



270
WESTERN AUSTRALIA



SAM 1993



SAM 84 Queensland

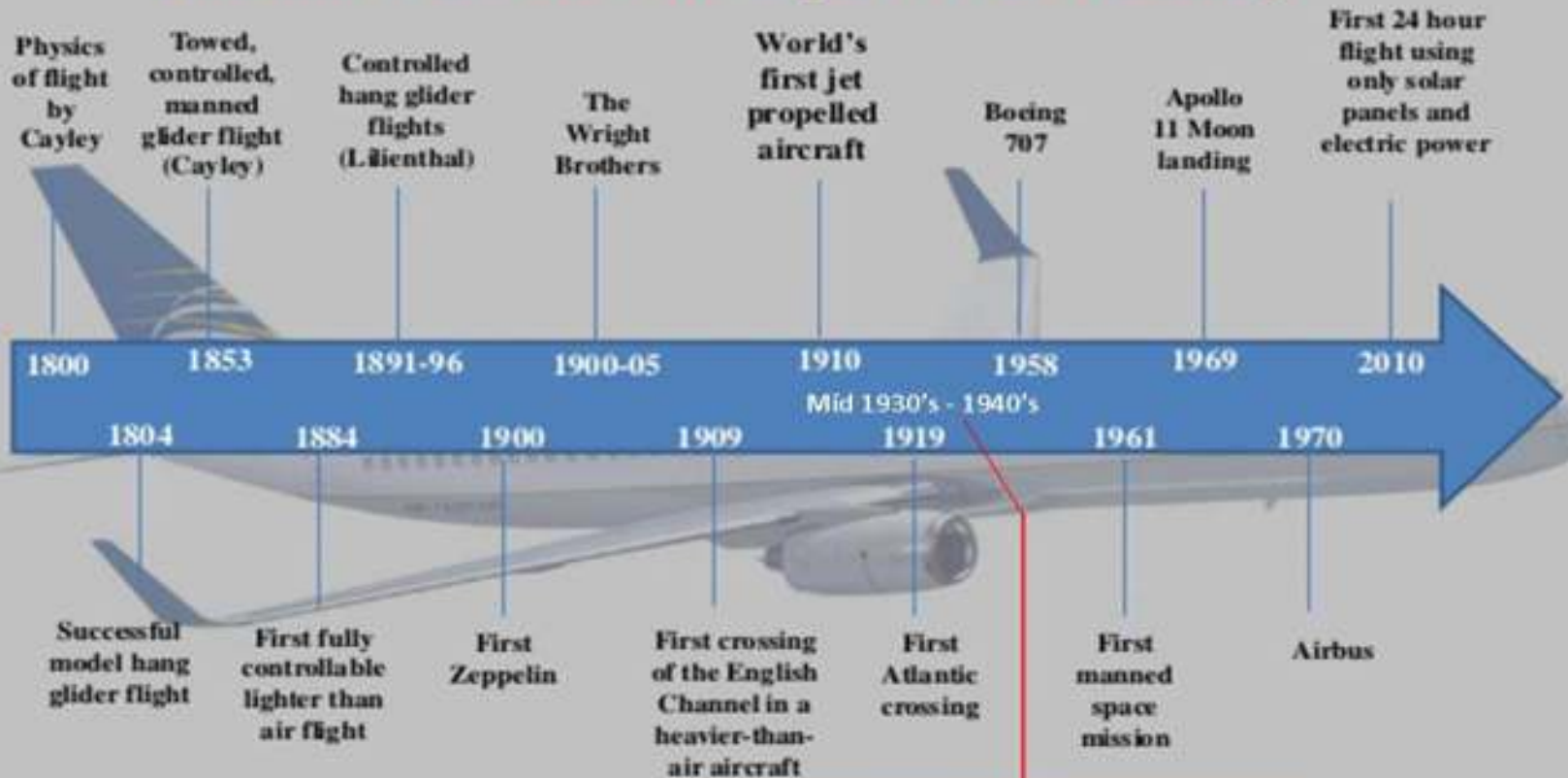
The Australian Thermaleer

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

Issue No.11

April - June 2022

Timeline of aviation history after 18th Century



SAM 600 Australia - Victorian Old Timers Association Inc.

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

SAM 600 PRESIDENT'S REPORT.
From Steven Gullock



Hi Peoples

I am glad we now have confirmation that the end of the year the new rules will be applied.

The Brewster competition was flown in very stable conditions, it was hard to believe, low cloud on both mornings and 9AM starts were a bit hard as we had fog until 10.30 when it lifted.

The Ballarat boys did very well with four firsts, maybe a home ground advantage.

I must admit I do enjoy flying the electric 1300 Texaco event, hopefully more of you will have a good look at it and find its simplicity a lot of fun.

The SAM600 site is up and has the contest calendar on it, we are looking for photos of models being built or repaired to put on it.

Also we have a SAM600 Facebook page up and running so hop in and have a look or better still put some comments on it.

And last of all I think that folding props on antique gliders should be OK.

Bye for now
Steve Gullock



SAM 600 CONTEST DIRECTOR'S REPORT.
From Kevin Fryer


The changes to the contest calendar dates that were brought in this year seem to be just right as we have had four perfect competitions, weather wise, and we have been able to have more competitions this year than we have had since before COVID and CASA's height problems occurred.

Let's hope we are through all this rubbish and can get on with enjoying our great hobby.

On behalf of all the members I would like thank the model clubs of P& DARCS, Echuca, Ballarat & Cohuna for making us so welcome in the last five months, it was a pleasure to be there.

There are new engine run rules which have now been passed by the MAAA but they don't come into affect until later this year. The main benefactors seem to be the four stroke engines in Duration comps and it seems our boys are gearing up for the change now, with our latest Duration event having seven entries, six of them four-strokes.

Our next comp is due in September when we will hold the remaining State Champs postponed on the 19th June because of low cloud, as well as all the normal SAM 600 comps, so until then stay safe and good flying. Kevin Fryer.

 **Report from Old Timer National Special Interest Group.**

I am pleased to report to the R/C Old Timer community that the MAAA Conference in May accepted the new 2023 Section 5 R/C Old Timer Rules. This was some twelve months after they were initially submitted to the MAAA in May of 2021.

The new rules have now been published on the MAAA website (maaa.asn.au). Click on the three small parallel lines near the top left side of the window.

Under MEMBERS Competition click on Rules.

Under the MAAA 2017 Rules Book section, click on the second S5 entry S5 R/C Old Timer Rules - 2023 - Section 5 Updates This has the new rules and these can be downloaded as a .pdf and printed.

The original S5 R/C Old Timer Rules - 2017 are still there because these 2017 rules still contain the old Section 5 rules as well as the old Section 10 Electric Rules.

It is suggested by the R/C Old Timer NSIG that the 2023 rules be used for all R/C Old Timer Competitions from 1 January 2023.

It has been a long journey for the new rules but eventually they have been adopted.

Safe flying,
Peter van de Waterbeemd
Chairman R/C Old Timer NSIG

**Contest calendar
2022**



SAM 600 Australia
Victorian Old Timers Association, Inc.
1 / 33 Mankato drive
Drouin Vic. 3818

Contests commence at 9 am, unless otherwise stated.
The 2017 MAAA Rules apply

The CD for all SAM600 events will be nominated on the day of the event
General Meeting Sept Cohuna comp

1/2A Texaco, Duration & Texaco events will have the electric equivalent (except State Champs & Nats)

| | |
|---|---|
| September 10 th -11 th | COHUNA Saturday: 1/2A Texaco, Duration, Burford Sunday: 8.30am Annual General Meet then Texaco, '38 Antique |
| October | ECHUCA TRI-STATE CHAMPS (SAM 600 Competition) (Yet to be decided) |
| October 21 st -23 rd | SAM 1788 COMPETITION ADRIAN BRYANT FIELD, WEST WYALONG Friday 21 st at 1.30pm: Electric Old Timer Glider. Saturday 22 nd : Burford, followed by Duration. Sunday 23 rd : 30-Minute Cabin Scramble followed by 1/2A Texaco, then Texaco. |
| November 20 th | BALLARAT 1/2A Texaco, Texaco, Duration |



Pat Keely and Lyn Clifford
Discuss that last flight at
the recent Cohuna State
Champs.

**"The Stebbings Trophy" Champ of Champs
PROGRESSIVE RESULTS 2022**

| EVENT | 1 st Place | 2 nd Place | 3 rd Place | No. in Flyoff | POINTS I/C |
|---|-----------------------|-----------------------|-----------------------|---------------|------------------------|
| ROY ROBINSON TROPHY 27th Feb | | | | | Pat Keely 27 |
| Duration | Pat Keely | Steve Gullock | Col Colyer | 2 | Steve Gullock 19 |
| Texaco | Pat Keely | Col Colyer | Kevin Fryer | 4 | Kevin Fryer 19 |
| Duration electric | Kevin Fryer | Steve Gullock | | 2 | Lyn Clifford 10 |
| Texaco electric | Kevin Fryer | Steve Gullock | Don Grant | 1 | Greg Jenkinson 6 |
| ECHUCA 19th-20th March | | | | | Col Colyer 4 |
| 1/2 A electric | Steve Gullock | Pat Keely | Kevin Fryer | 3 | Don Grant 3 |
| Burford | Steve Gullock | Kevin Fryer | Pat Keely | 2 | |
| Duration | Pat Keely | Kevin Fryer | Robert Taylor | 2 | POINTS ELECTRIC |
| Texaco | Kevin Fryer | Don Grant | Pat Keely | 2 | |
| '38 Antique | Kevin Fryer | Steve Gullock | | 1 | Steve Gullock 19 |
| BALLARAT 21st -22nd May | | | | | Kevin Fryer 16 |
| 1/2A electric | Graeme Gulbin | Lyn Clifford | Pat Keely | 5 | Lyn Clifford 9 |
| Texaco electric | Steve Gullock | Lyn Clifford | Kevin Fryer | 3 | Pat Keely 6 |
| Burford | Steve Gullock | Lyn Clifford | Pat Keely | 1 | Graeme Gulbin 4 |
| Duration | Pat Keely | Lyn Clifford | Greg Jenkinson | 2 | Greg Jenkinson 3 |
| Texaco | Greg Jenkinson | Pat Keely | Steve Gullock | 4 | Don Grant 1 |
| STATE CHAMPS 18th - 19th June | | | | | |
| 1/2A electric | Steve Gullock | Pat Keely | Greg Jenkinson | 4 | |
| 1300 Texaco ele | Kevin Fryer | Lyn Clifford | Steve Gullock | 3 | |
| Burford | Steve Gullock | Pat Keely | Lyn Clifford | 2 | |
| Duration | Kevin Fryer | Lyn Clifford | Pat Keely | 5 | |
| NOTE: Only paid-up members of SAM 600 qualify for points in this Trophy | | | | | |

CONTEST DIRECTORS REPORT
BALLARAT 21st - 22nd May, 2022.
From Kevin Fryer.

For the first time in a very long time Ballarat turned on two days of perfect weather (our president must know someone upstairs that owed him a favour).

It was terrific to see Brian and Marj Dowie up there after the long time spent in hospital by Brian, he must be very happy to be out and about again and doing our desk work on the field as efficiently as he always has, MANY THANKS Brian.

It was great to see Brian McLean, Greg Jenkinson and Graeme Gulbin back again at the flight line.

Paul Timms, who is now the proud owner of a Trenton Terror, took a lot of photos for us, thank you Paul and welcome to the mad SAM 600 crowd.

It was also great to see Geoff Potter drive all the way from mid NSW to compete, you are always welcome Geoff and you are a great competitor.

The first event was Electric 1/2A Texaco which was late to start due to fog. But the event got underway about an hour late with eight entries. This event was hotly contested with Graeme Gulbin and his Stardust coming first followed by Lyn Clifford second and Pat Keely third.

The next event was Burford and there was some mechanical problems as out of the five entries only three flew and only the winner put in all flights. Steve Gullock was first, Geoff Potter second and Pat Keely third.

Then came the oldtimer "Grand Prix", Oldtimer Duration, with the screaming I/C engines doing their job. Again only three flew out of six entries because of engine problems. Pat Keely took first place, Lyn Clifford second and Greg Jenkinson third. End of day one.

Most of us had dinner at the Snake Valley Hotel that evening and it was very good.

After the weather we had on Saturday it would be too much to expect Sunday to be as good and it wasn't, to our surprise it was better.

First event was Texaco with 7 entries and this time everyone flew. We had four in the fly off with Greg Jenkinson first, Pat Keely second and Steve Gullock third. Both first and second were in the air over half an hour each in the flyoff.

The last event was the new electric Texaco 1300 contest which seems to be gathering more interest. There were four entries with the inventor of this event, Steve Gullock, coming first, Lyn Clifford second and myself third.

So ended the best weekend for weather at Ballarat since we left Haddon and a great weekend of flying and many thanks go to Steve for the lunches he cooked for us and the roast sandwiches he provided for Friday night's dinner. We all had a great time, thanks again.

Kevin Fryer. CD.

