

The Way Forward
The Bogwood 2000FT AGL instrument conditions
Alan Brown Memorial Shield Orange
SAM 1788 Control line at 37th Championships
MAAA 71st Nationals West Wyalong

Four go to Hood Aerodrome
All American free flight
The Back Page

*Newsletter
Number 214
January - February
2019*

DURATION TIMES

COOTAMUNDRA WEEKEND

MARCH 9 AND 10

AT THE STATE FLYING FIELD

COOLAC ROAD, COOTAMUNDRA

**THIS EVENT WAS CANCELLED DUE TO A VERY
SMALL NUMBER OF MEMBERS INDICATING THEIR
INTENTION TO ATTEND**

GENTLEMEN THIS IS FOOD FOR THOUGHT!

**I'M SURE EVERYONE HAS A REASON AND
THIS WEEKEND MAY HAVE BEEN AN
UNHAPPY COINCIDENCE OF SUCH REASONS
BUT WITH OUR DECLINING NUMBERS AND
ATTENDANCES, WE ARE RUNNING A
SERIOUS RISK OF OUR SPECIAL INTEREST
SAMS FLYING COMING TO AN END.**



37th SAM1788 Championships

**Wednesday 17 April to Monday 22 April 2019
at Bogwood, Canowindra**

**A complete program of R/C Old Timer events will be flown to the
2017 MAAA rules. Note that fuel allocation and engine run times
may be limited for some events. This will be determined at the
pilot's briefing immediately prior to the event.**

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

**Registration Thursday morning. Current MAAA membership must be shown
by all flyers. Models may be scrutineered at Registration so bring plans.**

AGM at 8pm on Friday 19th at the CWA Hall, Blatchford St, Canowindra

**BBQ and Swap Meet at 6:30 pm on Saturday 20th at Bogwood,
bring your own chair, meat, food and drinks. BBQs provided.**

**Dinner, Presentations and Raffle on Sunday 21st 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



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: Bill East 2 Farrer Street Cowra, NSW, 2794 0417 244 826
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, Bob Marshall 0412 018 988, Basil Healey 02 6651 6563

Email for Duration Times - waterbee@bigpond.com

SAM1788 Competition Calendar for 2019 Note that some of the dates and locations may change

March 9 – 10	New Competition	Cootamundra
<u>Events:</u> Sat: Gordon Burford, Duration, Sun: Cabin Scramble, 1/2A Texaco, Texaco Ph Peter vdW 0412 632 470		
April 17 – 22	SAM1788 37th Championships	Canowindra
<u>Events:</u> All 9 MAAA Old Timer Events plus sport events. See Official Program for details Ph Peter van de Waterbeemd 0412 632 470		
April 24 – May 1	MAAA 71st Nationals	West Wyalong
<u>Events:</u> All 9 MAAA Old Timer Events plus all other modelling disciplines. Ph Peter Scott 02 9624 1262		
May 17 - 19	West Wyalong Old Timer Weekend	West Wyalong
<u>Events</u> Friday: Free Fright, Old Timer Glider, Saturday: 2cc Duration, Standard Duration Sunday: Cabin Scramble, '38 Antique, Nostalgia Ph Peter Scott 02 9624 1262		
June 15 – 16	Pending New England Gas Championships	Tamworth
<u>Events:</u> Sat: Gordon Burford, Duration, Sun: Cabin Scramble, 1/2A Texaco, Texaco ph Gary Whitten 0428 620 358		
August xxxx	Cowra Oily Hand 2018	Cowra
September 6 – 8	Coota Cup Old Timer Weekend	Cootamundra
<u>Events:</u> Friday pm: Old Timer Glider, Saturday: Gordon Burford, Duration Sunday: Cabin Scramble, 1/2A Texaco, Texaco Ph Peter Scott 02 9624 1262		
September 28 – 29	Pending Eastern States Gas Championships	Wangaratta
<u>Events:</u> Sat: 38 Antique, Gordon Burford, Duration, Sun: Scramble, 1/2A Texaco, Texaco Anthony Vicary 0458 723 073		
November 2 – 3	Pending Golden West Old Timer Weekend	Parkes
<u>Events:</u> Sat: 2cc Duration, Gordon Burford, Duration, Sun: Cabin, 1/2A Texaco, Texaco ph Paul Farthing 0427 640 264		



