



270
WESTERN AUSTRALIA



SAM 1993



SAM 84 Queensland



The Australian Thermaleer

Information, Competition Results and Articles for Australian SAM Chapters and Groups

Issue No.5

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MODEL AEROPLANE TITLES 2006: Loxton North is hosting the 'old timers' section of the MAAA National Model Aeroplane championships this week. 'Old timers' section winners (from left): Fred Stebbing, of Melbourne, Ron Adamson, of Adelaide, Paul Farthing, of New South Wales, Rex Brown, of Adelaide, and Peter Smith, of New South Wales. (From "THE LOXTON NEWS", Wednesday, April 26, 2006.)



SAM 600 Australia - Victorian Old Timers Association Inc. Committee

	President Kevin Fryer Home: 03 9842 4361 Mobile: 0438 561 440 Email: Fryerkd@gmail.com		Vice President Lyn Clifford Home: 03 5456 2541 Mobile: 0429 165 669 Email: lyndifford@exemail.com.au
	Secretary/Treasurer Public Officer Brian Dowie Home: 03 9706 2074 Mobile: 0402 918 916 Email: brianfdyio@hotmail.com		Contest Director Don Grant Home: 03 5623 4966 Mobile: 0419 871 506 Email: drgrant@dcsi.net.au
Committee Member Pat Keeley pekeely@live.com	Newsletter Co-Ordinator Brian Loughton brianloughton1957@hotmail.com	Safety Officer Steve Gullock coadgiebear@hotmail.com	Member Registrar Roger Mitchell 03 5456 4236

The Thermaleer is the official newsletter of SAM 600 of Australia, Victorian R/C Old Timers Association (SAM600) Inc.

SAM600 PRESIDENT'S REPORT

Kevin Fryer



Sam 600 will now be able to have our first meeting. The 2020 SAM 600 Annual General Meeting, will be held on Saturday, 9th January, 2021 at Cohuna, commencing with lunch at 12.00. We will car pool from Melbourne. Committee election, planning the 2021 competition calendar, discussing and voting on rule updates, will be on the agenda along with other matters for discussion and decision.

A bit of good news for a change; we now have increased heights of 2000ft at State Fields. Echuca, Mount Wallis, Ballarat and Cohuna fields also have 2000ft.

There is now a new international electric glider event started called RES, rudder elevator and spoiler, 2 metre wing span and built up wings, 100 metre height cut, 5 minute time, land in 20 metre circle.

Due to the virus I had time to spare, and some time ago I had bought a Bomber off Rex Brown which was just under 2 metre wing span. The flight time of 5 minutes is hard to get all the time, I removed the wheels and engine and bolted on pod for an electric motor and battery, and the Bomber out-performs all my other gliders with the same setup.

The first comp is on the 3rd of Jan against all the knockers, and by the way, David Hobby, an FJ5 Australian and World champ, had a fly, whinged a bit till he got a bit of lift then commented, "Goes OK in lift".



You have got to look at the facts. Chet Lanzo was a brilliant engineer, and a US Champ so many times. There is probably thirty years of his expertise put into the design of the Bomber, so with a bit of luck Old Timers will come out on top.

Our Electric 1/2A Texaco Event at VARMS was called off on Tuesday 15th December due to weather. My Electric 1/2A Texaco Cumulus has a Hacker H10 in the front. I machined up a mount to attach the motor at the front, bolting it to where the Cox came out. This is a windy weather model. See some photos on next page of my Electric Bomber for RES glider and the Electric 1/2A Texaco Cumulus model.

Went for a test fly of my Red Zephyr with the Brown Junior in it. I explained to my helper Phill that I had to flick start and that the engine was not that strong inside. It started second flick and was running sweet. Phill held the nose up and the Brown stopped. The conrod pin had come off the crank, cracked from two sides. The crank had been hardened all the way through but not very well. As I was part of a company that repaired crankshafts this was not a big problem. Just by chance the crank ended up being stroked by .020 inches. It did take a bit of time to fit the crank back into the crankcase. Mr. Brown was pretty tight on his tolerances. Everything is now ok and back on bench and running OK.

2020 has and will be, into the future, a different time for all SAM Members world-wide. My father told me that out of every bad thing that happens there is always something good. For me the good things that happened for me, even with the 5 klm limit during the lockdown, were in my local park. There was discus launching gliders, getting my 2 metre Bomber going, getting the Brown going, getting my Orwick running, as well as the Dooling 61, Super Cyclone with a Denver Head, the Anderson Spitfire, and Cox .09.

2021, I hope, will be a better year. Look for the good things and run with them.

Have a happy Christmas. Stay safe.
Kevin Fryer. President SAM 600.

SAM 600 CONTEST DIRECTOR'S REPORT.

From Don Grant.

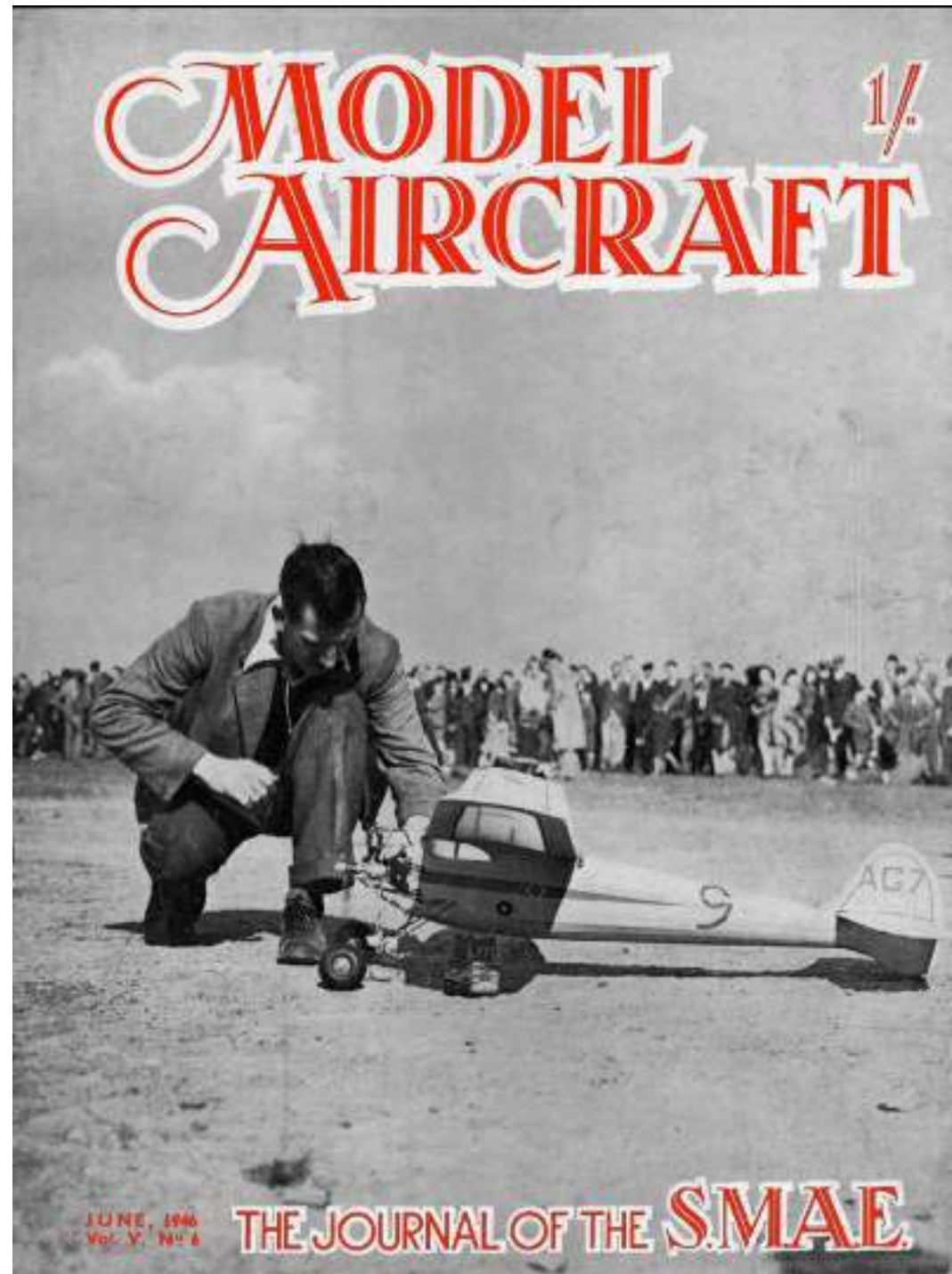
Nothing to report as far contests go because there have been none because of Covid and bad weather.

We will be preparing the contest calendar for 2021, which, after consideration, will be approved at the meeting mentioned in the President's Report, that is, the SAM 600 Annual General Meeting on 9th January, 2021, at Cohuna, starting at 12.00.

Other matters to be considered are rule changes and the voting arrangements.

Due to the popularity of Electric 1/2A Texaco and lack of support for the Cox 1/2A Texaco we have dropped Cox 1/2A Texaco from our future comps.

Compliments of the Season to all and please fly safe,
Don Grant. Contest Director SAM 600.





President Kevin Fryer with his Electric Bomber for the new RES 2 metre glider event and on the right Kevin with his Electric $\frac{1}{2}$ A Texaco model, the Cumulus.





CLUB DAY FOR OLDTIMER AIRCRAFT.

Cohuna Model Flying Club Inc.

Report from Lyn Clifford. (Lyndon.Clifford@education.vic.gov.au)

On the 8th November, 2020, we held a club day for Old Timer aircraft to get us back into flying SAM type aircraft.

We started with Electric 1/2A as there are now more of these flying in the club than Cox powered ones and as these aircraft have mostly not flown for quite a while we allowed a test flight if needed. We then flew 2 rounds and added the scores together to give us a result, we also used this format in Texaco and Duration.

Max Heap won the Electric 1/2A Texaco easily with a combined score of 3111, Pat Keely was second with 2062 and Peter Coate's came third with 1209 points. Pat and Max were flying Stardusts and Peter a small RC1.

We then flew IC Texaco with varied levels of success but Robert Taylor came good in this flying his big Cumulus now powered by a Saito 65 which went very well and he got it well trimmed and had one flight of 33min's & 7Sec's (1987) which no one else matched with two flights. So Robert won Texaco with Max Heap second and Lyn Clifford third after a short flight with a Diesel powered model (motor mount come loose). Pat landed out after having a servo failure, (rudder).

After a self-cooked BBQ meal, (sausages) and a steak or two we flew Duration where we had three YS powered Cumulus's up against an OS powered Bomber.

Lyn Clifford won this one (YS63 was honking) with a total of 1488 points, Pat Keely was second with 732 points (Bomber) and Rob Taylor third with 499 points.

Peter Coates was flying a model (Cumulus, YS) which he bought recently from another modeller who was moving to QLD and seemed to be getting the hang of it by the end of the day, got 469 points.

We were using height telemetry in some of the Texaco and Duration models but found we rarely went above about 1800 feet so the 2000 height limit we have should be no trouble for future comps held here.



Ol' Daddy Warbucks caught in a rare talkative pose. Karl Spielmaker took the photo at the Champs last year. No name given for the chap with the fancy lid and the bumberchute(?) but he looks like one of our friends from England. Looks like John is insisting that it's not raining while the poor fellow is only trying to keep his hat dry. . . or cool.

**ABOVE:
From Brian Laughton:**

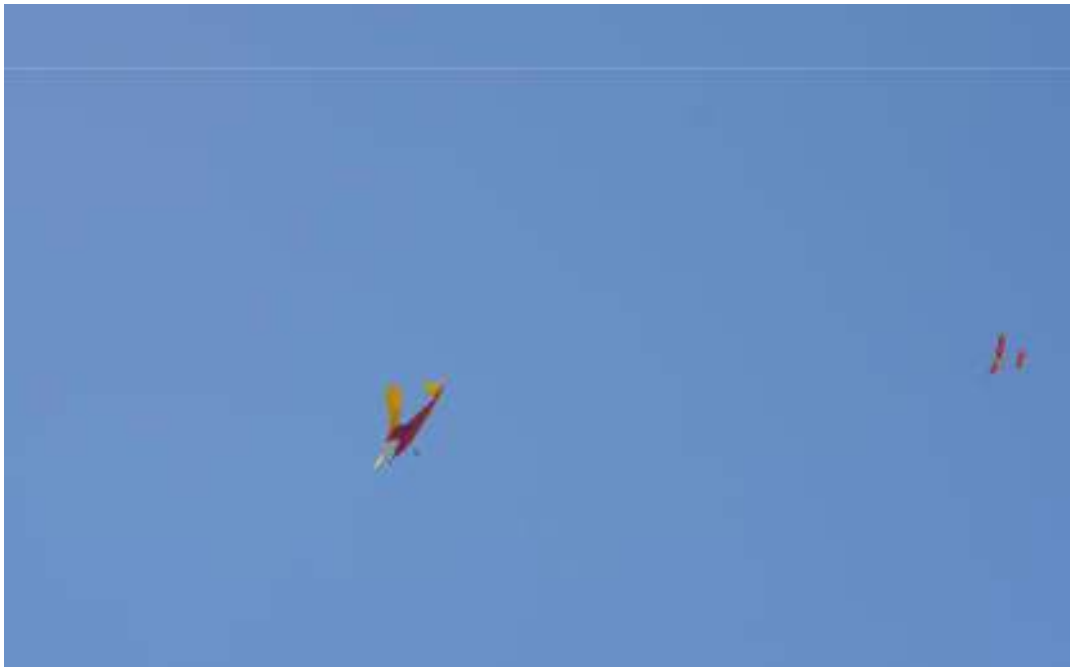
Just so you will know what to look for here's a photo of me now (above on the right).

The bruising has gone so now I still have the dreadful face I had before the fall. I suppose only very advanced plastic surgery could fix that.

So, seriously, just remember, when you get old, make sure you know where your feet are before you move or try to step up a 100mm high step onto a deck otherwise you could end up like me. It's something that I certainly would not recommend.



Robert Taylor's big Cumulus powered with Saito 65 FS taking off in Texaco.



*Above: Max Heap and Pat Keely with their Electric 1/2A Texaco in full flight.
Below: Max Heap starting his Lanzo Bomber for Texaco.*



*Above: Max Heap landing his Electric 1/2A Stardust Special.
Below: Tuning Robert Taylor's Saito in his Cumulus.*





Above: Diesel Powered Rambler by Lyn Clifford
Below: Running up the diesel in the Rambler.



Above: Peter Coates starting the Saito in his Lanzo Racer.

Further from Lyn Clifford: Peter Coates did not get a chance to fly his Lanzo Racer, as a gust of wind blew it over and broke the stab off of the Racer on one side.

The model with the Diesel is a Rambler at 68 inches and about 3lb 10oz's which I brought ex Fred Stebbing (Deceased). Fred also made the diesel engine up out of an early OS45. It is sleeved back to about 40 size and fitted with Fred's own design head and contra piston. Starts easy and ran superbly except when the engine mount came loose on the firewall and nearly fell out on first flight of the day. Pulls a 15x7 at about 3700 rpm and runs for just under 4mins on 8ml of Diesel fuel. Win or lose is irrelevant with the Rambler as you cannot beat that smell and the diesel experience. However, it is getting very hard to get ether down here in Victoria at the moment as my favourite Hobby Shop at Shepparton where I used to get it, Nitro Methane and Methanol closed over 12 months ago.



But why didn't Santa leave me the Playboy Cabin kit I asked for?



**DURATION
TIMES**

Duration Times is the official Bulletin of SAM 1788
SOCIETY of ANTIQUE MODELLERS of AUSTRALIA Inc.
 SAM 1788 EXECUTIVE 2020-2021

President: Peter van de Waterbeemd 35 Cosham Close, Eden, NSW 2551, 02 6496 4769.
 Vice President: Peter Scott 44 Rowel Street, Seven Hills, NSW 2348, 02 9624 1262.
 Secretary:
 Treasurer: Gail Scott 44 Rowel Street, Seven Hills, NSW 2348, 02 9624 1262.
 Committees: Jim Roe 02 6495 3530, Basil Healy 02 6651 6563, Anthony Vicary 0458 723 073,
 Email for The Australian Thermaleer - waterbeed@bigpond.com



SAM1788 President's Report.

After a most difficult year we have been able to run two competitions, the 38th Championships at West Wyalong and the Golden West Old Timer Weekend at Nelungaloo. It was certainly enjoyed by the relatively few who were able to attend. Next year will be better!