Ballarat 21st-22nd May 2022
Results for I/C engines

| BURFORD | | | | | | | | | | | |
|---------|---------------|------------|--------|--------|-----|-----|-----|-----|----|-------|----|
| | Name | Model | Engine | CC/Sec | Rd1 | Rd2 | Rd3 | Rd4 | FO | TOTAL | St |
| 1 | Steve Gullock | Swiss Miss | BQ | 30 | 300 | 300 | 215 | 300 | | 900 | |
| 2 | Geoff Potter | Spacer | PB | 40 | 300 | 241 | 300 | | | 841 | |
| 3 | Pat Keely | Creep | PB | 40 | 216 | | | | | 216 | |
| 4 | Lyn Clifford | Playboy | BQ | 30 | DNF | | | | | | |
| 5 | Kevin Fryer | Spacer | PB | 40 | DNF | | | | | | |

| DURATION | | | | | | | | | | | |
|----------|----------------|---------|------------|--------|-----|-----|-----|-----|-----|-------|----|
| | Name | Model | Engine | CC/Sec | Rd1 | Rd2 | Rd3 | Rd4 | FO | TOTAL | St |
| 1 | Pat Keely | Bomber | O 5.56 1/8 | 32 | 420 | 331 | 420 | 420 | 516 | 1725 | |
| 2 | Lyn Clifford | Cumulus | Y 5.63 | 28 | 420 | 362 | 420 | 420 | 465 | 1725 | |
| 3 | Greg Jenkinson | Playboy | O 5.46 1/8 | 32 | 373 | 308 | 252 | 306 | | 988 | |
| 4 | Steve Gullock | Bomber | Dooring 28 | 25 | 60 | | | | | 60 | |
| 5 | Geoff Potter | Playboy | Potter | 25 | | | | | | | |
| 6 | Kevin Fryer | Cumulus | | | | | | | | | |

| TEXACO | | | | | | | | | | |
|--------|----------------|---------|-------------|-----|-----|-----|-----|-----|-------|------|
| | Model | Engine | CC/Sec | Rd1 | Rd2 | Rd3 | Rd4 | FO | TOTAL | St |
| 1 | Greg Jenkinson | Bomber | O 5.40 1/8 | 12 | 600 | 600 | 600 | | 2048 | 3848 |
| 2 | Pat Keely | Airborn | O 5.60 1/8 | 15 | 600 | 600 | 600 | | 2029 | 3829 |
| 3 | Steve Gullock | Bomber | Irvine 40 D | 10 | 600 | 600 | 600 | | 1307 | 3107 |
| 4 | Lyn Clifford | M G 2 | Mag 65 | 15 | 600 | 554 | 600 | 600 | L/O | 1800 |
| 5 | Geoff Potter | Bomber | Enya 60 | 18 | 536 | 600 | 504 | 600 | | 1736 |
| 6 | Kevin Fryer | Cumulus | Forster 95 | 24 | 448 | 600 | 600 | | | 1688 |
| 7 | Brian McLean | Bomber | O 5.56 1/8 | 15 | 600 | 460 | 245 | 600 | | 1660 |

Ballarat 21st-22nd May 2022
Results for Electric

| 1/2A TEXACO ELECTRIC | | | | | | | | | | | |
|----------------------|----------------|----------|--------|--------|-----|-----|-----|-----|------|-------|----|
| | Name | Model | Engine | CC/Sec | Rd1 | Rd2 | Rd3 | Rd4 | FO | TOTAL | St |
| 1 | Graeme Gulbin | Stardust | | | 600 | 600 | 600 | | 1175 | 2975 | |
| 2 | Lyn Clifford | Bomber | | | DNF | 600 | 600 | 600 | 1088 | 2888 | |
| 3 | Pat Keely | Stardust | | | 600 | 600 | 600 | | 1077 | 2847 | |
| 4 | Greg Jenkinson | Stardust | | | 320 | 600 | 600 | 600 | 1042 | 2642 | |
| 5 | Steve Gullock | Stardust | | | 600 | 536 | 600 | 600 | L/O | 1800 | |
| 6 | Brian McLean | Bomber | | | 600 | 600 | 540 | | | 1740 | |
| 7 | Kevin Fryer | Playboy | | | 600 | L/O | 600 | L/O | | 1200 | |
| 8 | Geoff Potter | Stardust | | | L/O | | | | | | |

| TEXACO 1300 ELECTRIC | | | | | | | | | | | |
|----------------------|---------------|------------|--------|--------|-----|-----|-----|-----|------|-------|----|
| | Name | Model | Engine | CC/Sec | Rd1 | Rd2 | Rd3 | Rd4 | FO | TOTAL | St |
| 1 | Steve Gullock | LI Diamond | | | 600 | 600 | | | 1477 | 2677 | |
| 2 | Lyn Clifford | Racer | | | 600 | 600 | | | 1363 | 2583 | |
| 3 | Kevin Fryer | Cumulus | | | 600 | 600 | | | 1352 | 2552 | |
| 4 | Geoff Potter | Bomber | | | DNF | | | | | | |



Clockwise from left:

1. Brian Dowie back on the job talking with Laurie Baldwin.

2. The place-getters in 1/2A Electric, 2nd Lyn Clifford, Bomber, 1st Graeme Gulbin, Stardust, and 3rd Pat Keely, Stardust.

3. Kevin Fryer ready to go in Burford with his Spacer.

4. Jeff Potter with his Spacer ready to launch for Burford.





Above: Geoff Potter's Spacer is launched by Brian McLean.
Left: Steve Gullock launches his Swiss Miss in Burford.
Top Left: Lyn Clifford sorts out some problems with his Burford model, a Playboy.



Left: Place getters in Burford 3rd Pat Keely, Creep (not shown), 1st Steve Gullock, Swiss Miss, and 2nd Jeff Potter, Spacer.



(Photo by Paul Timms)

1/2A 1300 Electric placegetters - from left - Lyn Clifford 2nd place, Steve Gullock 1st place, Kevin Fryer 3rd place.



(Photo by Paul Timms)

Lyn Clifford with his "Cumulus."



(Photo by Paul Timms)

Duration placegetters - from left - Lyn Clifford 2nd place, Pat Keely 1st place, Greg Jenkinson 3rd place.



Chester Lanzo designs are a popular choice in most classes.



(Photo by Paul Timms)

Geoff Potter's Lanzo "Bomber".



(Photo by Paul Timms)

Kevin Fryer's "Cumulus".

THUNDERBIRD From CL to RC, again.

by Ian Thompson
P.A.D.A.R.C.S.

I was bought up in the country until we moved to the Melbourne suburbs when I was about 7 years old. At that time all I knew of model aircraft were the Airfix models that came in clear plastic bags that I bought from the newsagent.

I spent most of my holidays at my Grandmother's house in Strathmore which was about five minutes bike ride from Essendon Airport. Grandma would make me sandwiches and a bottle of cordial and then I would ride to the airport and sit and watch the aircraft come and go all day. I was also fortunate that one of my Uncles owned and flew a Tiger Moth but he passed away before I could thumb a lift.

I had never seen control line flying until I saw some boys flying in the park over the road from Grandma's. Needless to say I was hooked. After much nagging my parents bought me my first motor for Christmas, a Taipan 2.5 diesel and that motor powered all of my aircraft as they couldn't afford to buy me any more.

One day I rode over to the Caulfield Racecourse because I heard that there were a few boys that flew there and that's when I saw it, the Thunderbird !! It was a large aircraft for it's day with a 54" span and a beautiful elliptical wing - the wing was what attracted me to it and I had to have one.

I managed to obtain a plan from someone and it was well used. It looked as though a couple of models were built over it without any protective covering (wax paper) so it was in a few torn pieces but I managed to trace the ribs onto paper then transferred the images to balsa. A few nights and a packet of Band Aids later I managed to cut all of the parts out with a blunt single edge razor blade. I had never built a tapered wing before but it came out ok and it flew well. 17 years of age and cars and girls appeared on the horizon so modelling took a back seat until my late 20's. I can't remember what happened to the Thunderbird but I have always loved the model and thought about converting one to RC, so I did.

I stayed with the plan except for the wing which had two thin balsa spars at the front 3/16th square and even thinner ones at the back 1/8th square. I thought the wing would clap it's hands in no time so I replaced them with carbon fiber rods and did that make a huge difference !! I built the "Inline" version but I was also surprised to find out there is a radial version as well with a slightly different fuselage and tail fin.

Something else I noticed when looking at the plan was the left wing was one bay longer than the right. A phone call to Darryll Cope and he told me that it was common in control line models, something I never noticed years ago. I think it's because the outer wing is flying faster than the inner wing so it needs less lift - correct me if I'm wrong.

Anyway when I had the plan copied I had it done in reverse so now I have two wing halves with the correct length so all I did was to tape them both together and viola ! one complete wing plan to build over.

The Thunderbird is a typical design of this style of aircraft ie: short coupled, forward mounted undercart and a long nose, so I didn't think I would have trouble with it being tail heavy. Radio installation was a little tight because of the narrow fuselage but plenty of room for slim line batteries. I bought two 2200Mha and piggy-backed them so they easily fitted in the battery bay. The motor is accessible from the bottom with plenty of cooling from under and the "in line" cowl on the top.

Livery is as close to original as I could source. Covering is Solartex with black lacquer trim and the graphics are computer generated Vinyl. Thommo.



Laser cut ribs with carbon fibre spars. I hate cutting ribs so I bought a short kit from Bellaire in the UK.



Covering is red Solartex with black spray can trim and white pin striping tape. Computer cut vinyl graphics finish it off. I should have painted those control horn plates red to match the Solartex.



Fuselage half assembled with a balsa cowl in grey primer.



OLDTIMER STATE CHAMPIONSHIPS

Cohuna 18th-19th June 2022

Report from Kevin Fryer Photos from Tegan Clifford

Saturday was a foggy start and the members all agreed to put off the start until the fog lifted, but all was not lost as the ladies of the club arrived with pumpkin soup and bread rolls for a late breakfast and they were very welcome, thank you ladies.

With soup and rolls like this I don't know whether we would have started flying at 9am anyway but the fog helped us to make up our mind to have a 10AM start, nothing to do with the soup of course ???

Anyhow with full tummies we started the 1/2A Electric Texaco at 10 AM in dead calm conditions. We had 6 entries with 4 getting in the flyoff and the eventual winner being our president Steve Gullock first, Pat Keely second 23 seconds behind Steve with Greg Jenkinson third.

Then it was lunch time with hamburgers, sausages, dim sims, cakes and coffee. I think a lot of you fellas just come up here for the great food.

Next event was Burford with 5 entries but only 4 flew as I split the crankcase on my Burford motor and it wouldn't start. Two got in the flyoff with Steve Gullock coming in first again with Pat Keely second and Lyn Clifford third.

Duration was the next event with 7 entries, the surprise was that 6 were four strokes with only one vintage Dooling 29 two stroke and no sparkies. Everybody flew with 5 getting in the flyoff. This time I was the lucky one coming in first 52 seconds ahead of Lynn Clifford and Pat Keely third.

So finished a perfect flying day.

Sunday dawned foggy with very low cloud and the members agreed to fly electric 1300 Texaco first as the height was more controllable with electric power, again a 10 AM start because of fog, not soup today. There were 3 flyers in this event with all getting into the flyoff with me, being the lucky one again, coming in first.

It was decided by the members to call the remaining Texaco and '38 Antique comps off due to the fog and low cloud and to hold them at our next competition day in September.

All in all it was a terrific weekend considering the fog problem and we would like to thank the Cohuna club for making us all so welcome, and most of all, thank the members and their wives for the fantastic food and catering. As I said before, forget the flying, we only come up for the fantastic food, and thank you all for your friendship.

Kevin Fryer

OLDTIMER STATE CHAMPIONSHIPS

COHUNA 18-19 JUNE, 2022.

Results IC Events

| BURFORD EVENT | | | | | | | | | | |
|---------------|---------------|------------|--------|--------|------|------|------|------|-----|-------|
| | Name | Model | Engine | CC/Sec | Rd 1 | Rd 2 | Rd 3 | Rd 4 | F/O | TOTAL |
| 1 | Steve Gullock | Swiss Miss | BB | 38 | 300 | 300 | 300 | | 467 | 1367 |
| 2 | Pat Keely | Creep | BB | 38 | 300 | 300 | 300 | | L/O | 900 |
| 3 | Lyn Clifford | Playboy | BB | 38 | 300 | 271 | 247 | | | 818 |
| 4 | Robert Taylor | Creep | BB | 38 | DNF | | | | | |
| 5 | Kevin Fryer | Spacer | PB | 40 | DNF | | | | | |

| OLDTIMER DURATION | | | | | | | | | | |
|-------------------|-------------|---------|------------|--------|------|------|------|------|-----|-------|
| | Name | Model | Engine | CC/Sec | Rd 1 | Rd 2 | Rd 3 | Rd 4 | F/O | TOTAL |
| 1 | K Fryer | Playboy | OS 52 | 32 | 420 | 420 | 420 | | 637 | 1897 |
| 2 | L Clifford | Cumulus | Y S 63 | 28 | 420 | 420 | 420 | | 565 | 1825 |
| 3 | P Keely | Bomber | O S 56 | 32 | 420 | 420 | 420 | | 542 | 1802 |
| 4 | B Taylor | Cumulus | Y S 63 | 28 | 420 | 420 | 420 | | 462 | 1722 |
| 5 | G Jenkinson | Playboy | O S 52 | 32 | 420 | 347 | 420 | 420 | L/O | 1260 |
| 6 | S Gullock | Bomber | Dooling 29 | 25 | 352 | O/R | 420 | | | 772 |
| 7 | R Taylor | Cumulus | Y S 63 | 28 | 420 | | | | | 420 |

OLDTIMER STATE CHAMPIONSHIPS

COHUNA 18-19 JUNE, 2022.

