

MAY—
JUNE 2014

Tingalpa Model Aero Club Inc



Tingalpa Transmitter

Turning up the heat in Saigon

Between 1966 and 1971 a total of 36 RAAF fighter pilots served as Forward Air Controllers with the USAF in Vietnam. The early FACs flew the Cessna O-1 "Bird Dog". TMAC member Brian Fooks was one of the first three Australian fighter pilots sent to Vietnam in 1967. Here he talks about night missions near Saigon and explains why one should never show off in a Bird Dog.

The following article reprinted from the Queensland RSL News (Edition 3, 2013) is a compendium of some selected events that occurred during my tour in Vietnam, as a Forward Air Controller (FAC) and have been printed in a number of books and magazines. Locating the enemy and then directing fire power onto them was the primary role of the FAC. As a result the enemy were very much aware of the "little grey aeroplane" and would take every opportunity to shoot it down. So ground fire was par for the course during most flights undertaken by FACs. Many FACs did not survive and paid the ultimate sacrifice, but the Australian FACs did not lose anyone although many of us were hit by ground fire. We had one Australian FAC successfully eject from his OV10 as a result of ground fire, suffering minor injuries in the process. He was picked up before the enemy captured him and went on to complete his tour.



In 1967 I was posted to the 7th Air Force USAF to operate as a Forward Air Controller (FAC) in South Vietnam. At that time I was serving with 75 Mirage Squadron RAA F, which was based in Malaysia. I remember very clearly the reaction in the squadron crew room when news of my posting was broken. Amid the usual sorts of comments concerning my ability, "Who do you know?" etc., there was a quiet, but very serious "wish it was me" atmosphere.

My entry into Vietnam was through Phan Rang where I changed from the C-130 to an RAA F Caribou, operated by the now-famous Wallaby Airlines, and continued to Saigon. Following an interesting induction into the USAF system, where one could not help feeling we were in the wrong place (there were three of us), I completed the orientation training, including the O-1 ("Bird Dog") endorsement, and proceeded to the 19th Tactical Air Support Squadron (TASS) Headquarters, located at Bien Hoa, for my assignment.

My initial assignment was the 25th Infantry Division, the HQ of which was located at Cu Chi, a provincial township to the WNW of Saigon. A significant difference in moving within the USAF, compared with travelling in the RAA F, was that you made your own arrangements. I finally managed to "catch" an O-1 from the 25th Infantry at Bien Hoa and was flown to Cu Chi. There were five FACs on strength at HQ and the Division Air Liaison Officer was a full colonel. I was immediately assigned a personal call sign of Issue 03 (zero three), which stayed with me for my short, but very busy, stay with this US Army unit.

After four days at Cu Chi, I was moved to Dau Tieng where the 25th Division had located the 3rd Brigade, with all its supporting elements, including 155mm guns, gunships, slicks and, of course, some FACs. Dau Tieng was on the edge of the Michelin Rubber Plantation, the largest in the world at that time. The base was served by a large natural surface runway, capable of C-130 operations.

(Continued on page 8)

President's Report: Phil Gartshore



Membership Flags

Just a reminder that it is a condition of your membership that you attach a flag to each and every transmitter you operate at Porter Field. This was included in the change to Operational By-Law 03 approved by the Committee and ratified at a recent General Meeting. Excerpt from the By-Law as follows:

"All members shall affix a current, authorised membership identifier to all transmitters used on club premises. The identifier must be attached so that it is external to the transmitter, easily visible, and such that currency markings printed thereon can be easily read."



Anyone not displaying an approved current membership identifier on a transmitter in use on club premises must be signed in as a bone fide visitor in the club visitor's book or be able to establish that they are a prospective member (i.e. that they have submitted an application for membership, paid their dues and are awaiting acceptance).

The Committee shall from time to time determine the type of identifier required, and supply identifiers to new members as soon as practicable after their application is approved, and to continuing members as soon as practicable after full membership dues have been received."

