off
Basil Healey	Record Breaker	Enya 53 4s	1800	
Dave Brown	Bomber	O&R 60	1797	
Vince Hagarty	Bomber	OS 61 4s	1757	
Peter van de Waterbeemd	Bomber	Saito 65	1753	
Garry Whitten	Bomber	OS 62 4s	1425	
Peter Canb Smith	Bomber	OS 60 4s	1125	
Geoff Potter	Bomber	OS61	1053	
John Manwaring	Bomber	ASP 65	833	
Peter Condo Smith	Bomber	OS 60 4s	1499	

### Cabin Scramble

Name	Score
Peter Condo Smith	1377
Peter van de Waterbeemd	1340
Jim Rae	1185



Above: Lunch time at Parkes. Great food was served!! John Manwaring, Ray Morgan, Anthony Vicary and May Smith.

Below: A beautiful day in Nelungaloo.



Below: Typical flying poses from VP Jim Rae and President Peter van de Waterbeemd. Paul Farthing in the background.





**Golden West Old Timer Weekend, Parkes November 11–12**



Clockwise from left: Basil Healey and Jim Rae with Basil's Record Breaker. Peter Smith working on his Texaco Bomber. Gary Whitten with Vince Hagarty also with a Bomber. Geoff Potter tuning his Enya 53 in his Playboy Cabin. 1/2A Texaco winners: Jim Rae 2nd, Peter van de Waterbeemd 1st, Gary Whitten 3rd.



Below: Before and after photos of Condo Smith's Bomber. The model went of the air during the climb out and went in vertically. An unfortunate event.





**Golden West Old Timer Weekend, Parkes November 11–12**

Craig Thornton, President of the Parkes Miniature Aero Club, sent me this photo after the Parkes event. There are two models taking off and one model landing. The models look like Texaco models with the lower model possibly Basil Healey's Record Breaker and the higher model one of the other eight Bombers in the event. Possibly Peter Canberra Smith's.

I tracked the photographer down to Rick Twardy, Secretary of the Parkes club, and asked him how he "took" the photo. Rick's explanation is below:

*I'm glad you like the photo. I started doing that sort of thing over a decade ago.*

*My technique involves cutting-and-pasting from a bunch of virtually identical images onto the one image. The position of the plane is not guessed - some chosen part of the fixed landscape is "transplanted" into its obviously correct position too.*

*More specifically,*

*1) a steady camera "pre-sighted" to include where the action probably will go*

*2) a sequence of exposures, more or less evenly spaced in time*

*3) copy part of each images onto just one of them*

*4) the copying and pasting process includes some fixed point of the landscape to get the position correct.*

*5) sometimes adjustment to small random variations in brightness is needed.*

## Wings over West Wyalong - October 2017

Wings Over West Wyalong.

The annual WoWW was held over the weekend. Not really SAM Antique event UNLESS you consider the following:

Sun burnt Australian Men. The Antique part would be the average age of the SAM .previously mentioned.!

I haven't attended one these fly in weekends for many years.

The thing I have noticed most is the models have gotten Bigger .

As well as RC power, there were also areas for Glider and Free Flight on other parts of the 800 acre flying field. I went there to test run 12 or so engines and test fly a new model. I also did some testing on my Dream Weaver and Westerner Antique model while I was there. The FF society put on a great spit roast on Saturday evening.

Great value and lots food left over. I was a little disappointed that some people who were using the facility didn't patronize the dinner on Saturday evening . All in all a great weekend .

If you see your model put your name on it and tell us a little or a lot about it .

Condo

Right and below: View of the R/C pits with a variety of models being flown



Above: One of the twelve engines Condo was testing. A McCoy 60 Series 20 in this case. How did it go Condo and what is that prop you are running?



Below left: A very large Stearman and a very nice Tempest. Below right: Keilkraft Junior perhaps enlarged a little.





# 70<sup>th</sup> Nationals: 23 to 30 April 2018 at West Wyalong

The New South Wales Free Flight Society in conjunction with the host club, the West Wyalong Model Aero Club, are pleased to host the 70th National Model Aircraft Championships.