Results Electric Events

| 1/2A ELECTRIC TEXACO | | | | | | | | | | |
|----------------------|----------------|----------|--------|--------|------|------|------|------|------|-------|
| | Name | Model | Engine | CC/Sec | Rd 1 | Rd 2 | Rd 3 | Rd 4 | F/O | TOTAL |
| 1 | Steve Gullock | Stardust | | | 600 | 600 | 600 | | 1595 | 3395 |
| 2 | Pat Keely | Stardust | | | 600 | 600 | 600 | | 1572 | 3372 |
| 3 | Greg Jenkinson | Stardust | | | 600 | 600 | 600 | | 866 | 2666 |
| 4 | Kevin Fryer | Playboy | | | 600 | 600 | 600 | | 669 | 2469 |
| 5 | B McLean | Bomber | | | L/O | | | | | |
| 6 | Max Heap | Stardust | | | | | | | | |

| 1300 ELECTRIC TEXACO | | | | | | | | | | |
|----------------------|---------------|-------------|--------------|--------|------|------|------|------|------|-------|
| | Name | Model | Engine | CC/Sec | Rd 1 | Rd 2 | Rd 3 | Rd 4 | F/O | TOTAL |
| 1 | K Fryer | Cumulus | 1300 Battery | | 600 | 600 | 600 | | 1648 | 3448 |
| 2 | L Clifford | Racer | 1300 Battery | | 600 | 600 | 600 | | 1575 | 3375 |
| 3 | Steve Gullock | Lil Diamond | 1300 Battery | | 600 | 600 | 600 | | L/O | 1800 |





1/2A Electric Texaco fly-off (left) start, launch and (above) models are away. Fly-off pilots were Kevin Fryer/Playboy, Pat Keely/Stardust, Greg Jenkinson/Stardust and Steve Gullock/Stardust. Below: Final placings LtoR 2nd Pat Keely 1572, 1st Steve Gullock 1595 and 3rd Greg Jenkinson 866. Kevin Fryer 669.





Above: A Creep in the Burford Event creeping around looking for lift?
Below: Winners in the Burford Event LtoR: Pat Keely/Creep, 1st Steve Gullock/Swiss Miss and 3rd Lyn Clifford without his Playboy.



Above: Winners of Oldtimer Duration LtoR 3rd Pat Keely/Bomber, 1st Kevin Fryer/Playboy and 3rd Lyn Clifford/Cumulus.
Below: Winners 1300 Electric Texaco LtoR 2nd Lyn Clifford/Lanzo Racer, 1st Kevin Fryer/Cumulus and 3rd Steve Gullock/Lil Diamond.





The way to fly in cold weather, Kevin Fryer on the sticks in one of his winning flights at the State Champs at Cohuna. Two models enjoying clear blue sky and lift to boot.



Amco's and Hyphens - by Don Howie

As a boy I flew a control line model powered with the long shaft AMCO 3.5. This was a

Vernon "Sea Fury" that featured flaps and was a nice looking semi scale model. It featured a plug-in w/c that dropped off when the model left the ground. The AMCO 3.5 was fairly easy starting; it was a light, compact engine for its size. Ted Martin, who designed the engine, migrated to the USA in the fifties and I read his engine articles in the magazines in the USA.

I had expected the CS AMCO 3.5 would run well, but this was not the case.

In South Australia we have very cold winters, like Victoria. It was found impossible to start the AMCO 3.5 during the winter time. It should be remembered that Rudolph Diesel needed glow plugs to start his engine when cold. The Queensland flyers do not suffer the cold weather of the Southern States and the diesels are more suitable for year round flying.

Next item is the dihedral on the Hyphen. About 5 Hyphens were built during 1993 in South Australia. Leo O'Reilly provided the plans and we had plenty of information as Mal Sharpe and Dean McDonald still had original models from about 1950. Brian Horrocks in our club had drawn the plans for the original magazine article. I think it was a case of you used what you thought was about right, as no dihedral braces or dihedral angles were shown on the plan.

The four inches on each panel was considered excessive and my model has three inches dihedral on each panel, that gives a total of nine inches total dihedral each side.

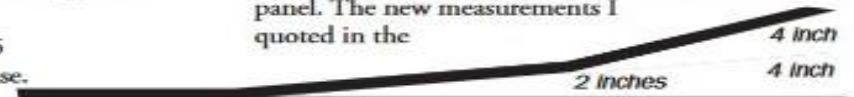
I would suggest you use 2 inches on the first panel and 4 inches on the outer panel; this will give a total of 8 inches each side, as stated in the original article. This would be less than used on some original F/F models, but is perfect for the radio assist versions and with 4 inches on each panel it does not look right and does not fly well under power (it wallows).

My Hyphen was the first to be flown in competition, it placed second at the Wagga Nats at the end of 1993. It did better at the Ballarat Nats, winning the event, and Hyphens took out the first 5 places. It still seems to perform quite well, I won Nostalgia at the SA State Champs a couple of weeks ago with the same model.

Further notes from Don Howie on the Hyphen.

I must be stupid with regard to the dihedral on the Hyphen. I read Bill Evans article again, about the construction of the Hyphen - AMH March 1950.

He states - "The dihedral on the wing is eight inches on each side. Four inches on the outer panel and four inches beneath the wing tip". The vital words are as underlined and refers to the inner panel. The new measurements I quoted in the



previous letter are correct as shown below.

The actual dihedral shown on the framed up drawing of the Hyphen and the picture of Andy Vidale shows much more dihedral on the outer panels. At the time that the article was published, Bill Evans had not built a Hyphen; he gave some rough drawings to Brian Horrocks who drew the plans for the magazine. I saw the early Hyphens fly and Bill's and Mel Sharpes were the traditional Black and Yellow. The Hyphens came up against the models of the late Allan King (Vic), who was Australia's greatest builder and flyer at that time, who won most of the contests.

I expect Trevor Carey came to the same conclusion; Bill quoted from his drawings not from building a model, which would have made it quite obvious. Regards, Don Howie.

Note from The Editor: This will close the Hyphen file and any discussion about its dihedral. It looks as though there can, and will be, different interpretations of what is meant by the construction instructions. From 4 inches plus 4 inches which may or may not be eight inches at the tip to Don's 2 inches plus 4 inches which is 8 inches at the tip and some other variations in between. Take your pick.

Here endeth the discussion. Peter Bennett



**DURATION
TIMES**

Duration Times is the official Bulletin of SAM 1788
SOCIETY of ANTIQUE MODELLERS of AUSTRALIA Inc.
 SAM 1788 EXECUTIVE 2021-2022

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SAM 1788 PRESIDENT'S REPORT.
 From Peter Scott.

I thought that the 40th SAM Championships went off well. A reasonable turn-up, great weather, good facilities, good food and good company. We couldn't wish for better.

Some really good flying - no hospital trips, and my Record Breaker scattered some of Adrian's ashes without too much drama.

I thought that the combined dinner on Sunday evening went well, with some small things to consider for next time.

The AGM at George Bishop's home was okay but too cool and dark. The BBQ would have been better if I had not done the cooking! It was a last-minute arrangement but next year has already been organised. Next year we will have a hall next to the West Wyalong Men's Shed and they will do the BBQ, cooking problem sorted.

One new contest for next year is the Hunter Valley Champs, on the last weekend in February. I wondered how many fliers would do the Orange comp and then this one only a couple of weeks later. I will for one, though it is only a couple of hours up the road for me. The response at the AGM was overwhelming, so we shall see.

Converting the Gliders to electric caused a less of a stir than I expected. We had been given time to think about it. Something else to learn about!

I bought a new-build, un-flown Powerhouse with electric motor and controller for \$130, which was a bargain - just for the hardware. The model came free! It's nicely built and will see service with a sparkie up front.

The Tamworth event went really well. Perfect conditions, with a good turn-up.

I think running the three contests on Saturday was too much for a lot of the older flyers. It's not the flying that's hard. It's the getting the three models ready with all the requirements for each class, the walking backwards and forwards, putting models together and afterwards taking it all apart and packing things back into the vehicle. If one is part of the scoring procedure, collecting money and making the presentations happen, then it's even harder. The two events per day, as at the SAM Champs works fine. I do not count the scramble in this scenario as it is only a half-hour and the model is easy to prepare.

I made a point of asking the fliers their opinion on whether 2cc and Std. Duration should be dropped at SAM Champs, and no one thought it a good idea. I think starting the full contests one day earlier and everyone goes home on the Monday morning would work well. Remember, if you personally don't want to fly a class, or turn-up at the start of the week's activities then that's fine too. We can accommodate everyone's wishes.

Please note the West Wyalong Old Timer event is now on 22nd and 23rd October.

Bruce Knight's passing reminds me of all the good mates we have lost. When I started flying Old Timer, Bruce gave me heaps of advice and help. I remember flying my Zoot Suit all over the sky at Hexham. Bruce came over and told me that free flight decalage was too much for radio and I should aim for 1 1/2* to 2*. Transformed the model! RIP Bruce, and thanks.

Peter Scott.
 President



SAM 1788 SECRETARY'S REPORT.
 From Peter (Condo) Smith.

Hello All. The Committee meeting at Tamworth decided to use the alternate dates for the West Wyalong Old Timer Comp to avoid cold weather. Therefore the next Old Timer competition is the Coota Cup to be held on 2nd to 4th September, 2022, at the Cootamundra State Flying Field. The events to be held are as follows:

- Friday 2nd at 1.30pm: Electric Old Timer Glider.
- Saturday 3rd: Burford 3/4, Nostalgia 2/3, Duration 3/4.
- Sunday 4th: 30-Minute Cabin Scramble followed by 1/2A Texaco, then Texaco.

If people will let me know who is coming by August 22nd I will see if we can organize food at the event. Otherwise, it will be BYO.

The following Old Timer event, after the Coota Cup, will be at the Adrian Bryant field at West Wyalong, from 21st -23rd October, 2022. The events to be held are as follows:

- Friday 21st at 1.30pm: Electric Old Timer Glider.
- Saturday 22nd: Burford, followed by Duration.
- Sunday 23rd: 30-Minute Cabin Scramble followed by 1/2A Texaco, then Texaco.

Please note there will no on-field catering at the West Wyalong event..

Following are the Fees for the year 2022-2023 and are due on 1st July, 2022.

Your SAM membership fee is \$20 (Junior \$ 0) the same as last year.

If you are joining the MAAA through SAM 1788 then fees for Senior/Junior are:

| | | |
|---------------------|---------------------|----------------------|
| SAM 1788 Membership | \$20 | Junior \$ 0 |
| Aeromodellers NSW | Senior \$50 | Junior \$ 0 |
| MAAA | Senior \$90 | Junior \$45 |
| Total Fees | Senior \$160 | Junior \$45 → |

Treasurer Gail Scott will be only too happy to Take your Money.

Electronic Funds Transfer are the preferred method of payment into the following Bank account.

BSB 032 527 Account Number 144170.

Please use your Surname or SAM member number as Reference.

Once deposited please send copy of deposit slip to Treasurer Gail Scott at:
Email: qualmag@optus.com.au or post to, 44 Ravel Street, Seven Hills. NSW. 2147.

The new Old Timer Rules voted on a long time ago are now on the MAAA Web Page. I have contacted the MAAA secretary twice to see when these rules become official. So far, no reply. In the past there was a six month leeway before use.

Speaking with the Old Timer SIG Chairperson I understand the rules are slated for use first Competition in 2023 [which for NSW will be Orange Old Timer Competition in early February].

Not much else to report, Condo.

SAM1788 Competition Calendar for 2022

Sept 2-4 Coota Cup Old Timer Weekend - Cootamundra
Events:
 Friday: 1.30pm Oldtimer Glider
 Saturday: Burford 3/4, Nostalgia 2/3, Duration 3/4
 Sunday: 1/2A Texaco 3/4, Texaco 3/4, 30min Cabin Scramble.
 Contact Person: Peter van de Waterbeemd 02 6496 1252
 Peter (Condo) Smith 0423 452 879
 (Note: Nostalgia does not count towards Top Gun Trophy)

Oct 21-23 West Wyalong Old Timer - West Wyalong
Events:
 Friday: 1.30pm Old Timer Glider
 Saturday: Burford, Duration
 Sunday: 1/2A Texaco, Texaco, 30min Cabin Scramble
 Contact Person: Peter Scott 02 9624 1262
 Peter (Condo) Smith 0432 452 879

Nov 12-13 Golden West Old Timer Weekend - Parkes
Events:
 Saturday: 2cc Duration 2/3, Burford 3/4, Duration 3/4
 Sunday: 1/2A Texaco 3/4, Texaco 3/4, 30min Cabin Scramble.
 Contact Person: Peter (Condo) Smith 0423 452 879

SAM 40th Champs - West Wyalong - Easter, 2022.

A precis from Peter Scott. Photos from Karen Paton.
 Results from Peter (Condo) Smith.

Day one: Control line, which is great fun for the few involved. I know that others have these models but won't fly them. Shame, there were no crashes and no records broken.

| 40th SAM 1788 CHAMPIONSHIPS - EASTER 2022 - WEST WYALONG | | | | | | | |
|--|-------------|-------|-------|-------|--------------|-------|-------|
| CONTROL LINE RACING | | | | | | | |
| KEIL KRAFT PHANTOM Class 1 | | | | | | | |
| 35ft Lines - 12 Laps Side Part up to 2cc Class 1 Record 54.32mph Peter (Condo) Smith | | | | | | | |
| Name | Engine | R1 | R2 | R3 | Fastest Time | Place | MPH |
| Peter (Condo) Smith | Atom 1-B | - | - | - | - | 2nd | |
| George Bishop | Atom 1-B | 48.84 | - | 44.71 | 44.71 | 1st | 40-24 |
| KEIL KRAFT PHANTOM Class 2 | | | | | | | |
| 35ft Lines - 12 Laps Engines up to 1.5cc Class 2 Record | | | | | | | |
| Name | Engine | R1 | R2 | R3 | Fastest Time | Place | MPH |
| Peter (Condo) Smith | AM15 | 33.49 | - | - | 33.49 | 2nd | |
| Jim Rae (yellow) | Taipan 1-5 | - | 35.39 | - | 35.39 | 5th | |
| Jim Rae | Taipan 1-5 | 30.19 | - | - | 30.19 | 1st | 59-56 |
| Peter Scott | Frog 150R | 33.75 | - | - | 33.75 | 3rd | |
| Peter Scott | Taipan 1-5 | - | 36.71 | 35.19 | 35.19 | 4th | |
| George Bishop | Elfin 149 | - | 42.16 | 40.22 | 40.22 | 6th | |
| KEIL KRAFT CHAMP Class 1 | | | | | | | |
| 35ft Lines - 12 Laps Class 1 Record 47.02mph Jim Rae | | | | | | | |
| Name | Engine | R1 | R2 | R3 | Fastest Time | Place | MPH |
| Jim Rae | -040 MP Jet | - | 41.15 | - | 41.15 | 1st | 43-72 |
| Peter Scott | -08 ED Pet | - | 58.21 | - | 58.21 | 2nd | |
| KEIL KRAFT CHAMP Class 2 | | | | | | | |
| 35ft Lines - 12 Laps Engines up to 1cc Class 2 Record | | | | | | | |
| Name | Engine | R1 | R2 | R3 | Fastest Time | Place | MPH |
| Peter (Condo) Smith | AM10 | - | 40.78 | 46.78 | 40.78 | 2nd | |
| Peter Scott | AM10 | 40.41 | - | - | 40.41 | 1st | 44-54 |

Basil and Gail were in the radio shed and some models were checked and weighed. Most of the paperwork was already sorted by our Hon. Secretary - knew you were good for something, Condo. Thanks for a great job.