Annual General Meeting

The TMAC Annual General Meeting is held each year in September. At that meeting, all offices will be declared vacant, and elections from nominees held. If you feel you have the skills and experience to undertake the duties of one of the club offices, which include President, Secretary, Treasurer, Registrar, or even to join the Committee, please complete the form provided on the web site, and in this issue of the Transmitter and return it to the Secretary. Where there is more than one nominee for a position, nominees will be asked to speak briefly about their skills and experience, before a secret ballot is held. The nomination form is published in this edition.

This year the following current office holders for the following positions will not be nominating:

- President;
- Treasurer; and,
- Newsletter Editor.

Note: Nominations must be submitted to the Secretary no later than 5:00pm on 29th August, 2014.

Life Members Trophy

In February 1986, Life Member, Jack Richters, donated twenty dollars to the Club for a trophy, without any conditions attaching as to its form or purpose. At a meeting held on 15 April 1986, the Management Committee decided to supplement the donation to create a perpetual trophy to be known as the "LIFE MEMBERS' TROPHY".

The following conditions governing the award of the trophy were reported to a general meeting of members on 6 May 1986:

1. The trophy shall be an award for excellence. The field of achievement shall not be limited and may include; success in a prestigious aero-modelling event, overcoming a physical handicap to gain aero-modelling skills, voluntary service to the Club and/or any other endeavour which describes the recipient as "an excellent Club person".
2. The trophy shall be awarded annually, inscribed with the name of the recipient and year of award, and presented at the Club's annual general meeting.
3. The recipient shall be a member of the Club.
4. The recipient shall be selected from the nominations of other Club members.
5. There shall be no limit on the number of times any one member may win the award.

So, if you feel that there is a TMC member worthy of this award, please complete the nomination form on the web site, and published in this edition of the Transmitter.

Note: Nominations must be submitted to the Secretary no later than 5:00pm 4th August 2014.

President's report continued...

Safety

Thanks to Dave Stewart for his article in Electric Safety in the last edition. Dave has been kind enough to providing another article for this Transmitter covering risk assessment and isolation switches and this will be included in the next edition.

Events Calendar

Coming events on the TMAC Calendar are the Fun Fighter Racing Experience Day on Sunday 6th July run by Joe Luxford, and the Dawn Patrol on Sunday 17th August run by Adrian Hellwig. See flyers and contact information in this edition.

Bronze Wings

Following the recent Instructor course run on behalf of the MAAQ by Warren Hathaway, TMAC has welcomed some new MAAA instructors:

Members will also be aware that new members are required to pass their MAAA Bronze Wings before they are considered competent to fly solo. For historical reasons, we have many long term members who have not yet passed a wings test. With new instructors in the club, here's the chance for members to attain their Bronze Wings. Allen Danvers will be coordinating wings testing, so please speak to Allen and get on board.

- David Morrison (Fixed)
- George McKenzie (Fixed)
- Aaron O'Neill (Fixed)
- Nicholas Leahy (Fixed)
- Randall Mowlam (Fixed)
- John Knox (Fixed)
- Dennis Greenfield (Fixed & Rotary)

Nationals Update

Members may be aware that Tyson Dodd is Chair of the 68th Nationals, and that I am Secretary. While progress is being made, things are about to accelerate. Progress to be made in the next month or so include:

Contest Schedule. Finalise the schedule including classes, dates, and Contest Directors, and propose them to individual host clubs for approval.

Site inspections. Visit Nat's sites to determine the event facilities that will be required for the site. No major capital works have been budgeted, but rather temporary hired infrastructure including toilets, lighting, PA systems, etc may be funded.

Free Flight, Soaring, and Gliding Venue. The Steering Committee is discussing venues with SEQ clubs with a view to finalising the venues as soon as possible.

Web Site. The Nat's Web Site will be available shortly. The URL will be www.

Entry Form. A draft entry form was included in the Brief submitted to the MAAA Conference in Darwin. This will be issued once the Classes to be offered have been finalised, and pricing for the social events included.

Social Events. There will be a welcome BBQ at the start of the event, and a formal dinner at the end which will include presentation of trophies to the winners. Individual Club members will be able to attend the formal dinner by submitting an entry form with the social event items tucked. Costs to be advised. It is being proposed that TMAC host a welcome BBQ for approximately 100, and this will be discussed at the next couple of General Meetings.