It was disappointing to the contest organisers to see some contestants leaving competitions early and so missing out on some events, supporting other competitors, and offering some acclamation at trophy presentations and thanks to our hosts. The competitions are run for all members and as normal, the organisation is left to a few members, who would like to see more support throughout the duration of the competition.

A motion passed at the AGM on 9 October, that all future Championship be run at the Adrian Bryant Field at West Wyalong, was challenged. A Special General Meeting was requested by 13 members at which a motion for the rescission of the AGM motion was to be put. Given that Covid19 severely limited travel, it was decided that voting would be by Postal Vote and the result to be ratified at a Special General Meeting run via Zoom. The result was that there were 22 votes for rescission and 12 votes against. The motion was carried and thus the 39th Championships will be run at Canowindra next Easter. See advertisement elsewhere in this issue.

A major development has been the creation of the RC Old Timer National Special Interest Group (NSIG) and the request by the NSIG to Old Timer flyers for MAAA Section 5 Old Timer Rules change proposals. The NSIG is described elsewhere in this issue.

Rule change proposals were requested mid-November and submissions close on the 31st December. Proposed Rule changes will be presented to Old Timer flyers for voting and successful changes will be presented by the NSIG to the MAAA for inclusion in the Section 5 rules.

Our next competition will be the Perpetual Memorial Texaco Shield at Orange on February 13 and 14, 2021. Note that this is a week later than in previous years. Always a good competition and great preparation for the 39th Championships!

In the meantime, look after yourselves and have great Christmas and a productive - think building Old Timer models - New Year. See you all at Orange.

Keep Safe!

Peter van de Waterbeemd,
 President SAM1788

**Attention: July 8th-15th West Wyalong
 2021**

**West Wyalong National Championships.
 Put this in your diary as all SAMS events will be run.
 Any enquiries: Peter Scott (02) 96241262.**

Height Indicators

Harry Sokol's height indicator, as shown in last magazine, has been working reliably in my models over the last weeks.

This is the prototype and the new unit will be available shortly, with a few upgrades incorporated.

So, if you would like to know what height you are at with a not to exceed audible warning and at a very reasonable price, I recommend that you contact Harry on (03) 95312274 or at: hgsokol@4dfx.com.au

Peter Scott.



ORANGE MODEL AIRCRAFT CLUB Inc.

INVITES YOU TO ATTEND AND COMPETE FOR THE

Alan Brown Perpetual Memorial Texaco Shield

13th and 14th FEBRUARY, 2021

ORANGE MAC FIELD at BORENORE

**Saturday 13th - Commencing at 10am - Nostalgia
 followed at 1.30pm by Old Timer Duration**

**Sunday 14th - Commencing at 9.30am - Cabin Scramble
 followed by ½A Texaco then Texaco**

(All events will be flown to 2017 MAAA Rules)

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



39th SAM1788 CHAMPIONSHIPS

Wednesday 31st March to Monday 5th April
2021

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 will be scrutineered at Registration.
- **AGM** at 8pm on Friday 2nd at the CWA Hall, Blatchford St, Canowindra.
- **BBQ and Swap Meet** at 6:30pm on Saturday 3rd at Bogwood, bring your own chair, meat, food and drinks. **BBQs provided.**
- **Dinner, Presentations and Raffle** on Sunday 4th at 6:30 pm at the Canowindra Services and Citizens Club, Gaskill Street, Canowindra.
- **Dinner 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.



SAM1788 Competition Calendar 2021



February
13-14

Alan Brown Memorial Shield - Orange

Events:

Saturday: Nostalgia, Duration

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

Contact Person: Dave Brown 02 6355 7298

31 March
to 5 April

SAM 1788 39th Championships - Canowindra

Events:

All 9 MAAA Old Timer Events

plus Cabin Scramble and Control Line.

Contact Person: Peter van de Waterbeemd 0412 632 470

See Official Program for details

June
12-13

New England Gas Championships - Tamworth

Events:

Saturday: Gordon Burford, Standard Duration, Duration

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

Contact Person: Gary Whitten 0428 620 358

July
8-15

Nationals - West Wyalong

Events:

All 9 MAAA Old Timer Events plus other MAAA modelling disciplines

Contact Person: Peter Scott 02 9624 1262

See Official Program for details

August
27-29

Cowra Oily Hand 2021 - Cowra

Events:

****Not Confirmed****

Various events plus SAM1788 Cabin Scramble

Contact Person: Andy Luckett 02 63423054

September
3-5

Coota Cup Old Timer Weekend - Cootamundra

Events:

Friday pm: Old Timer Glider

Saturday: Gordon Burford, Antique '38, Duration

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

Contact Person: Peter Scott 02 9624 1262

November
13-14

Golden West Old Timer Weekend - Parkes

Events:

Saturday: 2cc Duration, Gordon Burford, Duration

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

Contact Person: Paul Farthing 0427 640 264



Invitation by the Society of Antique Modellers of Australia
SAM CHAPTER 1788 to the



39th SAM 1788 Old Timer Championships
at
CANOWINDRA
EASTER 2021
31st March to 5th April, 2021

PROGRAM - 2021

Wednesday 31 March

Setup Day, Control line, Sport Flying and RC Trimming, Bagwood

Thursday 1 April

9.30am to 11.30am SAM Champs Model Scrutineering and Registrations, Bagwood
9am - 12 Noon Control Line Phantom and Champ Racing Bagwood
1pm R/C Old Timer Glider, Bagwood

Friday 2 April

8.30am to 10.30am Late Model Scrutineering and Registrations Bagwood
(Otherwise by appointment with Dave Brown or Committee Member)
9am R/C Cabin/Sports Model (designed before 1960) Scramble Bagwood
10.30am 1/2A Texaco Bagwood
1pm Nostalgia Bagwood
8pm sharp SAM 1788 Annual General Meeting (Lucky door Prize) CWA Hall
Blatchford Street, Canowindra

Saturday 3 April

9am Gordon Burford Event, Bagwood
12 Noon Lunch, Bagwood
1pm O. T. Texaco, Bagwood
6.30pm BBQ, Buy, Sell & Swap Meet, Bagwood

Sunday 4 April

9am R/C '38 Antique, Bagwood
12 Noon Lunch Bagwood
1pm Duration, Bagwood
6.30pm for 7pm Presentation Dinner and Raffle Canowindra Services & Citizens Club
93 Gaskill Street, Canowindra

Monday 5 April

9am 2cc Old Timer Duration Bagwood
12 Noon Lunch Bagwood
12.30pm Standard Duration Bagwood

NOTE:

Previous year's arrangements for no on field catering at lunch during the week and for the Saturday evening BBQ will be continued. Flyers and assistants will need to provide their own lunches on all days. Coffee, tea and cold drinks will be provided throughout the day and are to be paid for on an honour system. Similarly, the Saturday evening BBQ will not be professionally catered. BBQs will be supplied. Please bring your own meat. Some salads and coleslaw and buns will be provided but feel free to also bring your own.

The Registration fee of \$25 includes a donation of \$5 to the Canowindra Hospital as well as the supply of salads, coleslaw and buns for the BBQ.

****Important:** For the Presentation Dinner: if you have any special dietary requirements could you please let Peter know in advance so he can inform the caterer. Please email Peter at: waterbee@bigpond.com or telephone: 0412 632 470.



39th SAM 1788 Old Timer Championships
CANOWINDRA
31st March to 5th April, 2021
Competitor Details and Entry Form

Name: SAM No: MAAA No:

Address: Postcode:

Phone No: (home) (work)(mobile)

Email Address:

FUN EVENTS

(Please tick events - No entry fees)

..... C/L Phantom/Champ Racing

..... R/C Cabin Scramble

Frequency:.....

R/C OLD TIMER EVENT Frequency

(Please tick Events and supply Frequency)

..... R/C Old Timer Glider

..... 1/2A Texaco

..... Nostalgia

..... Gordon Burford Event

..... O. T. Texaco

..... R/C '38 Antique

..... Duration

..... Standard Duration

..... 2cc Old Timer Duration

COMPETITOR'S OFFICIAL STATEMENT OF AGREEMENT:

I agree to abide by the R/C Oldtimer Rules as set out in the MAAA Inc. Official Rules, 2017, and any local rules or requirements laid down by SAM 1788. I agree to compete in a sportsman-like manner and to accept the Contest Director's decision in any matter arising out of the conduct of this Championship. I am a fully paid up member of an MAAA Inc. club and also a financial member of a SAM Chapter. If you are not a member of a SAM Chapter you can join SAM1788 for \$20 at Registration

YOUR CURRENT MAAA MEMBERSHIP CARD MUST BE PRODUCED AT REGISTRATION.

SIGNED: SAM CHAPTER:

ENTRY FEES and DINNER TICKETS

**** Presentation Dinner Tickets must be pre-paid for catering purposes**

Registration Fee \$ 25.00

Presentation Dinner Tickets**
..... @ \$30 each \$

EVENT ENTRY FEES:
(Maximum Event Fees \$50 - Juniors are Free)
No. of Events @ \$10 \$

TOTAL FEES \$

Please make cheques payable to SAM1788 or Direct Deposit to BSB: 032 527 Account: 14 4170 Use your MAAA number as the deposit reference.

Models will be Scrutineered at Registration. Please bring your models and their related plans.

CLOSING DATE FOR ENTRIES Friday 20 March, 2021

Send Entries with payments to: Dave Brown
Entries Coordinator
31 Lane Street
WALLERAWANG NSW 2845

Direct all Enquiries to Dave Brown - Telephone Home: 02 6355-7298 Mobile: 0402 868 568



RC OLD TIMER SPECIAL INTEREST GROUP (NSIG)

Background: There has been no RC Old Timer organisation, recognised by the MAAA at a national level, since the dissolution of Sub-Committees some time ago.

As a direct result of this, rule amendments have not been adequately dealt with, there has been no mechanism for the dissemination of rule changes, materials and proposals in an orderly fashion and for discussion by Old Timer affiliate MAAA members in each state, and subsequent collation of responses back to the MAAA.

Communication between those in the Old Timer community has been entirely reliant on State Organisations, interested individuals and Old Timer newsletters.

There has been no single point of contact to facilitate consultation and communication with the MAAA.

The **RC Old Timer Special Interest Group (NSIG)** has been formed and was accepted by the MAAA in late October, 2020, as the group representing RC Old Timer flyers in Australia.

STATEMENT OF PURPOSE OF THE NSIG

1. To be the central body for RC Old Timer Flying under the MAAA.
2. To liaise with the States and National body in all matters relating to RC Old Time.
3. To co-ordinate rules affecting RC Old Timer contests and related activities.
4. To receive and disseminate all RC Old Timer information.
5. To receive input on all RC Old Timer issues and to pass on to the relevant bodies.
6. To keep the MAAA informed on all RC Old Timer matters.
7. To be the central body for Rule Change proposals for RC Old Timer, more specifically the Section 5 rules, at the National level.
8. It is not the intention that this NSIG conduct any competitions or run any flying events.
9. The NSIG review and support any relevant Area Approval Applications prior to submission to appropriate State Body.
10. Ensure all events are conducted in accordance with any CASA height approvals and instrument condition

The **Membership of the NSIG** is State based with a Chairman and with at least one Representative for each state.

Initially, the Chair has been appointed by agreement of the State Representatives.

Chairman: Peter van de Waterbeemd.
 NSW representative. Peter van de Waterbeemd.
 ACT Representative: Grant Manwaring

Victoria Representative: Kevin Fryer.
 Queensland Representative: Alan Suley, Brad Turner and John Urry
 (three Representatives due to size of the State)
 South Australia Representative: Max Newcombe.
 West Australia Representative: Hans van Leeuwen.

Current activity. The NSIG is currently undertaking an update of the MAAA Section 5 rules. These are the Old Timer rules. Any Old Time flyer is asked to forward any proposed rule changes to their state Representative using the Rule Change Proposal Form. This form is available from state Representatives or from the Chairman.

Rule change proposals, co-signed by three affiliate MAAA members, close on the 31st of December.

Please contact state Representatives on any matter relating to Old Time flying so it can be brought to the attention of the NSIG and handled at a national level.

Peter van de Waterbeemd
 Chairman, RC Old Timer NSIG

RC OLD TIMER NATIONAL SPECIAL INTEREST GROUP

PROPOSED CHANGES TO MAAA SECTION 5 RC OLD TIMER RULES 2017

Proposals for Rules Changes to the Section 5 RC Old Timer Rules are being sought by the NSIG.

Changes are anticipated to reflect the height limits imposed by CASA, refinements of the rules and corrections. The current rules are working, and any changes must ensure that models and engines are not made redundant with the result that Old Timer competitors may be lost to the fraternity.

All Old Timer flyers may submit rule change proposals and these will be collated by the NSIG. All proposals will be distributed to all Old Timer flyers, who in turn, will be able to vote on each of the proposals. Those proposals that are successful will be forwarded to the MAAA for incorporation into the Section 5 Rules.

The process of seeking rule change proposals was commenced in mid-November and will conclude by the end of December.

Rule Change proposals are to be submitted on the Rule Change Proposal Form, co-signed by three other MAAA affiliate members and forwarded to your State Representative.

The Rule Change Proposal Forms are available from any of the State Representatives mentioned in the article on the formation of the NSIG.

38th SAM 1788 CHAMPIONSHIPS West Wyalong 7-12 October, 2020.

R/C Old Timer Glider

Peter Scott	Dragon	574
Basil Healey	Balustruccio	508
Jim Rae	Airborne	494
Peter van de Waterbeemd	D642	333
Anthony Vicary	DC 42	4

Gordon Burford Event

Peter Condo Smith	Dreamweaver	BB	600	1931
Anthony Vicary	Dixielander	Owen	600	1902
Basil Healey	Zoot Suit	BB	600	785
George Bishop	Zoot Suit	PB	600	524
Jim Rae	PAA Packet	BB	600	480
Peter van de Waterbeemd	Ollie	PB	600	316
Peter Scott	Dreamweaver	BB	600	155
Vince Hagarty	Lil Diamond	BB	570	

R/C '38 Antique

Dave Brown	Flamingo	OR 60	1200	490
Peter Smith	Westerner	Madewell 49	1200	443
Peter van de Waterbeemd	Schmaedig Stick	ED Hunter	1200	376
Vince Hagarty	California Chief	ED Hunter	1200	0
Peter Scott	Flamingo	Atwood Champ	822	
Basil Healey	T Beam Gas Model	ED Comp Spl	504	
Jim Rae	Rambler	ED Hunter	0	
Anthony Vicary	RC1	GB 5cc	0	

Nostalgia

Peter van de Waterbeemd	Swayback	K&B 40	840	633
Peter Smith	Swayback	K&B 40	840	452
Anthony Vicary	Spacer	OS 40	648	
George Bishop	Zoot Suit	Taipan 2.5	439	
Peter Scott	Jaded Maid	OS 25	385	
Jim Rae	Mercury Teal	K&B 40	0	
Basil Healey	Sunstreak	K&B 40	0	

Texaco

Dave Brown	Flamingo	OR 60	1200	1674
Peter Smith	Bomber	OS 61 FS	1200	1502
Peter van de Waterbeemd	Bomber	Saito 65	1200	1425
Vince Hagarty	Bomber	Enya 53 FS	1200	1261
Anthony Vicary	Bomber	OS 60 FS	1200	1167
Peter Scott	Bomber	Cunningham 60	600	
George Bishop	Bomber	Orwick 60	297	

Duration

Peter Scott	Playboy 112%	McCoy 60	840	471
Anthony Vicary	Bomber 85%	Saito 62	840	382
Vince Hagarty	Stardust Spl 70%	Enya 53	840	304
Peter van de Waterbeemd	Bomber 92%	McCoy 60	840	0
Peter Condo Smith	Playboy 112%	McCoy 60	748	
Dave Brown	Bomber 85%	Saito 56	697	
George Bishop	Cumulus	Orwick 60	339	
Jim Rae	Wasp	McCoy 29	0	

1/2A Texaco

Vince Hagarty	Megow Chief	840	681
Peter Scott	Lil Diamond	840	355
Peter van de Waterbeemd	Stardust Spl	840	223
Basil Healey	Stardust Spl	840	0
Jim Rae	Big Old Plane	840	0
George Bishop	Atomiser	622	

2cc Old Timer Duration

Peter Condo Smith	Apache	MVVS	600	488
Anthony Vicary	Dixielander	Tyro	600	386
Jim Rae	Zero 130%	Tyro	600	0
Peter Scott	Eureka	Jenna 2cc	588	
Peter van de Waterbeemd	Eliminator	MVVS	544	
Basil Healey	Creep	Tyro	516	

Standard Duration

Jim Rae	Lion Cub	OS 40	720	375
Peter Condo Smith	Playboy	Magnum 36	720	318
Peter Scott	Stardust Spl	OS 40	720	302
Peter van de Waterbeemd	Bomber 85%	K&B 40	720	83
Dave Brown	Airborne	OS 40H	720	16
Anthony Vicary	Airborne Tyro	OS 40H	681	

Cabin Scramble

Anthony Vicary	1451
Peter van de Waterbeemd	1411
Peter Scott	1260
Jim Rae	1112
George Bishop	126

SAM 38th CHAMPIONSHIPS WEST WYALONG 7-12 October, 2020.