From the President:

The first competition of the year at Orange has come and gone. There was a poor turnout for the event and I believe that we cannot keep going with such a low turnout. The Orange MAC went to their usual lengths to prepare the site and to put on a BBQ for the two days but for a minimal return. Additionally, those that did attend must be asking themselves if it is worth the expense to fly against small numbers of competitors.

An application for a height clearance for 'Bogwood' has been prepared and lodged with Tim Nolan of Aeromodellers NSW. We have been successful in gaining a 2000FT AGL height clearance for a 1km radius from the pilot. No club has obtained a clearance for a height greater than 2000FT AGL.

The Conditions are further detailed on Page 4. Please read them so that they don't come as a shock to you at the 37th Championships at Easter.

Our next event at Cootamundra on 9 and 10 March also has a height clearance of 2000' for a 1km radius. A condition is that there must be an observer with the pilot at all times. Our timekeepers fill this role admirably and already act as observers for the pilot.

Preparations for the 37th Championships at Bogwood are well underway and with the height clearance obtained the event is primed and ready to go!

Please keep thinking as to how we may best meet the height limit requirements. This will undoubtedly be an item for discussion at the AGM to be held on Friday evening at the 37th Championships.

In the meantime, Keep Safe!

Peter van de Waterbeemd
President



The way forward.

We are all very much aware of the limit of 400FT AGL which has been applied to Model Aircraft flying anywhere in Australia. This limited height can be raised through an application to the Civil Aviation Safety Authority (CASA) for an Instrument which will set a higher limit, usually 1000FT AGL or 2000FT AGL. The latter 2000ft AGL has been obtained for Bogwood, for a period of five years. We need to see our limit in context to what is happening in the USA where they are limited to 400FT AGL. We are doing very well and we must all ensure that we do not lose what we have now.

We know that many of our models can breach a 2000FT AGL height limit, especially in Texaco, Duration and Antique '38. Other classes may also go higher in a good thermal. We need to find ways of limiting the height of our models, not just during the climb out but also during the glide phase. Limiting the engine run in some events during the climb out may stop models exceeding the height during this phase but they may still get good air and exceed the height limit during the glide.

Using telemetry may solve the problem if a system can be set up to sound an alarm if the model exceeds say 1950FT AGL. The pilot will need to bring the model down immediately under 1950FT AGL until the alarm is no longer heard. This approach, in which any variometer and altimeter features must be disabled, removes any advantage gained from these standard telemetry functions. However, cost may be an issue as it may require a telemetry capable transmitter and multiple receivers to be purchased.

A different approach has been proposed which will require a few rule changes but no changes to models. Height limits are

usually exceeded during a fly off when competitors vie for the greatest height and thus the longest flight. Consider a competition where there is no fly off but the final result is based solely on the scores obtained during the heats.

Let's use Texaco as an example. The requirement is for a 10 minute flight from take off to landing. Landing is, as now, the first touch of the model with the ground. A flight of 10:00 gets the best score of 600 seconds, 9:57 gets 597 seconds but 10:06 gets 6 seconds deducted for 594 seconds. The aim is 10 minutes exactly. Combine this with a spot landing requirement where bonus points are added to the flight score, on a graduated scale, for landing closest to the spot in a nominated circle. The distance is measured from the spot to the nose of the model which will generally be the end of the crankshaft except for Old Timer Glider. For example, 25 points for landing within 5 metres, 20 points for within 10 meters, 15 points for within 15 metres, 10 points within 20 metres, 5 points within 25 metres and no bonus point for landing outside 25 metres.