Safe flying everyone.

Phil Gartshore.

President.

Secretary's Report: Graham Matthews



It is said that time flies when you are having fun. I must be having lots of fun recently because it seems like only yesterday that the previous Transmitter was issued. Nonetheless, there have been a number of noteworthy events in the past little while and I have hopefully covered these below.

Annual General Meeting

A motion was passed at the May Club Meeting to change the format of the Annual General Meeting. This year it will be held at Porter Field at 12:00 on 6 September. The meeting will be followed by a free BBQ. Please put this date in your diaries and try to attend.

MAAA Manual of Procedures

There have been no updates to the MAAA Manual of Procedures since the last Transmitter.

MAAA WingSpan Magazine

The MAAA have decided to issue a new quarterly magazine. This magazine is called WingSpan and can be found at the following link - www.maaamag.com.au.

MAAA Visitor Policy

The MAAA have issued a new policy related to visitors following the Annual Council Conference in May. This policy statement is as follows:

“MAAA POLICY ON NON MEMBERS

2012 Council Policy as amended at the 2014 Council Conference.

MAAA would like to thank members who contribute by providing services for training and proficiency testing to maintaining and investing in our infrastructure. Due to questions regarding another association, MAAA needs to clarify the position to our membership with regard to other associations and their members. We are all proud of the entitlements which come with our MAAA membership:

1. Entitlement to use any of the MAAA materials and programs. The wings and flight instruction system, the inspector and permit to fly system and the MAAA MOPs. These are not part of CASA or any public domain material or system, the copyright is owned by MAAA.
2. Entitlement to participate in any, rallies State, National or International competitions, and all other events sanctioned by MAAA.
3. Entitlement to insurance cover provided by the MAAA and therefore the use of any sites where the MAAA insurance applies as a sanctioned MAAA activity. This applies as follows:
 - a) The MAAA does not endorse more than one insurance policy covering the same MAAA sanctioned activity, be it at a club field or other location.
 - b) All clubs that affiliate with the MAAA must ensure that all flying members of the club are affiliate members of the MAAA.
 - c) Clubs who consider having a mixture of MAAA members, and members of another like association who are not also members of the MAAA, will not be affiliated.
 - d) Non MAAA persons flying at MAAA affiliate club sites or sanctioned activities must do so in accordance with the MAAA Visitors Policy. (See MOP 042)
 - e) MAAA members flying at non MAAA affiliate club sites or activities covered by another Association's insurance should clearly understand that they will not be covered by the MAAA Insurance for this activity. Therefore any insurance claim incurred, must be made against the relevant Association's insurance.
 - f) All persons flying at MAAA affiliated club fields or MAAA sanctioned activities must fly in accordance with MAAA MOPs.

MAAA will vigorously defend its intellectual property rights. It needs to be clear that non MAAA members will not be able to fly at flying sites of clubs affiliated with MAAA or operating as an MAAA sanctioned activity unless signed in as MAAA Visitors under the provisions of MOP042. There are safety and legal implica-

Secretary's report continued...

tions if this were to be allowed. MAAA is committed to providing the best system to develop and foster Aeromodelling throughout Australia. The great strength of our association is the friendship and selfless contribution by our membership to further the cause. It is through these services and the judicious use of MAAA funds that allow us to continue to meet the needs of members, and are able to plan for the long term future of Aeromodelling in Australia."

What this really means for our club is that we must ensure that all visitors are signed up in the Visitor Book and that non MAAA affiliated pilots are treated in accordance with MOP 042 (essentially, they are limited to four visits).

TMAC Commercial Instructor Policy

As was advised in the last Transmitter, TMAC proposed an agenda item for the MAAA Council Conference in Darwin related to the MAAA policy which allows non MAAA members to fly as a visitor (and be covered by MAAA insurance) on four occasions before being required to join a club. TMAC requested that MAAA consider an exception to this rule where students are under instruction by commercial instructors. Regrettably, this motion was not passed and hence commercial instructors are bound by the existing policy (ie a maximum of four visits before joining an MAAA affiliated club). Commercial instructors will need to encourage students to join an MAAA affiliated club early in the instruction cycle. By Laws will be updated to reflect this.