The 70th National Championships will feature more than 84 events across eight days at five sites situated within 15 minutes of West Wyalong from 23 April to 30 April 2018.

From aerobatics to graceful gliders, replica scale models to exciting control line combat, the Championships will have something for everyone, from novice flyers to the most experienced.

Check out the MAAA website at: <http://www.maaevents.com.au/>

You can also register online for all of the events at the above web site.

All nine Old Timer events will be run and they are all flown at the Jo and Adrian Bryant field. Cabin Scramble will also be flown as a novelty event.

There is also an Opening Ceremony, a swap meet and a Celebration Dinner.

Details of Processing have yet to be finalised but there will be some processing, expected to be along the lines of the processing undertaken at the SAM1788 Championships.

Also, there is some consideration of extending processing beyond the nominated time on Monday the 23<sup>rd</sup> of April.

As Old Timer is the only R/C event flown at the Adrian Bryant field, 36MHz will be allowed.

You will be required to show your MAAA membership card.

Our contact for this event is Peter Scott.



70th MAAA NATIONAL CHAMPIONSHIPS 23-30th APRIL, 2018. OFFICIAL PROGRAM OF EVENTS 28/11/2017

DATE	SOCIAL EVENTS	REGISTRATION CENTRE FF & RC BOONOROO WINDSTADION	GL ASSOCIATION CLASS	GL SPEED RACING HIGH AIRPORT	GL COMBAT RACING AIR FIELD	FF OUTDOOR AIR FIELD	RC OLD TIMER AIR FIELD	RC HELICOPTER CLUB CLUB	RC PYLON RACING WIND AIRPORT FC 8	RC PATTERNS & SCALE WIND AIRPORT FC 8	RC GLIDERS WIND AIRPORT FC 8
Mon 23rd APRIL	Open Opening Ceremony from 9:30am-11:45	REGISTRATION & PROCESSING 8am - 5pm 1804-1817	PRACTICE	PRACTICE	PRACTICE	PRACTICE	PRACTICE			PRACTICE	PRACTICE
Tue 24th APRIL		OPEN ROSSER & REAMUT SCALE 8:30pm (open to all) (FC) SCALE STAFFING JUDGE 8am-5pm FIVE, FIVE	FFB AEROBATICS ADV & EXP 8am-4pm	COMBAT & JET SPEED 8am-5pm	GL COMBAT KID-COMBAT 8am-5pm	F1C, F1A, OPEN RUBBER 8am-5pm	OLD TIMER 10am-4pm, WITH DURATION 1:30pm-5pm		FFB PRACTICE	PRACTICE	FFB RC H/L OPEN THERMAL 8am-5pm
Wed 25th APRIL	AIRCRAFT OWN SERVICE	FF SCALE STAFFING JUDGE 8am-11pm FIVE, FIVE	FFB AEROBATICS ADV & EXP 10am-4pm	F1C TRACK (Scale 147) CLASS 2 TO RACE 9-5pm	GL COMBAT 8am-5pm	VINTAGE POWER, OPEN POWER 8am-11pm	DURATION 10am-5pm		GLB GLIDER 8am-5pm	FFB PATTERN OPEN & CLUBMAN 8am-5pm	FFB RC H/L OPEN THERMAL 8am-5pm
Thu 26th APRIL		SCALE HELI HANDS BAY & NH SCRAMBLE 8pm-10pm	FFB AEROBATICS ADV & EXP 8am-11pm	F1C TRACK (Scale 147) F1C TRIALS F2C TO SCALE 1:30pm-5pm OPEN RACE 8am-11pm	VINTAGE & TRAFFIC 8am-11am	FFB SCALE 8am-11am F1B 8am-5pm	APPROXIMATE DURATION 1:30pm-5pm TO SCALE 11am-5pm	PRACTICE	FFB BUBBLER 8am-5pm	F1C PATTERN OPEN & CLUBMAN 8am-5pm	FFB GLIDER 8am-5pm
Fri 27th APRIL	SWAP MEET AUCTION BOONOROO STADIUM 8pm-5pm	LAST DAY TO REGISTER 7:30am-8:30pm	FFB AEROBATICS ADV & EXP 8am-5pm	OPEN RACE 8am-11pm	JUN 2 Day 10 RACE 8am-11am	FFB SCALE 8am-11am F1B 8am-5pm	APPROXIMATE DURATION 1:30pm-5pm TO SCALE 11am-5pm	F1C SPORTSMAN ADVANCED EXPERT F1B 8am-5pm	FFB W/TP PYLON PRACTICE	F1C PATTERN OPEN & CLUBMAN 8am-5pm	FFB GLIDER 8am-5pm
Sat 28th APRIL	OPEN SCRAMBLE 8am-10am & 8 FIELD	CLOSED	CLASSIC STUNT 8am-5pm	F1C SPEED 8am-5pm	CLASSIC B F RACE 8am-5pm	FFB F1J VINTAGE RUBBER & GLIDER 8am-5pm	2nd DURATION 10am-5pm 14:45-15:15 1:30pm-5pm	SPORTSMAN ADVANCED EXPERT F1B 8am-5pm	GLB 8am-11am Lunch F2B 11am-11:30 F4B & F3I 1:30pm-5pm	F1A PATTERN EXPERT ADVANCED SPORTSMAN 8am-5pm	FFB RC H/L OPEN THERMAL 8am-5pm
Sun 29th APRIL		CLOSED	VINTAGE STUNT 8am-5pm	GOODBYE 2018 GOODBYE 8am-5pm	OPEN COMBAT 8am-5pm	F1C F1D DE GRILL 8am-5pm	OLD TIMER GLIDER 10am-5pm	SPORTSMAN ADVANCED EXPERT F1B 8am-5pm	GLB 8am-11am Lunch F2B 11am-11:30 F4B & F3I 1:30pm-5pm	F1A PATTERN EXPERT ADVANCED SPORTSMAN 8am-5pm	FFB RC H/L OPEN THERMAL 8am-5pm
Mon 30th APRIL	Celebration Dinner West Wyalong Services & Citizens Club	CLOSED	RESERVE DAY	FFB CA SCALE 8am-5pm	VINTAGE COMBAT 8am-5pm	RESERVE DAY	RESERVE DAY	RESERVE DAY	FFB 8am-5pm	RESERVE DAY	OPEN ELECTRIC GLIDER 8am-5pm