Basil and Grant set up the Glider winch and retrieval system. The contest started and things went well for a while but then the retrieval line started to fray and caused problems. This was cured by Mr Honda. Let's see how we go with electrics. Grant Manwaring won this event, with his Archangel. Dave Paton flew his ex-Healy Nibbio into second and I, Peter Scott, managed third with the Thunder King's first contest.

| OLD TIMER GLIDER | | | | | | | |
|------------------|-------------------------|-----------------|-----|-----|-----|-----|-------|
| Place | Name | Model | R1 | R2 | R3 | R4 | Total |
| 1st | Grant Manwaring | Arckangel | 285 | 248 | 360 | 360 | 978 |
| 2nd | Dave Paton | Nibbio | 360 | 360 | 116 | 199 | 919 |
| 3rd | Peter Scott | Thunder King | 331 | 360 | 152 | dnf | 843 |
| 4th | Robert Marshall | Frog Prince | 0 | 286 | 260 | 281 | 827 |
| 5th | Basil Healy | Balestruccio | 360 | 170 | 232 | 211 | 803 |
| 6th | Paul Farthing | Satyr | 63 | 168 | 360 | 260 | 788 |
| 7th | Peter (Condo) Smith | Peres 1 | 283 | 148 | 277 | 199 | 759 |
| 8th | Peter van de Waterbeemd | DG42 | 113 | 360 | 176 | 144 | 680 |
| 9th | Rex Brown | Frog Prince | 360 | 131 | 160 | 115 | 651 |
| 10th | George Bishop | Thermal Sniffer | 139 | L/O | 224 | 264 | 627 |
| 11th | Jim Rae | Airborne | 18 | 0 | 0 | 0 | 18 |

Day two, Friday: Weather perfect.

Scramble went well with the top three places being very close. Peter Van de Waterbeemd came first, Jim Rae second and I made third - I must learn to land closer.

Then 1/2A Texaco, big entry. I managed second behind Paul Farthing who flew a small RC1. Welcome back Paul. The first ten places were all over 1000 seconds, and not much between the top four.

1pm was Nostalgia time. Eleven flew. Condo, with his old favourite Swayback won the event from Peter Van de Waterbeemd with a similar model. Peter had an over-run in the fly-off giving Condo an easy win.



| OLDTIMER 1/2A TEXACO | | | | | | | | | |
|----------------------|-------------------------|----------------|-----|-----|-----|-----|-----------|---------|-------|
| Place | Name | Model | R1 | R2 | R3 | R4 | Sub Total | Fly Off | Total |
| 1st | Paul Farthing | RC1 | 420 | 420 | 234 | 420 | 1260 | 575 | 1835 |
| 2nd | Peter Scott | Little Diamond | 420 | 420 | 420 | | 1260 | 478 | 1738 |
| 3rd | Vince Hagarty | Lanzo Bomber | 420 | 326 | 420 | 420 | 1260 | 447 | 1707 |
| 4th | Jim Rae | Big Old Plane | 420 | 420 | 420 | | 1260 | 311 | 1571 |
| 5th | Alan Suley | Stardust Spl | 420 | 420 | 271 | 420 | 1260 | 0 | 1260 |
| 6th | Peter (Condo) Smith | Little Diamond | 420 | 411 | 420 | 407 | | | 1251 |
| 7th | Rex Brown | Stardust Spl | 378 | 420 | L/O | 420 | | | 1218 |
| 8th | Peter van de Waterbeemd | Stardust Spl | 420 | L/O | 371 | 420 | | | 1211 |
| 9th | Dave Paton | Stardust Spl | 420 | 363 | 420 | L/O | | | 1203 |
| 10th | Basil Healy | Stardust Spl | 279 | 313 | 262 | 420 | | | 1092 |
| 11th | Grant Manwaring | cabin Playboy | 520 | 144 | L/O | 282 | | | 846 |
| 12th | Geoff Potter | Ethey | 301 | 368 | 0 | 216 | | | 765 |
| 13th | Robert Marshall | Stardust Spl | 0 | 214 | L/O | 0 | | | 214 |
| 14th | George Bishop | Baby Burd | L/O | | | | | | 0 |

| OLDTIMER NOSTALGIA | | | | | | | | | | |
|--------------------|-------------------------|--------------|--------|-----|-----|-----|-----|-----------|---------|-------|
| Place | Name | Model | Engine | R1 | R2 | R3 | R4 | Sub Total | Fly Off | Total |
| 1st | Peter (Condo) Smith | Swayback | ST 40 | 420 | 336 | 420 | 420 | 1260 | 170 | 1430 |
| 2nd | Peter van de Waterbeemd | Swayback | K&B40 | 420 | 420 | 420 | | 1260 | O/run | 1260 |
| 3rd | Paul Farthing | Olly | OS40H | 417 | 420 | 420 | 328 | 1257 | | 1257 |
| 4th | Alan Suley | Hyphen | OS40H | 420 | 420 | 339 | 376 | 1216 | | 1216 |
| 5th | Jim Rae | Teal | K&B40 | 420 | 399 | 379 | 368 | 1198 | | 1198 |
| 6th | Dave Paton | Jumping Bean | OS40H | 420 | 0 | 347 | 378 | 1145 | | 1145 |
| 7th | Grant Manwaring | Eliminator | OS40H | 76 | 405 | 265 | 392 | 1062 | | 1062 |
| 8th | Peter Scott | Jaded Maid | K&B40 | 420 | L/O | 364 | L/O | 784 | | 784 |
| 9th | Steve Gullock | Spacer | K&B40 | 420 | L/O | | | 420 | | 420 |
| 10th | Anthony Vicary | Swayback | OS60H | 265 | L/O | | | 265 | | 265 |
| 11th | Rex Brown | Spacer | K&B40 | 0 | L/O | | | 0 | | 0 |

Saturday was another glorious day to fly Burford, another big entry. Jim Rae's Amazoom, a real fast climber won this from Condo, not far behind, with Steve Gullock's Swiss Miss third. All very close in the fly-off for which nine had qualified.

| OLDTIMER BURFORD EVENT | | | | | | | | | | | |
|------------------------|-------------------------|----------------|--------|-----|-------|-------|-----|-----|-----------|---------|-------|
| Place | Name | Model | Engine | Sec | R1 | R2 | R3 | R4 | Sub Total | Fly Off | Total |
| 1st | Jim Rae | Amazoom | BB | 38 | 300 | 300 | 300 | | 900 | 640 | 1540 |
| 2nd | Peter (Condo) Smith | Dream Weaver | BB | 38 | 300 | 300 | 300 | | 900 | 624 | 1524 |
| 3rd | Steve Gullock | Swiss Miss | BB | 38 | 300 | 300 | 300 | | 900 | 598 | 1498 |
| 4th | Grant Manwaring | Dixylander | PB | 40 | 300 | 300 | 300 | | 900 | 486 | 1386 |
| 5th | Vince Hagarty | Little Diamond | BB | 38 | 300 | 300 | 256 | 300 | 900 | 433 | 1333 |
| 6th | Paul Farthing | Ollie | T2.5 | 38 | 300 | 300 | 300 | | 900 | 327 | 1227 |
| 7th | Peter van de Waterbeemd | Ollie | PB | 40 | 300 | 300 | 300 | | 900 | 248 | 1148 |
| 8th | Anthony Vicary | Dixylander | T2.5 | 38 | 300 | 300 | 300 | | 900 | 0 | 900 |
| 8th | Alan Suley | Bomber | PB | 40 | 300 | 300 | 300 | | 900 | 0 | 900 |
| 10th | Basil Healy | Zoot Suit | PB | 40 | 241 | 299 | 286 | | 826 | | 826 |
| 11th | Peter Scott | Dream Weaver | BB | 38 | 264 | 300 | 176 | 238 | 802 | | 803 |
| 12th | Dave Paton | Stardust Spl | PB | 40 | 211 | 278 | 185 | 300 | 789 | | 789 |
| 13th | Geoff Potter | Spacer | PB | 40 | 0 | 0 | 218 | 300 | 518 | | 518 |
| 14th | Robert Marshall | Spacer | PB | 40 | 264 | 156 | L/O | 0 | 420 | | 420 |
| 15th | Rex Brown | Supet Thermic | T2.5 | 38 | 0 | ATT/0 | | | | | 0 |
| 15th | George Bishop | Zoot Suit | PB | 40 | ATT/0 | | | | | | 0 |

After lunch we had Texaco. I brought the wrong fin for my Bomber and my Flamingo just doesn't fly that well on petrol. Five made the fly-off. Vince Hagarty won this from Grant Manwaring. Both flying Bombers, with Basil Healy not far behind with a Record Breaker.

| OLDTIMER TEXACO | | | | | | | | | | | | |
|-----------------|-------------------------|----------------|-----|----------------|----|--------|-------|-----|-----|-----------|---------|-------|
| Place | Name | Model | lbs | Engine | CC | R1 | R2 | R3 | R4 | Sub Total | Fly Off | Total |
| 1st | Vince Hagarty | Bomber | 6 | Enya 53 FS | 18 | 600 | 600 | 455 | 600 | 1800 | 1224 | 3024 |
| 2nd | Grant Manwaring | Bomber | 6 | OS 60 FS | 18 | 600 | 600 | 319 | 600 | 1800 | 1083 | 2883 |
| 3rd | Basil Healy | Record Breaker | 5 | Enya 53 FS | 15 | 600 | 600 | 600 | | 1800 | 1036 | 2836 |
| 4th | Paul Farthing | Bomber | 5 | OS 60 FS | 15 | 600 | 600 | 415 | 600 | 1800 | 0 | 1800 |
| 5th | Geoff Potter | Bomber | 6 | Enya 60 FS | 18 | 491 | 600 | 571 | 600 | 1771 | | 1771 |
| 6th | Steve Gullock | Bomber | 5 | Irvine Diesel | 10 | 390 | 600 | 487 | 600 | 1657 | | 1657 |
| 7th | Dave Paton | Bomber | 6 | OS 61 FS | 18 | 600 | 247 | 369 | 560 | 1529 | | 1529 |
| 8th | Jim Roe | Rambler | 4 | Forster 29 Spk | 16 | 600 | 600 | 261 | 328 | 1528 | | 1528 |
| 9th | Peter van de Waterbeemd | Bomber | 6 | Saito 65 FS | 18 | 323 | 600 | 273 | 600 | 1523 | | 1523 |
| 10th | Peter (Condo) Smith | Bomber | 6 | OS 61 FS | 18 | 489 | 600 | 366 | 426 | 1515 | | 1515 |
| 11th | George Bishop | Bomber | 6 | OS 60 FSor | 18 | 558 | 514 | 230 | 294 | 1366 | | 1366 |
| 12th | Peter Scott | Flamingo | 6 | Atwood 60 Spk | 24 | 600 | 137 | 0 | | 737 | | 737 |
| 13th | Team Garten/Vicary | Bomber | 7 | OS 60 FS | 21 | 600 | Att/0 | | | 600 | | 600 |
| 14th | Alan Suley | bomber | 6 | OS60 FSer | 18 | Att/ 0 | | | | 0 | | 0 |

Sunday was the turn of '38 Antique. Four in the fly-off, with the first three running diesel motors. Grant Manwaring won this using his old favourite, RC1 with a 5cc Burford diesel. Vince Hagarty was second with an ED Hunter powered Californian Chief and our old friend Dave Paton made third using an ED Hunter in a Schmaedic Stick. Condo's Westerner suffered main spar failure and landed out in a big way!

| OLDTIMER '38 ANTIQUE | | | | | | | | | | | |
|----------------------|-------------------------|-------------------|-----------------|-----|-----|-------|-------|-----|-----------|---------|-------|
| Place | Name | Model | Engine | lbs | Sec | R1 | R2 | R3 | Sub Total | Fly Off | Total |
| 1st | Grant Manwaring | Lanzo RC1 | Burford 5cc D | 4 | 164 | 600 | 600 | | 1200 | 805 | 2005 |
| 2nd | Vince Hagarty | Californian Chief | ED Hunter D | 4 | 180 | 577 | 600 | 600 | 1200 | 779 | 1979 |
| 3rd | Dave Paton | Schmaedic Stick | ED Hunter D | 4 | 240 | 600 | 600 | | 1200 | 717 | 1917 |
| 4th | Peter (Condo) Smith | Westerner | Madwell 49 Spk | 4 | 160 | 600 | 600 | 0 | 1200 | 0 | 1200 |
| 5th | Alan Suley | Rambler | ED Hunter D | 3 | 180 | 600 | 541 | 327 | 1141 | | 1141 |
| 6th | Peter Scott | Flamingo | Atwood 60 Spk | 6 | 114 | 505 | 395 | 600 | 1105 | | 1105 |
| 7th | Jim Roe | Rambler | Forster 29 Spk | 4 | 164 | 484 | 600 | L/O | 1084 | | 1084 |
| 8th | Peter van de Waterbeemd | Schmaedic Stick | ED Hunter D | 4 | 240 | 398 | O/Run | 331 | 729 | | 729 |
| 9th | Robert Marshall | Trenton Terror | ED Hunter D | 3 | 180 | 474 | 0 | | 474 | | 474 |
| 10th | Basil Healy | GHQ Sportser | OK Super 60 Spk | 4 | 96 | 316 | | | 316 | | 316 |
| 11th | George Bishop | RC1 | Onwick 64 Spk | 5 | 95 | 91 | 0 | 0 | 91 | | 91 |
| 12th | Geoff Potter | Trenton Terror | ED Hunter D | 3 | 180 | att/0 | | | 0 | | 0 |