Grant Status

TMAC currently has two grant applications being processed. The first is a request for a grant from the Jupiters Casino Community Benefit Fund to build a new pit structure at the eastern end of the existing pit area. This application is still under consideration and we expect to have an answer during July. The second is a recent application for an MAAA Club Assistance Scheme grant to construct a roof over the northern side of the canteen building. This should provide additional shade and weatherproofing for members using the canteen. We expect to have an answer from MAAA soon. Both projects will require some funding from the Club; however, success with the grants will reduce the burden substantially.

Our Brisbane City Council lease manager has recently advised that the Council would probably look favourably on a request for a grant to upgrade our toilet block to incorporate a disabled toilet amongst other improvements. The Committee will work toward submitting an application in the next round of Council grants.

Safety

Safety continues to be of concern to the Committee. In a recent incident, one club member lost substantial portions of some fingers whilst starting an IC engine. This incident further underscores the necessity to treat engines and propellers with respect. Electric model safety continues to be of concern and, at the May Club Meeting, a Sub Committee to be led by Ray Perrin was set up to examine all aspects of electric model safety. This Sub Committee will report back to the Committee and members in a couple of months with recommendations.

Facility Development

Recent works have been undertaken to increase the area available for car parking. Agreement was reached with the Council to extend our leased area at the western end of our existing car park in return for conversion of an area at the eastern end of the existing helo area for parking. This will require a change to the configuration of the helo area and, importantly, construction of a new shade structure for the helo pilots. This is still in the planning stage and will be discussed further at the July Club Meeting.

Many of you will have noticed that we have a new BBQ and a new set of stainless steel tables to augment the new BBQ area next to the canteen. This is part of the ongoing development of the canteen to better support members. Thanks very much to Will and his team who continue to put in significant effort to improve our facilities at Porter Field.

As I have noted on past occasions, we have a small cadre of members who put in lots of their time and effort to keep the club looking good and working well. This includes facility development and maintenance, mowing, liaising with Council and other bodies, restocking the canteen, managing accounts, managing memberships etc. Please spare a thought for this small group and help wherever possible (working bees, on event days etc). Think also about joining the Committee in one of the vacant positions.

In the meantime, enjoy the wonderful facility we have and, above all, fly safely.

Graham Matthews—Secretary

Scalefest 2014 was held at Porter Field on 15 June and was proudly sponsored by Budget Hobbies. A total of 40 entries were received on the day and all were of a high standard. The weather was kind and, although a little windy, the wind was directly down the runway. The flying was of a high standard, attested to by the fact that there was no significant damage to aircraft on the day. Aircraft were judged in three categories (less than 70", 70" – 90" and over 90"). Judging was based on the best of two flights. In addition, there was a Judges' Choice and Pilots' Choice, the former based on both flying and static presentation and the latter based on static presentation. Winners in the various categories were:



Category		First	Second	Third
Over 90"	Pilot	John Knox	Aaron O'Neill	Chris Paterson
	Aircraft	PT-19	P-51	F-16
70" – 90"	Pilot	Ray Perrin	Steve Bures	Brent Mathews
	Aircraft	Piper Cub	BAe Hawk	Beast
Less than 70"	Pilot	Allen Danvers	Tyson Dodd	Dennis Greenfield
	Aircraft	ME-262	F-16	Bell 222
Pilots' Choice	Pilot	Ken Baird		
	Aircraft	Widgeon		
Judges' Choice	Pilot	Allen Danvers		
	Aircraft	Gee Bee		

Winners were presented with a trophy and merchandise provided by Budget Hobbies. A very successful raffle was held with three great prizes also provided by Budget Hobbies. Of course, there are always those in the Club who like to keep the organisers on their toes. This year it was Gregor Kruberg who entered his PT-19 which was ultimately flown by John Knox. After some head scratching and consultation, the prize was awarded to John.

