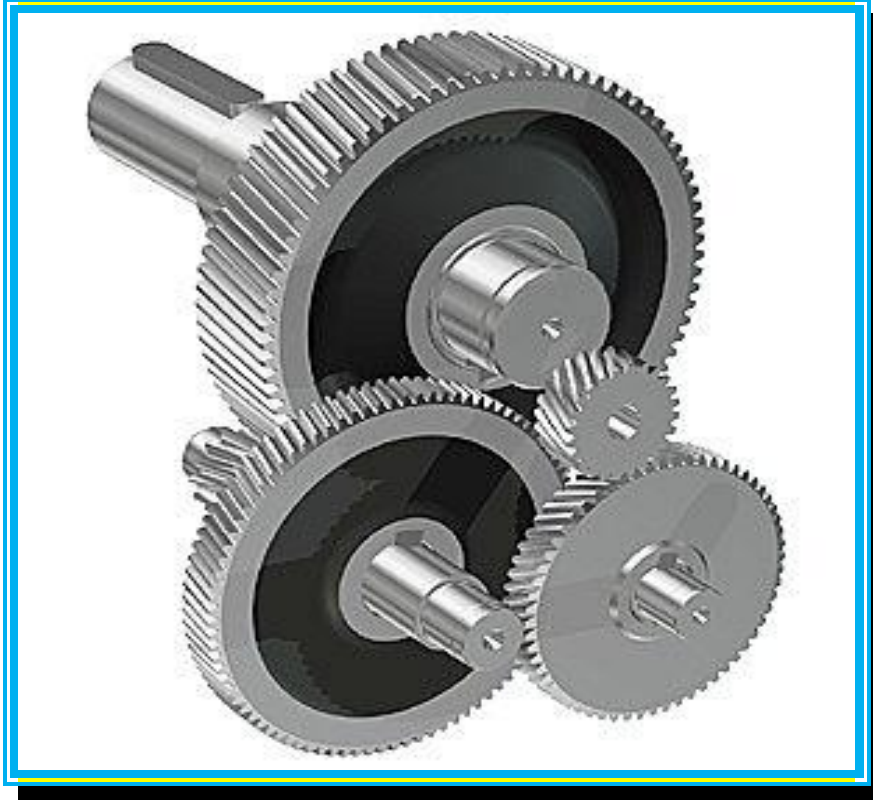


--SPECIAL EDITION GEARBOX--

****NSW **FIRE AND RESCUE** OPEN DAY
AND **FIGHTERWORLD** VISIT****



HUNTER MODEL AUTO CLUB INC

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All the gang at Fighterworld.

---- **HMAC VISIT - FIRE AND RESCUE NSW OPEN DAY** ----



On Saturday 13 May 2023 Fire and Rescue NSW opened selected fire stations throughout NSW between 10 am and 2 pm to members of the public. It has a dual purpose being a public relations exercise to inform the public of what the Fire and Rescue is about (avoidance and protection from fire) and recruiting firefighters to the organisation whether they be permanent or on call.

At the Open Day, our Club was invited to provide fire related model displays at both *Tarro* and *Morpeth* Fire Stations. This is the first time that our Club has provided displays at two different locations at the same time.

At Tarro Fire Station Trevor Palmer, Ernie Williams, Ken McGregor and Paul Campbell represented our Club with a variety of firefighting model vehicles. In addition, Paul brought along and displayed his 1 to 1 model (real one) *International ACCO Fire Engine*, which created a good deal of interest. *See next pic.*





Above - Paul, at left with club members in front of his Fire Engine.



Above - A great day for the kids at Tarro. Below - The three amigos at Tarro with their model display.



Brian Fairhurst and Bill Kenchington provided a display of a similar variety of fire related model vehicles at Morpeth Fire Station.



More children enjoying the displays, this time at Morpeth.