This will need quite a different approach from a competitor. Whilst the aim is still to get 10 minutes, there is now a much greater emphasis on the landing phase than on attaining great height which can be washed of during the current two minutes allocated landing time. There is now a need for a mental approach that is more focussed on being at the right height during the flight and having the model in the right height and place with respect to the landing spot towards the end of the flight. Greater flying skill is required and the absence of a large open paddock will require a rethink. The combination of

the flight time plus landing points makes a tied score, after the best three out of four rounds, unlikely.

A different mindset is required. No longer an emphasis on height but rather on position of the model. This approach can also be combined with limiting the engine run in some of the classes.

An added advantage will be that flying lower will make the models easier to see for the aging eyes of many of our modellers. This approach requires no changes to models – no models are made redundant or ineligible.

We collectively need to change our flying with the new height regime. We cannot continue as we have been in the past and we need to demonstrate our commitment to meeting the new regulations. Be aware that a "responsible person" is designated by name in every Instrument as the person "responsible for compliance with this Instrument and any safety-related instruction, by all persons operating a Model aircraft at the site." Source: *Instrument Number: CASA.AreaApp.0130, Schedule 1 General Conditions, item 1.* The responsible person for Bogwood is Peter van de Waterbeemd.

The above proposals are only some of the approaches which need to be considered. Doubtlessly there are many more. Please think about what could be done and please forward all suggestions and comments to me. We need the benefit of all the knowledge of all our members in order to come up with the best way to move forward. Please forward your comments, in support of or against or your suggestions for improvements. All inputs are welcome.

Peter van de Waterbeemd



Editor's Notes:

Only on comment received on the new Duration Times format and it was favourable. So either very few members read DT or you are all happy Vegemites. I will assume the latter!

I'm still looking to receive photos and text on your current or future building projects so put

in a little effort and send in some details of your projects.

Thanks to Gail Scott for sending in the report on their NZ foray and for the photos.

Peter van de Waterbeemd, Editor

A look at the conditions of the Instrument.

There are 10 conditions under the heading of General Conditions.

1. Names the Peter van de Waterbeemd as the responsible person for the club and is responsible for compliance with the instrument and any safety related instruction by all persons operating a model aircraft at the site.
2. The club must inform CASA of a change of the responsible person.
3. All Model aircraft activity at the site is controlled by the club.
4. Any person operating Model aircraft at the site must be an MAAA member or a bona fide visitor.
5. All Model aircraft operations to be conducted in accordance with CASR regulations, CASA Direction 96/17, club rules and MAAA Manual of Procedures.
6. Model aircraft **not** to be operated more than 1000 metres laterally, over major roads, persons and populous areas, in fog or into cloud and above 2000FT AGL.
7. Responsible person appoints a dedicated person to act in the role of safety officer, who is solely responsible for maintaining a lookout for manned aircraft over 400FT AGL. Appointed person must take action to ensure operators of all Model aircraft operate below 400FT AGL or are directed to land if a manned aircraft transits the area or operated within the vicinity of the site.

8. Individual Model aircraft operators must adhere to any safety related direction given either by the responsible person or the appointed safety officer.
9. Persons not involved in the operation of a Model aircraft to be confined to an area not less than 30 meters from the flight line.
10. Model aircraft not to be operated above 400FT AGL unless a NOTAM is published.

All of the above make sense but conditions 7 and 8 are worthy of some further consideration,

Condition 7 places a lot of responsibility on the appointed safety officer for maintaining a visual lookout for manned aircraft over 400FT AGL. This person makes the call on directing the operation of model aircraft under 400FT AGL and Condition 8 makes it clear that operators **MUST** comply with such a direction—no ifs, no buts, no maybes. Non compliance is a serious breach of CASA conditions and will be viewed most seriously by the SAM1788 Committee.

If there are breaches of the conditions and if it comes to the notice of CASA expect action from them. Such action might include the loss of the Instrument and that will adversely affect fellow modellers.

Like it or not, this is the new order of things. These are the rules of the land and we must comply with them. The responsible person does not wish to front CASA in response to a please explain.