Duration, after lunch, was another big contest, but with only two in the fly-off, Condo and Paul Farthing who came out on top with his Dooling powered Bomber.

| OLDTIMER DURATION | | | | | | | | | | | | |
|-------------------|-------------------------|--------------|---------------|-----|--------|------|-----|------|-----------|---------|-------|--|
| Place | Name | Model | Engine | Sec | R1 | R2 | R3 | R4 | Sub Total | Fly Off | Total | |
| 1st | Paul Farthing | Bomber | Dooling 60 Sp | 40 | 420 | 420 | 420 | | 1260 | 538 | 1798 | |
| 2nd | Peter (Condo) Smith | Playboy 113% | McCoy60 Sp | 40 | 420 | 420 | 0 | 420 | 1260 | 479 | 1739 | |
| 3rd | Dave Paton | Playboy 105% | OS61 FS | 32 | 337 | 388 | 420 | 420 | 1228 | | 1228 | |
| 4th | Vince Hagarty | Stardust spl | Enya 53 FS | 32 | 227 | 420 | 420 | 387 | 1227 | | 1227 | |
| 5th | Grant Manwaring | Bomber 85% | Saito 62 FS | 32 | 287 | 420 | 420 | 368 | 1208 | | 1208 | |
| 6th | Alan Suley | Playboy | Saito 62 FS | 32 | 420 | 314 | 226 | 356 | 1090 | | 1090 | |
| 7th | Jim Roe | Lion Cub | Saito 56 FS | 32 | 318 | 344 | 268 | 420 | 1082 | | 1082 | |
| 8th | Steve Gullock | Bomber 70% | Enya 30SS | 25 | | 373 | 195 | 317 | 1069 | | 1069 | |
| 9th | George Bishop | Playboy | Saito 62 FS | 32 | IL/O | 385 | 276 | 254 | 915 | | 915 | |
| 10th | Peter Scott | Playboy 113% | McCoy60 Sp | 40 | 420 | 340 | 0 | 0 | 760 | | 760 | |
| 11th | Rex Brown | Folly | ST 40 | 25 | 335 | OR/O | 411 | OR/O | 746 | | 746 | |
| 12th | Peter van de Waterbeemd | Bomber 92% | McCoy60 Sp | 40 | L/O | 420 | L/O | 0 | 420 | | 420 | |
| 13th | Robert Marshall | Playboy | Saito 62 | 32 | Att /0 | | | | | | 0 | |
| 13th | Geoff Potter | Playboy | Potter | 21 | Att /0 | | | | | | 0 | |

The evening BBQ/lamb roast went down well, plenty for even the biggest eater plus free wine. We presented the major prizes, all the standard trophies had been given out on the field each day after flying. Gail Scott won the ladies prize for effort put into SAM in many ways. Hans Van Leeuwen won the Spirit of SAM award for coming all that way just to help and socialise. Thanks Hans. Earlier I had delivered some of Adrian Bryant's ashes to the thermal gods. Lots of work but well worth it. Adrian's daughters were thrilled with how it went. They were presented with a very nice bonsai tree and Mike Towell had made an exquisite scale copy of Adrian's 1948 design, the Golden Boomerang. A long day but most enjoyable.

Monday saw a change with a stiff breeze making things interesting for 2cc fliers. Eight flew, no fly-off, with Grant Manwaring winning with his 90% Dixielander. I came second with my Eureka and Condo made third with his Apache.

| OLDTIMER 2cc | | | | | | | | | |
|--------------|-------------------------|-----------------|----------|-------|-------|-----|-----|-------|--|
| Place | Name | Model | Engine | R1 | R2 | R3 | R4 | Total | |
| 1st | Grant Manwaring | Dixielander 90% | Tyro | 274 | 300 | 300 | 260 | 874 | |
| 2nd | Peter Scott | Eureka | Jena 2cc | 148 | 249 | 300 | 245 | 794 | |
| 3rd | Peter (Condo) Smith | Apache | MVV2cc | 227 | 300 | 236 | 155 | 763 | |
| 4th | Rex Brown | Jumping Bean | CX11D | 126 | 249 | 300 | L/O | 675 | |
| 5th | Peter van de Waterbeemd | Eliminator | MVVS 2cc | L/O | 360 | 360 | L/O | 600 | |
| 6th | Jim Roe | Pippo | Tyro | 141 | O/Run | 0 | 0 | 141 | |
| 7th | Georg Bishop | Little Diamond | Tyro | 135 | L/O | 0 | 0 | 135 | |
| 8th | Basil Healy | Jimp | Tyro | ATT/O | 0 | 0 | 0 | 0 | |

Next on, last contest of the week, Standard Duration. Eight flew. My model started falling to bits on the climb - so I retired. Grant Manwaring came first, Dave Paton second and Geoff Potter third.

| OLDTIMER STANDARD DURATION | | | | | | | | |
|----------------------------|-------------------------|--------------|-----------|-----|-----|-----|-----------|-------|
| Place | Name | Model | Engine | R1 | R2 | R3 | R4 | Total |
| 1st | Grant Manwaring | Playboy | OS40H | 238 | 303 | 210 | 290 | 991 |
| 2nd | Dave Paton | Stardust Spl | OS40h | 347 | 237 | 297 | 203 | 881 |
| 3rd | Geoff Potter | Playboy | OS40H | 160 | 360 | 204 | 313 | 877 |
| 4th | Peter van de Waterbeemd | Bomber 85% | K&B40 | 243 | 360 | 198 | 246 | 849 |
| 5th | George Bishop | Bomber 85% | OS40 | 360 | 198 | 174 | 235 | 811 |
| 6th | Peter (Condo) Smith | Playboy | Magnum 36 | 84 | 296 | 219 | 285 | 800 |
| 7th | Jim Roe | Lion Cub | OS40H | 299 | 208 | 191 | In Tree 0 | 626 |
| 8th | Peter Scott | Stardust Spl | OS40H | 204 | | | | 204 |

Top Gun for the week was Grant Manwaring. Nice tidy models combined with plenty of practice flying glider comps, along with consistency put him at the top. Congratulations, Grant, well done.

| 40th SAM 1788 CHAMPIONSHIPS - EASTER 2022 - WEST WYALONG | | | | | | | | | | | |
|--|-------------------------|----------------|-----------|---------|--------|----------------|----------|-----|----------------------|--------------------|-------|
| TOP GUN POINT SCORE | | | | | | | | | | | |
| PLACE | NAME | 1/2A TEXACO | NOSTALGIA | BURFORD | TEXACO | '38 ANTIQUE | DURATION | 2cc | STANDARD DURATION | OLDTIMER GLIDER | TOTAL |
| 1st | Grant Manwaring | 11 | 7 | 4 | 2 | 1 | 5 | 1 | 1 | 1 | 33 |
| 2nd | Peter (Condo) Smith | 6 | 1 | 2 | 10 | 4 | 2 | 3 | 6 | 7 | 41 |
| 3rd | Peter Scott | 2 | 8 | 11 | 12 | 6 | 10 | 2 | 8 | 3 | 62 |
| 3rd | Peter van de Waterbeemd | 7 | 2 | 7 | 9 | 8 | 12 | 5 | 4 | 8 | 62 |
| 3rd | Dave Paton | 8 | 6 | 12 | 7 | 3 | 3 | 19 | 2 | 2 | 63 |
| 6th | Jim Roe | 4 | 5 | 1 | 8 | 7 | 7 | 6 | 7 | 11 | 56 |
| 7th | Paul Farthing | 1 | 3 | 6 | 4 | 19 | 1 | 19 | 19 | 6 | 78 |
| 8th | Basil Healy | 9 | 19 | 10 | 3 | 10 | | 8 | 19 | 5 | 83 |
| 9th | Vince Hogarty | 3 | 19 | 5 | 1 | 2 | 4 | 19 | 19 | 19 | 91 |
| 10th | Alan Suley | 5 | 4 | 8 | 14 | 5 | 6 | 19 | 19 | 19 | 99 |
| 11th | George Bishop | 14 | 19 | 14 | 11 | 11 | 9 | 7 | 5 | 10 | 100 |
| 12th | Rex Brown | 10 | 11 | 14 | 15 | 13 | 11 | 4 | 19 | 9 | 106 |
| 13th | Geoff Potter | 12 | 10 | 13 | 5 | 12 | 15 | 19 | 3 | 19 | 108 |
| 14th | Steven Gullock | 19 | 9 | 3 | 6 | 13 | 8 | 19 | 19 | 19 | 115 |
| 15th | Robert Marshall | 13 | 19 | 13 | 15 | 9 | 15 | 19 | 19 | 4 | 126 |
| 16th | Anthony Vickary | 19 | 19 | 8 | 15 | 19 | 15 | 19 | 19 | 19 | 152 |
| 17th | David Garton | 19 | 19 | 19 | 13 | 19 | 19 | 19 | 19 | 19 | 165 |
| 18th | | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 171 |
| 18th | | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 171 |



Top: Line-up of R/C Old Timer Gliders with Peter Scott's Thunder King at the head of the line-up. Bottom: Left Basil Healy and right Dave Paton, now the proud owner of the ex-Basil Healy Nibbio glider.



Top Left: Peter van de Waterbeemd's DG-42 ready for launch. Bottom Left: The DG-42 is on its way.

Top Right: Paul Farthing's Satyr on its way, launched by Alan Suley.

Right: Robert Marshall's Frog Prince awaiting its turn.



*Top: All the Old Timer Glider pilots with most of their gliders.
Left: Grant Manwaring's Arckangel off on another flight, launch by Alan Suley.
Above LtoR: Old Timer Glider winners 2nd Peter Scott with Thunder Kind, 1st Grant Manwaring with Arckangel and 3rd Dave Paton with Nibbio.*



Above: LtoR Two serious 1/2A Texaco pilots, and their helpers, Steve Gullock assisting Rex Brown, Paul Farthing with Hans van Leeuwen timing.

Left: Grant Manwaring with Basil Healy timing.

Above Right: 1/2A Texaco flight line, note the great flying site.

Right: Peter Scott concentrating with Jim Rae timing. Luckily there weren't many flies.





Top Left: Robert Marshall assists Geoff Potter with his Ethy 1/2A model.

Top Right: Peter (Condo) Smith launches Peter Scott's Little Diamond 1/2A model.

Left: Anthony Vickary assists Alan Suley starting his 1/2A Stardust Special.

Right: Winners 1/2A Texaco LtoR: 3rd Vince Hagarty with Lanzo Bomber, 1st Paul Farthing with RC1 and 2nd Peter Scott with Lil'Diamond.





Far Left: Seldom-seen model from England by Jim Rae, the Mercury Teal.

Left: Paul Farthing with his Ollie for the Nostalgia event.

Below: Peter (Condo) Smith's Swayback by Chester Lanzo.



Chester Lanzo with his Swayback.





*In Nostalgia George Bishop launches Dave Paton's Jumping Bean.
Below: Alan Suley launches Anthony Vickary's Swayback.
Top right; Dave Sampson assists Steve Gullock with the preparation of his Spacer for Nostalgia.
Bottom right: Nostalgia Winners Lt to R 2nd Peter van de Waterbeemd with a Swayback, 1st Peter (Condo) Smith with a Swayback and 3rd*





Burford Event Fliers:

Top LtoR:

Vince Hagarty and Lil'Diamond.

Paul Farthing and Ollie.

Steve Gullock and Swiss Miss

Bottom LtoR:

Dave Paton with Stardust Special.

Basil Healy with Zoot Suit.

Peter van de Waterbeemd with Ollie



*Old Timer Texaco.
Above:
George Bishop with his
Lanzo Bomber.
Left:
Team Gorton/Vickary
with their Lanzo
Bomber.*

Top Left: Grant Manwaring with his Dixielander.

Top Middle: Paul Farthing launches his Ollie with Alan Suley timing.

*Above: Winners of the Burford Event:
2nd Peter (Condo) Smith with Dream Weaver, 1st Jim Rae with Amazoom, and
Steve Gullock with Dream Weaver.*



*Top LtoR:
Steve Gullock assisted by
Dave Sampson prepares
his Lanzo Bomber.*

*Vince Hagarty with his
Lanzo Bomber.*

*Peter Scott with his Fla-
mingo.*

*Bottom Left: Paul Far-
thing prepares to start
his Lanzo Bomber assisted
by Hans van Leeuwen.*

*Below:
Old Timer Texaco Win-
ners LtoR: 2nd Grant
Manwaring with Lanzo
Bomber, 1st Vince Hagar-
ty with Lanzo Bomber,
and 3rd Basil Healy with
Lanzo Record Breaker.*





*Top Left: Paul Farthing assisting Rex Brown with his Westerner but engine problems persisted resulting in Rex not flying in '38 Antique.
Above: Dave Paton assisting Peter van de Waterbeemd with his Schmaedic Stick.
Bottom Left: Dave Paton with his Schmaedic Stick assisted by Hans van Leeuwen (left) and Dave Sampson and Vince Hagarty offering advice?
Below Right: Peter Scott's Flamingo ready to go.*





Far Left: Rex Brown with his Westerner for '38 Antique.

Left: Vince Hagarty with his California Chief for '38 Antique.

Below Left: George Bishop with his Lanzo RC-1 for '38 Antique.