## The Nachthexen

It takes a while to read but it's an interesting if little known bit of history about some gutsy ladies. Intriguing historical account from the Russian/German conflict in WW2

They flew under the cover of darkness in bare-bones plywood biplanes. They braved bullets and frostbite in the air while battling scepticism and sexual harassment on the ground. They were feared and hated so much by the Nazis that any German airman who downed one was automatically awarded the prestigious Iron Cross medal.

All told, the pioneering all-female 588th Night Bomber Regiment dropped more than 23,000 tons of bombs on Nazi targets. And in doing so, they became a crucial Soviet asset in winning World War II. The Germans nicknamed them the "**Nachthexen**", or "night witches," because the whooshing noise their wooden planes made resembled that of a sweeping broom. "This sound was the only warning the Germans had. The planes were too small to show up on radar or on infrared locators," said Steve Prowse, author of the screenplay *The Night Witches*, a nonfiction account of the little known female squadron. "They never used radios, so radio locators couldn't pick them up either. They were basically ghosts." Using female bombardiers wasn't the first choice.



While women had been previously barred from combat, the pressure of an encroaching enemy gave Soviet leaders a reason to rethink the policy. Adolf Hitler had launched Operation Barbarossa, his massive invasion of the Soviet Union, in June 1941. By the fall the Germans were pressing on Moscow, Leningrad was under siege and the Red Army was struggling. The Soviets were desperate. The 588th's first mission, on June 28, 1942, took aim — successfully — at the headquarters of the invading Nazi forces.