Alan Brown Memorial Shield, Orange, 2 - 3 February



The first competition of the year was held at Orange over the weekend of 2 and 3 February. As per usual the field was beautifully prepared for us and there was even a cover of green grass due to both the Norm Barnes irrigation system as well as some fortunate rain. The Orange Model Aero Club has obtained a 2000' height clearance on the field for competitions and thus we were able to fly but with awareness of the limit.

The weather was unfortunately against us by providing very strong winds for the two days along with uncomfortably high temperatures. Dave and Karen Paton came to the field with their new motorhome on Friday night on their way to a seven week visit to Tasmania. Anthony Vicary and Ray Morgan stayed on the field along with the Editor and Geoff Potter turned up sometime during the night. The usual happy hour was held on Friday evening.

Attendance by members at the event was poor. Two events with five entries, one with seven entries and one with nine. Seriously, competitions are not viable with such low numbers and those who do attend will question the cost of attending and competing in such small fields. Food for thought!

Saturday morning dawned windy. Wind gusts in excess of 11 m/sec (about 40 km/hour) on numerous occasions. Flying was postponed and a committee meeting was held instead. Lunch was prepared by members of the Orange club and was

appreciated by all. As per previous years, the wind had abated somewhat during the morning and lunch time and flying commenced.

Nostalgia was flown in hot and blustery conditions. Peter Scott's model did not even make it out of the carpark when his pylon failed when he added just one more rubber band to keep the wing on. Five entries flew but only two survived the event intact. Only one max achieved in very difficult conditions.

The consensus was that it was too difficult and Duration was postponed to Sunday.

Cabin Scramble was not flown as there were three events for Sunday. **1/2A Texaco** was flown first in the hope that the wind would not come up too early. As there were three events to be flown, it was agreed to fly three rounds with two maxes required for the flyoff. Conditions were much better with most flights resulting in maxes. Four models reached the fly off from seven entries. Of note, this was Sonya Hagarty's first competition.

Texaco was flown next for the **Alan Brown Perpetual Memorial Shield**. This was the biggest field for the weekend with nine entries. Conditions deteriorated a little with maxes harder to obtain. Three reached the flyoff with Anthony Vicary and Dave Brown battling it out. Dave eventually won, but with a margin of only 15 seconds, with a time of 22:51. The difference was one more circle by Dave above the landing area.

Duration was flown last. The conditions were difficult with strong gusts and with a temperature in the high thirties on the field. The competition was becoming a test of people's endurance. Five entries

flew but maxes hard to find, with only a total of four for the event. No models damaged but Paul Farthing still has work to do with his McCoy.

The presentations were held in the shade of the clubhouse awning. Norm Barnes presented the very attractive trophies to the winners and the Alan Brown Perpetual Memorial Shield to Dave Brown for the second year in a row. Well done Dave!

Many thanks were given to the Orange club for hosting the event and the Orange club members for the preparation of the field and for the BBQ on both days. Norm invited us back next year.

Thanks also to those members who attended and supported the competition. We will need to improve attendance for their generosity to continue.



Smiling Steve in his usual pose.



Alan Brown Memorial Shield, Orange, 2 - 3 February

Nostalgia

Name	Model	Motor	Score	Fly Off
Peter van de Waterbeemd	Swayback	K&B 40	906	
Jim Rae	Stomper	K&B 40	863	
Peter Condo Smith	Swayback	ST 40	659	
Basil Healey	Sunstreak	K&B 40	622	
Anthony Vicary	Spacer	OS 40H	0	

1/2A Texaco

Name	Model	Score	Fly Off
Paul Farthing	Stardust Special	840	484
Peter van de Waterbeemd	Stardust Special	840	397
Anthony Vicary	Stardust Special	840	241
Jim Rae	Big Old Plane	840	0
Basil Healey	Lil Diamond	811	
Peter Scott	Baby Burd	806	
Sonya Hagerty	Megow Chief	214	