*Below: The '38 Antique Winners LtoR:
2nd Vince Hagarty California Chief, 1st Grant
Manwaring Lanzo RC-1, and 3rd Dave Paton
Schmaedic Stick.*





*Old Timer Duration Competitors:
Top Row LtoR:
Steve Gullock 70% Lanzo Bomber.
Vince Hagarty Stardust Special.
Jim Rae Lion Cub.
Bottom Row LtoR:
Alan Suley Playboy.
Grant Manwaring 85% Lanzo Bomber.
Peter (Condo) Smith 113% Play-
boy.*



Old Timer Duration Competitors and Winners:

Top Row LtoR;

Peter Scott 113% Playboy.

Peter van de Waterbeemd 92% Lanzo Bomber.

Dave Paton 105% Playboy.

Bottom Row LtoR:

George Bishop Playboy.

Old Timer Duration Winners LtoR:

3rd Dave Paton 105% Playboy, 1st Paul Farthing Lanzo Bomber, and 2nd Peter (Condo) Smith 113% Playboy.



Left: Winners 2cc Duration LtoR: 2nd Peter Scott Eureka, 1st Grant Manwaring 90% Dixie-lander, and 3rd Peter (Condo) Smith Apache. Standard Duration Competitors:

Right: George Bishop 85% Lanzo Bomber.

Bottom Row LtoR: Grant Manwaring Playboy. Rex Brown Lanzo RC-1 Peter (Condo) Smith Play-boy





Standard Duration Competitors: Above LtoR: Jim Rae/Lion Cub, Dave Paton/Stardust Special, Geoff Potter/Playboy, Peter van de Waterbeemd/85% Lanzo Bomber Right: A minor failure suffered by Paul Farthing's Lanzo Bomber.



Left LtoR: Standard Duration Winners: 3rd Geoff Potter/Playboy, 1st Grant Manwaring/Playboy, and 2nd Dave Paton/Stardust Special. Right: Grant Manwaring Top Gun for the 40th SAM 1788 Champs at West Wyalong, Easter 2022. Grant is displaying his trophies for 1st Place in Standard Duration, 2cc Duration and Top Gun winner.





Left Top: Farm House turned Club House at the Adrian and Jo Bryant Memorial Flying Field, West Wyalong. Adrian and Jo gifted the property at West Wyalong to the NSW Free Flight Society to be developed as a NSW State Model Flying Field.

Adrian, who passed away on 4th December, 2021, wished that part of his ashes be scattered on the flying field. To this end Peter Scott flew some of Adrian's Ashes in his Lanzo Record Breaker and duly scattered them over the flying fields.

This photo shows modellers and partners assembling for the memorial to Adrian.

Above: SAM 1788 40th Old Timer Champs Perpetual Trophies. Left: Identification of some of the SAM Perpetual Trophies LtoR: Peter (Condo) Smith - Nostalgia Visiongard Shield, Hans van Leeuwen - Spirit of SAM, Gail Scott - Ladies Trophy, Paul Farthing - the Old Timer Duration Piston in his right hand, 1/2A Texaco Shield in his left hand and the Old Timer Glider Shield at his feet, Peter Scott is holding the '38 Antique perpetual trophy (and yes it is very heavy), and Jim Rae is holding the David Owen Memorial trophy.



RANDOM JOTTINGS
from
2022 SAM Champs.
By Jim Rae.

As usual the SAM Champs were held over Easter. They were held at the Adrian Bryant Field at West Wyalong, NSW, due to Canowindra being unavailable because of flooding and asbestos.

West Wyalong is a fairly typical country town having all the usual amenities however what sets it apart from most of the small towns that I have seen is the amount of accommodation available. It seems to have more motels than Merimbula, on the far south coast of NSW, which is a lot bigger and is the tourist capital of the Sapphire Coast. (C of C send cheque in unmarked envelope).

The reason is its location at the junction of major highways from Sydney to Adelaide and Melbourne to Queensland. Even with all those motels I understand that a few people had to hunt around for somewhere to stay. One of the reasons was a large "old" car rally which was in town early in the holidays, later on they seemed to have gone somewhere else.

Weather for the Champs was good, generally not much wind although Monday had a breeze. Temperatures were balmy, mid 20's most of the time. There were surprisingly few flies and only the occasional mozzie. The field had good grass cover which had been well mown, Thanks Peter Scott. There was even a bit of green coming up from recent rain..

There have been some major improvements to the RC field. The shelter has been doubled in width and a shed has been erected behind the shelter. I didn't measure it but it is three garage doors wide and about four metres deep, so is quite a big shed. My spies tell me that the floor of the shelter will soon be sealed and a removable fence erected around the shelter to keep sheep out.

I enjoyed the Champs although six days flying takes its toll on the old bod. It was good just to see people that I haven't seen for a long time, possibly years in some cases.



When you are competing it is hard to see much of what others are doing but I will give you a few incidents. In Old Timer Glider I was flying the Airborne which had been repaired after losing its tail in a head collision on launch at New Year. I thought I had replaced all of the ballast, which was lots, and so I thought everything should have been OK. On its first launch it came off the line, seemed to be flying fine but a bit steep on the glide so I gave it a bit of up. It tip stalled, spiralled in and did a lot of damage to both fuselage and wing. C of G was probably too far back, bit hard to tell with all the pieces. Unfortunately I needed the wing for the Airborne in Texaco. (Yes it is grandfathered).

This meant Plan B. I had set up the old Rambler (usually ED Hunter) with a Forster 29 sparkie for '38 Antique so flew it in Texaco. I have never run it on petrol so used the supplied methanol, which inci-

dentally had a lot of floaties in it. Thank goodness for fuel filter. I didn't play around with props and only got a 1½ minute run and not very high. In '38 Antique it gets 2m 44s so gets considerably higher.

An interesting fact about Texaco is that there is no allowable fuel specified for 2 stroke engines. Fuel is supplied for four strokes and diesels can use any fuel provided it complies with the general rule about contents but there is no mention of 2 strokes. There is a volume allowance for vintage sparkies which are all 2 strokes but nowhere do the rules say what the allowed fuel is. Most people using vintage sparkies use petrol. In '38 Antique you can use petrol or methanol and I would suggest that Texaco be the same.

In 1/2A Texaco there was a model doing all sorts of aerobatics all over the sky, fortunately not into the ground. It shall remain nameless to protect the guilty. After the event it was found that the servo arm was not screwed down.

Cabin Scramble was a great event. There were seven starters which was enough to make it interesting. The weather was excellent with very little wind which makes landing close in easier. The results were very close with only five seconds separating first and second. I heard a rumour that one competitor was coaching his timekeeper (wife) which is a bit of a problem to those of us who don't have a wife, however I also heard that a trained timekeeper may be available for hire.

In Duration Peter van de Waterbeemd was having a lot of trouble with his McCoy 60 sparkie which is normally very well behaved. He could not get it to run reliably or well.

After the event Peter Scott suggested he have a look at the spark plug which he did at our club field a couple of weeks later and with a change of plug it was back to normal. You would expect a plug to last more than five or six years.

The last event of the Champs was Standard Duration. It must be said about Standard Duration that some people don't read the rules and don't take the event seriously. The rules require a standard commercial 10x6 prop and maximum revs of 12500 with the mod-



els nose up and the engine leaned out. An adjustable throttle stop is required so that the allowable revs are not exceeded. A number of people think that it is permissible to richen up the needle to bring the revs down to 12500. It isn't and doesn't comply with the rules. It also puts too much stress on the CD. Here endeth the lesson.

In Standard Duration I flew the old Lion Cub, OS 40H powered. On the last flight I was starting to come back to the landing area at about tree height down towards the windmill and dam. I was sure that the model was my side of the trees but i was mistaken and it ended up high in a tree. I think there is some relationship between age and depth perception.

Peter Scott loaned a retrieval system that he carries



for Free Flight consisting of a catapult and weighted line which is used to pull a heavier line into the tree to hopefully shake the model down.

After trying this system unsuccessfully for a while Hans van Leeuwen (from Perth WA) produced a carbon fibre pole. I think he said it is called a squid pole. It is about 1.8M long and magic so that when extended it is about 8M long.

Paul Farthing got on top of the rack on his Land Cruiser and could reach the model with the pole. After considerable and skillful effort he got it out of the tree, it came down vertically into a bed of pine needles, the wing popped off and the only damage to the model was a small tissue tear. How good is that. On my way to put it in the van I was waylaid by Libby Brown (Rex Brown's wife from Adelaide) for photos and when that was done everyone else had gone and I hadn't had time to say thank you. So many thanks to Hans and Paul and the others who assisted.

By the time I got back to the pits everyone had packed up and gone so I loaded up the van and did the same. Jim Rae



VALE - ALF JEFFRIES

Alf was a SAM 1788 member in the late 1980s and early 1990s. He is prominent in the front row of one of the group photographs taken by Non Sharp in that era. Alf was usually to be found in the company of Col Stafford, Bob Rowe, Arthur (Coop) Cooper and Albert Fisher, most of whom are no longer with us. Alf never achieved a win or a place in Old Timer competition, but his models were always beautifully constructed and finished. He was an "old school" craftsman of the first order.

Fast forward twenty years and I became re-acquainted with him at Coffs Harbour a couple of years before I moved there myself. In discussion with him I found that he was still an active modeller, flying both control-line and radio controlled models. He had retired from his business of many years, which was manufacturing fibreglass surf boards and water tanks. Unfortunately, his exposure to the chemicals used in this venture lead to him developing an allergy to petro-chemicals and ultimately leukaemia. For the last couple of years he had avoided contact with LC. powered models and concentrated on electric powered ones instead. Despite his poor health, he still flew with us regularly and even took on the onerous task of club Safety Officer.

He was a quiet man who chose his words carefully. He had a wealth of knowledge about fibreglassing and painting and gladly shared it with you if asked to do so. He was the type of person who would be a valuable asset in any club. We miss his happy face and witty comments.

Basil Healy.

The Ramblings of an Ancient Modeller

From Basil Healy

Problems with Propeller Drivers

On three occasions recently I have been faced with problems associated with the "D" shaped hole or the flat on the crankshaft engaging with it on Antique engines.



The first time was when I acquired a box full of parts for an OK Super 60. The prop driver and a couple of gaskets were the only missing parts. However, the moving point assembly was in need of repair. Gaskets were no problem, I could make them. Peter Scott came to the rescue with a moving point assembly which with a little modification fitted perfectly.

The prop driver was going to be more of a problem. The original was a pressed metal waffle washer with a "D" shaped hole and was hardened (see photo attached). In fact it was so hard it had started to wear the edges of the flat on the crankshaft! I opted for machining up a replacement 1/4 inch thick with a hole that was a close fit on the crankshaft (It actually fits over the threaded portion) and located by a grub screw. However, this modification came at the expense of a shorter length of crankshaft to mount the propeller.

This left me with two options, mill the propeller hub down or make up a barrel nut similar to that fitted to McCoys. With the existing crankshaft threads being 3/8 inch diameter, the second option would entail a huge hole in the propeller hub and was discarded. The motor was used at the 1st West Wyalong Nationals and ran very well eliciting a comment from Peter Scott about the way it performed.

The second occasion involved another OK Super 60 owned by my friend, David Murrell. It was fitted to a Yates "Madman" control line stunt model. This engine took a little sorting out initially, but ran well apart from a good deal of vibration. So much so that the high tension lead moved an inch in the centre of its unsupported length. The high tension lead is long because the coil is located behind the fuel tank which occupies about 5 inches behind the engine. Restraining the lead with a "P" Clip at its midpoint did not help much. It still moved about 3/8 inch either side of the restrainer. Balancing the propeller did not improve the situation either. The vibration simply pulled the alligator clip off the spark plug within the first lap of flight every time.

At this point I checked the tracking of the prop tips and was astounded to find that they differed by 1/2 inch. This was eventually traced to the waffle drive washer. It had worn the crankshaft sufficiently to allow it to tilt slightly when the nut was tightened. This occurred because the back of the drive washer only makes contact with the small piece of the crankshaft protruding above the flat. There is no step in the crankshaft diameter at that point. Add a front washer that is a bit loose on the crankshaft and a wooden propeller that is located on the tips of the threads only and you get a tilted prop.

The fix was to fit a carbon fibre prop drilled out to be a close fit over the threaded portion of the crankshaft and also fit a clip on the spark plug end of the high tension lead that could only be disengaged by moving it forward. It still vibrates, but not as much as before. At least it makes the model flyable although it is a bit fast for smooth aerobatics. The lack of flaps does not do wonders for the corners of square loops!!



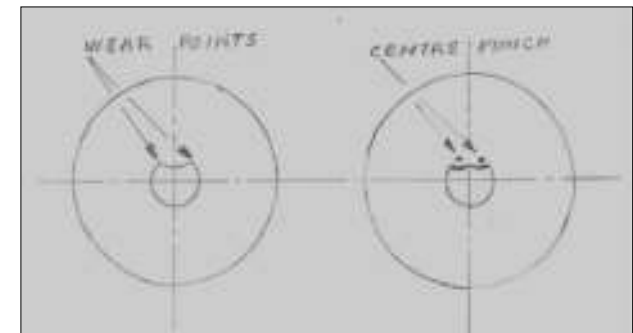
The third occasion came when I recently acquired two Madewell 49s. One was in mint condition, unrun and unmarked. The second has had a new piston fitted and is in reasonable condition apart from the prop drive washer

which was badly worn in the "D" shape drive hole.

This time it was the hardened crankshaft that had worn the mild steel drive washer. Making a new drive washer here was not an option because the threaded portion of the crankshaft is quite short, only being able to accept prop hubs 3/8 inch thick. Not only that, but the threaded portion of the crankshaft was only 1/4 inch in diameter resulting in the flat on it being quite small. It was obvious that I had to do something about this wear before it became irreparable.

The fix was four hits with a carefully positioned centre punch to displace some metal back into the worn areas followed by a gentle touch with a small file until it was a light press fit on the crankshaft (see attached sketch). Fortunately this prop driver locates on a step in the crankshaft diameter and is unlikely to tilt like the OK Super 60 did.