The squadron was the brainchild of Marina Raskova, known as the "Soviet Amelia Earhart" — famous not only as the first female navigator in the Soviet Air Force but also for her many long-distance flight records. She had been receiving letters from women all across the Soviet Union wanting to join the World War II war effort. While they had been allowed to participate in support roles, there were many who wanted to be gunners and pilots, flying on their own.



Many had lost brothers or sweethearts or had seen their homes and villages ravaged. Seeing an opportunity, Raskova petitioned Soviet dictator Joseph Stalin to let her form an all-female fighting squadron. On October 8, 1941, Stalin gave orders to deploy three all-female air force units. The women would not only fly missions and drop bombs, they would return fire—making the Soviet Union the first nation to officially allow women to engage in combat. Previously, women could help transfer planes and ammunition, after which the men took over. Raskova quickly started to fill out her teams. From more than 2,000 applications, she selected around 400 women for each of the three units. Most were



## The Nachthexen

students, ranging in age from 17 to 26. Those selected moved to Engels, a small town north of Stalingrad, to begin training at the Engels School of Aviation. They underwent a highly compressed education — expected to learn in a few months what it took most soldiers several years to grasp. Each recruit had to train and perform as pilots, navigators, maintenance and ground crew.

Beyond their steep learning curve, the women faced scepticism from some of the male military personnel who believed they added no value to the combat effort.

Raskova did her best to prepare her women for these attitudes, but they still faced sexual harassment, long nights and gruelling conditions. The men didn't like the 'little girls' going to the front line. It was a man's thing." Prowse told HISTORY. The military, unprepared for women pilots, offered them meagre resources. Flyers received hand-me-down uniforms (from male soldiers), including oversized boots. "They had to tear up their bedding and stuff them in their boots to get them to fit," said Prowse. Their equipment wasn't much better.



The military provided them with outdated Polikarpov Po-2 biplanes, 1920s crop-dusters that had been used as training vehicles. These light two-seater, open-cockpit planes were never meant for combat. "It was like a coffin with wings," said Prowse. Made out of plywood with canvas pulled over, the aircraft offered virtually no protection from the elements. Flying at night, pilots endured freezing temperatures, wind and frostbite. In the harsh Soviet winters, the planes became so

cold, just touching bare metal would rip off bare skin.

Due to both the planes' limited weight capacity and the military's limited funds, the pilots also lacked other "luxury" items their male counterparts enjoyed. Instead of parachutes (which were too heavy to carry), radar, guns and radios, they were forced to use more rudimentary tools such as rulers, stopwatches, flashlights, pencils, maps and compasses. There was some upside to the older aircraft. Their maximum speed was slower than the stall speed of the Nazi planes, which meant these wooden planes, ironically, could manoeuvre faster than the enemy, making them hard to target. They also could easily take off and land from most locations. The downside? When coming under enemy fire, pilots had to duck by sending their planes into dives (almost none of the planes carried defence ammunition). If they happened to be hit by tracer bullets, which carry a pyrotechnic charge, their wooden planes would burst into flames.

## The Nachthexen

The Polikarpovs could only carry two bombs at a time, one under each wing. In order to make meaningful dents in the German front lines, the regiment sent out up to 40 two-person crews a night. Each would execute between eight and 18 missions a night, flying back to re-arm between runs. The weight of the bombs forced them to fly at lower altitudes, making them a much easier target — hence their night-only missions. The planes, each with a pilot up front and a navigator in back, travelled in packs: The first planes would go in as bait, attracting German spotlights, which provided much-needed illumination. These planes, which rarely had ammunition to defend themselves, would release a flare to light up the intended target. The last plane would idle its engines and glide in darkness to the bombing area. It was this “stealth mode” that created their signature witch’s broom sound.

There were 12 commandments the Night Witches followed. The first was “be proud you are a woman.” Killing Germans was their job, but in their downtime the heroic flyers still did needlework, patchwork, decorated their planes and danced. They even put the pencils they used for navigation into double duty as eyeliner.