From my perspective the day was well organised and very well run, thanks in no small way to the band of helpers on the day. Judging was expertly carried out by Noel Wilson, Graeme Gallanty and Russell Cardow. The flight line was managed superbly by Ron Dobbie and Randall Mowlam. Registration and scoring was carried out by Phil Gartshore and the raffle was managed by Clair Alston. As usual the canteen was managed by Pat Wilson and his lovely wife. Thanks very much to all for your invaluable assistance on the day and also to those volunteers who assisted Pat in the canteen.

Another unsung hero is Dave Walker who prepares the field for most event days and those volunteers who mow and turn up to working bees to keep the field looking great. It is easy to overlook these activities, but I thank you for your continued support for these events.

Finally, a big thank you to Budget Hobbies for continuing to support our club and events such as these. I look forward to another successful Scalefest next year.

Graham Matthews
Convenor



Turning up the heat.. continued...

Dau Tieng was a very busy base and consequently attracted a good deal of VC/NVA attention – the surrounding rubber plantation providing excellent cover for night incursions and mortar and rocket attacks.

I had been with the 25th Infantry Division for only two weeks when I was informed that I was to be transferred to the Australian Area of Operations (AO) in Phuoc Thuy province and join the Tactical Air Control Party (TACP) operating in support of the Australian Army. To this day I do not know whether this move was initiated by the 19th TA SS or Australian Forces Vietnam. It certainly was not generated by the 25th Division, which argued long and hard to have the move cancelled. All units needed more pilots as there was a significant shortage right through the 7th Air Force, not only in the FAC ranks. Once again, I was on the move. After delivering an O-1 to Bien Hoa for regular maintenance, I reported to 19 TASS HQ to update the FAC Board (on location, etc.) only to be told that I would be picked up and taken to Vung Tau within the hour. In due course I had my gear stowed in the back of an O-1 and was flown to Vung Tau down Highway 15, an area with which I was to become very familiar.



The TACP operating in support of the Australian Army also had a core strength of five FACs, including the Air Liaison Officer (ALO). I was the fifth and assigned a call sign of Jade 07. We had four aircraft. An aircraft had been lost two months before my arrival during a night operation. One of the crew had died and the other, rescued by 9 Squadron RAAF, was working as a permanent operations officer in the TACP. He still had trouble moving around as he had suffered severe leg injuries when the aircraft hit the trees.

The fortunate situation was now four operational FACs and four O-1s; a very comfortable position and one that proved advantageous during TET 68. (Shortly after TET, when activity had returned to a more normal pace, we lost another A/C when the engine failed just after takeoff – it was not replaced.)

Again, I had to be checked out in the techniques of this area, familiarise myself with the AO and be cleared as “combat ready” as soon as possible. The province was quite different geographically from the border area in which I had operated with the 25th Infantry Division. This area had the lot: Triple-canopy jungle, old paddy, waterways (the largest being the Song Ray river) and two very rugged ranges, the Nui Thi Vai and the Long Hai. The latter, of course, featuring in several of the significant operations conducted by the Australian Forces. These mountainous areas demanded special care when operating the O-1; the very low performance of the little machine not being a match for the standing waves (very strong down currents around the mountains) that were quite common. Visual Reconnaissance was an important operational role in this AO along with other activities such as directing artillery, assessing B-52 strikes and, of course, directing tactical air strikes. With the disposition of FACs and A/C we were able to have an aircraft airborne for most of the daylight hours every day and also when required at night. Generally, night operations were in support of landforce movements where air support may have been needed. Funny though it was, the ALO had to spend many hours with the Army commanders lobbying for air power. This, I believe, was symptomatic of the Australian Army culture, derived from the limited availability to them of close air support in Australia at that time. The Army generally preferred artillery.