Texaco

Name	Model	Engine	Score	Fly Off
Dave Brown	Flamingo	O&R 60	1200	1371
Anthony Vicary	Bomber	OS61 4S	1200	1356
Vince Hagarty	Bomber	Enya 50 4s	1200	807
Peter van de Waterbeemd	Bomber	Saito 65	1196	
Peter Condo Smith	Bomber	OS 61 4s	1800	
Sue Hagarty	Dallaire	Diesel 32	1038	
Peter Scott	Bomber	Cunningham	959	
Basil Healey	Record Breaker	Enya 53 4s	826	
Jim Rae	Krupp Special	O&R 60	365	
Geoff Potter	Bomber	not recorded	124	

Duration

Name	Model	Engine	Score
Peter van de Waterbeemd	92% Bomber	McCoy 60	840
Vince Hagarty	Playboy	Saito 62	706
Peter Scott	Playboy 112%	K&B 40	688
Anthony Vicary	Playboy	Saito 62	685
Paul Farthing	Playboy	McCoy 60	222



Left: Texaco winners, Anthony Vicary 2nd and Dave Brown first.

Above: Duration Peter Scott 3rd, Peter van de Waterbeemd 1st and Vince Hagarty 2nd.

Below left: Vince Hagarty 3rd in Texaco

Right : Jim Tae with his Krupp Special.



Control line events for the 37th Championships at Canowindra over Easter

Note the following, including the class and engine changes.

The rules for this years control line Phantom and Champ racing are reproduced from DT212 in the box below. Note the changes to the classes and to the engine sizes.

There have been no changes to the flying rules, which require 35' lines from the centre line of the model to the grip of the handle and the models are timed over 12 laps from a standing start.

Also note the requirement that for all Champ models the engine must be secured with a steel wire tether to the bellcrank.

Control Line Racing at SAM1788 Championships

At the SAM Championships run each year at Easter (at Canowindra), there are two classes of control line racing. These events are based around the Keil Kraft Champ and the Keil Kraft Phantom.

Entries in these two events have dropped of over the years to the point where there were only two contestants in Champ this year. Part of the problem may be that there was no fixed time slot for the control line racing and that times overlapped other events and thus potential contestants were opting to fly the Old Timer events instead. Additionally, there was one class of Champ but four classes of Phantom.

There was also an issue of increasing complexity and cost as high performance racing diesels were acquired and campaigned. The new rules are an attempt to keep costs, complexity and speed down so more modellers can participate.

Control line Racing at the Championships will now be run on Thursday morning from 9am to 12 noon and thus has its own exclusive time slot.

The new classes and engine rules which will apply from the 2019 Championships are detailed below:

Keil Kraft Phantom: Two Classes:

Class 1 – Side port Diesels up to 2cc as per the current Class 1 rules.

Class 2 – Any production plain bearing Australian or British diesel, up to 1.5cc.
Any plain bearing Taipan/Burford engine up to 1.5cc produced before 31/12/1970.

British Engines: Frog 1.5/1.49cc; Elfin 1.49cc; AM15; ED Hornet, Allbon Javelin; DC Sabre; ME Snipe or any other British engine produced before 1970 and approved by the SAM 1788 committee.

The current Phantom Class 3 and Class 4 have been phased out.

Note that it is a requirement for Phantom models that the engine is securely tethered to the bellcrank with steel wire .

Keil Kraft Champ: Two Classes:

Class 1 – Any Australian or British engine, or replica thereof, up to 0.8cc produced before 31/12/1970. The MP Jet .6cc is included for historical reasons.

Class 2 – Any Australian or British engine, or replica thereof, up to 1.0cc produced before 31/12/1970.



Condo Smith has been busy modifying his Phantoms and replacing engines to meet the new rules.