Their last flight took place on May 4, 1945 — when the Night Witches flew within 60 kilometres (approx. 37 miles) of Berlin. Three days later, Germany officially surrendered. According to Prowse, the Germans had two theories about why these women were so successful: They were all criminals who were masters at stealing and had been sent to the front line as punishment — or they had been given special injections that allowed them to see in the night.

Altogether these daredevil heroines flew more than 30,000 missions in total or about 800 per pilot and navigator. They lost a total of 30 pilots, and 24 of the flyers were awarded the title Hero of the Soviet Union. Raskova, the mother of the movement, died on January 4, 1943, when she was finally sent to the front line — her plane never made it. She was given the very first state funeral of World War II and her ashes were buried in the Kremlin. Despite being the most highly decorated unit in the Soviet Air Force during the war, the Night Witches regiment was disbanded six months after the end of World War II.

And when it came to the big victory day parade in Moscow, they weren’t included — because, it was decided, their planes were too slow.



Katya Ryabova and Nadya Popova  
18 bombing sorties in a single night

### Words To Live By For Any (Model) Aviator

7. Fly it until the last piece stops moving.
8. Any attempt to stretch fuel is guaranteed to increase headwinds.
9. Keep looking around, there’s always something you missed.
10. Remember, you’re always a student in an airplane.
11. Any pilot who does not at least privately consider himself the best in the business is in the wrong business.
12. It is best to keep the pointed end going forward as much as possible.
13. Hovering is for pilots who love to fly, but have no place to go.
14. The only time you have too much fuel is when you are on fire.
15. A jet fighter in the air is a dual emergency because you’re always low on fuel and on fire. A single engine jet in the air is a triple emergency.



## Pan — Am Clipper

### FLYING THE ATLANTIC DURING THE LATE 1930s

*What it was like aboard a Pan-Am Clipper.*

*Clipper passengers took their meals at real tables, not their seats.*

*For most travellers in the 21st century, flying is a dreary experience, full of inconvenience, indignity, and discomfort. That wasn't the case in the late 1930s, when those with the money to afford Trans-oceanic flight got to take the Boeing Model 314, better known as the Clipper.*

*Even Franklin Roosevelt used the plane, celebrating his 61st birthday on board.*

*Between 1938 and 1941, Boeing built 12 of the jumbo planes for Pan American World Airways.*

*The Clipper had a range of 3,500 miles — enough to cross either the Atlantic or Pacific, with room for 74 passengers onboard. Of course, modern aviation offers an amazing first class experience (and it's a whole lot safer), but nothing in the air today matches the romanticism of crossing the oceans in the famed Clipper.*

*The nickname Clipper came from an especially fast type of sailing ship used in the 19th century.*

*The ship analogy was appropriate, as the Clipper landed on the water, not runways.*

*Here's a diagram of the different areas of the plane.*

*On the Pan Am flights, passengers had*



*access to dressing rooms and a dining salon that could be converted into a lounge or bridal suite.*