Report from Peter van de Waterbeemd.
Results from Dave Brown

The numbers were down - severely! A combination of factors undoubtedly accounted for this, but it was still disappointing. A total of nine people flew across all the events in some challenging conditions - mainly the wind but also the heat.

Peter and Gail Scott and I arrived on Monday 5th with a view to mowing and preparing the field on Tuesday while Gail had the onerous task of cleaning kitchens and showers and toilets.

Registration on **Wednesday**, a cloudy day with little wind and would have been quite good flying weather. However, no events were scheduled and no test flying was in evidence.

Thursday and the first scheduled event was **Free Fright** to start at 8am but due to the wind this was cancelled (abandoned?)

The next event of the Championships was the **Control Line Racing**. This was flown on the new bitumen hard surface and for some (all?) pilots this would have been their first flights over a hard surface.

Unfortunately, the wind was quite strong by the time flying commenced and soon there were two casualties. As the models flew into the wind they would tend to climb (greater airspeed = greater lift) and this required the deft application of some down elevator. However, as they transitioned to the down wind side of the circle, the airspeed reduced and the model would lose height. This now requires some up elevator and it is the timely application of up and down that keeps the model flying on a reasonably even level. Unhappily two models impacted and were damaged but repairable.



George Bishop receiving the ladies choice trophy - 'the Ange'.



Various fliers get advice from Don Southwell.

Old Timer Glider was next. By 2pm the wind had reached its forecast maximum of around 29 kph with stronger gusts at times. It was measured in the afternoon at frequently over 7m/sec (~25kph) with gusts over 11m/sec. There was no flying attempted. Geoff Potter brought over the new line retrieval system and instructed all and sundry in its use. Thank you Geoff.

Friday was forecast to be windy and lived up to the bureau's predictions. Winds of 28kph for the starting time of 9am for **Cabin Scramble**. With temperature of 14 °C and a significant wind chill factor, flying was abandoned for the day. Conditions for the next three days were forecast to be more flyable and a brief meeting agreed that all nine events be flown over the remaining three days with three rounds, two to count. **Nostalgia** as the third event on Saturday, **1/2A Texaco** the Sunday 3rd event and **Old Timer Glider** as the last event on Monday. **Cabin Scramble** perhaps at the end of one of the days in hopefully calm late afternoon conditions.

Saturday dawned with no winds and remained quite flyable all day with light winds in the afternoon. The day commenced with the **Gordon Burford Event**. There were eight entries for the three rounds, two to count. Conditions were very good with seven out of eight models in each of the first two rounds maxing. In the end seven in the fly-off. Six of these maxed in the fly-off but the eventual final duellists were Anthony Vicary with 31 min 42 sec and the winner Peter Condo Smith with 32 min 11 sec. A very good start to the flying!

Next was **'38 Antique**. Again eight entries for two out of three rounds. Maxes

were harder to come by but four models into the fly-off. Conditions deteriorated and in a very short fly off, no model was even able to reach to 10 minute max.

Third event for the day was the postponed **Nostalgia** event. Seven entries but early withdrawals left five models flying. The wind had come up but was not a problem for the .40 powered models. Only five maxes in the rounds with two models in the fly-off. Both models were scaled up Swaybacks with K&B engines. Considerable height achieved by the eventual winner. Took nearly three minutes to bring the model down.

Sunday's flying conditions were very similar to Saturday's. Flying started with **Cabin Scramble**. Five entries for those feeble minded souls who were determined to tire themselves for the rest of the day. Nothing spectacular in the flying with Anthony Vicary the eventual winner.

O.T. Texaco was next. Seven entries and like Saturday's first event, maxes abounded. Six out of seven maxed in the first round and five out of the remaining six in the second round. Five models in the fly-off with all but one achieving over twenty minutes. Perpetual winner Dave Brown with the everlasting Flamingo won again.

Third event was **Duration**. Eight entries, with half of the models maxing in each of the three rounds. Four in the fly-off. The president's McCoy stopped after three seconds leaving three to fight for the outcome. The air was not good with winner down in only 7 min 51 secs.

Last event for the day was **1/2A Texaco**. This is the event that Condo dislikes (hates?) and so he was the CD. Six entries with five maxes in the first round and all six maxed in the second round. This included George Bishop's first max, well done George.

Five made the fly-off but Basil Healy elected not to fly leaving four. No spectacular times. The event was won by Vince Hagarty who had stolen (mis-appropriated, kid-napped, sneakily acquired without recompense) his daughter Sonya's Megow Chief.



Basil Healy showing off his new T-Bea Gas Model for '38 Antique model.



Left is Peter van de Waterbeemd 1st with Peter (Condo) Smith 2nd with their scaled-up Swaybacks used in Nostalgia.

elsewhere. The trophy for **Spirit of SAM** was awarded to Peter Condo Smith for his all round success and always trying to improve his results. The **Concourse d' Elegance** was awarded to Vince Hagarty for his 170% Stardust Special he flew in Duration. The **Ladies Award** went to George Bishop for being there and being very enthusiastic.

The **Raffle** for the Redfin .03 cu in retro diesel was drawn by Joanne Vicary. Winner was **Oscar Kelly**, one of Don Southwell's great grandsons.

Last day **Monday**. Already very warm in the morning with some wind. **2cc Duration** first off. Six entries for the event with no withdrawals, in spite of some cantankerous diesels. Maxes fell off throughout the three rounds with three into the fly-off. No notable times with Jim Rae not scoring in the fly off due to an engine over run.

Standard Duration followed with six entries. Maxes were achievable over the three rounds and five of the six models reached the fly-off. Both Dave Brown and Peter van de Waterbeemd had engine stoppages soon after take off leaving three to contest the result. Conditions again changed, very poor air and fly off times were very short. Two models did not reach the six minute max and Jim's old Lion Cub won the day.

After lunch the winch and line retrieval winch were set up along an extended runway. Mowing courtesy of Peter Scott. It was now hot with a gusty wind and condi-

Rumour has it that Sonya has rightly claimed the prize.

The presentation BBQ was held in the Outside kitchen in the evening. To date only six of the RC events had been flown along with control line and Cabin Scramble. This year, because of the anticipated low numbers, only first, second and third place trophies were presented with no lower place certificates.

Trophies were presented as per the results published

were quite unpleasant. Peter Scott and his Dragon tested the line retrieval winch, but it presented problems from the outset during the launch when many loops of line pulled of the reel soon after release. The loops snagged in the line guide 10 metres away causing the line to snap. On retrieval the line over spooled and became fouled around the winch axle. A second attempt gave the same result with a lot of time lost trying to resolve the problem. Eventually the retrieval winch was abandoned in favour of an electric bicycle.

Five models entered **R/C Old Timer Glider**. One max in the first round but unfortunately Anthony Vicary's new DG42 appeared to come of the line early during launch and nosed into the ground causing severe damage to the wing and fuselage.

The second round saw two maxes in very gusty wind, which at times, came from behind (180° reversal). By now fatigue was setting in and it was decided to close the event and use the sum of the scores in the two rounds to decide placings. A sad end for the last event in the Championships.

The remaining trophies were awarded in the shade of the kitchen. The **Top Gun** scores were tallied with a drawn score for two protagonists. It was decided by members present that the Top Gun be awarded to the person who had competed in all events and on that count back Top Gun was Peter van de Waterbeemd with Peter Smith runner up. Peter Scott was in third place, one point further back.

It was not the 38th championships we had hoped for but in light of the Covid19 epidemic, perhaps the best that could be achieved. As usual thanks go to a number of people. Peter and Gail Scott for preparation of the field and facilities. Grant Manwaring for organising trophies back before Easter. Thanks to the Contest Directors for their work and a big thank you to all members who made the effort and took the risk of coming to the competition. Personally, I believe that the risk of infection was very low at that stage in NSW with all members arriving and departing in good health.

Next year I believe that as the epidemic is better understood and managed, there is a very good chance that this competition and our other competitions will go ahead at the scheduled time and may well be well attended.

Peter van de Waterbeemd

WEST WYALONG SAMS 1788 CHAMPS.

7-12 October, 2020.

Report from Peter Scott. Results from Dave Brown.

The first two days turned out wet and windy. We flew the control line Champ and Phantom classes, in trying conditions, with only a couple of wind related casualties.

The new tarmac flying circle was a bonus, and we took care not to drop fuel on it.

It would be nice to see more people interested in flying these events. Maybe make a bit of a control line rally on the first day of the SAMS Champs.

Free flight should also get a go, we did not fly free flight as it was too windy and only two takers. Not worth putting it on later as we had to run three events daily for the rest of the week.



The rest of the week had pretty nearly perfect weather. A bit hot and breezy for Monday afternoon's Glider contest.

The bring and buy went well: all 'stuff' being sold. George Bishop bought a ready to fly Cumulus. He put a battery and receiver in it, then flew a couple of contests and didn't crash it! George also flew 1/2A and Burford. He deservedly won the ladies choice trophy for best new comer. He also flew in the Scramble and enjoyed himself immensely.

The Sunday BYO everything BBQ and presentation, in the camp kitchen, went well as everyone got just what they wanted to eat and drink.

The last event on Monday was glider. I finally got the Dragon into massive lift and it flew brilliantly. I had trouble getting it back and down. We took the ride on mower out and cut a path to the turnaround, then used an electric bike for retrieval.

The AGM was held in the house as there were only about 14 people in attendance. A motion was passed, with two abstentions, to move the SAM Champs to West Wyalong permanently. This will probably be overturned by people who couldn't get there, mainly Queenslanders stuck at home due to Covid. We need all the fliers we can get, so, if the majority wish to go back to Canowindra we must look after their interests. The weather and facilities at West Wyalong showed us how good this venue could be.

Peter Scott.



Above: Duration Winners LtoR 3rd Dave Hagarty with 170% Stardust Special, 1st Peter Scott with 112% Playboy and 2nd Anthony Vicary with 85% Lanzo Bomber.

Below: 1/2A Texaco Winners LtoR 2nd Peter Scott with 'Lil Diamond, 1st Vince Hagarty with Megow Chief and 3rd Peter van de Waterbeemd with Stardust Special.



Texaco winners LtoR: 3rd Peter van de Waterbeemd with Lanzo Bomber, 1st Dave Brown with Flamingo and 2nd Peter (Condo) Smith with Lanzo Bomber.





Winners of Standard Duration LtoR 2nd Peter (Condo) Smith with Playboy, 1st Jim Rae with Lion Cub and 3rd Peter Scott with Stardust Special.

MISCELLANEOUS JOTTINGS FROM THE 38th SAM CHAMPS.

Report from Jim Rae.

The Champs were held from the 8th to the 12th of October 2020 at the Adrian Bryant field, West Wyalong, having been postponed from Easter due to Covid19.

The wind on Thursday and Friday was extremely strong and so Nostalgia, 1/2A Texaco and Glider were moved to Saturday, Sunday and Monday respectively.

This meant that there were three events programmed for each day, one had four if you count Scramble, which meant that the days were full which is why these jottings are somewhat fragmented.

Even though Free Flight and Glider were not flown on Thursday some hardy, some would say foolhardy, Control Line flyers made some attempts.

The wind was gusting well into the thirties and only about 1/2 dozen C/L flights were made. There was a bit of damage, all caused during landing. After the engine cut it was impossible for the model to stay out on the lines as soon as it came into wind. A KK Champ broke its aft fuselage and a Phantom lost its engine and front end.

Over the competition I had two servo failures which is more than I would have over a lot of years. In '38 Antique, as soon as power was applied the servo went to full travel so I didn't get to fly. In Nostalgia, in the first flight, everything was OK in the climb and the first 15 second of the glide, then an uncorrectable stall developed and it stalled its way down the paddock and into the ground. The servo had stripped

its gears.

In '38 Antique Vince Hagarty was flying a model powered with an ED 3.46. In the fly-off he had a shut-off failure and about an eight minute engine run. Amazing how high they could get in eight minutes if you let them.

In 1/2A Texaco the lift became quite prolific with many models getting quite high. Basil, whose eyesight is not what it used to be, got to the point where he could not see the model and needed help from El Presidente to bring it down and back into view.

In Texaco I didn't fly as I had left the wheels at home, which gave me a chance to see what was going on. I must get a sparkie. It would give me something to do while everyone else is flying. In Duration Peter van de W had two great McCoy 60 flights in the rounds. In the fly-off the engine cut at about two seconds. After the fly-off he had a perfect test flight. He says he didn't fiddle with the needle. Strange.

In Glider on Monday we had a new line retrieval system. Our old original one was destroyed in Paul Farthing's fire. Unfortunately there were problems with the system, not necessarily the fault of the system, and it became inoperable. Peter Scott retrieved the electric bicycle from the house which worked very satisfactorily as a retrieval system.

There had been six starters, however one pulled out without flying. Anthony Vicary was unfortunate on his first launch. He was using a latching towhook which let go when the model was vertical and about ten metres off the ground. He failed to pull out of the resulting stall and did a fair bit of damage. First flights for the remaining four were all fairly poor around the two to three minute mark.

In the second round of Glider Peter Scott launched first straight into a massive thermal and was soon nice and high. I followed and then Basil and we both went into the same thermal. All three maxed easily. In the meantime, Peter van de W had adjusted his dihedral by about twenty degrees. Because it was getting late in the day due to the retrieval system problems the event was terminated at two flights, so places were basically determined by the poor first round flights.

All in all, the Champs ran very smoothly. Because of the necessity to have three events per day things had to move along which they did. A system where the last flyer in a round was given five minutes to get in the air after the second last flyer landed was instituted. I don't know whether the system was used or whether the threat had any effect but there did not seem to be many holdups.

It was fairly obvious that there had been a long time between competitions. People were doing things they would not normally do, like landing out when the landing area was about the size of a small farm.

Apart from the Control Line and Anthony in Glider there was not much carnage. Possibly the best thing was the getting together and seeing friends that you hadn't seen since early March. It was an enjoyable few days.

Jim Rae



Flying ½A Texaco on Sunday at the 38th 1788 SAM Champs at the Adrian & Jo Bryant Field, West Wyalong. Note the 2021 Nationals are scheduled for 8th-15th July, 2021, at West Wyalong.



Charley, a new retiree-greeter at Wal-Mart, just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp-minded and a real credit to the company and obviously demonstrating their "Older Person Friendly" policies.

One day the boss called him into the office for a talk. "Charley, I have to tell you, I like your work ethic, you do a bang-up job when you finally get here; but your being late so often is quite bothersome."

"Yes, I know boss and I am sorry and am working on it."

"Well good, you are a team player. That's what I like to hear."

"Yes sir, I understand your concern and I will try harder."

Seeming puzzled, the manager went on to comment, "I know you're retired from the Armed Forces. What did they say to you there if you showed up in the morning late so often?"

The old man looked down at the floor, then smiled. He chuckled quietly, then said with a grin, "They usually saluted and said, Good morning, Admiral, can I get your coffee, sir?"



Parkes Golden West Old Timer Weekend
14-15 November, 2020.

2cc Old Timer Duration

Peter van de Waterbeemd	Eliminator	MVVS	900
Jim Rae	Zero 130%	Tyro	854
Peter Scott	Eureka	Jena	823
Bob Marshall	Zoot Suit	Tyro	683
Basil Healey	Creep	Tyro	422

Gordon Burford Event

Basil Healey	Zoot Suit	PB	849
Peter van de Waterbeemd	Ollie	PB	784
Peter Scott	Dreamweaver	BB	787
Bob Marshall	Zoot Suit	PB	784
Geoff Potter	Spacer	PB	600
Garry Whitten	Lil Diamond	BB	572
Jim Rae	PAA Packet	BB	553
George Bishop	Zoot Suit	PB	495
Vince Hagarty	Lil Diamond	BB	471
William East	Dixielander	BB	188

Duration

Peter van de Waterbeemd	92% Bomber	McCoy 60	1250
Vince Hagarty	70% Stardust Spl	Enya 53	968
Garry Whitten	Playboy	Saito 56	929
Jim Rae	Wasp	McCoy 29	848
George Bishop	Cumulus	Orwick 60	569
Peter Scott	Playboy 112%	McCoy 60	0
Geoff Potter	Playboy	Nelson 36	0

1/2A Texaco

Peter Scott	Lil Diamond	1260
Jim Rae	Big Old Plane	1061
Garry Whitten	Stardust Spl	1036
Peter van de Waterbeemd	Stardust Spl	934
Basil Healey	Stardust Spl	821
George Bishop	Atomiser	347
Vince Hagarty	Stardust Spl	0

Cabin Scramble

Peter van de Waterbeemd	1298
Jim Rae	1182
Bob Marshall	1131
Peter Scott	690
George Bishop	585

Golden West Old Timer Weekend

Parkes November 14 and 15, 2020.