The 71st MAAA National Model Aircraft Championships



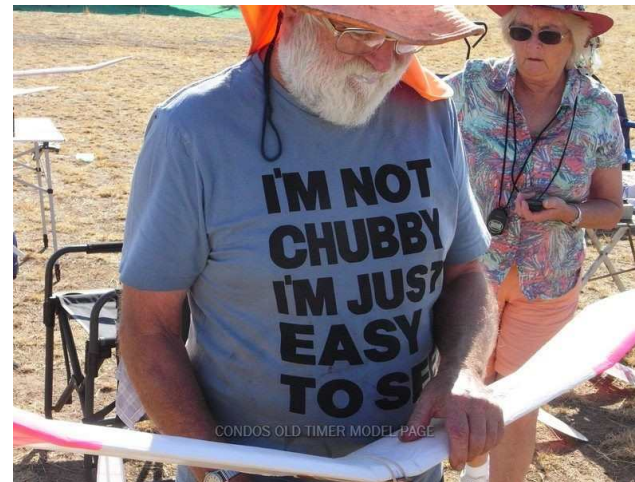
Location: **West Wyalong**

The New South Wales Free Flight Society in conjunction with the host club, the West Wyalong Model Aero Club, are pleased to host the 71st National Model Aircraft Championships.

Other bodies proud to be associated with the 71st National Championships include the New South Wales Free Flight Club and the Coogee/Bronte Aero Technicians Society, Victorian Miniature Pylon Racing Association, NSW Scale Aircraft Association, NSW Pattern Flyers Inc, Control Line Aircraft Society and the Society of Antique Modellers.

SAM1788 will be running the Old Timer events at the Nationals.

The 71st National Championships will feature more than 84 events across eight days at five sites situated within 15 minutes of West Wyalong from 24 April to 1 May 2019.



Photos from last year's Nationals at the Adrian Bryant field taken by Peter Condo Smith

Top Left:: Gail does buy the best T shirts for Peter

Above: It was hot and shade was at a premium for both models and modellers.

Left: Hans van Leeuwen from WA on the very hot and dusty field. Lots of flying room on a very flat plain. The green material is artificial turf.

Below Left: Dave Paton's model and gear mover. A number of modellers now have these. All materiel taken to the pits in one go.

Four go to Hood Aerodrome.

Peter and Gail Scott along with Basil Healy and Jim Rae, decided to go to 'Wings over Wairarapa' which features rare aircraft from WW1, WW2 and the jet age. Hood aerodrome is just outside Masterton, near Wellington, New Zealand. Beautiful scenery and plenty of vineyards.

Jim and Basil arrived in Seven Hills on the Wednesday as we were to be picked-up by taxi at 5am Thursday. Flight to NZ was pleasant and we collected our luxury hire car at Wellington airport and headed for Martinborough. To our 'basic' cabin in delightful vine growing country and forty minutes or so from Masterton. The organisers had arranged for us to collect our Gold passes (we had the e tickets) and Gold car park passes from a motel in Masterton itself. We then headed off to Hood aerodrome for the Friday practice day. We were able, eventually, to park near the entry point and actually enter as 3,000 school children were nearing the end of their special preview.

During the afternoon we watched the beautifully restored or replica 'planes practise their routines and dog fights over head while visiting all the trade and armed services stands. We also had meal passes included so dined well in the Gold class area. A grand stand had been erected for us and most aerobatics and dog fights happened in front of, or above us.

We were free to wander close to the hangars, get a close look at all the 'planes and talk to pilots, mechanics helpers and fellow enthusiasts. We also took hundreds (you think I'm kidding!) of photographs and video footage. Gail, excitedly said to Basil that she'd never seen, what was it, eight WW1 'planes in the air together. Basil calmly said "Nine – it was nine!" They were weaving and diving and chasing each other all over the sky in front of us.

This left Saturday to spend most of the day sitting in the grandstand and watching the most spectacular array of

'planes 'do' their thing. Pyrotechnics and sound effects were added to the dog fights. Of course there were several Tiger Moths, great looking DH4, SE5a, BE2f, a couple of very neat Sopwith Triplanes, Sopwith Camels, of course and the good, old Fokker DV111. A BE12 put on a wonderful performance, also a neat Nieuport 11 (Bebe) and an Albatros D.11 and D.Va.

When it came to the WW2 aircraft there were, of course a couple of Spitfires, one a 2/3 replica and a 7/8 replica plus a ¾ Mustang.

