



Points of Interest:

- President's Report
- Wings work like this?
- 25 Years SAM in Australia commemorative shirts.
- Control Line Notes.
- Results from 60th MAAA Inc. Nationals, at Albury.
- Electric Oldtimer at the 60th Nats.
- Electric 1/2A Texaco demonstration at the 60th Nats.
- Electric O/T Nats Results and equipment used.
- SAM Membership numbers explained.
- The Back Page.

BULLETIN No. 143

December - January

2006 - 2007

Worth Noting...

SAM Champs, Canowindra, 2007: Preparations and organisation for the upcoming SAM 1788 25th Championships at Canowindra is well underway.

A special '25 Years of SAM in Australia' commemorative shirt is available for cost of \$30. The shirts are Bisley brand and will be embroidered with your name, SAM Logo and 25th Anniversary of SAM in Australia. See page 5 for further information and pictures of the special SAM Logo, embroidery and the shirts.

This year a full set of events are being offered. So that means 2cc Duration will be run for the first time at Canowindra. Oldtimer Glider and Standard Duration are also listed. These three events will be run on Easter Monday, 9th April, 2007, along with the Climb and Glide event. So Monday will be a full day of competition for those intending to take part. See the separate entry form and program which accompanies this Duration Times.

MAAA Inc. 60th Nationals at Albury: SAM 1788 was well represented at the Albury Nats and our members were quite successful. It was good to see Chris Chalker back on the scene again after a couple of years lay-off. Chris won Oldtimer Texaco with his Lanzo Stick/Marden .60 on spark combination in the fly-off with a time of just under 26 minutes in very breezy, partly overcast weather. The flying field was excellent (bed of Lake Hume at Table Top Reserve, previously used by the Twin Cities Club for waterplane events!) but like all the country around there, very, very dry. Full results are on pages 10-11.

Duration Times: Due to various circumstances the Duration Times schedule has gone off schedule. It is hoped to get it back on schedule over the next couple of issues. DT 144 will be published in mid March as a pre-cursor to the Champs at Canowindra in early April. Keep a lookout for this issue for the latest information for Canowindra. Consideration is also being given to moving Duration Times to an electronic format due to the increasing cost of production and postage. This will be discussed at the Canowindra SAM 1788 General Meeting. Please pass on your input at that meeting.



ORANGE MODEL AIRCRAFT CLUB Inc.

INVITES YOU TO ATTEND AND COMPETE FOR THE

ALAN BROWN

Perpetual Memorial Texaco Shield

On the Weekend

3rd and 4th FEBRUARY, 2007,

Saturday 3rd commencing at 10am - 1/2A Texaco & Gordon Burford.

Commencing at 1-30pm - Oldtimer Duration.

Sunday 4th commencing at 9-30am - Oldtimer Texaco.

(ALL EVENTS WILL BE FLOWN TO MAAA RULES)

**PLEASE NOTE VENUE FOR THIS EVENT WILL BE AT THE
ORANGE MODEL AIRCRAFT CLUB'S FLYING FIELD AT BORENORE**

INFORMATION FOR FIELD LOCATION & ACCOMMODATION

CONTACT

Peter Johnsen Phone/Fax 02 6362-9410 - Email smra@optusnet.com.au

OMAC Inc. Web Site - <http://users.netconnect.com.au/~omac/>

Duration Times is the official Newsletter of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Paul Farthing	"Bogwood" Lockwood Road, Canowindra. NSW. 2804.	02 6364-0264.
Vice President:	Basil Healy	4 Casuarina Close, Umina. NSW. 2257.	02 4341-7292.
Secretary:	Dave Brown	19 Tweed Rd, Lithgow. NSW. 2790.	02 6353-1529.
Treasurer:	Gail Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Newsletter:	Ian Avery	17 Kalang Road, Kiama. NSW. 2533.	02 4232-1093.

Email for Duration Times - iwa@internode.on.net

UPCOMING OLDTIMER EVENTS FOR 2007

February	3-4	Oldtimer (Alan Brown Memorial)	Orange	Peter Johnsen	6362-9410.
March	3-4	Hunter Valley Champs	Muswellbrook	Simon Bishop	6543-5170.
March	3-4	Country Weekend Oldtimer	Crookwell	Geoff Malone	
April	5-9	25th SAM 1788 Oldtimer Champs	Canowindra	Paul Farthing	6364-0264.
May	5-6	Oldtimer - Geoff Shaw Texaco	Goulburn	Paul Marshall	4821-5969.
May	25-27	SAM Champs DownUnder	Cootamundra	Dave Brown	6353-1529.
June	16-17	New England Gas Champs	Tamworth	Paul Farthing	6364-0264.
July	28-29	Rebel Club Oldtimer	Hexham	Tom Tobin	4934-5443.
Sep	8-9	Coota Cup Oldtimer	Cootamundra	Sharon Smith	6942-6506.
Sep	29-Oct 1	Eastern States Gas Champs	Wangaratta	Paul Farthing	6364-0264.
Oct	27-28	Glenn Simmonds Memorial O/T	Lithgow	Dave Brown	6353-1529.
Nov	17-18	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	6543-5170.