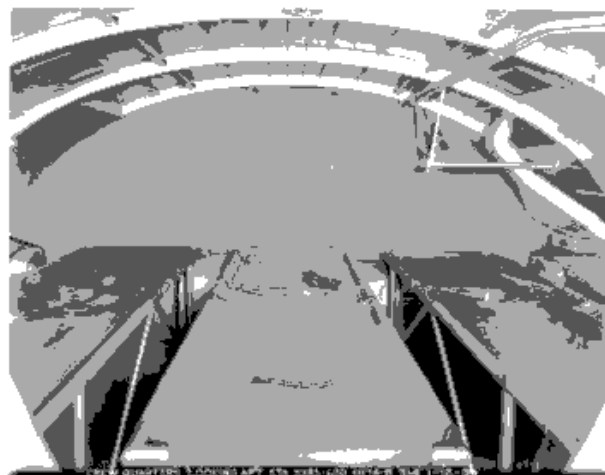
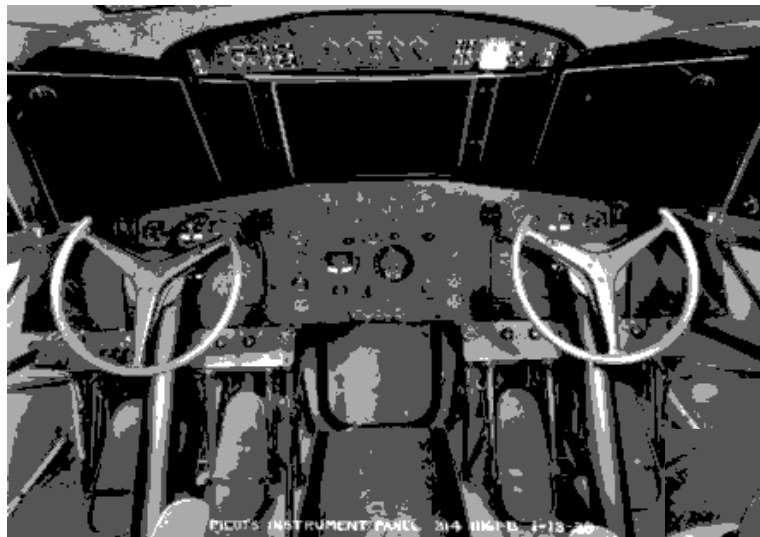
*The galley served up meals catered from four-star hotels. If you want to sit at a table to eat with other people these days, you have to fly in a private jet. There was room for a crew of 10 to serve as many as*

## Pan — Am Clipper

74 passengers.

On overnight flights, the 74 seats could be turned into 40 bunks for comfortable sleeping. The bunk beds came with curtains for privacy.

On the 24-hour flights across the Atlantic, crew members could conk out on these less luxurious cots.



Unlike some modern jets that come with joysticks, the Clipper had controls that resembled car steering wheels.

Navigating across the oceans required more manpower in the air.

The lavatory wasn't too fancy, but it did have a urinal — something you never see in today's commercial jets, where space is at a premium.

The ladies lounge had stools where female passengers could sit and do their makeup.



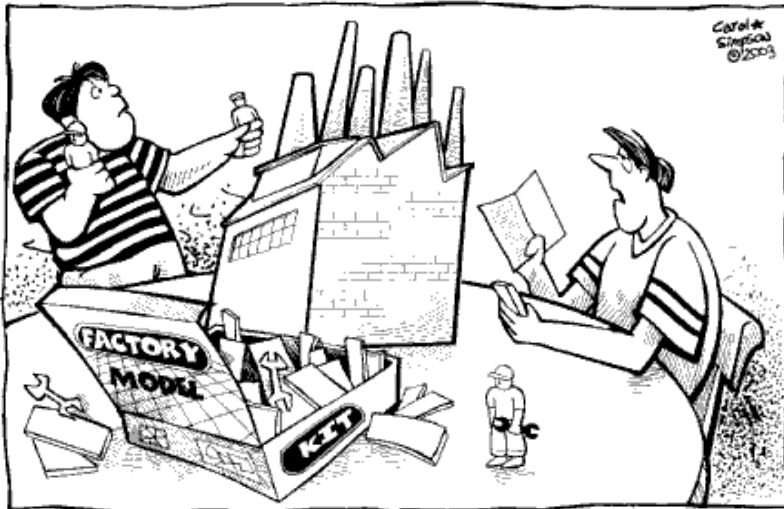
The Clipper made its maiden Trans-Atlantic voyage on June 28, 1939. But once the US entered World War II, the Clippers were pressed into service to transport materials and personnel.

POSTSCRIPT: Prior to WWII, the Japanese Military became very interested in the new Pratt & Whitney radial engines that powered the Pan Am Clipper.

On a flight from San Francisco to China, a Clipper landed on Truk Lagoon to be refuelled by Japanese authorities. Later, the Clipper was assumed lost over the Pacific.