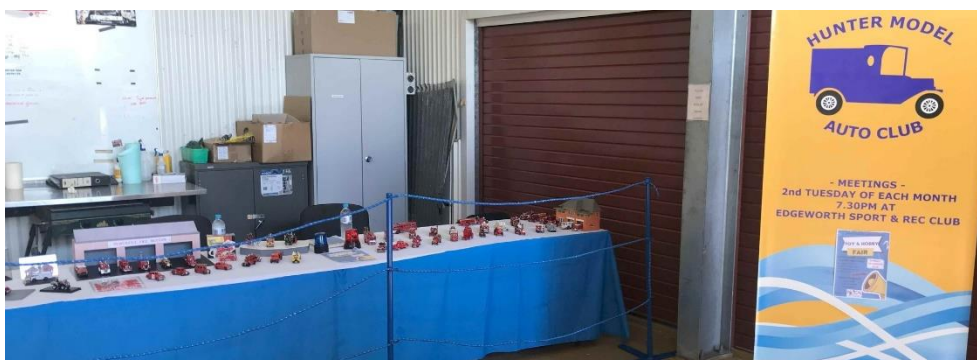


The members of Fire and Rescue were very welcoming and the public who attended from grandparents to littlies enjoyed our displays immensely. In addition, we took the opportunity to promote our upcoming Toy and Hobby Fair and distributed quite a few of our flyers to interested people.

These photos show our model displays, the real fire appliances on display as well as the interest shown by the public in attendance on the day.



Above is the scene in front of the Tarro First Station and below is an appliance at Morpeth.



A big thanks to Paul and Bill for the article and the pics. It would appear that the members who took part had a great day. From some of the many pics taken, I think the kids enjoyed the day the best. *Editor.*

Fighter World Williamtown Visit

Sunday 11 June 2023

By Paul Campbell

With the addition of a McDonnell Douglas – Boeing F/A-18A Hornet to the museum collection, it was time for another visit!

Our 2021 visit was made memorable by our retired Technician guide. This time our guide was a retired Pilot with 31 years of experience by the name of Jack Sanderlinden. I didn't think the tour could be any better, but this guy was outstanding.

Jack had flown many of the planes on display and shared his experiences and knowledge. He was an aeronautical engineer prior to becoming a pilot and his technical knowledge was exemplary.

Our tour started with the Commonwealth Aircraft Corporation CA-25 Winjeel training aircraft.

Jack was one of many trainee pilots who started their career learning to fly these planes and told some very frank accounts, and the repercussions when things didn't go to plan during training flights.

It was interesting to know the Winjeel's were used in the Vietnam War as reconnaissance aircraft.

We were shown the technology and development changes to the pilot ejector seats over the years. Simple things such as the edition of a small metal triangular section on top of the front ejector seat to break through the canopy. And how the rear seat did not have these components as the thickness of the canopy was reduced to compensate for bird strikes to the front of the canopy. *See next pic.*



Who else enjoyed the Physics lesson? Bird strike: Kinetic Energy = $\frac{1}{2}mv^2$

Also, the mathematical theories behind why a plane's fuselage is curved. I was in my element!

Next was the Dassault Mirage – a favourite of Jacks'. *See next pic.* His familiarity with this plane had us learning about how the aircraft behaved when it broke through Mach 1 compared to other aircraft he had flown. He went on to explain some of the aircraft design features such as the engineering behind the elimination of a vacuum being created at the engine air intake as the aircraft moved through Mach 1 to Mach 2. Also, the engineering behind a pressurised fuel tank and the reason for it.



Guided tours can be a chance to hear stories first-hand and Jack didn't disappoint with this real-life story. He was flying into Williamstown RAAF base with very low fuel levels in his main tanks, the plane inverted and suffered an engine flame out. He was able to right the plane and carry out a cockpit engine restart and landed the plane safely. The interesting fact was as part of his training and the known procedures, it was believed that both the main and reserve tanks had a positive pressure – in actual-fact the reserve tank was not pressurised and due to the aircraft being inverted, the reserve tank couldn't pick up fuel.

Next was the McDonnell Douglas – Boeing F/A-18A Hornet, the latest addition to the museum. This is what we came to see!

This F/A 18A saw combat in Iraq and was retired from the Williamstown RAAF Base with only 12 flying hours left before it would be permanently grounded. From my google research the F/A-18A had a design life of 8000 flight hours.

The guided tour gave us the opportunity to see under the side panels. These planes were one of the first to "Fly by Computer", replacing the "Fly by Wire". It was explained how the designs involved were implemented into these "Fly by Computer" planes and the redundancies in the computer systems. Just amazing!

In seeing this plane you could appreciate its size, and Jack spoke about the flares and chaff used and how they were mounted.

Jack had many years of experience both flying the F/A-18A and its development in Australia. With a top speed of just over 1900 km/hr, wing vibration in certain conditions was a problem. Jack pointed out the strengthening/reinforcing additions made to the aircraft to help reduce drag and divert air away from sections, therefore increasing strength and reducing vibration.