TET 68 brought a new approach to operations within the 19th TASS. O-1s were overflown for servicing, FACs flew as and when required day and night; limitations on duty hours and flight times were just not applied. Many of the rules written into the 7th Air Force standard operating procedures were too restrictive for the intense operations that followed the communist attacks, and so the TACPs and the FACs did what had to be done. The flying activity for all aircrew in South Vietnam increased dramatically and so it was for the Jade FACs in support of the Australian Forces. During the offensive an Australian regiment deployed outside the Phuoc Thuy Province – this was the first such deployment for the Australian Army. The TACP moved as well, locating under sandbags along with the other HQ elements at the new location, known as Fire Support Base Anderson. This was at a village east of Bien Hoa called Trang Bom. Trang Bom was located on Highway 1, which ran from the south through to North Vietnam (Hanoi). NVA forces had moved very rapidly through this area to capture part of the Bien Hoa complex and then on to Saigon. As expected, the Trang Bom base attracted a great deal of VC/NVA attention day and night. The month of February 1968 proved to be a very demanding period for all forces in South Vietnam and, particularly for the FACs, was very tiring. I had never experienced operations with such intensity or ferocity. As the month progressed, so too did the demands on all of us.

Turning up the heat.. continued...

A typical night operation over the period occurred towards the end of February 1968. Throughout the day there had been several attempts at incursions and mortars had been frequently fired from the NE sector into Trang Bom. Things had been fairly busy both on the ground and in the air. As FAC s, we had been flying nonstop, maintaining a continuous presence over and around the Trang Bom location. When we weren't involved with artillery or air strikes, visual reconnaissance occupied our time. As the darkness enveloped the country all around, near and far the skies began filling with flares. Additionally, tracer being used by both sides around the base and further afield became clearly visible. To the west of Trang Bom, the Bien Hoa and Saigon areas were illuminated like fairgrounds. Flares slowly dropping, some in the typical dying throws of flickering yellow light and others, higher, having just been released, burnt with a brilliant incandescence.

I returned to the area just after midnight, the transit flight having taken around 20-25 minutes. I flew along Highway 15 and then east along Highway 1. The direct track to Trang Bom was out of the question because of the VC/NVA activity and expected ground fire along that track. Having been hit by ground fire while operating with the 25th Division, I thought once was enough. The area was clearly visible as a "Spooky", AC-47 gunship (a Dakota with mini-guns), circled dispensing flares to maintain continuous light. I received a quick briefing from the departing FAC, who had been on station from earlier in the night – the ground situation was very serious.

From the air the incoming and outgoing fire was clearly visible. Both sides were using tracer. I remember noting just how far the .50 calibre rounds from the Australian APCs were ricocheting off into the darkness. There seemed to be no let-up from either side. Additionally, there was an occasional burst of fire from the opposite perimeter of the base out into the surrounding scrub.

In the changing light levels as the flares came and went, locating or pinpointing the position(s) of the VC/NVA was extremely difficult. The problem was exacerbated by operating on my own. The demands of TET had meant that the luxury of "two pilot" night operations was not an option. As ground fire was a significant problem at the levels I was operating (low), for self-preservation I had turned off my navigation lights, leaving only the anti-collision light on. This light was only visible from above the O-1. It was located on the aft cabin roof and had a collar around it. Spooky needed some help in locating the source of the incoming and was also concerned with the relative position of friendlies on the perimeter. The ground forces obviously did not want to move back from the perimeter, nor stop firing into the scrubby, undulating area adjacent to their position. I was faced with an obvious dilemma. I needed to find and mark the nearest position of the VC/NVA so that the gunship could use its firepower and at the same time allow the APCs to continue firing as required. To visually fix the enemy positions I would have to fly reasonably low so that once I had found them I could keep them in sight to accurately mark them.

Flying up and down parallel to, but outside the perimeter, I began searching for the enemy positions. With the help of Spooky, I was able to concentrate on what they had assessed as the main enemy area. The flares provided incredible light and the ground was easily seen. I flew around at about 300 feet above the ground, while the APC's tracer continued under my aircraft out of the lit area to ricochet above my level into the darkness. Surprisingly, I attracted relatively little ground fire, the occasional burst of tracer going close, but always falling behind. When I was about 500 metres from the perimeter I saw a group of people, perhaps 30 or 40, running towards the heavier growth a little further out. As I called my sightings the flares began flickering and fading. Spooky advised that he had had a minor problem and missed the drop: there would be a short delay before he could drop more.