Years later, it was revealed that the crew and passengers were arrested and executed, the engines were retrieved and sent to Japan and the Clipper was sunk in deep water off Truk Lagoon.





"The last step says to dismantle the whole thing and ship all the jobs overseas."



"Sounds to me like your model has a \$400 repair noise."

### Ollie by John Humphreys

The committee has agreed that the Ollie fuselage will require sheeting between the rear of the pylon and the leading edge of the tailplane. This sheeting is not shown on the original plan but is specified in the original article accompanying the plan. This decision is based on rule 5.4.1.2 (f) which states "the contestant must prove the validity of the model and the fidelity to the original design".

### Lanzo Airborn

The committee has had a look at two plans for the Airborn, the first by J. Takacs and a later plan by Jim O'Reilly approved for use by SAM USA. The Takacs plan has been around for some time and is renowned for the discrepancies between the drawn plan and the imperial measurements on the plan. This plan is for the glider version and makes no mention of an engine fitted to the model. The Jim O'Reilly plan (drawn up in 2002) is for a motorised version of the Airborn. There is very little information available regarding the motorised version and the committee agreed that this version could not be supported.

The committee agreed that:

"That for SAM1788 competitions the Lanzo Airborn be accepted as follows:

1. That all existing models be grandfathered but must have the plan from which it was built available for scrutineering at all times; and
2. That any new models only be accepted for the R/C Old Timer Glider event."

# THE BACK PAGE

After 60 years together.

Their three kids, all successful, agreed to a Sunday dinner in their honour.

"Happy Anniversary Mom and Dad," gushed Son No. 1. "Sorry I'm running late. I had an emergency at the hospital with a patient, you know how it is, and I didn't have time to get you a gift."

"Not to worry," said the father. "Important thing is we're all together today."

Son No. 2 arrived. "You and Mom look great, Dad. I just flew in from Montreal.

Between depositions and didn't have time to shop for you."

"It's nothing," said the father. "We're glad you were able to come."

Just then the daughter arrived. "Hello and happy anniversary! Sorry, but my boss is sending me out of town and I was really busy packing so I didn't have time to get you anything."

After they had finished dessert, the father said "There's something your mother and I have wanted to tell you for a long time. You see, we were really poor, but we managed to send each of you to college.

Through the years your mother and I knew we loved each other very much, but we just never found the time to get married."

The three children gasped and said:

"WHAT? You mean we're bastards?"

"Yep," said the father. "Cheap ones, too . . ."



A Merry and Safe Christmas to all modellers and families.

Don't know who would need the most nerve to do this – the chopper crew, the guys on the ground or the ones in the tower.

[www.youtube.com/embed/qJHIXe\\_RnYo](http://www.youtube.com/embed/qJHIXe_RnYo)

Watch "Helicopter Tree Sawing In The MD 500" on YouTube

<https://youtu.be/Pla06PO6Odk>

## This is incredible.

No Parachute

If you want the job done right, give it to a woman.

Hard to believe that stunts such as these used to be accomplished frequently. Does anyone recall the air-to-air refueling of one biplane to another using a long hose? Those people had to be either fearless or just "plane crazy."

This woman had guts. Take a look at this film. Fabulous footage, although grainy due to time and bad equipment in those days compared to today, but what nerve this gal had.

Gladys Ingles was a member of a barnstorming troupe called the 13 Black Cats in the 1920s. Ingles was a wing walker; in this film, she shows her fearlessness in classic barnstorming fashion to save an airplane that has lost one of its main wheels.

Ingles is shown with a replacement wheel being strapped to her back and then off she goes as "Up She Goes," a duet from the era, provides the soundtrack. In the film, Ingles transfers herself from the rescue plane to the one missing the main landing gear tire.

She then expertly works herself down to the undercarriage only a few feet from a spinning prop. It's certainly a feat many mechanics wouldn't even try on the ground with the engine running.

She died at age 82. Click on below.....

[Mid-Air Airplane Repair \(1924\)](#)

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