Report and photos from Peter van de Waterbeemd

Our second competition since the great sleep was our annual pilgrimage to the Parkes Model Club Field at Nelungaloo, west of Parkes. The forecast was for medium strength winds 6 to 15 kph for Saturday with 14 to 17 kph on Sunday. Temperature for Saturday was forecast at 28 degrees C but Sunday with its

forecast 34c was to be challenging.

Peter Condo Smith had an eye operation earlier in the week and very kindly offered to CD the entire competition. Thank you, Peter. It's not fun to be out in the heat and not to be able to fly. One is never in doubt though what the rules for the event are when Peter is in charge.

The field at Nelungaloo was prepared by the **Parkes Miniature Aero Club** and flying commenced in very calm conditions on **Saturday with 2cc Duration**. Five entries with five different models designs: an Eliminator, a Zoot Suit, a Zero, a Eureka and a Creep. Three Taipan Tyros, an MVVS and a Jena. Three maxes in the first round, no maxes in the second, one in the third and finally conditions improved with two in the fourth round. With only one flyer with three maxes there was no fly off.

Next event was the **Gordon Burford Event** with ten entries. All flew at some time during the event. This was Bill East's first competition and he entered a beautifully built Dixielander. The wind had now started to be quite gusty at times and there were a number of models which visited the Canola Field to the west of the field. Unfortunately, Bill's was one of these and he and Garry Whitten had a very long struggle through the canola to retrieve the model.

Peter van de Waterbeemd's Ollie also landed some distance into the field and was recovered using a tracker. This started a trend for the weekend with at least six or seven models ending up in the canola - some blown in and some due to a lack of depth perception of the flyers.

A smattering of maxes in the first three rounds kept the interest going but the number of landings outside of the designated landing area in the third round equalled the number of landings inside the area. Nobody achieved three maxes and



Above: Basil Healy timing for Jim Rae during 2cc Old Timer Duration.

Below: Vince and Janelle Hagarty relaxing while waiting for their event.





Above: *Winners 2cc Oldtimer 2nd Jima Rae with 130% Zero, 1st Peter van de Waterbeemd with Eliminator and 3rd Peter Scott with Eureka.*

thus no flyoff. This event was affected by the gusty wind and variable conditions with very short flights in the last round due to universal sink. Basil Healey managed a max but he flew very late in the round after timing for others.

Lunch was prepared by the Parkes members - -Thank you! - and was served after the second round. Flyers came out for the last two rounds in quite hot and gusty conditions and shown by the scores in those rounds.

Last event for the day was **Duration**. Seven entries and with conditions in the first two rounds similar to the last two rounds of duration. No maxes in the first round, one in the second round, one in the third and finally, as conditions improved, four in the last round. No one scored three maxes so no fly off. These were four models landed out in this event.

After the last flight a Committee meeting was held, the first since February of this year.

Sunday started with the usual **Cabin Scramble**. There was a light breeze but the temperature was already in the high twenties. Five entries. Sometimes I wonder at the sanity of running this event first in the day as it certainly runs down energy reserves for the remainder of the day. Still, it is a fun event! No major moments except another model visited the canola.

Next was **1/2A Texaco**. Seven entries with all models flying in the first round! Unfortunately, Vince Hagarty's Stardust Special also visited the Canola field and

could not be found. Vince and Garry made an extended search of the field but the canola was so high and dense that they could not find it. A search was made with a drone in the afternoon but it was not spotted. Further excursion into the Canola did not yield up the model. Vince went home disappointed but a further search on Monday with another drone by the Parkes members located the model. Pretty much in the area where it was last seen. The model was undamaged and not affected by the night out in the open.

Three maxes in the first round but the numbers of maxes tapered off after that with only Peter Scott managing three maxes.

Lunch was served by the Parkes club - thank you again - and with the increasing temperature and gusty conditions, Texaco was abandoned. Too much heat, too much wind and too tired would sum up the feelings of the flyers.

Presentations were held under the shade structures. Unfortunately, the small plaques for this event could not be found so the awards were made with acclamation. Plaques are being sourced and will be sent to the winners.

Thanks are due to the Parkes Miniature Aircraft Club members for the preparation of the field, the use of the field and the lunches. SAM1788 was able to make a donation to the club and we have been invited back next year. Thanks also to Peter Condo Smith for being the CD for all events as well as timing for some of the flyers. A tiresome task in trying conditions but certainly appreciated!

Peter van de Waterbeemd. →



Above: *Winners Gordon Burford Event LtoR 2nd Peter van de Waterbeemd with Ollie, 1st Basil Healy with Zoot Suit and 3rd Peter Scott with Dreamweaver.*



Above: Duration Winners LtoR 3rd Garry Whitten with Playboy, 1st Peter van de Waterbeemd with 92% Bomber and 2nd Vince Hagarty with 70% Stardust Special.

Below: 1/2A Texaco winners LtoR 2nd Jim Rae with Big Old Plane, 1st Peter Scott with 'Lil Diamond and 3rd Garry Whitten with Stardust Special.



Parkes Golden West Old Timer Weekend 14-15 November, 2020.

Report by Peter Scott. Results by Dave Brown

This was a very enjoyable weekend, but it seems to have become almost a tradition to cancel Texaco on Sunday afternoon. It was a bit windy but flyable.

Most fliers were too old and tired. Everything else was flown. Some dramas, especially in 1/2A when some fliers down wind, over the canola crop. Not easy to find models in this stuff without a tracker.

I even managed to get my scramble model just over the fence into it. I wouldn't like to have gone much further in - a couple of people came out covered in blood and twigs. I think that Vince got his model back the next day.

The Parkes club provided lunch on both days and we made a donation to their club president at the presentation.

A lot of us stayed at Condo's pad (seven, including May & Peter). It was not only cheap but luxurious - thanks guys. We have all booked in again for next year.

Don't forget that there are showers etc. on the field for happy campers.

Peter Scott.

Parkes Jottings, Nov 14 & 15, 2020

From Jim Rae.

The weatherman predicted hot temperatures and he was correct. Saturday was in the high 20's and Sunday the mid 30's. The wind was predicted to be not bad on Saturday and a bit higher on Sunday which was correct, although a bit too high on Sunday afternoon, so much so that Texaco was not flown.

The most interesting thing about the competition was that it should have been called the "Canola Comp". In past years the paddock immediately east of the flying field has generally been pasture. This year it had been sown to canola, which was ready to harvest. All you city-dwellers think that canola grows thigh high and has pretty yellow flowers for the tourists to photograph. The crop at Parkes had no flowers, lots of seed and was over 1.8m high, which meant that anyone with eyes less than 1.8m above the ground could not see the top of it. To make matters worse the heads had joined together which meant that anything that went through the top became invisible.

There was another interesting natural phenomenon associated with the canola. It is a model magnet. In an average year one or two models might end in that paddock. This year seven or eight did so. As far as I know all were found except possibly



Vince Hagarty's 1/2A Texaco model. It was still being searched for as I left.

It was not easy recovering models from the canola. Basil Healy went in to get his 1/2A Texaco model which was not very far in and when he came out his arms and legs were covered in bleeding scratches. I understand, and I may be wrong, that the record number of models in the canola is held by El Presidente with three.

I don't think there was much model damage over the weekend, however, I had some in Burford. Between Rounds three and four, which incidentally, I needed as I had landed round two in the canola paddock, but just inside the fence. My Burford model was sitting on the ground, tail into the wind, when a very large wind-gust came through, picked it up and threw it into a table which broke the wing, so that was that.

The third event on Saturday was Duration. Once again Peter van de W showed how high a McCoy 60 can take a helium filled Bomber. George Bishop was also flying a sparkie, possibly more in the spirit, a Cumulus with a Dunham Orwick 60. He is still sorting it but had some good flights. He would have flown it in Texaco on Sunday if the event had been flown.

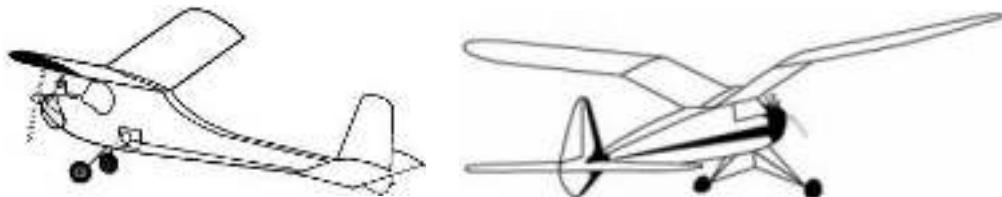
At the SAM Champs George flew in '38 Antique. Says something for an all purpose model. I was flying a McCoy 29 on spark in a Modelcraft Wasp which was not going well. After three sixteen second motor runs the experts suggested I change from 30% nitro to 10%. No trouble after that. It was overheating. Being a .29 the model is not very big. Because of the overheating I was running quite rich so only had 35 second engine runs because I couldn't see it at height through the vapour trail. Geoff Potter had his howling Nelsons. he tried two, but couldn't get satisfactory runs. Maybe they didn't like the hot weather. There were another couple of sparkies but they had problems and didn't do anything.

It was on Sunday, in 1/2A Texaco, that the canola came into its own. The wind was stronger than on Saturday and very gusty and blowing from the landing area toward the canola. Several models ended up in the canola. It was interesting watching the tops of the hats moving around in it as they searched for models.

It was evident over the whole weekend that there had been a long lay-off from flying and that people were out of practice. Mistakes were made, particularly landing, that normally would not happen.

We were fed both days by the local club which was much appreciated. All in all it was a most enjoyable weekend ably run by CD Condo who kept things moving along.

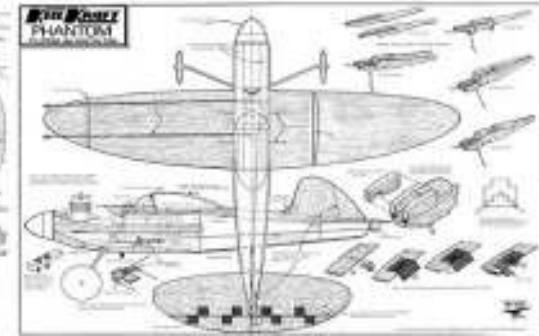
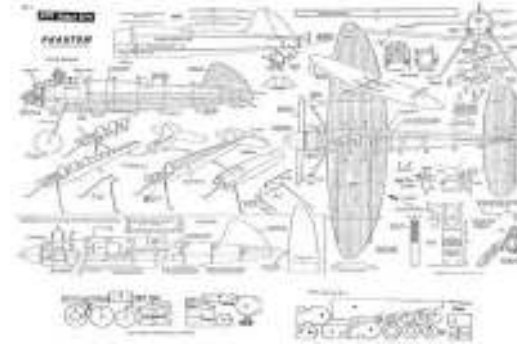
Jim Rae



OLDTIMER CONTROL LINE RACING

Each year an event, called Control Racing, is run for oldtimer control line models at the SAM1788 Oldtimer Championships at Canowindra, NSW. There are three eligible models for the event:

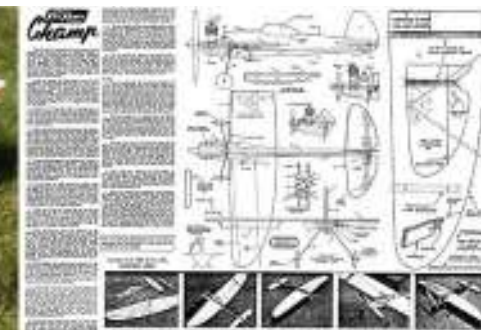
Both versions of the Keil Kraft Phantom



https://outerzone.co.uk/plan_details.asp?ID=1397

https://outerzone.co.uk/plan_details.asp?ID=2806

And the Keil Kraft Champ



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FOR SALE

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FOR SALE

The Ramblings of an Ancient Aeromodeller.

From Basil Healy.

The Trials and Tribulations with a GHQ Engine.

My GHQ engine was purchased as a box full of parts at the Sell and Swap meeting at the 2018 Nationals. There would probably have only been a handful of people at that gathering who would have recognised what that box contained. Paul Farthing missed it but scored a Madewell 49, lucky devil !!



Investigation of my purchase revealed that I had the following parts :-

- 1 Crankcase , consisting of two parts with bushings.
- 1 Cylinder, cast iron, quite heavy .
- 2 Crankshafts, slightly different, but unlike the original.
- 2 Pistons, one ringed aluminium, one plain cast iron.
- 2 Conrods, one bronze, very heavy and one aluminium, much lighter.
- 1 Gudgeon pin.
- 1 Cylinder head, with characteristic GHQ cooling fins.
- 2 Timer arms, incomplete.
- 1 Propellor driver and cam.

Various screws but insufficient to assemble the engine.

Conspicuous by their absence were the intake tube, needle valve, transfer cover and most of the gaskets.

The box of bits languished in my workshop for some time while I was occupied with other projects. Eventually I got around to having a closer look at my purchase only to discover that both of the pistons were 1/32" smaller than the cylinder bore. Reference to an old chart detailing bore and stroke of the GHQ revealed that the bore of the cylinder was 1/32' over-size. Not only that but the bore was only rough machined and was going to require a fair bit lapping to get a smooth finish.

Unfazed by this discovery I went ahead and honed the cylinder bore, first with a brake cylinder hone and finally with a purpose made brass lapping tool. Next task was to make a new piston. Most of this I could do on my lathe, but not before two more fixtures had to be made to hold the piston. One to machine the outside diameter and another to machine the oval slot between the gudgeon bosses. Drilling the gudgeon pin holes and machining the baffle on the top of the piston was accomplished on a friend's milling machine. Back at home, I made another fixture to lap the outside diameter of the piston to match the cylinder bore.

Pleased with myself at accomplishing what looked like the major work required, I quickly machined up the transfer cover and intake tube. As I had no parts to copy, they were made to suit the attachment holes in the cylinder with external dimensions gauged from some old photos in SAM Speaks.

Next was a trial assembly, and this revealed several shortcomings:-

1. The timer bracket would not fit on the front bearing housing necessitating setting the front half of the crankcase up in the lathe and skimming the outside diameter to the required size.
2. The rear bush in the front half of the crankcase was only a loose push fit . Some heavy grade Loctite fixed that problem.
3. The cylinder head was touching the baffle on the piston at TDC necessitating a bit of rework to both items.
4. The gudgeon pin was too short, but fitting end pads fixed that problem.
5. The only gasket worth re-use was the cylinder head gasket. New gaskets were made for all other joints.
6. With help from Peter Scott a new fixed point was fitted to the timer bracket.
7. Finally, the engine was re-assembled using new screws.
8. An Enya spray bar was fitted to the intake tube and a 3/8 glow plug was installed for initial running.

The initial run was achieved after several false starts, it being hard to tell whether the mixture was too rich or too lean. Finally, with it running steadily I noticed a lot of black muck in the exhaust residue. After about 10 minutes running I leaned the engine out and to top speed and recorded 5400 rpm on a 13 x 5 propellor. Not bad, but nowhere near what David Owen achieved on a rebuild of the same brand of engine. When the engine stopped due to lack of fuel I turned it over by hand to check what the compression was like when hot. Surprise, surprise!!, there was practically NO COMPRESSION. The engine had run-in and worn out in one run! All that black muck in the exhaust residue was iron from the piston and cylinder.

Disappointed with result of all my hard work, I put the engine away for some time and concentrated on other projects. My eyesight was giving me trouble and I was not keen on any precision engineering for some time.

Earlier this year I learned that scrubbing the piston and cylinder bore with a toothbrush and kerosene would not remove all of the lapping compound. The correct procedure was to use soap and water. I mentioned this to Peter Scott and he agreed with me. In further discussion he agreed to re-lap the cylinder and make a new piston for me provided that I built him a 1/2A Texaco model. A deal was duly struck.