Basil Healy .



NTSB REPORT ON CRASH OF WESTERNER AUS32587 ON SUNDAY 17th APRIL 2022.

The Crash investigation team was headed by Mr. Hava G Look, License No. SAM 3019.

Upon arrival at the crash scene, it was clear the Westerner aircraft had impacted the ground at a fairly steep angle. The left wing's integrity had failed about 30 cm from the fuselage centerline.

The engine was extensively damaged with a severe bend evident in the crankshaft.

The aircraft's fuel cell was ejected as a result of the impact with the ground. The cell didn't rupture due to its protective covering thus avoiding a potential fire. The aircraft's electrical power source, a Lithium Polymer battery, was also ejected through its hatch in the fuselage, but again it failed to ignite upon impact.

Examination of the left wing failure revealed a total destruction of the square carbon fibre spar reinforcement along with the spar and the plywood (3-ply) wing reinforcement. See photo.

Eye witnesses stated this was the third climb-to-height flight by the aircraft undertaken the morning.

Witnesses also stated that the aircraft was undertaking a reasonably high speed, straight, approximately fifty degree climb for altitude when it seemed to suddenly lose height before the left wing failed. The pilot then attempted to induce a slow spin by applying full rudder and up elevator, but this action appeared to have little impact on the aircraft's behavior before it impacted with the ground.

Miraculously, the pilot survived, only complaining of a very sore left hip. Two days later the pilot was admitted to Orange Base Hospital, NSW, where he underwent surgery for a left hip replacement.

Weather.

Pilots at the five day competition suggested there were unusual weather events encountered over the preceding few days. These events consisted of encountering unexpected updraughts and downdraughts, which in some cases, caused aircraft to exhibit violent reactions, such as becoming inverted, sudden loss of height or a rapid increase in height, from level flight. Several pilots reported their aircraft rolling onto their sides in an instant without any warning. As reported earlier, eye witnesses stated they believed the Westerner aircraft appeared to drop quickly before its catastrophic wing failure.

History.

The previous flight history of this Westerner aircraft has been fully investigated. It was discovered that the aircraft suffered a heavy landing in 2017 at Canowindra during a previous five day flying competition.

At that competition it was established that the elevator jammed on takeoff caus-

ing the aircraft to commence high speed circular flight path to the right, immediately above the ground. This resulted in the right wing and fuselage suffering damage when it came in contact with the ground after the engine was shut down.

Following the above mentioned incident suitable repairs were completed and after a final inspection the Westerner aircraft was returned to service.

The 2017 Westerner aircraft rebuild.

The last flight of the Westerner aircraft, before this rebuild, was at Canowindra during Easter 2017. The pilot had the misfortune to crash the Weathers Westerner aircraft at the start of the '38 Antique event fly off. It took just nine seconds.

66% of the front of the fuselage was destroyed along with 610mm of the left-wing panel.

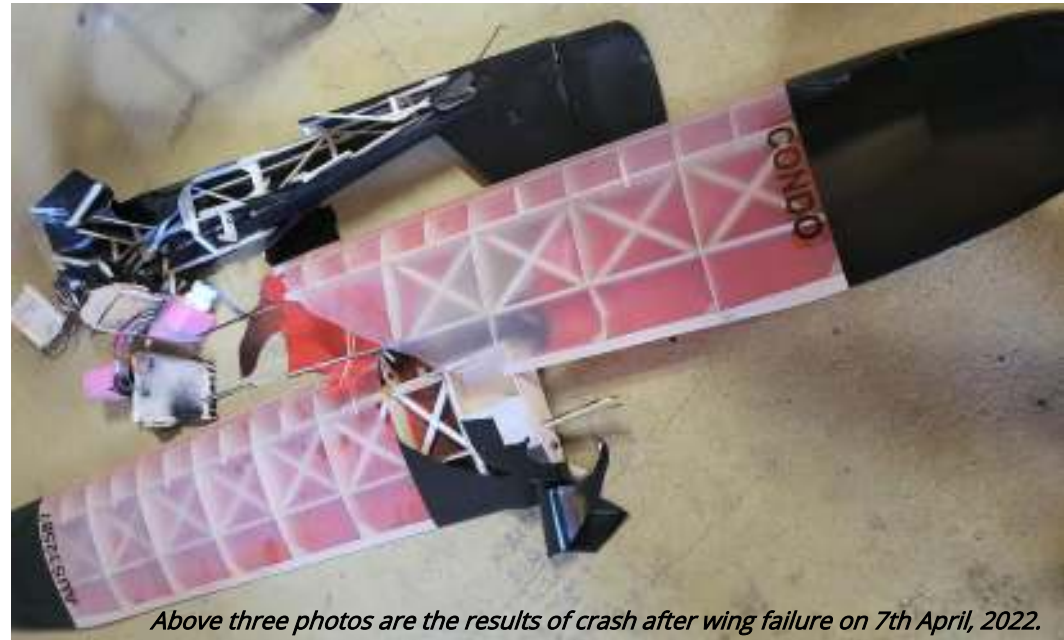


There is the technology to rebuild it! So in late July, 2017, the rebuild began. The accompanying photos will give you an indication of how it proceeded.



Got to love it when a plan comes together.

On the weekend of September 9/10, 2017, the rebuilt Westerner aircraft had its next flight. It lasted a lot longer than nine seconds! Thanks to Peter van de Waterbeemd, for the help with this flight.



Above three photos are the results of crash after wing failure on 7th April, 2022.

Conclusions and Recommendation.

It appears that a number of circumstances, together, may have led to the crash of Westerner AUS32587 on 7/4/2022.

Pilot error is always a possibility, however, given the eye witness reports that Westerner AUS32587 was on a smooth straight climb to height, with no deviation from its flight path, suggests this may not be the case this time.

The weather activity, as previously discussed, certainly could have caused the sudden loss of height by the aircraft before the failure of the left wing, or perhaps



the wing failure was the cause of the loss of height observed by witnesses. Weather cannot be ruled out.

The stated history of the previous right wing repair, tends support to the possibility that there was an undetected flaw in the left wing spar system, which failed when the load from the sudden downward wind shear was encountered during its flight.

The degree of damage suggests that a rebuild should not be undertaken, and my conclusion is that the Westerner aircraft, AUS32587, should never again be repaired or registered, as stress flaws from the crash could exist in all structural parts of the aircraft and would be hard or impossible to detect.

It is recommended accordingly.

Hava G Look.
SAM 3019.
1 May, 2022.

New England Gas Championships 2022

Report/Results from Peter van de Waterbeemd and photos from Karen Paton.

The Tamworth Model Aircraft Club hosted the New England Gas Championships 2022 over the weekend of 18 and 19 June. Their flying field at Somerton was, as always, immaculately prepared for us. Mown grass and even a supply of firewood for the brazier, (a converted beer keg). This was well appreciated by all on the very cold evenings and nights. The weather for the two days was superb. Light winds if any and warm afternoons with temperatures in the high teens. However, when the sun disappeared behind clouds, jumpers were quickly donned.

Onsite camping is as always provided with six vehicles braving the cold night on Saturday. Motor home, caravans and cars were the accommodation.

The first event on **Saturday** morning was **Gordon Burford** with 11 entries, 10 flying. Many maxes scored during the first three rounds with six into the flyoff. There was quite a variation in times with three models scoring over eleven minutes. Mr James Rae esq. would have been second but graciously opted to land out in order to promote each of the other flyers below him by one position. Thank you, James.

Antique '38 was a three round event with one round flown before lunch. Seven entries with six different engines and six different models. Only one max in the first round as everyone appeared anxious to get to lunch catered by the Tamworth Club. Casseroles were prepared by Leonie Whitten and very much appreciated by the modellers and their partners. Thank you Leonie. Round two had three maxes and a further five in round three. Three into the flyoff with Dave Paton winning easily as Paul Farthing couldn't start the GB 5cc and guess who graciously landed out again - Jim Rae.

Last event for the Day was **Duration** with eight entries. As it was mid-afternoon, again three rounds to be flown. Five maxes in the first round with the same five flyers scoring maxes in the second round. No maxes in the third round resulted in

five into the flyoff. One engine would not start, one ran for four seconds gaining 24 seconds flight time and three competed in the rapidly cooling air.

A great day flying all round in great sunny winter weather. Afterwards a crowd gathered around the brazier for nibbles and drinks.

Sunday's first event was the traditional **Cabin Scramble**. Five competitors, each of whom was competing for a sheep station! Cool but calm conditions saw no models damaged but the event was appreciated by all the bemused spectators. Note to one competitor: they don't fly well, actually not at all, with the engine running backwards.

1/2A Texaco was the next event. Ten entries and with near perfect flying conditions and four rounds to be flown. Seven maxes in the first round but that person landed out - again - leaving six maxes. Second round with six maxes gained but only four in the third round leaving three in the flyoff. Well again an anticlimax: one flight of two minutes after the Cox stopped just after launch, one landed out (I'm not naming names but it might have been the author) leaving an easy win to Paul Farthing; welcome back Paul!

Final event was **Texaco**. Eight entries and ALL were Lanzo Bombers! At least there was some variation in the engines with five OS engines, two Saitos and an Enya. Maxes spread throughout the four rounds resulted in four in the flyoff. Quite cool late in the afternoon with quite variable lift. Quite respectable flight times with Paul Farthing the eventual winner.

Presentations were made by Peter and Gail Scott for the six events flown. The Brian Potter Memorial Trophy for the Texaco winner was presented by Tamworth Club member Gary Whitten to Paul Farthing.

The final presentation was for the Top Gun and this was Paul Farthing. Paul placed in every event with four firsts, a second and a third. Welcome back Paul. Perhaps in your retirement you could also indulge more in your other favourite sport of fishing.

Thanks to the Tamworth Model Aero Club and its members for hosting the event, for giving up their flying time, for the field preparation and most of all for the lunches. We look forward to returning next year. Thanks especially to our SAMs member Gary Whitten for all his efforts in hosting the competition and to Leonie for the cooking.



Gary Whitten presenting the Brian Potter Memorial Trophy to Paul Farthing for his win in Oldtimer Texaco.

New England Gas Championships 2022 Results

Gordon Burford Event

| Name | Model | Engine | Score | Fly Off |
|-------------------------|------------------|--------|-------|---------|
| Paul FARTHING | Ollie | PB | 900 | 769 |
| Anthony VICARY | Dixielander | BB | 900 | 678 |
| Peter van de WATERBEEMD | Ollie | PB | 900 | 464 |
| Gary WHITTEN | Lil' Diamond | BB | 900 | 417 |
| Dave PATON | Stardust Special | PB | 900 | 335 |
| Jim RAE | Amazoom | BB | 900 | L/O |
| Basil HEALEY | Zoot Suit | BB | 879 | |
| Peter SCOTT | Dream Weaver | BB | 856 | |
| Alan SULEY | Bomber | PB | 848 | |
| Bob MARSHALL | Spacer | PB | 750 | |

'38 Antique

| Name | Model | Engine | Score | Fly Off |
|-------------------------|------------------|------------|-------|---------|
| Dave PATON | Schmaedic Stick | ED Hunter | 1200 | 798 |
| Jim RAE | Rambler | Forster 29 | 1200 | L/O |
| Paul FARTHING | Folly 2 | GB 5cc | 1200 | 0 |
| Peter van de WATERBEEMD | Schmaedic Stick | Atwood 49 | 1139 | |
| Alan SULEY | Rambler | ED Hunter | 1160 | |
| Geoff POTTER | California Chief | ??DC 3.5 | 1090 | |
| Peter SCOTT | Flamingo | O&R 60 | 144 | |

Duration

| Name | Model | Engine | Score | Fly Off |
|-------------------------|--------------|----------|-------|---------|
| Peter SCOTT | 112% Playboy | McCoy 60 | 840 | 519 |
| Paul FARTHING | Bomber | Dooling | 840 | 448 |
| Jim RAE | Lion Cub | Saito 56 | 840 | 337 |
| Dave PATON | Playboy | OS 61 | 840 | 24 |
| Peter van de WATERBEEMD | Bomber | McCoy 60 | 840 | 0 |
| Alan SULEY | Playboy | Saito | 757 | |
| George BISHOP | Playboy | Saito 62 | 638 | |
| Geoff POTTER | Playboy | Potter | L/O | |

1/2 A Texaco

| Name | Model | Score | Fly Off |
|-------------------------|------------------|-------|---------|
| Paul FARTHING | RC1 | 1260 | 706 |
| Alan SULEY | Interceptor | 1260 | 131 |
| Peter van de WATERBEEMD | Stardust Special | 1260 | L/O |
| Peter SCOTT | Lil' Diamond | 1227 | |
| Gary WHITTEN | Stardust Special | 1195 | |
| George BISHOP | Atomizer | 1160 | |
| Jim RAE | BOP! | 1158 | |
| Dave PATON | Stardust Special | 664 | |
| Basil HEALEY | Stardust Special | 588 | |
| Anthony VICARY | Stardust Special | 420 | |

Texaco

| Name | Model | Engine | Score | Fly Off |
|-------------------------|--------|----------|-------|---------|
| Paul FARTHING | Bomber | OS 60 | 1800 | 1062 |
| Peter van de WATERBEEMD | Bomber | Saito 65 | 1800 | 984 |
| Gary WHITTEN | Bomber | OS 62 | 1800 | 823 |
| Dave PATON | Bomber | OS 61 | 1800 | 795 |
| Alan SULEY | Bomber | OS 60 | 1787 | |
| Peter SCOTT | Bomber | Saito | 1172 | |
| George BISHOP | Bomber | OS 60 | 1062 | |
| Geoff POTTER | Bomber | Enya 60 | 1041 | |

Cabin Scramble

| Name | Score |
|-------------------------|-------|
| Paul FARTHING | 1275 |
| Peter SCOTT | 1253 |
| Jim RAE | 1187 |
| Peter van de WATERBEEMD | 1175 |
| Alan SULEY | 988 |
| George BISHOP | 76 |



Early arrivals (Friday) gather around the heater for a catch-up (and to get warm) at the New England Gas Champ, Tamworth.