Then it was time for the 'jet age'. De Havilland stole the show, of course, with the BAC167 Strikemaster and Venom. They made the air vibrate as they flashed past and put on quite a performance. The Strikemaster was used by RNZAF until 1991.

While all this was happening, a gorgeous Catalina kept flying around, making fairly low passes giving joy rides all day. The nine strong RNZAF display team put on several displays as did the Yak 52 aerobatic team. A Kaman SH-2G Seasprite helicopter wowed the crowds by waving and jiggling to show how manoeuvrable they are. The Augusta Westland A109, light utility helicopter put in an appearance as did a good old Orion.

In the background, aero modellers were 'doing their stuff'. At one stage we saw some combat. They also had 'boomerang-launch' gliders and put on good helicopter acrobatics. As part of the main display, an extremely competent model flyer put a model jet through its paces. The UK glider team put on a good show but we didn't stay for the whole of their pyrotechnic display. The clouds looked to be more menacing and it was getting cold. As we were trying to drive through the lower car parking fields, the heavens opened on thousands of spectators desperately trying to reach their cars.

The weather had 'closed-in' and by morning it was announced on the web site that, unfortunately Sunday's programme was cancelled. We decided, over breakfast, to take off back to Wellington as the expected two hour trip

back to Wellington in the rain down the narrow mountainous road, at 4am, was not looking attractive. On arriving back at the airport, we found a motel close by then headed off to the National Museum where we saw the Chinese 'Terracotta Army'. What an unexpected bonus.

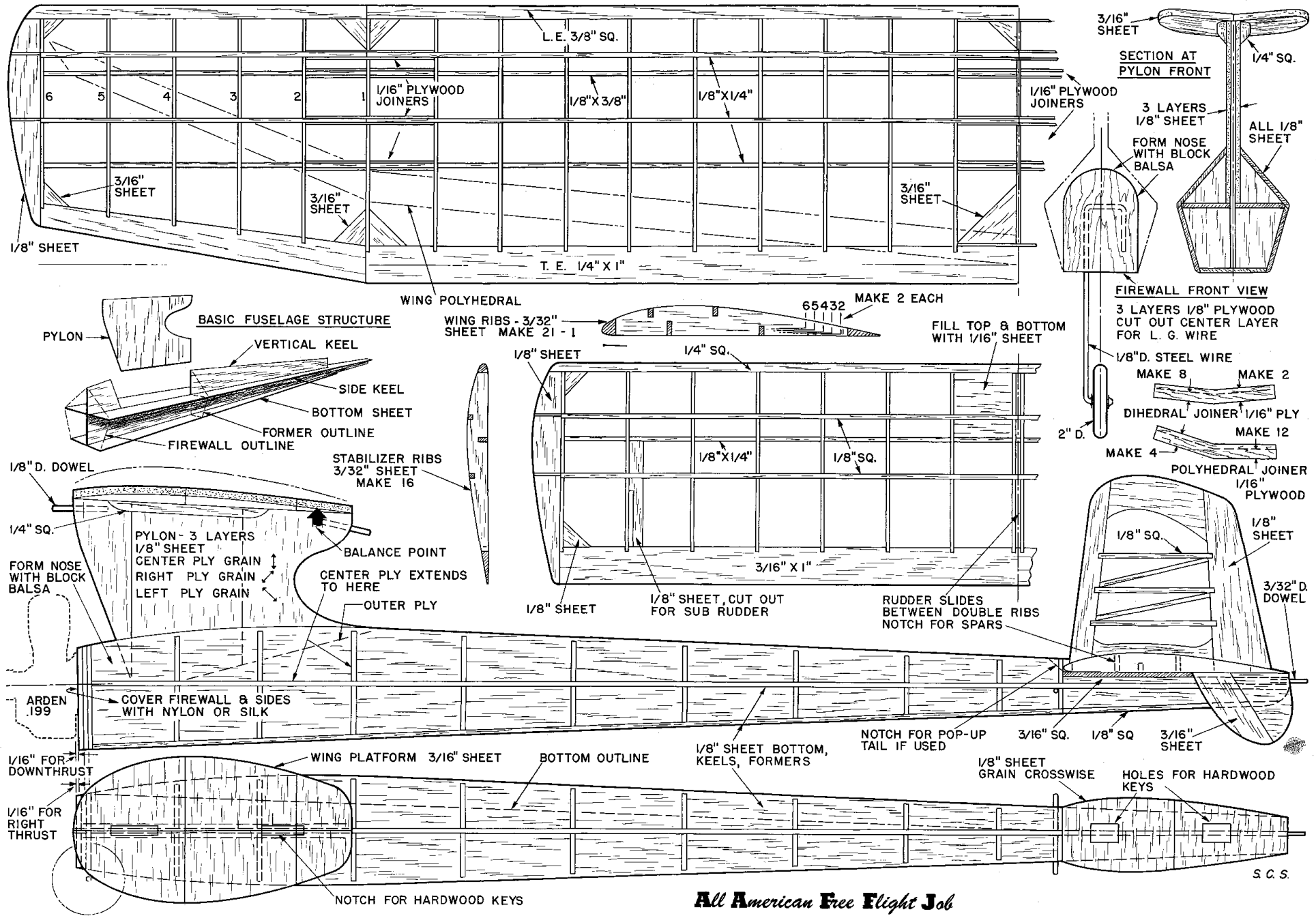
All in all it was a fabulous 'flying visit' and one we would do again. Gail Scott.