On receiving the engine back from Peter, I set it up on the test stand and it started easily. This time there was no black muck in the exhaust residue and after about 15 minutes running it was turning the same 13 x 5 propellor at 5900 rpm.

In the meantime, I had built a Shereshaw Pioneer for the engine. Let me tell you, there is a lot of balsa in that model! There seems to be a never ending number of diagonal braces to be fitted. As a consequence, it came out a bit heavier than I would have liked it to be at 4lb 12oz. Hoping that the GHQ would turn a 14 x6 propellor at sufficient rpm to fly that model turned out to be wishful thinking on my behalf. It only turned it at 5200 rpm resulting in a 50 yard take-off run followed



by a leisurely circuit of the flying field, taking about a minute, during which time it had only reached a height of about 20 feet!

My current conundrum is what to do with the GHQ? Will it power a lighter model and still be competitive in '38 Antique? Unlikely, because of the limited range of designs to choose from. All of these were designed to withstand the rough landings associated with their use in free flight competitions. However, I do have a working GHQ albeit with none of the original moving parts.

One day I may find a model design suitable for it. The engine is quite heavy at 14 ounces, add a coil, battery and some light weight R/C gear then it does not leave many ounces left to build an airframe with a light wing loading yet not too big for the engine to pull skywards.

Basil Healy : PDF Plan for Pioneer: https://outerzone.co.uk/plan_details.asp?ID=1618
Includes Ben Shereshaw build article from January 1938 Flying Aces

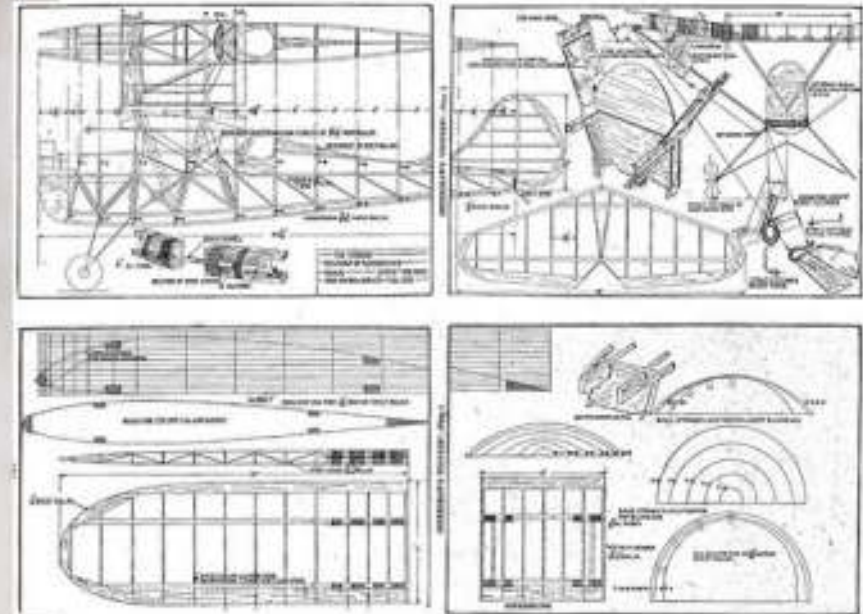
Pioneer
by Ben Shereshaw
from Flying Aces
January 1938
80in span
IC F/F
all formers complete :)
got article :)



Basil's Pioneer



Basil's refurbished GHQ



The Geezer

Official Journal of the WA Model Aero Club (Inc) and SAM 270 Western Australia



President: Hans Van Leeuwen Mobile: 0419 921 693 Email: hans.vanleeuwen@bigpond.com	WAMAC / SAM 270 COMMITTEE	Vice President:
Secretary: Graeme Cooke Mobile: 0447 508 883 Email: graemecooke@bigpond.com		Treasurer: Ian Dixon Mobile: 0408 802 034 Email: ian@perthartglass.com.au
Contest Director: Rod McDonald 0447 244 549 rodjmed@bigpond.com		

From Hans van Leeuwen.
Correspondent for SAM 270 W.A.

Hi all,

What a strange year it's been and as a result, there's little to report. It's like the world's been on-hold since early March.

We were ready to go on our annual trip to the East Coast and the Oldtimer Champs but that didn't happen. The ute was serviced, as was the caravan, both were almost packed and then three days before we were to depart the borders closed. This was probably somewhat fortuitous because we could easily have been stuck somewhere for quite a long time. We hope that this will change in the coming year. I'm looking forward to catching up with my aero-modelling and other friends if the occasion occurs.

While all this was going on, we also had internal borders in WA and thus we could not go to our place in Busselton, nor could we go to our flying field because they were in areas where we could not go. We were truly house bound.

The modelling room has seen its fair share of use and that's probably one thing that has kept me sane. Fortunately we're in pretty good health and are extremely thankful for that. I'm now about to celebrate 80 orbits around the sun.

Anyway, enough of that rambling, we wish you the compliments of the season from the West and sincerely hope that 2021 is going to be kinder to us than 2020 was. We are likely to catch up with some of you face to face before the end of the year, but if that's not the case, you're all always in our thoughts.

Regards to you all, Hans van Leeuwen.



SAM 270 REPORT FOR DECEMBER 2020

From Hans van Leeuwen. hans.vanleeuwen@bigpond.com

Not a lot to report at this time. While our restrictions to fly are not an issue at this time, the weather gods have had a different idea. We've had to postpone or cancel a significant number of events, initially because of the pandemic issue. That in itself has reduced the time to complete our normal contest and flying calendar, then the weather has intervened, thus there is little to report on that front.

Having said that, we managed to fly two contests on September 27, 2020 as follows:

We succeeded in holding two more competitions at the Beverley field last Sunday, 1/2A Texaco and Standard Duration. The weather forecast had caused some concern and at one stage we were considering cancelling, fortunately we decided to risk it and whilst it was a bit breezy the conditions didn't present a problem and most people got their flights in.

Six flew in 1/2A Texaco and only two, Greg McLure and Hans van Leeuwen, maxed out. Hans was unfortunate in getting too far downwind in the fly off and couldn't make it back to the field leaving Greg as the winner.

Only four flew in Standard duration and nobody maxed out. Ian Dixon and Rod McDonald had two maxes each so the event was decided on the third flight which resulted in Ian winning as usual.

Pictures on next page courtesy of Chris Edwards. Everyone else was too busy to take pics because of the windy weather.

Results 1/2A Texaco

Entrant	Model	Total Time	Fly Off Time
Greg McLure	Anderson Pylon	1260	444
Hans van Leeuwen	1/2A Bomber	1260	0
Rod McDonald	Brigadeer	1028	
Phil Letchford	Coronet	984	
Chris Edwards	Kerswap	917	
Ian Dixson	Anderson Pylon	296	

Results Standard Duration

Ian Dixson	85% Bomber	1074	
Rod McDonald	Footie Westerner	1023	
Chris Edwards	Playboy Senior	741	
Hans van Leeuwen	Playboy Senior	731	



Top Left: Part of the flight line with Rod McDonald flying and others watching.

Middle Left: Dicko and Cookie in discussion, Hans' models in the foreground, Atomiser and 1/2A Bomber.

Left: Dicko about to take off while Hans concentrates.

Top Right: Dicko's Bomber on its way.

Bottom Right: The models are up there somewhere, my time-keeper seems to be concerned about something other than my model.

120% TEXAN BY HANS van LEEUWEN - PART 1

hans.vanleeuwen@bigpond.com

Some of you may recall that at the conclusion of my article on the building and flying of the Texan that I have recently completed, I said that I'd like to build one for nostalgia powered by a K&B 40, Series 71, because the 2.5cc model flies so well.

I did the sums to bring the model to the appropriate size for the 40 and that worked out to + 120%. The .40 needs a minimum of 900 square inches of combined wing and tailplane area and the 120% gives me a wing size of 72"x9.5" = 684 square inches and a tailplane size of 36"x8.375" = 301.5 square inches, thus, total area is 982.5 square inches.

I had the plans scaled up to that size and have started building the model. The intention is to build a model which is a 120% scaled up version of the original and use



Tailplane under construction.

As usual, there's no rocket science in any of this although I've developed things that work for me and tend to use and adapt those in my building. For ease of transport, particularly if I ever want to take any of my current models to the East Coast, I make them so that they can quite readily come apart for transport. Thus, rudders are removable from tailplanes and tailplanes from the fuselage. Engine mounts become a cassette system and allow the removal of the fuel tank and under carriage and wings are joined at the centre to reduce length.

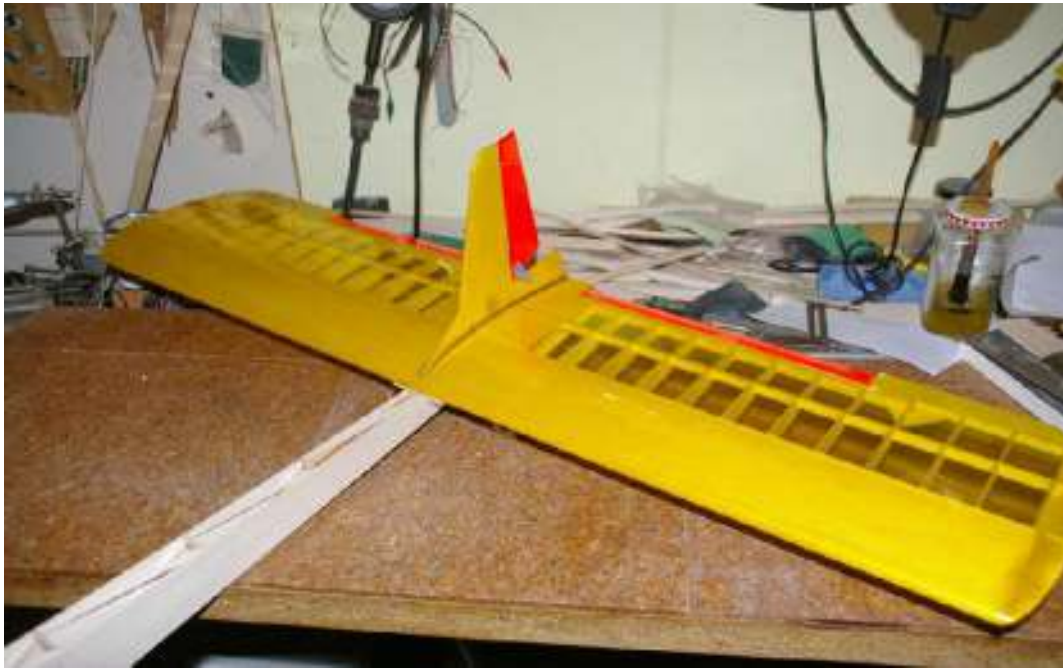
Minimum weight for a 2.5cc F1C model is from memory something like 27 ounces or in round figures 1.7lb. I guess that something like 3lb to 3.5lb is probably an acceptable weight for a 40 model and will aim for something like that weight. Obviously lighter is better other than in windy conditions. text continues on Page 29 →



Showing rudder, tailplane and tailplane mount drilled accommodate the removal process.



Showing finished tailplane, fin and rudder and tailplane seat on fuselage.



Showing trial fit of empennage assembly.



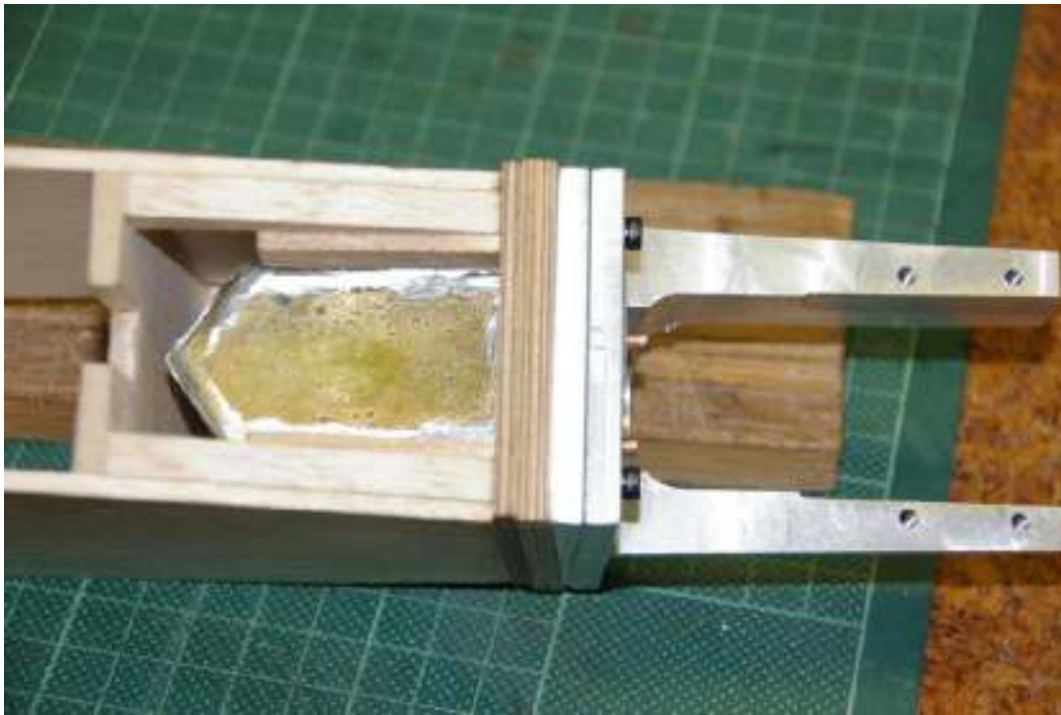
Showing long fin and rudder pivot.



Showing locating tubes and hold down bolt.



Fuselage on jig.



Showing fuel tank, down thrust plate and engine mount.



Model so far on scales.



Landing leg, wheel and engine trial fitting.



26.40zs so far, also note Warren truss addition to sheeted fuselage, did not add a lot of weight, but increased torsional strength considerably.



I've been somewhat concerned about the strength of the fuselage and believe that the additional bracing and some local lightweight glass cloth in appropriate places will help. This is particularly applicable to the step in the fuselage where the tailplane seat sits. If you look closely at the bottom of the fuselage where I show the locating tubes for the empennage you will see that I've also incorporated some hardwood longerons in that location.

The idea is to complete as much of the fuselage as possible and then assemble it to see where the radio bits need to go to preserve the CG and not have to add ballast to achieve that. I intend to complete the fuselage and radio installation before building the wings.

I'm indebted to some of my friends for assistance for this project, Steve Walton for the initial machining of the engine mount. I have subsequently removed some metal and adapted it to fit the model as it's been developed. And my longstanding, now more than 69 years, aeromodelling friend and associate Fred Tower for once again making me some carbon fibre wing joiners.

To be continued as the job progresses.....



Using a hole saw to remove the centre for weight reduction and to allow access for fuel tank outlet and vent.



Engine mount set up to remove some weight and to closer fit the mounting lugs.



Machining access for the lower mounting bolts to the fuselage. The scars on the engine bearers are the result of a geriatric moment.



President: Tony Hart
 Phone: 4923528
 Email: t.hart1946@gmail.com
 Treasurer: Ian Alexander
 Phone: 32028464
 Email: ial32263@bigpond.net.au



SAM 84 QUEENSLAND

FROM KAREN PATON karenpaton@live.com.au

COVID has certainly changed all of our lives. We have had it fairly easy here in Queensland compared to other states but unfortunately, we can't leave Queensland. Maybe that will change after the Queensland election.

Dave hasn't done any old timer flying since the Orange competition last February. But he has been lucky in that our council have allowed an electric field at the top of our street. It is on an old dumpsite and they can't put any structures up but it's certainly better than nothing and so handy it's amazing.

I found a couple of photos of Basil Healy from old airplane magazines that I thought you might be interested in for TAT. Unfortunately the magazines are very old and the quality is not great so they might not be of any use to you.

There are also a couple of photos (next page) that Garry Whitten sent. They are from Vince Hagarty's surprise 60th birthday party. It was in July in Orange NSW and we were lucky enough to be able to drive down before our borders were closed. It was nice to see just a few of our modelling mates even if it was only for a quick social catch-up. Made us realize how much we have missed everyone this year. Cheers, Karen.



In No.11 Aeromodelling's Who's Who (at least they like to think so) from left to right: Jim Palmer of the North Coast Hobby Centre, Lismore, noted for his radio modelling. Next Russell Hammond (less said the better), strongly supporting Basil Healy, the man with the Bandi Bandi shirt, Ray Fairfield, of Queensland, while John Marquette of N.S.W. looks on.