Jack shared memories when taking off in formation, saying it was very un-nerving being next to another F/A-18A and seeing the neighbouring aircraft's wings and vertical stabilisers vibrating.

The next pic shows the sleek beauty of the F/A-18A Hornet.



He went on to speaking about the F/A18A at low speed. It had basically zero control and relied on sheer brute thrust to stop the aircraft falling out of the sky – they were not designed to fly at slow speeds. Other interesting topics that rate a mention include:

- Air-to-air refuelling and the 8° approach required to attach to the refuelling boom/basket and the skills needed to carry out this very difficult procedure.
- The types of missiles that the F/A-18A could carry and the fuel dumping procedure in the event of an emergency landing.
- F/A-18A aircraft carrier take-offs and landings.



Who'd want to be a technician when looking at this set up on the F/18A.

Jack was very proud to point out that the CA-Macchi A7062 on display appears in his flight logbook.

In the second shed we saw a replica Spitfire. Jack told the story behind why and how the rear vision mirror was added to the Spitfires during World War II. ***See next pic.***



Inside the cockpit of the Spitfire.

Our group enjoyed a hearty lunch at the Fighter Beans Café, some of us even enjoyed a pre-tour coffee!

Once again Fighter World didn't disappoint.

Thanks to the members and their families/friends who joined us for a great day.



Corgi's Aviation Archive 1:72 scale diecast model of a BF 109 flown by Franz Von Werra.

Many, many years ago I saw a movie called *'The One that Got Away'* based on the previously published book about the famous, or infamous German Luftwaffe fighter pilot Franz Von Werra, depending on how you look at his story. I would suggest that many members would have seen the movie as well. Hardy Kruger starred as the prisoner of war Von Werra, and he fitted the description of the blonde German pilot down to a tee.

Basically, the Von Werra movie is about a German POW who is spoken about as the only Axis prisoner to escape from a Canadian POW camp and manage to get back to Germany. And here lies one of many inaccuracies in the Von Werra myth. In fact, he was the third Axis POW to escape from Canada even if his effort was not really an 'escape' from a Canadian camp as, in an effort to reach **neutral USA**, he jumped from a train en route to the POW camp. Upon his arrival in the USA he was essentially 'idolised' by the Press and mainly due to his status of having 'Von' in his surname which indicated he came from Nobility. The problem is that Von Werra was not of nobility at all. Von Werra was born in 1914, to penniless Swiss parents and, though his father had ancestral links to a form of nobility, equivalent to a British Baron, it certainly could not be carried over and he had become a bankrupt. As a result, Franz and his sister were handed over to an aristocratic German family who raised and educated them. When writing about Von Werra, he is often credited with the title of *'Franz Baron von Werra.'*

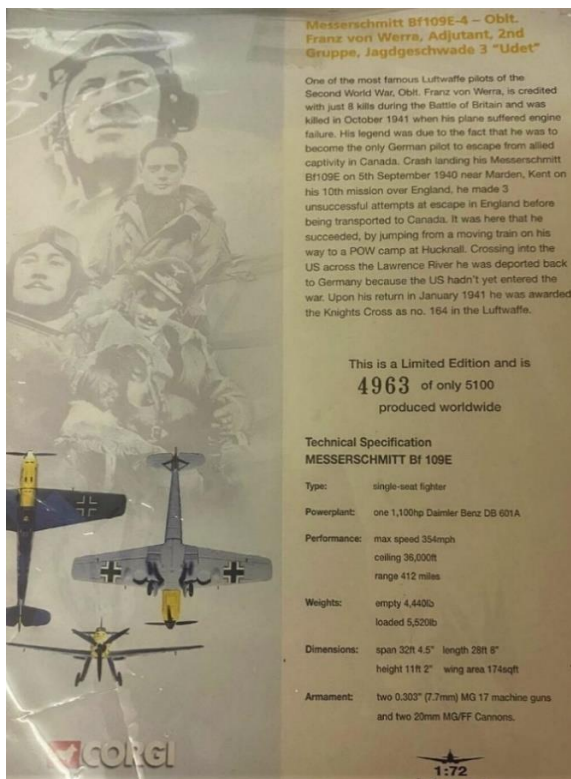
Von Werra joined the German Luftwaffe in 1936 and by 1938 was an Officer on the rank of Leutnant attached to Jagdgeschwader 3 (JG3) or Squadron No.3 and flying a single seat Messerschmitt BF 109 fighter. His combat career commenced with the Battle with France. It appears that he was a competent Officer, though he portrayed a 'playboy' image at times. He kept a pet lion as the Squadron mascot and this also became part of his 'image.' Though he did have aerial victories legitimately credited to him, his reputation was sullied within his Squadron as some of his fellow pilots felt he had exaggerated some of his claims prior to his being shot down and crash-landing in England in September 1940 during the Battle of Britain and becoming a POW. Yet he had to be quite a brave, loyal and a very determined fighter pilot to even be there in the first place, so that is something I guess.