I began climbing and immediately drew ground fire from my vicinity. This time, in the darkness, the tracer was extremely bright, but again it fell behind. Must have been the speed of my little aircraft! I guess about a minute passed before two more flares turned the night into day. As I turned and began descending again, I saw them. I had obviously found their main assembly area and was in an ideal position to mark. While briefing Spooky, who was positioning, I dropped two smoke grenades (I was not high enough to deliver a rocket) and then turned back hard over the perimeter as I climbed.

Spooky began firing. The awesome firepower of this aircraft has to be seen to be believed. Those of us who have witnessed this type of aircraft in action realise just how effective it can be. All incoming fire ceased shortly after Spooky started firing, the fall of shot being right in the marked area. A short time later I was relieved by a colleague and returned to Vung Tau. I had been airborne about three and-a-half hours.

The next day, patrols from Trang Bom reported many KIA in the area.

Turning up the heat.. continued...

The USAF inventory was incredible compared with our own operational units of the RAAF. Although the main fighters providing air support in Phuoc Thuy Province were F-100s and A-37Bs, the latter arriving in Vietnam in September 1967, other types were also used. These included B-57s (Martin-built Canberra's), F-4 Phantoms, the occasional A-4Skyhawk and, of course, 2 Squadron RAAF Canberras – I always enjoyed working with our own aircraft and crews.

From time to time, I did get to work with VNAF aircraft as well. I recall one such occasion. I had been tasked with a pre-planned strike of a base camp, located four to five kilometres from any friendly ground activity. A flight of three VNAF Skyraiders from Bien Hoa had been assigned to carry out the strike. Arriving in the target area about 10 minutes before the scheduled TOT, I began orientating myself and fixing easily identified trees to assist with marking the target. I was going about my business, not expecting the flight for about deafening racket overwhelmed me and my aircraft. What the hell?

As I looked to the right (very rapid head movement) this green, tan and brown aluminium overcast roared by – I could have touched it! The other two Skyraiders were a little more sedate as they followed their leader, who had obviously not been able to raise me on the radio, but wanted to attract my attention – he did. Radio contact was never achieved.

So, with TACP approval, I marked the target and stood off. The three aircraft delivered their ordnance very accurately, mostly from dive profiles of around 60 degrees. As they departed, the lead aircraft waggled his wings.

Another encounter with a “different” aircraft type occurred while I was returning after an afternoon sortie. I was at about 2000 feet when I noticed a CH-54 Skycrane (a very large helicopter now used in fire-fighting missions around the world, including here in Australia, known as “Elvis”), with a slung load ahead and below my altitude, going in the same direction. I was slowly overtaking this threshing mass of flying machine. Drawing nearer, I identified the load as a 10-wheel US Army truck. The helicopter was flying at around 70kts. Here was my opportunity, having never passed anything in my O-1 before. Lowering the nose of the O-1, I gained enough speed to draw alongside, still with a little overtake. I intended to “rocket” on by and descend rapidly away to the left (very impressive) when abeam of this praying mantis-looking machine, with its truck tucked very neatly between its main wheel legs, I noticed there was a crewman behind the pilot, facing aft. I guess he was the crane operator. He had obviously been watching my antics. With a very obvious “V” gesture in my direction, this monster, truck and all, put its nose down and just accelerated away from me. As the thing moved away, I could clearly see the enormous grin on the crewman's face, even behind his gestures of friendship.

I left Vietnam on April 25, 1968! During my six-month tour with the US 7th Air Force I had logged 581 hours in the O-1 Bird Dog and four hours in the A-37B strike aircraft.

“Aussie Forward Air Controller Brian Fooks DFC, DFC(US), AM with 7 Oak Leaf Clusters (US) and the Vietnam Cross of Valour with Palm, one of three.....

This is one of the 488 real-life stories written by USAF and RAAF pilots who participated in the Vietnam War as Forward Air Controllers, and included in two books titled, Cleared Hot and Cleared Hot Book Two, which are available for sale at www.lulu.com



Left: The Ambassador of the United States of America to Australia, Robert D. McCallum Jr, presents retired Royal Australian Air Force pilot Brian Fooks with the US Air Medal for his service, support and heroism as a Forward Air Controller in Vietnam.