World News
 FIRST OF THE 1958 International events was the 12th Winter Contest in Helsinki, Finland, on February 16th. It was the second occasion for the inter-city challenge between Leningrad, Russia, and Helsinki, and this time the Soviet fliers took home the prizes for best team performance as seen top column.
 Now these results for Power are extremely interesting in that being the first to show us how the new rulers perform under contest conditions, they also illustrate that the increased weight will not be any handicap at

Top: Rje in Canada shows Bob Chalker of Bay of Quinte aeromodellers with 56-in. Bonny Sr. kit model (2 Channel Babcock and G.S. Max 11) in Bob's 24th model. From Japan, an interesting Oliver Tiger powered r/c design with high elevator. At left: Australian Basil Healy's Joke No 182 at the Nationals in Tasmania, and a scale Zero by B. Chandler of Tasmania made from an Australian kit and powered by Jap G.S. 28. Other fighters from round the world are France Peronnet's P-40 for Weber L.F. from Italy, A. J. McClean's B-10, Manning with threaded Pac 25 from Rosburgh, S. Africa, and a 4-46, 49-in. Thunderbolt with four lines as work every conventional control and a 1-cylinder, Morison radial engine, made by G. deCunha Filho of Rio de Janeiro. Even instruments light up and the engine works



From the "Early Days" of Aeromodelling

THE MODEL BUILDER

WHAT THE CHAPTERS ARE DOING

BOSTON — In a recent contest members of the local chapter, with headquarters at the Jordan Marsh Company, made flights of as high as 134 seconds in the 8-inch motor hand-launched event, 78 seconds in the R. O. G. and 90 seconds in the fuselage. A "Flying Squadron" has been visiting scout troops, luncheon clubs and civic organizations, giving flying demonstrations.

Honolulu *Star-Bulletin*, local sponsor, reports interest higher than ever before. Honolulu model enthusiasts are determined that the 1930 Hawaiian Islands champion shall come from their own city; the 1928 and 1929 champions lived on other islands in the group.

CHICAGO — Thirty-one members of the local chapter, headquarters for which are at Carson, Pirie, Scott & Company, obtained proficiency cards for the No. 1 R. O. G. at contests here November 9. This was nearly half of the total number of contestants, eighty-eight.

ALLENTOWN — Arthur Boettger won the November contest held here by H. Leh & Company, sponsors of the local chapter, with a flight of 69 seconds. Forest Seiple was second, and Paul Seng, 1929 Lehigh Valley champion, third. Ten local model builders qualified for prize airplane model rides in one week.

HONOLULU — The 1930 airplane model program is well under way, and the

BAKERSFIELD, Calif. — Twenty-five model builders from Wasco and fifteen from Taft competed against local members of the A. M. L. A. Chapter here in the first contest of the season. All contestants were members of school branches of the Bakersfield chapter, sponsored by Malcolm Brock Company.



Vince Hagarty's at his surprise 60th birthday party.

It was held in July at Orange, NSW, with some of his modelling friends in joining him including Dave and Karen Paton from Queensland.

Great birthday cake and the card says "After 60 Everything Turns to Crap".

(Photos by Garry Whitten)



BRIEF REPORT ON SARINA'S TEXACO POSTAL COMPETITION.

From John Urry.

The cancellation of The SAM Champs in Canowindra this year and then the same fate for the Old Timer Weekend in Sarina, Queensland, has put a dampener on any activity up here.

Mike Rankin's great initiative to run the postal comp the way he did has already sparked interest in running further similar comps.

With only three eligible flyers here in Townsville, those who had competed in Sarina in the last three years, and one member keen to try his hand at Texaco, we thought we'd make a weekend of it by camping at the Townsville field on the Friday and Saturday nights but sadly the wind gods were well and



truly against us, so no flying was done by anyone before the 11am lift-off time.

11am came and the only flyer prepared to fly was Kent Urry, who, as the defending champ, thought he ought to put in an effort. With wind gusting to 35 km/h and then an early engine cut, the flight was very short at 3min 27sec.

Like any postal comp, each region is at the mercy of the weather but that's the luck of the draw and I believe we weren't the only ones to be plagued by strong winds.

This is a great way to make use of our Old Timers instead of having them hiding in the cupboard most of the year.

Photos of Texaco Competitors at Sarina:

Top left: Kent Urry, top right: John Urry, Bottom: Allen Alexander.

Remember when.....**A SPECIAL FLYING DAY IN CORPUS CHRISTI.**

Witnessed and written as recalled 65 years later by Jesse F. Shepherd, Sr. AMA.
(Circa 2000)

A few years ago at the Boys Ranch Gym in Bedford, my dear friend Jim Clem and I were talking about the old days of "free flight" and I mentioned the story about the Corpus Christi trip. He looked at me and said "Jesse, I was there and flew that same day and made some flights over 30 minutes!"

It is a small world I guess, as in 1941, I had met Jim when I was at the Dallas Aviation school. He was a close friend of Edgar Seay who was my instructor and had asked Edgar if he could use one of our empty hangars to fly his new "Microfilm" job. When Edgar asked if I would like to go and watch I jumped at the chance and saw my first "Mike" job fly. I met Jim again in 1951 when I started flying microfilm models in this area. He has been a dear buddy for all these years until his death a few years ago.

Anyway six of us from the "Galveston Gulls" model club made a trip to a contest in Corpus Christi one summer day of 1939 or '40. We were all packed to the gills in a 1936 Ford V8 with six "gas" models laying all around us, on top of us, and one Miss America fuselage strapped to the top of the car. We arrived in Port Aransas in the evening and stayed that night with an Aunt of one of the members.

The next AM off we went to Corpus Christi not far away and when we arrived at the field it was dead calm. Now Corpus Christi and Galveston always had a feud about who had the highest average wind in Texas, but this day, Corpus Christi was the loser.

As the flying started there was no drift and all the flights landed very close to the starting point! As the morning wore on, a strata layer at thermal height formed, starting a drift pattern to the North and the models would drop out and land about 600ft. away.

Good times were made but soon things really got to popping as instead of dropping out of the layer after 600ft., they would hit lift and ride up to another strata layer that was heading back over the field heading South, all in plain sight! This would have been disastrous as the Gulf of Mexico wasn't far away, but after the models were about 600 ft. to the South, they would drop down to the lower strata heading North and start the cycle phenomena all over again!

I got some good flights with my Comet Clipper before the phenomena started but began to have trouble (not new) with my Ohlsson Gold Seal .59. The "Gold Seal" de-

sign had a clamp-on by-pass and exhaust manifold. If it started leaking, the engine would not hold its rpm. Tightening the clamping screws would cause the piston to seize and it wouldn't run! I spent most of that beautiful day making cigarette paper gaskets trying to fix the problem! Months later a \$10 Brown Jr. Model "D" engine fixed the problem!

What a loss of a "once in a life time" flying day. Many one hour in sight flights were made that day and the winning time was well over that by a man named Dewey Bonbrat with a home made engine and a relatively small original model. Someone later told me that they thought that he started the "Brat" motors company. I don't know if that has any truth in it.

In those days we used a 30 second motor run with no "dethermalizer" and chased with the timer aboard the chase car! Very few models required car chasing that day. I don't remember when it was but later at a contest in Houston, Carl Phoenix, the member with the "Miss America" on top of the Ford, established an IGMA record (pre AMA - International Gas Model Association.) of 1 hour 36 minutes with it as it finally disappeared over head miles away. Later as they stopped the car in a down wind field scanning the sky for it, the model skimmed over some upwind trees and landed 200ft from them! Some are just lucky I guess as the model and the Brown Jr. Model "A" engine at \$21.95 was a big financial outlay at that time.



BUILDING THE 1937 ANDERSON'S PYLON OLD TIMER MODEL

by Alan Uren

The Airborne Plan # 106 was used and scaled up 62% to give a span of 73 1/8" with a chord at half span of 12 3/16" giving a wing area of 891.2 sq in.

This wing area allows a 4 stroke engine up to a 61 size to be used under the Old Timer TEXACO rules or a 2 stroke up to 0.3961 cu in .

The exterior of the aircraft has to be kept in accordance with the plan and building was kept as close as possible to the plan which does not show radio installation, C of G position, control throws and has a few other errors and distortions.

The build was started in April 2009 & completed 26 June 2009 using an OS FS-40 4 stroke engine and HiTec Laser 4 Radio with HS-311 servos for Rudder and Elevator and a Micro ShengTen 009 Servo for the Throttle. A small fuel tank is mounted on the rear of the engine mount.

A TEXACO flight fuel allowance for a 4 stroke engine is 3 mils per pound aircraft weight - a final aircraft weight of 3.71 lbs is classified as 4 lb (3.5 to 4.5 lb) allowing 4 x 3 =12 mil of fuel to achieve a 10 to 12 minute flight.

Building Model:

As the fuselage is a double curved diamond shape, construction started by building up a fuselage jig which allows the two flat built up sides off the plan to be placed in the jig before the remaining cross members are inserted to achieve the fuse shape and keep to the correct alignment overall. The top half of the four jig plates had to be made removable in order to extract the fuse after assembly and later on adhesive foam was placed in the lower section of the jig plates to reduce marking or damage and to enable its use as a building stand.



Basic Jig setup with 2nd top plate removed.

The tailplane is also constructed straight off the plan (except the centre ribs) and note the TE spar tapers from 3/8" in the centre to 3/16" at the tips. As the Elevators are large and shown as balsa, it was decided to make lighter built up ones from 1/16" sheet upper and lower with a tapered front spar and 1/4" tapered ribs about 2" apart. The inboard ends had a 1" wide rib to allow for a 1/8" dia. cross joining wire and for horn fitment. Three small hinges were used per elevator.

Attachment method of the Tailplane or fin is not shown on the plan so a double cen-

tre rib was used on the tailplane so that the fin could be slotted between these ribs and glued in place. A cap strip was fitted to these ribs to allow for the covering material.

The tailplane had additional lower plates installed between LE and TE to match additional triangular sections on the fuselage side members to give a suitable mounting area with gussets included as necessary.

Pylon construction was the next in line and began with fitting the mounting sheets to the fuselage with the transverse spar cut-outs in the correct location and the upper surface later sanded to match the pylon base assembly.

The pylon started with the 1/4" vertical forward and rear spars over the plan to which was attached some 3/8" sheet. The bottom edge of the sheet was left straight and parallel to the highest section of the fuselage profile.

The assembly was then removed from the plan and a 1/4" wide section removed for the transverse centre spar using the bandsaw.

The parts were then remounted on the reverse side of the plan with the full length transverse spar placed in the centre and the remaining 3/8" sheet in two

sections was fitted to complete this side. This assembly was then sanded to streamlined airfoil shape.

Once the pylon was in place on the mount, a 45 degree triangular section was fitted from the straight lower surface of the pylon up against the pylon plate and cut to



Left: Rear fuse in jig ready for tail mount . Right: Fin Mount to Tailplane with cap strips fitted - lower plates not fitted yet. Below: Completed tail assembly - note foam strip on lower jig plate. Bottom: Pylon plate on fuse - hardwood mounts for servo tray 2nd bay from right





Above: Pylon without top plate in position.
 Below: Front bulkhead & mount (Fuse on its right side).
 Plastic tube for throttle push wire.
 Bottom: Servo Tray (green tube is for antenna wire exit through pylon mounting plate)



match the pylon shape before fixing the assembly in place.

The front bulkhead was made from $\frac{1}{4}$ " 6ply and fitted with 4-40 captive nuts for the engine mount. A $\frac{5}{32}$ " 3 ply plate matching the engine mount is then prepared and cut to allow for the $\frac{5}{32}$ " undercarriage wire to be inserted. The assembly is then glued together and fitted to the front frame with 30 min epoxy.

The Tailplane, fin and pylon are then aligned and mounted to the fuselage while in the fuselage jig - the pylon top plate is added later.

It was decided to mount the servos in the second front bay with access via a lower side hatch on the side opposite the engine exhaust. A hardwood frame was installed to which a $\frac{1}{8}$ " ply plate is attached via screws and the servos are mounted in this plate - the ends of the plate are slightly rounded so that the complete assembly can be removed after the covering is in place.

Pushrods for the Elevator and Rudder were made using 3 x 1.5 mm carbon fibre tube with $\frac{1}{16}$ " (.063") wire glued in (after cleaning parts) with Medium Cyno. $\frac{3}{4}$ " lengths of $\frac{1}{8}$ " ID Brass tube are then medium cynoed to the exterior ends of the pushrods to prevent the carbon tube splitting from side loading. Pull tests are done on the pushrods to 6Kg to ensure integrity.

After the pushrods are installed and connected (before covering),

3 pushrod guides were made and fitted evenly along the pushrods to the fuselage frames. The distance between the pushrods at the selected frame is measured then the support is $\frac{5}{32}$ " drilled at that distance. The support is then split lengthwise through the holes. One half is then located and glued in position to the frame members and trimmed to length. The other half is then mated to it. This ensures straight pushrods with no loading on them and the rods are flexible enough to be withdrawn from either end if required.



Tube on Carbon rods to prevent rod splitting.



Pushrod support after mating.

The centre wing assembly was built over the plan and end ribs fitted at $12\frac{1}{2}$ deg angle using made up templates for the dihedral tips. A centre rib was added to this section to give additional support under the attaching rubber bands. $\frac{1}{16}$ " spar web was added to centre wing forward & rear spars only.

The wing tips are tapered on the lower surface out to the tips so two templates were made up to support the wing tip upper spars to keep the upper surface of the wing tips in alignment with the centre wing. The tips were then assembled over the plan and inner spars matched to the centre wing using the $12\frac{1}{2}$ deg templates. YES - I did straighten that tip spar.

After tip assembly and gluing of upper spars, LE, TE and wing tip plates the templates are removed and the lower tip spars are fitted.



Setting up the wingtip - supports used for wingtip upper spars (basically shortened centre ribs)

Sand all surfaces to correct shape before attaching wing tips at correct dihedral. Dihedral ply braces are added to all spar joins. Gussets are added to LE and TE joints.

Add centre wing sheeting per the plan on upper and lower surfaces. A central 1mm ply strip is added on the upper TE to prevent rubber band damage.

Wing retaining dowels are now fitted to the pylon and the wing mounting platform



placed in position on the pylon. Attach the wing with rubber bands and check the alignment of the wing to the tailplane - sand a little off the pylon upper surface to align if necessary. When correct, dismantle and use 30min epoxy to glue plate to pylon, refit wing with rubber bands to ensure alignment whilst the joint is drying - surplus epoxy squeezed out may be removed before setting or wiped along to form a slight fillet.

This procedure ensures a snug fitment of the wing plate to the wing under camber and pylon top which is subject to heavy flight and ground loading. Just to be safe I



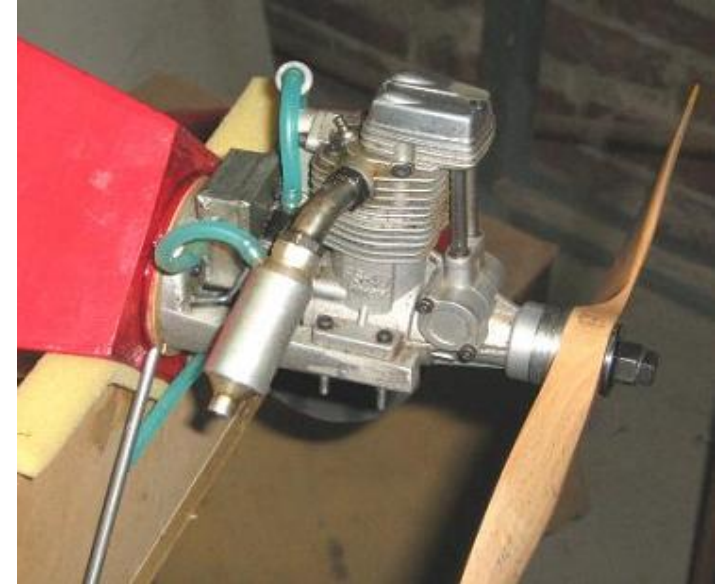
covered the pylon plate and pylon with $\frac{3}{4}$ oz glass cloth. Next apply the sheeting around the first fuselage bay and fit the tail skid.

Well it's now ready for covering. First task for under cambered wings is brush the underside of the wing ribs initially with thinned PVA glue, 2 coats then 1 coat of normal PVA - great adhesion for shrink film.