His first escape attempt started disastrously as he was quickly captured by an unarmed cook from a nearby Army unit. He made two more escape attempts and came close to being successful, however, he would always end up being recaptured. It was on his third attempt, and when impersonating a Dutch Royal Netherlands Air Force pilot, that he tried to steal a plane on the pretext of taking it for a test. He was re-captured at gunpoint when actually sitting in the pilot's seat checking the controls before take-off. Eventually he became part of a group of POWs being shipped to a camp on the north shore of Lake Superior in Ontario Canada in January 1941. Landing in Canada, they left Montreal by train and Von Werra was one of eight prisoners who jumped from the train before arriving at the camp and the only one of the group not caught. He soon made it on foot through icy conditions into the U.S.A.

The rest is history if you have seen the movie. Briefly, with help from the German Embassy, he was shuttled out of the U.S. via Mexico, South America and Spain before arrangements could be made for his extradition to Canada. He eventually made it back to Germany in April 1941 where he was feted as a hero, married his childhood sweetheart and was presented with the award of the 'Knight's Cross' by Hitler.

Von Werra eventually returned to active service and became a Group Commander in 53 Squadron [JG/53] on the Russian front and had more verified victories added to his name. In August 1941, JG53 was withdrawn to the Netherlands to be re-equipped with the latest version of the Messerschmitt fighter, the BF 109F-4. On 25 October 1941, Von Werra took off in his new Bf 109F-4 on a practice flight but suffered engine failure, crashed into the sea and was presumed killed as his body was never found. *Out of the frypan into the fire.* Upon his death he had been credited with 21 confirmed victories with 13 of those occurring on the Russian front.

I am a keen collector of WW2 fighter plane diecast models from both sides in 1:72 scale and have a good collection that includes many from *Corgi's Aviation Archive' collection*. What I found interesting is that their modelling of the BF109 that Von Werra crashed in England, seemed to be rather more 'special' than those of many other famous WW2 Aces, and that includes those from both sides. *The pics in this story* show the packaging of the model with extra's such as a replica copy of the captured pilot's notes on the BF 109 *[pic at right below]* as well as notes on the pilot and dimensions of the fighter plane as shown *in the pic below left*.



Perhaps Corgi recognized back then that as the Movie about Von Werra was so successful, and that his name became so well known, collectors might hold this aircraft model as a 'special' item rather than just a regular model of the aircraft flown by WW2 fighter pilots they have also modelled. Anyway, just an observation. *Terry.*



At left, an advertisement for the movie and above right, the real Franz Von Werra and his pet lion.

Since we all love our **classic** Aussie cars, I have thrown in pics of two cars you don't see on our roads much anymore, unless you are lucky enough to see examples like these at car shows. The red Ford XT Falcon GT sedan was spotted at a Ford Show and Shine at the Bathurst Showground on the weekend of the Bathurst 1000 race in 2005. The organisers had run an **XU-1 Torana** show for a previous Bathurst 1000 race weekend, so for 2005 it was called '**The revenge of the Hardtops**' and was for two-door XA to XC Ford Falcon Coupes. For some unknown reason, this model was one of two four-door sedans on display among the hardtops. For a car that was 37 years old, it certainly appeared to be in great original condition. The Torana was a nice original 'SL' model, probably an LH, with the 2850cc six-cylinder engine and it was spotted at Newcastle's Toranafest in 2013. It just goes to show how automobiles have changed over the years, and now Holden and Ford no longer manufacture vehicles in this Country. Yet, when these two Aussie built sedans hit the new car show rooms, both companies, GMH and Ford Australia were at their peak. These two cars were both a credit to their owners. **Terry.**