Aircraft seen by Gail and Peter Scott and Jim Rae and Basil Healey at their recent trip to 'Wings over Wairarapa' at the Hood aerodrome is just outside Masterton, near Wellington, New Zealand.





All American Free Flight Job

25126

THE BACK PAGE

AIRCRAFT HITS FOUR BUILDINGS

This is tough to see. It just shows the dangers of attending these events.

Amazing photo below shows great detail.

The pilot at low level had no control over his aircraft.

It narrowly misses a crowd gathered for the air show and slams into four buildings.

One can only imagine the horror of the occupants inside those buildings.

No one was killed, but it probably scared the shit out of them.



This says it all!

You know the part in 'High Flight' where it talks about putting out your hand to touch the face of God? Well, when we're at speed and altitude in the SR, we have to slow down and descend in order to do that.

USAF Lt. Col. Gil Bertelson, SR-71 pilot, in 'SR-71 Blackbird: Stories, Tales and Legends,' 2002.

Newton's Law states that what goes up, must come down. Our Company Commander's Law states that what goes up and comes down had damn well better be able to go back up again.

Sign in the Operations Office of the 187th Assault Helicopter Company, Tay Ninh, Viet Nam, 1971.

I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part.

Lt. Col. John Wittenborn, USAFR.

I do not use airplanes. They strike me as unsporting. You can have an automobile accident — and survive. You can be on a sinking ship — and survive. You can be in an earthquake, fire, volcanic eruption, tornado, what you will — and survive. But if

your plane crashes, you do not survive. And I say the heck with it.

Isaac Asimov, quoted in J. Winokur's The Traveling Curmudgeon, 2003.

It was 1977 and we were on an old DC8 Air Ceylon coming in to Colombo, Ceylon from Bangkok. The landing approach was pretty bumpy, but the biggest bump was saved for when we hit the tarmac - a massive shudder and shake - at least I hoped it was the runway.. We were soon however airborne again and climbing steeply when a voice with a heavy Indian accent came over the PA as follows: I am sorry about the landing ladies and gentlemen, the pilot will now take over.

Tim Stuart, Great Aviation Quotes reader.

This time up in the Himalayas where we had been stranded for days. Each day we would head down to the airfield only to be told the plane could not take off. Finally on a day the weather was slightly better the chief of police informed us as follows: The allocated pilot for today is the best pilot in Nepal, don't worry, he will take the risk.

Tim Stuart, Great Aviation Quotes reader.