Covering used was Solarfilm Transparent Red - 4 rolls, some homemade waterslide decals on the rudder, Aus number applied and bare balsa sprayed with TopFlite Crystal Clear LustreKote for fuel proofing.

Undercarriage is 5/32" wire & 75mm light weight wheels.

The Switch and Radio Rx were placed in the nose bay - The Battery attached to the rear of the hatch - engine assembly fitted after placing the u/c wire in the slot. The initial CG position came out at approximately 28% chord so decided to leave it at this for test flight (not on plan) so no balance weights used.



Engine assembly with tank and u/c in position

Neutrals then set on control surfaces using rear quick links and allowed generous throws. An engine run and tune to make it complete.

With the current forecast at 15 to 20 kmh winds I thought I would leave the test flight for better conditions but noted that it would be worse for the next week so out to the field and just in case take the ground photos before the test.

Range test, fuel up, fire up, gusty northerly through the trees not good, tickled the throttle and found it was climbing rapidly, too late to back out after it's airborne so deal with the gusts as it climbs away.

After clearing the gusty air it was do a few turns, throttle up and down, check glide on low rpm, cut the engine and bring it back. Fair bit of down elevator to stop it going backwards in the wind but a good landing.

Couldn't think of any changes to make except to put more fuel in, so completed a second flight and came home happy.





Anderson Pylon by Alan Uren



SKYLEADA
Always leads!

FLYING SCALE GLIDERS
SKYLEADA
20 INCH WING SPAN
MODEL AIRCRAFT
ALL Balsa KITS
MANUFACTURED BY THE BRITISH MODEL AIRCRAFT MANFG. CO MITCHAM

From Model Aircraft magazine June 1946



RON'S DIHEDRAL JIG

Sanding accurate dihedral joints was a task I used to dread. After seeing a simple solution posted on the web by Hank Sperzel, I decided to try my hand at building an modified jig that suited my needs.

This is my solution:

I had an old balsa 12 X 24 building board from Guillows laying around that was so hard that I couldn't push pins into it. Since it was flat, I decided it would be a good base for my dihedral jig.

The first step was to drill a series of 1/8 inch holes parallel to and equidistant from one edge. The holes allow 1/8 inch dowel pins to be inserted into the jig board.

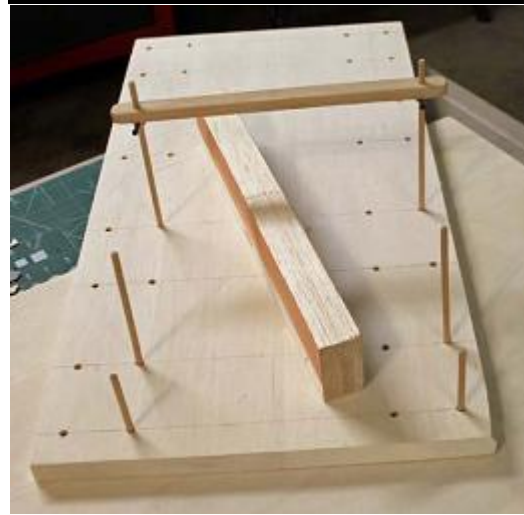
A height bar was made using 1/2 X 3/8 inch piece of maple which was drilled to be a slip fits over the dowels.

The height bar is set by using 1/8 inch wheel collars and 2-56 socket screws. The screws only need to be finger tight when set. A sanding block was made to fit flush and square to the edge of the jig board.

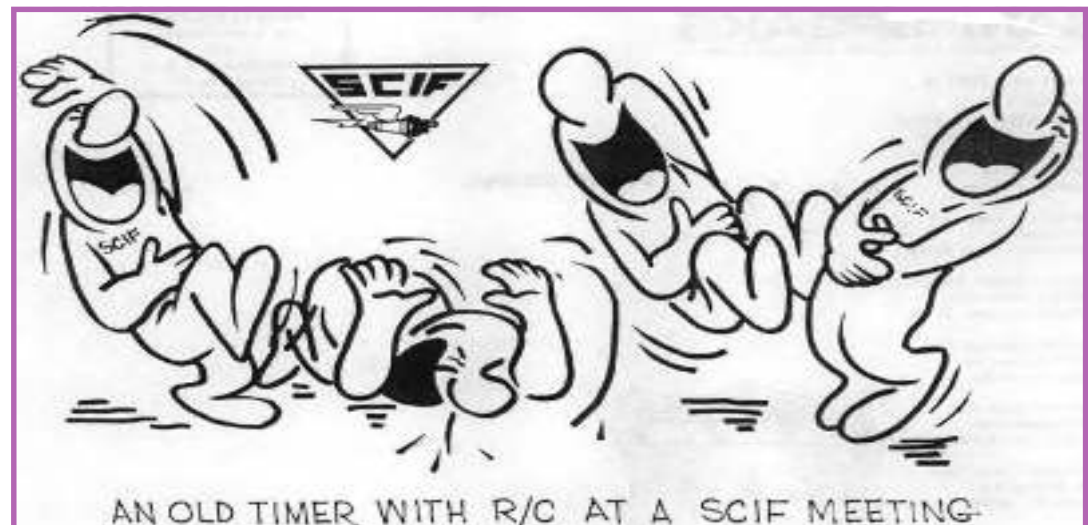
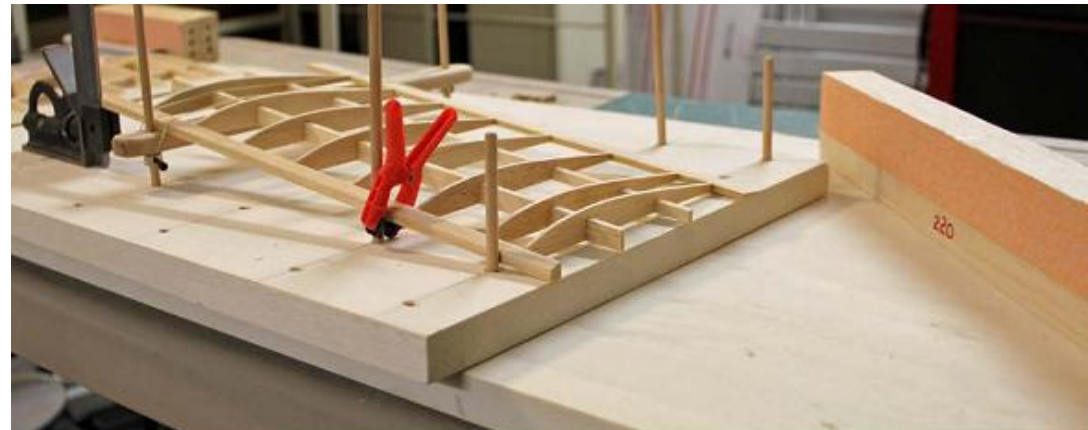
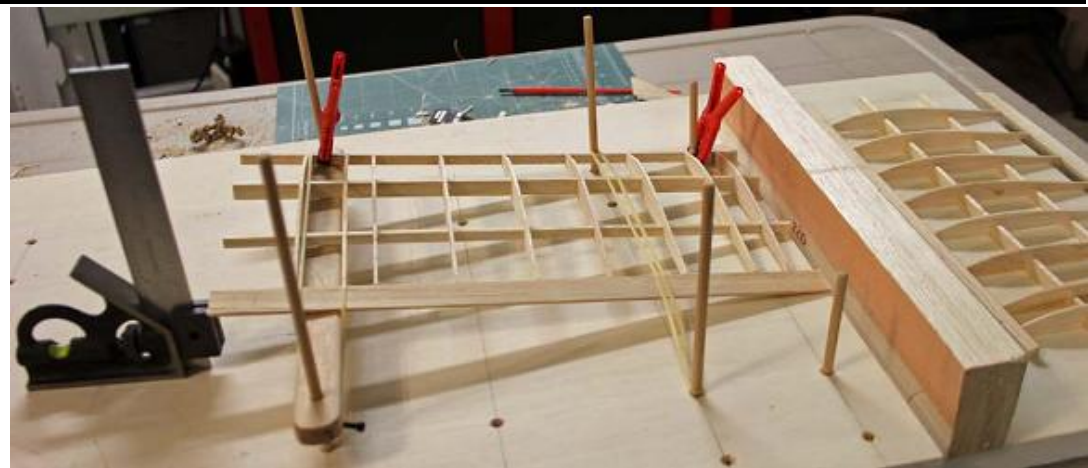
Magnets are set on a machinists square to set the end height of the piece to be sanded. In this case, 1 3/8 inch.

One half of the wing section is set to the proper height and flush with the end of the board. The leading edge is held tight against the dowel pins. Since the holes for the dowel pins were drilled 90 degrees to the board end, this ensures that the dihedral joint is sanded square to the leading edge.

The procedure is repeated for the mating wing panel except it is held tight against the dowel pins on the opposite side of the board. There is no need to reset the



height bar. Since all dowel pin holes are parallel the leading edge and dihedral joint are also square.





AUTHORIZED
BY
BILL BROWN

ANNIVERSARY

40th

BROWN JR.

BUILT BY
HERB'S MODEL
MOTORS

40th ANNIVERSARY

BROWN JR. ENGINE

COMMEMORATIVE
SPARK PLUG

SUPERIOR
PERFORMANCE

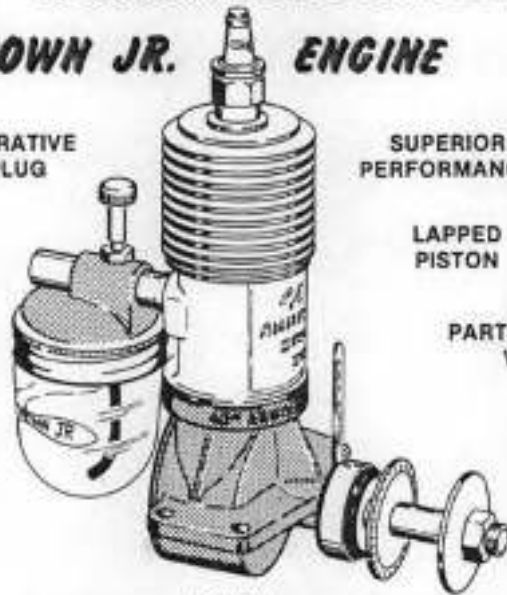
SATIN
ALUMINUM

LAPPED
PISTON

GLEAMING
CHROME

PARTS AND SERVICE
WARRANTY

EXTENSIVELY
ENGRAVED



7/8" BORE
1" STROKE
.60 DISP.

A CLASSIC ENGINE...

Forty years ago, while still in high school, Bill Brown revolutionized powered model aviation with his Brown Jr. engine. To commemorate this event, a limited edition 40th ANNIVERSARY BROWN JR. ENGINE has been authorized by Bill Brown, and is being built by Herb Wahl. Bill and Herb have agreed on every feature of this engine. And what a beautiful engine it is! Faithful in detail to the old long-stroke Brown Jr., each engine is precision hand-fitted and test-run to authentically power your old-time models, or be a proud addition to your collector's shelf. Featuring both old and new internal improvements, each engine is extensively engraved, and will be serial-numbered and registered in the owner's name, with an authentication certificate signed by Bill Brown.

A LIMITED OFFER...

The 40th ANNIVERSARY BROWN JR. ENGINE will be officially announced in July or August 1975 at its price of \$150. Orders will be open until October 31, 1975, at which time the production limit will be set and orders will be closed. Until July 31st, you can place a pre-production order for up to 3 engines at a price of \$140 for one engine, \$130 for the 2nd, and \$120 for the 3rd. Use the enclosed Order Form.

HERB'S MODEL MOTORS

POST OFFICE BOX 31

CRUM LYNNE, PA. 19022



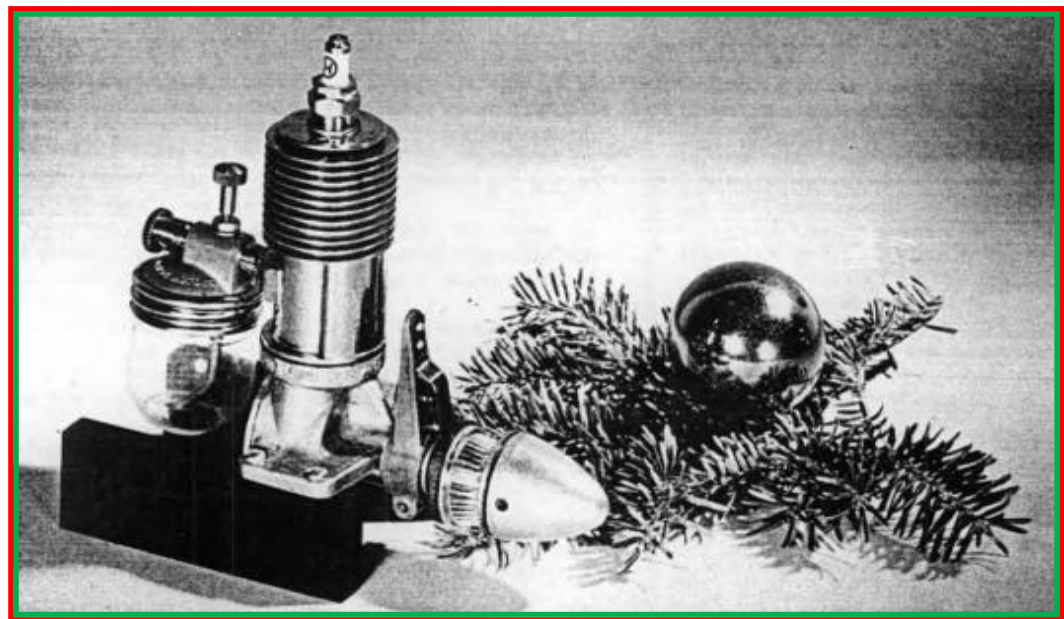
Boys will be boys! Photos taken at a recent Central Jersey Radio Control Club Meet for R/C Assist Old Timer Free Flight models. The pictures were taken while Joe Bisher was in the middle of an official flight where he had hooked a thermal and was gaining his plane to a possible winning flight, which seemed at the time to beat an earlier flight of



mine. Being an ardent competitor, I felt it was my duty to give Joe all the help he needed. Since he was sweating out this flight and being a possible winner, I helped him out by removing some of his clothing to "keep him cool".

Leon Shulman

Ed's Note: I hear they were both disqualified. Joe laughed when Lee was punished for interference with a contestant and Lee roared when Joe was carried off for indecent exposure.



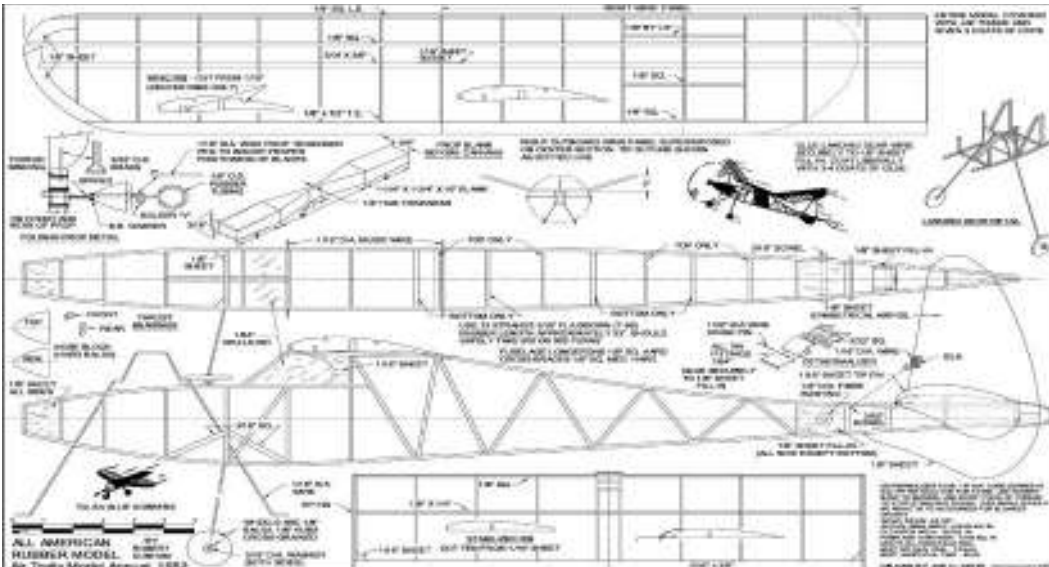


**All American Rubber Model
By Robert Dunham**

From Air Trails Model Annual 1952
Span 44 inches.

About this Plan

All American Rubber Model. A Wakefield from Air Trials Model Annual 1952. This is a modern redrawn plan in PDF vector format by Gene Rock.