Gary Whitten, of the Tamworth Club, local organiser of the New England Gas Champs along with his support team, preparing for the Burford Event with his Lil Diamond.



*Burford Event Competitors
Top LtoR: Gary Whitten/
Lil Diamond, Peter van de
Waterbeemd/Ollie, Jim
Rae/Amazon.*

*Left: Winners of Burford
Event LtoR 2nd Anthony
Vickary/Dixielander, 1st
Paul Farthing/Ollie and 3rd
Peter van de Waterbeemd/
Ollie.*



'38 Antique flyers clockwise from top left: Geoff Potter/California Chief, Dave Paton/Schamedic Stick, Alan Suley/Rambler, Peter van de Waterbeemd/Schamedic Stick, Basil Healy/GHQ Sportster (DNF). It was great to see Graeme Mitchell back on the flying field once again and although he didn't fly he performed the important duty of scorekeeper.



Far Left Top: Anthony Vicary/Lanzo RC-1 ready to go in '38 Antique. Bottom: "It won't go!"

Left: Anthony Vicary assisting Alan Suley with his Rambler for '38 Antique.

Below Right: Paul Farthing assisted by Graeme Mitchell, preparing his Folly 2 for the '38 Antique event.

Below middle: Geoff Potter/California Chief and Alan Suley/Rambler, ready for the '38 Antique Event.





Top Left: Winners of the '38 Antique event, LtoR: 2nd Jim Rae/Rambler, 1st Dave Paton/Schmaedic Stick and 3rd Paul Farthing/Folly 2.

Above: Old Timer Duration Winners LtoR: 2nd Paul Farthing/Lanzo Bomber, 1st Peter Scott/Stardust Special and 3rd Jim Rae/Lion Cub.

Left: 30 Minute Scramble fliers: LtoR; Jim Rae, Peter Scott, Alan Suley, Peter van de Waterbeemd and Paul Farthing. At least three Tomboys there.



Above Left: Paul Farthing launches his Lanzo RC-1 1/2A Texaco model. Above Right: Winners of 1/2A Texaco LtoR: 3rd Peter van de Waterbeemd/Stardust Special, 1st Paul Farthing/Lanzo RC-1 and 2nd Alan Suley/Interceptor.

Below: Panoramic view of the flight line/flying field at the T.A.R.M.A.C. Club, Tamworth.





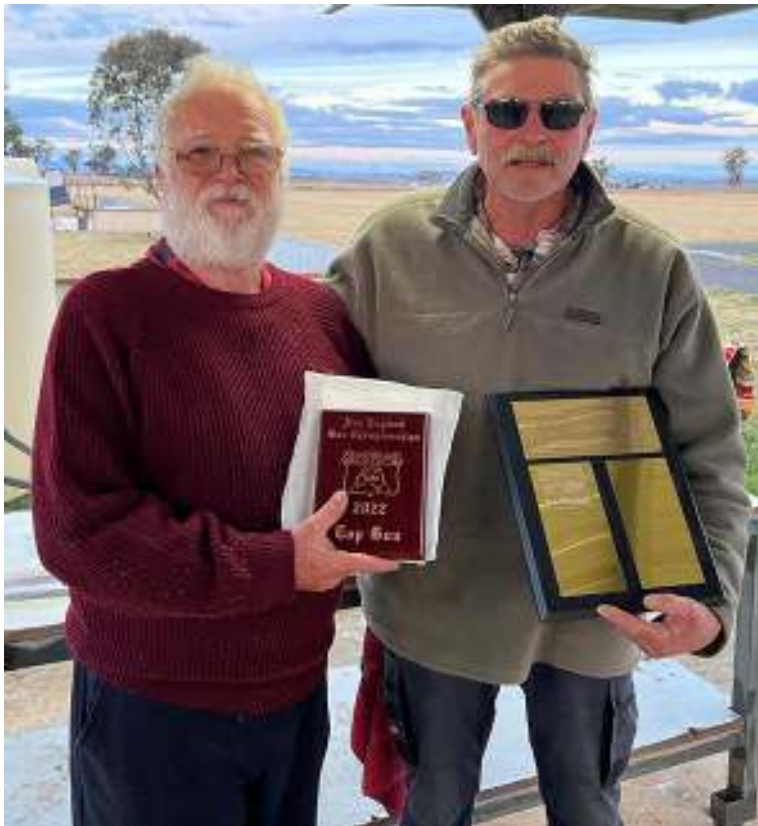

Texaco fliers top row LtoR: Peter van de Waterbeemd, Dave Paton, Paul Farthing, Geoff Potter. Middle Row LtoR: Gary Whitton, Alan Suley, Bottom Row LtoR: George Bishop, Peter van de Waterbeemd, Peter Scott. All pilots flew Bombers.

Above: Texaco winners top row LtoR: 2nd Peter van de Waterbeemd, 1st Paul Farthing and 3rd Gary Whitton.



Left: Old Timer Texaco winners
LtoR:
2nd Peter van de Waterbeemd,
1st Paul Farthing and 3rd Gary
Whitton. All flying Lanzo Bombers.

Below: Peter Scott presents Paul
Farthing with his Top Gun Trophy
and the perpetual New England Gas
Champs Top Gun shield. Paul also
was awarded the perpetual Brian
Patter Memorial Trophy for his win
in the Old Timer Texaco event.

We are still battling Covid 19 and the next thing is here already.

The NILE Virus, type C

Virologists have identified a new Nile virus - type C

It appears to target those who were born between 1940 and 1970

Symptoms:

1. Causes you to send the same message twice.
2. Causes you to send a blank message.
3. Causes you to send a message to the wrong person.
4. Causes you to send it back to the person who sent it to you.
5. Causes you to forget to attach the attachment.
6. Causes you to hit SEND before you've finished.
7. Causes you to hit DELETE instead of SEND
8. Causes you to SEND when you should DELETE

It is called the C-NILE virus!

And if you can't admit to doing the above you've obviously caught the mutated strain, the D-NILE virus.

The Geezer

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



| | | |
|--|------------------------------|--|
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An Update from Hans van Leeuwen.

Hello, We had a wonderful trip to the East Coast and the 40th SAM 1788 Champs at West Wyalong were great. Good to meet up with old mates and to help whenever and wherever I could. The weather was superb for the time of year and while the Champs were not as well attended as it could have been it was a worthwhile contest.



I guess that for me, being awarded the Spirit of SAM trophy was absolutely unexpected and amazing as well as very humbling and emotional.

It also came at a very poignant time, just after the spreading of the late Adrian Bryant's ashes which was also a very special and awesome event. I guess that someone will provide a full report of the Championships and some pics and results for you.

We had a great time with our family and celebrated Anna's 80th birthday somewhat early with them which was a great occasion.

All the equipment functioned perfectly, including my faithful 23 year old Ford Courier ute with now 471,000 odd kilometres on the clock. On the flip side, the fuel bill was somewhat greater than in previous times. All being well, we now have a good excuse to return next year as I need to return the trophy, situation and health permitting.

Not a whole lot to report on the WA Old Timer scene, it seems that the weather gods have it in for us since the start of the Covid thing and we're supposed to be flying '38 Antique today but the weather forecast has put the mocker on that again.

The attached pics are of Peter Scott's model that spread Adrian Bryant's ashes and after my receipt of the Spirit of SAM trophy.

Regards to all my SAM friends everywhere.

Hans van Leeuwen. SAM 270 Western Australia.

| WAMAC CONTEST CALENDAR 2022 | | | | |
|-----------------------------|-------------------------------|--------------------|------------|----------|
| | Free Flight Events | Oldtimer Events | | |
| 3 July | | Nostalgia | State/Club | Beverley |
| 10 July | | | | |
| 17 July | Open Rubber | | State | Beverley |
| 24 July | | 1/2A Texaco | State/Club | Beverley |
| 31 July | | | | |
| 7 August | Combined FAI | | State | Beverley |
| 14 August | | Burford | State/Club | Beverley |
| 21 August | | | | |
| 28 August | F1Q/Open Electric | | Club | Beverley |
| 4 Sept | Fathers' Day | | | |
| 11 Sept | | Oldtimer Glider | Club | Beverley |
| 18 Sept | | | | |
| 25 Sept | Queen's Birthday Long Weekend | | | |
| 2 October | | Tomboy IC/Electric | Club | Beverley |
| 9 October | | | | |
| 16 October | | | | |
| 23 October | | | | |
| 30 October | | | | |
| 6 November | | | | |

E.T. PACKARD, FOUNDER OF CLEVELAND MODEL & SUPPLY CO.

By Heim Schreiner.



E.T. Packard, founder of Cleveland Model & Supply Company in 1919, was the recipient of the In Recognition award from the American Aviation Historical Society on January 13, 1996, as "Aviation's great recruiter on his 90th birthday."

Packard, with his four brothers, mother and father, developed the company as a cottage industry, operating out of their residence and a converted barn near west 57th and Bridge Streets on the west side of Cleveland. He began the business at age 13 on a part time basis selling his Wasp design, a 14 inch ROG which retailed for \$1.00. An order from Halle Bros. Department Store in Cleveland for 2 1/2 gross (360) of the Wasp jump-started the business.



Ed Packard & 98" span China Clipper, 1989. Built by the late Col. Robert Hawkins in 1937.

In the 1920s, after plying his skills in the upholstering, covering and doping departments of the Glenn L. Martin Company in Cleveland, and Tony Fokker's Atlantic Aviation in Hasbrouck Heights, NJ, he was able to save enough to take the plunge full time into the production of model airplane kits. This after Lindbergh's epic flight ignited the passions of America's youth in 1927.

His first kit, a 3/4 inch scale SF-1 (SF for scale flying) rubber powered Great Lakes 2T-1 Sport Trainer, was the first all balsa kit, offered nationally in 1929 @\$4.95. It transformed the model building hobby characterized by laborious pine, basswood, bamboo, nailed and thread wrapped joints to simplified all balsa glued construction. Recalling the era, Ideal of NYC, then the largest model company, in their kit instructions listed the following as the first steps: Boil the fuselage longerons for 20 minutes, then pre-drill joints preparatory to gluing and nailing (and sometimes thread wrapping). It was not only time con-

suming but also resulted in a much heavier model not to mention that the finished product bore little resemblance to its prototype. Cleveland was also the first national firm to offer printwood, thereby eliminating the arduous practice of wing ribs and other curved parts.

After his first large order from Halle Bros. Department Store, and an ambitious advertising program in Model Airplane News in 1930, the Cleveland name enjoyed national acceptance. The SF-2, a 3/4" scale Travel Air Model R "Mystery Ship" kit, was offered in late 1930 after Doug Davis won the 1929 Cleveland Air Races "Free for All," forerunner of the Thompson Trophy Race. Each year following, Packard would introduce a kit of the Thompson winner for that respective year. His designs were regarded as the most authentic resulting no doubt from his access to the racers hangared at Cleveland Municipal airport, which he measured, sketched and photographed.



1966 - Packard with 22" SF-2 Travel Air "Mystery Ship" and 1946 Republic Seabee.

The future of the gas model was assured by Maxwell Bassett's world record flight of 35 minutes, 39 seconds from Camden, NJ on May 28, 1934, with his Brown Junior powered model. Packard then entered the gas model competition in 1937. He introduced two 2" scale gas model kits; an 82" span Stinson Reliant Gullwing @\$8.50 and a 64" Rearwin Speedster @\$4.85.

After the business was developed into a multi-hobby enterprise, the move was made in 1937 to a 9000 square foot building at 4508 Lorain Avenue and the Cleveland name became world famous for an extensive line of rubber powered scale flying models, gas models, railroads, ship models and hobby equipment.

His realistic scale models featured moveable controls and exacting details of their full size counterparts. He influenced and motivated millions of boys and young men to seek careers in aviation or related pursuits.

After the kit business ceased in 1967, Packard

moved to a location on Detroit Avenue where he launched an ambitious Golden Era plans only operation, which survives today.

Cleveland plans were perhaps always the most impressive element of his kits. They were detailed and professional with moveable controls, engine and cowling details, insignias and armament. The plans are still in demand today, many of which originated in the 30's, and he now offers 1400 plans in 7 scales. The greatest demand today seems to be for the giant or quarter scale which are invariably built for radio control.

During his enduring career, among the many famous aviation personalities with which he became friends included Glenn L. Martin, Tony Fokker, Eddie Rickenbacker, Canada's greatest World War I ace, Billy Bishop, Thompson Trophy winners Jimmy Doolittle and Roscoe Turner, and National Air Races Managing Director, Cliff Henderson.

His 1940 designed Playboy Senior 80" span pylon or cabin gas model remains today as one of the most popular of all old time designs, The Playboy, which was named long before the magazine existed, originally sold for \$3.95, and eventually rose to \$4.95. It was the first kit to be offered as a family, in three sizes, another of Packard's fine ideas.

At the new AMA Museum in Muncie, a Cleveland Model Hobby Shop is represented with many of his models, cartons and other memorabilia on display. On the wall around the corner from the display is life size blowup of his 1931 Austin Coupe (then \$475) on the roof of which he mounted a 1 1/2" (44" span) solid scale Travel Air Model B with a spinning propellor with an inscription on the mounting platform, "Have you a hobby? Why not build model airplanes". It was a great promotional success.

Packard was the first major national manufacturer to produce an all balsa scale flying kit and he standardized on the 3/4" scale (1/16th size) by agreement with Paul Garber of the Smithsonian and Royal Frey of the Air Force Museum. At one time there were over 60 Cleveland models on display in the Smithsonian.



Ed at age 86 with Curtiss Hawk P6-E built in the 1930s and still in excellent condition. c. 1992.

THE LAST PAGE



RIP
WORLD'S
LARGEST
AIRCRAFT