TINGALPA MODEL AERO CLUB Inc.



MANAGEMENT COMMITTEE NOMINATION FORM

I being a financial member, eligible to hold office in accordance with TMAC Inc. Rules and By-Laws, hereby accept nomination for the position of and am willing to act in that office if elected.

..... (Nominee)

..... (Proposer)

..... (Seconder)

Note: Nominees must be proposed and seconded by two members who are eligible to vote in accordance with the rules. All nomination forms shall be submitted to the Secretary no later than 5:00pm on 29th August, 2014.

TINGALPA MODEL AERO CLUB Inc.



LIFE MEMBERS' TROPHY NOMINATION

I being a financial member, hereby nominate as a candidate for the 2014 Life Members' Trophy for the following (up to three) reason(s).

1.

2.

3.

Signed: (Proposer)

Note: Nominations shall be submitted to the Secretary no later than 4th August 2014.



QMARA
Queensland Model Aircraft Racing Association



Pylon Racing Fun Fighter Racing Experience Day

Sunday 6th July

QMARA is running a pylon racing experience day for **Hobby King Fun Fighters** so the general sport flyer can experience the thrill of Pylon Racing.

Location : TMAC field, Tingalpa (www.tmac.asn.au)
Date : Sunday 6th July, 2014
Start time : Setup and warm up flying from 8:30am, racing from 10:00am



Flyers from previous event

Participants

- All welcome - have a go
- No practice or experience necessary, everyone can fly Pylon Racing

Come on out and fly, the fun fighter events are being run for the inexperienced pylon racer, we will provide guidance throughout the event.

Hobby King Fun Fighter – Small fast electric powered foam warbirds sold by Hobby King, many different models available.

Aircraft of similar size and speed may also be used.

Rules

- Stock motor or HK motor of same specs
- Battery - max 4S
- Propeller - stock or apc 5x5 speed 400

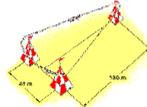


Batteries – bring as many flight batteries as you can. Some charging facilities will be provided.

The Course - Race around 3 pylons, flying around yourself, don't worry its easy to do and is one of the best RC flying experiences you can have.

Contact

Joe Luxford ph: 0419 517096 jluxford@luxford.com.au



Tingalpa Model Aero Club

17th August 2014

Fly Anything from WW1

(Tigermoth & Stearman Free Zone!)

Electric WW1 from Dawn - IC from 8.00am – 12.00pm

Prizes for Best of Meet & Pilots Choice

Barbecue & Drinks Available



All Pilots **must hold** a Current MAAA Licence
Large Models **must have** current Permit
Registration from 7:00am Pilots Briefing 8:00am

Contact: Adrian Hellwig 0478 054 854
Location: UBD Ref 162 [Take Graystone Street to Minnippi Parklands]



68TH MAAA MODEL AIRCRAFT
NATIONAL CHAMPIONSHIPS 2015

2015 QUEENSLAND NATIONALS
– BRISBANE – 9TH – 19TH APRIL
2015



MAAQ in conjunction with MAAA and the Host club Tingalpa Model Aero Club invite you to attend the 2015 Nationals in Southeast Queensland.

Together with the magnificent holiday destination of the Gold and Sunshine Coasts and surrounds there will be no more fitting time to enjoy 10 days of aeromodelling camaraderie throughout the 68th MAAA Nationals Program while combining and extending a family holiday.

All flying sites will be located within 50min drive from the Brisbane CBD for all event disciplines including:

1. Radio Control
2. Control Line
3. Free-flight
4. Indoor



Contacts:

Chairman: Tyson Dodd - vicepresident@maa.org – 0417 727 981

Secretary: Phil Gartshore - phil.gartshore@integ.net.au

Radio C.D: Mick Dallmann - rcadmin@maa.org

Control Line C.D: Kerry Ewart - cladministrator@maa.org

Free Flight C.D: Graham Maynard - freeflight@maa.org



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