PDF Plan: https://outerzone.co.uk/plan_details.asp?ID=314



Two fine diesel engines by David Owen.

**Attention: July 8th-15th West Wyalong
2021**

West Wyalong National Championships.
Put this in your diary as all SAMS events will be run.
Any enquiries: Peter Scott (02) 96241262.

TRIVIA

Which Creature's Fingerprints Are Virtually Indistinguishable From A Human's?

Chimpanzees

Koalas

Lemurs

Gorillas





Answer: Koalas Textured ridges on the tips of the fingers, or fingerprints, are a common trait among primates. Humans, chimpanzees, and gorillas all have them. We could say that fingerprints are distinct to the primate family, except for their presence on koalas, those adorable Australian marsupials.



Even more interesting is that among all other animals with fingerprints, it is the koala that has fingerprints most similar to those of humans. So similar, in fact, that beneath the eye of a trained forensics specialist or even an electron microscope, they appear indistinguishable from each other. The photo above shows a comparison, both in standard fingerprint form and under an electron microscope, of human and koala fingerprints. The comparison, courtesy of researcher Macie Hennenberg, shows an adult male koala on the left and an adult male human on the right.

What's particularly fascinating about koalas' fingerprints is that they appear to be a recent (relatively speaking) evolutionary adaptation. While members of the primate family have fingerprints, other members of the marsupial family (to which the koala belongs) do not. This indicates that koalas developed fingerprints long after primates and modern koalas' marsupial ancestors branched apart 70 million years ago. Like primates who have hands and digits adapted for grasping, the koala also spends much of its time grasping, and very sensitive and grippy fingertips, prints and all, help with that.



Even in Africa, everybody becomes fascinated watching a model airplane in flight.

A wealthy Arab Sheik was admitted to hospital for heart surgery, but prior to the surgery, the doctors needed to store his type of blood in case the need arose.

As the gentleman had a rare type of blood, it couldn't be found locally, so, the call went out.

Finally, a Scotsman was located who had a similar blood type. The Scot willingly donated his blood for the Arab.

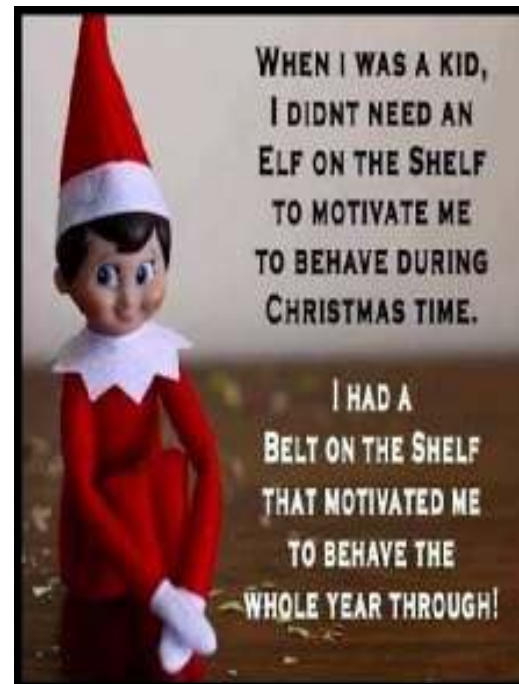
After the surgery, the Arab sent the Scotsman in appreciation for giving his blood, a new BMW, 5 carats of diamonds, and \$50,000 dollars.

A couple of days later, once again, the Arab had to go through a corrective surgery. The hospital telephoned the Scotsman who was more than happy to donate more of his blood again.

After the second surgery, the Arab sent the Scotsman a thank-you card and a box of Black Magic chocolates.

The Scotsman was shocked that the Arab did not reciprocate his kind gesture as he had before. He phoned the Arab and asked him: "I thought you would be generous again, that you would give me another BMW, diamonds and money ... but you only gave me a thank-you card and a box of chocolates."

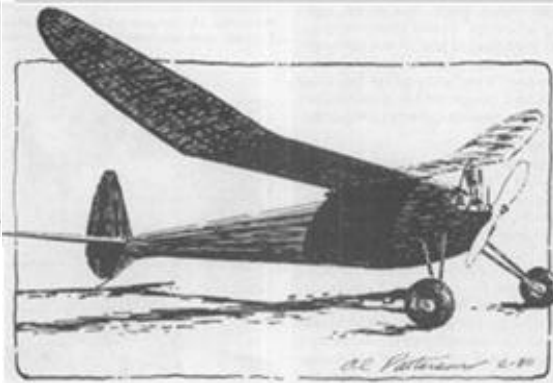
To this the Arab replied: "Aye laddie, but I have Scottish blood in ma veins now".





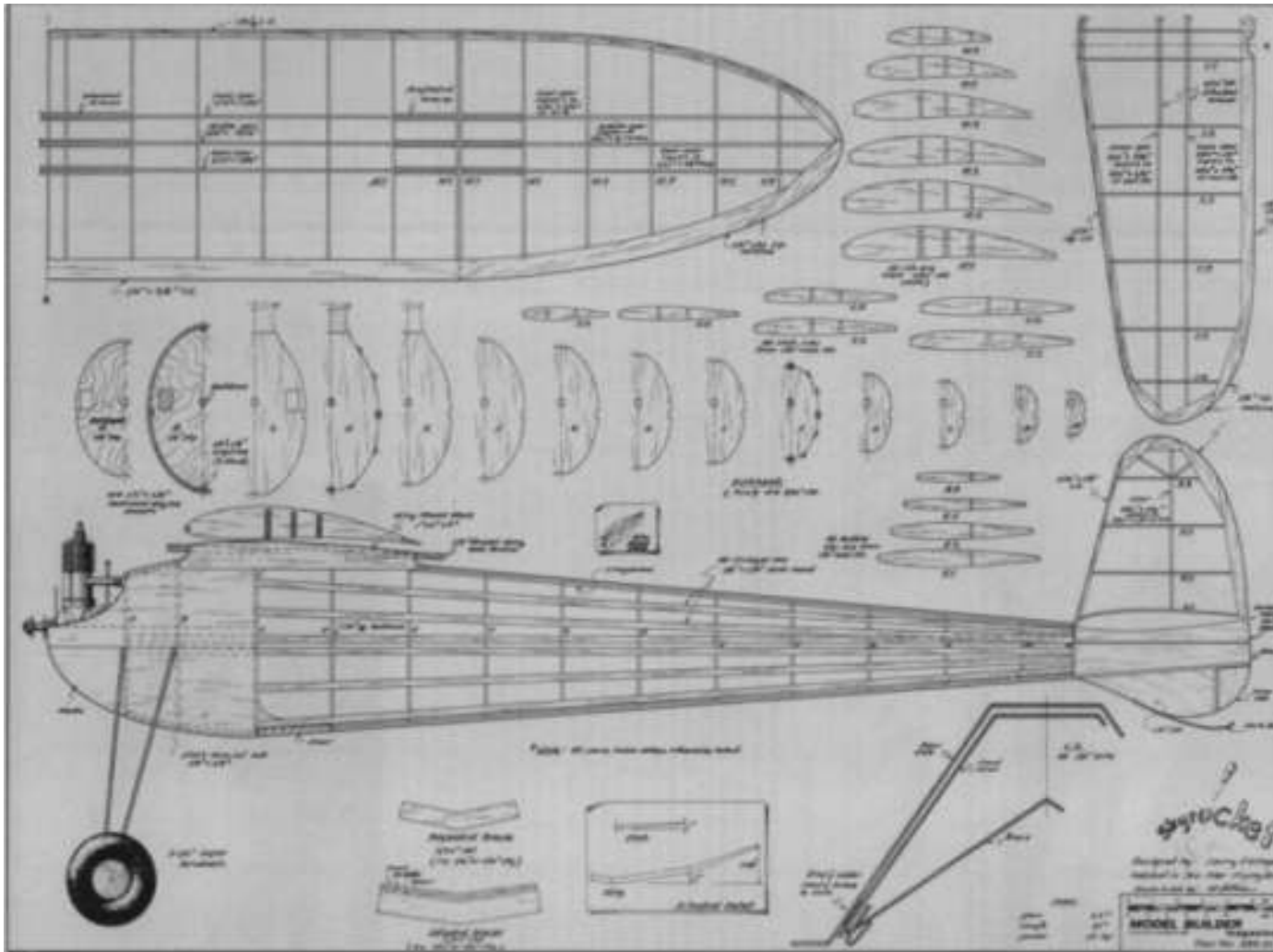
SKY ROCKET

OLD TIMER Model of the Month
 Designed by: Larry Eisinger
 Drawn by: Al Patterson
 Text by: Phil Bernhardt
 From Model Builder Magazine May 1980



Larry Eisinger's "Skyrocket", from the January 1940 issue of Flying Aces, is another of those oldies that looks like a winner, yet is seldom (if ever) seen on the O.T. contest circuit nowadays. In fact, after eight years or so of active O.T. flying, first with F/F and then R/C, I've never once come across one of these ships, not even in a photo a real puzzler, as the Skyrocket does look like it could be made to fly with the best of the O.T.'s now being flown in competition.

Eisinger's Skyrocket was powered with a Brown Jr., which is actually a lot of power for a model this size (62 inch span, 500 sq.inches), so the wing was designed with plenty of dihedral and the tail moment was made extra long to keep the power pattern under control. (Even the stab has some dihedral, a trick intended "to make the model more stable". You figure it out!).



The wing features an RAF32 airfoil, chosen because of its good flight performance and also because it is thick enough to accommodate a nice, deep spar. And not just one spar, either, but three of 'em, grouped closely together and located more in the centre of the wing chord than towards the leading edge, as is usually seen.

The fuselage has an elliptical cross-section with twelve half-rounded stringers around its perimeter. This type of structure is usually a bit of a pain, but is made somewhat easier in this case by the fact that everything is a straight line aft of the wing trailing edge, making it easy to get the stringers lined up properly.

Also, note that the bulkheads have a 1/4 inch square hole in the centre. The construction sequence called for the bulkheads to be glued to a piece of soft 1/4 inch square, then the top, bottom, and side longerons (1/8 x 1/4) were to be added, and finally the stringers. Just how straight a piece of soft 1/4 square is going to hold everything while you glue on the sticks, is hard to say.

A more accurate and easier way to do it would be to make a crutch, glue the bulkheads to it, then add the stringers. A crutch certainly is not going to bend and twist like a single stick would.

For Old Timer events, the Skyrocket has to weigh at least 28 oz. to meet the wing loading requirements in both F/F & R/C.

Also, for R/C, a .22 cu.inch is the biggest engine allowed. Either way you make it, the balance point specified in the original text is at 38%, or 3 1/2 inches aft of the wing leading edge.

ENGINE OF THE MONTH

By John Pond

Model Builder Magazine January 1984.

When you talk about Earl Vivell, you are talking about one of the earliest hobby dealers in San Francisco. This writer can remember vividly purchasing a Baby R.O.G. kit in 1929 at his shop located opposite the old Alexandria Theatre at 18th Avenue and Geary Street.

Vivell eventually expanded his shop to become a distributor of model engines in the 1935-40 era. At one time or another he stocked (or would order) just about any engine the modeller evinced an interest in.

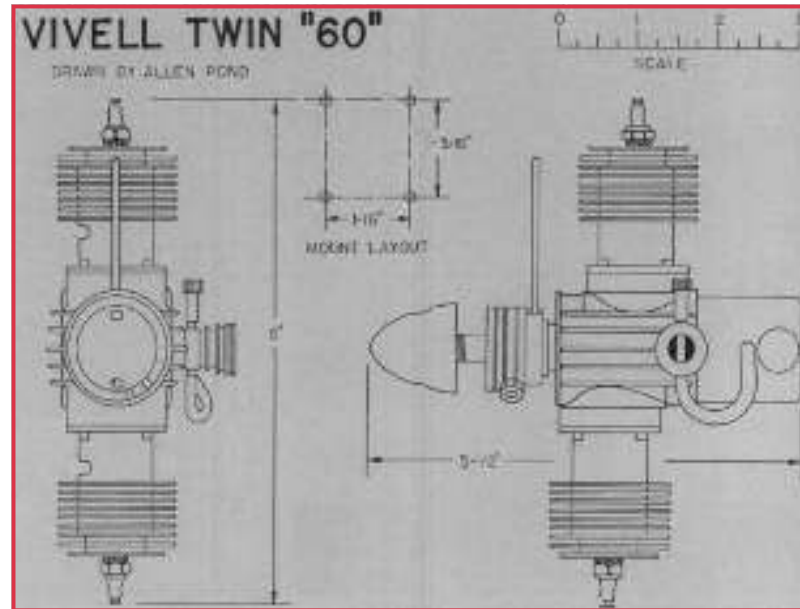
About 1940, after the Comet engine fiasco with Jack Keener, Vivell struck up a deal to produce an improved version called the Vivell 35. The engine had no sooner hit the hobby dealers' shelves, than World War II broke out with all its fury and the resultant rationing of materials, foodstuffs, etc.

Although metal could not be obtained for such non-military products as model engines, Keener had an excellent back-log of parts and materials. Hence, during the war, the reader would occasionally run across an advertisement of the Vivell 35 stating "a few engines available". Availability of this engine was about the only thing that kept control line flying alive.

Free flight meets were mighty few and far between as the Civil Air Patrol would spot any high thermalling model and promptly turn on the air raid sirens thinking it was a Heinkel or something.

During this time, the alliance between Offenbach Model Distributors and Jim Brown broke up. Ever alive to an opportunity, Earl Vivell promptly made a deal with Brown (not to be confused with Bill Brown of Brown Jr. engine fame) to have him do his machining of engines under his name. The Vivell 49 was the first, closely resembling the Brown Thermite engine.

Vivell, who had always been interested in radio control (even to the extent of building drones for the Army during World War II), had Jim make up a twin based on the Brown layout of the Little Dynamite and the Ther-



mite parts. The net result was the Vivell Twin 60.

Now operating out of a new location, 2470 27th Avenue in San Francisco (this was his home), Earl offered these motors at \$45.00 each less coil and condenser. Here was a fine little twin, built to the fine precision practices of Jim Brown. Although it is hard to say how many engines were produced, the Vivell Twin was around for five years, counting the period of modifications resulting in the Mk II version.

Vivell also became interested in the experiments of Emile Vollenwieter to produce the E.V. magneto. Emile was no Johnny-come-lately to the magneto business having designed the Scintilla Magneto for full-sized aircraft.

The E-V magneto turned out to be quite successful, being put primarily on engines in speed cars and boats. Not to be outdone. Vivell immediately introduced the final version of the twin featuring the E-V magneto. Although it never did really catch on, (cost and maintenance being some of the problems), this magneto probably would have gained considerable popularity in old timer ignition powered models.

Getting down to basics, specifications for the Vivell 60 Twin reveal the engine has .726 in. bore and .687 in. stroke giving a displacement of .69 cu.in. Rated at 3/8 horsepower, the engine weighed only a surprising 14 ounces, less than a Hornet or McCoy engine.

First advertised in a "Hobbycrafts" ad., a Sacramento hobby shop enjoying exclusive distributorship in that area, in September 1946 Model Airplane News, the first photo showed an enclosed timer. According to Don Belote, noted engine collector in Toledo, the first model featured an open timer assembly. This particular version has never been seen by this writer.

The manufacture of this engine reflects all of Jim Brown's practices: cylinder machined from solid bar stock, piston turned from special cast-iron stock, piston honed and lapped to each individual cylinder, crankshaft machined from solid alloy steel bar stock, hardened and ground to a fine tolerance, and finally, the large cooling fins machined

from aluminium and spun onto the cylinder. Other materials involved were bronze for the main bearing and aluminium alloy for the connection rod with bushed bearing caps.

According to the starting directions, the Vivell people still stuck to the old reliable mix of one part of SAE 70 oil to three parts of white gas. A 13x6 propellor was recommended. Most interesting was the admonition very few modellers pay attention to: "Keep the gas/oil mixture clean. An absolute must for reliability in contest work".

In conclusion, this columnist wishes to acknowledge the generosity of Karl Carlson, one of the premier engine collectors, for the use of the Vivell Twin. There is nothing like having the original engine to make a set of drawings. In that same line, this writer is looking for engines like the Bon, BRL, Cannon, Pierce, etc., for drawing subjects. The writer fully realizes that asking for the use of these rare engines is like asking for a thousand dollars, but any help would be appreciated. Now that we are getting into the ninety mark of engines drawn, we need subject that are not the "garden variety" of engines.