From the President:

Happy New Year to everyone. Well I have had a hectic couple of months which I do not want to repeat. Thank you to everyone who has helped.

Down to business, Orange competition, Cahoon 10-11 March, and then the 25 years celebration of Old Timers in Australia at Canowindra.

Several people from interstate have indicated their interest to attend. Tell your mates, tell old SAM members and be there. I will, lets make this one a big one.

Just returned home from the Nats and found it quite enjoyable. Flying and catching up with interstate friends again. Was told 2007 Nats to be held in W.A., long drive but two or more per car, very possible.

Don't forget Easter, order your 25th SAM Commemorative shirt to celebrate before 1/3/07, and tell everyone you know.

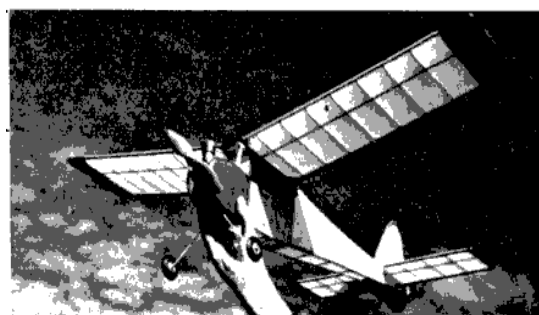
Till Orange, Paul F

"Tomboys at Muswellbrook"and now Canowindra as well!

At the Muswellbrook Veterans Gathering this year there will be a combined F/F - R/C fun event with a single model. The model will be the Vic Smeed "Tomboy" and may be flown either Free Flight or Radio Assisted.

The model may be built as either version as shown on the plan, 36" or 44" span. The model should preferably be single channel There will be no restrictions on choice or type of power source.

If you are interested in participating in the event or you have any suggestions please let me know your ideas at <mailto:info@nswffs.com.au> Barry Lee.





Don Southwell had more than his Oldtimer models to play with at the recent MAAA Nats and the windy weather was most welcome to help achieve a good performance!

You guessed it - an aircraft kite.

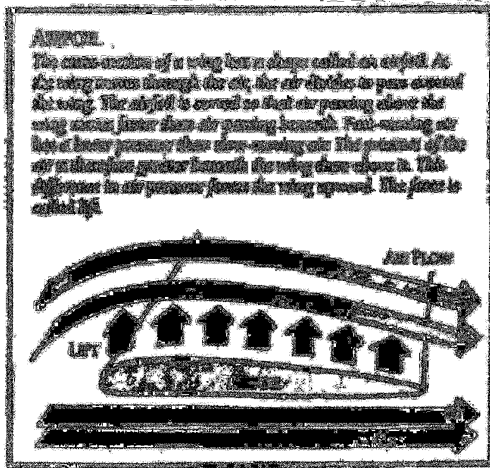
When Christmas shopping for his many grandchildren and trying to think of something to buy he thought of kites. This was most successful and the grandkids loved them.

But best of all he found one for himself as well!

Got it at that German Supermarket shop at a very reasonable price, too.

Wings work like this – or do they?

I have been learning bits here and there over the years about aerodynamics and it is staggering how misinformation has polluted our minds from childhood. We all remember This sort of thing:



From SAM 35 Speaks -
The Rubber Column by Andrew Longhurst

Then it became this



But now it is this (see below)! Whilst the above diagrams show the wing static with the air passing by, as in a wind tunnel, this is a bit of a misrepresentation. Looked at the other way, it is the wing that is motoring along, not the air. What in fact happens is that as the wing passes through, it causes the air to swirl round the wing in a circle and then to settle again. Just a momentary disturbance to the equilibrium, like this:



Note that the air does not flow in a smooth stream as in the earlier diagrams. In fact it actually fuddles around all over the place in an effort to prove Newton right i.e. air down = wing up. See that the wing is pushing air ahead of itself in a bow wave and dragging air under the TE at the back. Not much point in sharpening those trailing edges then. Keep it all nice and blunt and leave the air do what comes naturally - circulate. That's my theory!

BILL ATWOOD'S CALIFORNIA CHAMP

— 1935 STATE CHAMPIONSHIP —

WING:

- 1/16 SH. RIBS
- @ 2 1/4" CTRS.
- 5/16" SQ. L.E.
- 3/8 x 1/4 FRONT SPAR
- 1/2 x 1/4 REAR SPAR
- 3/32 φ AL. WIRE TIPS

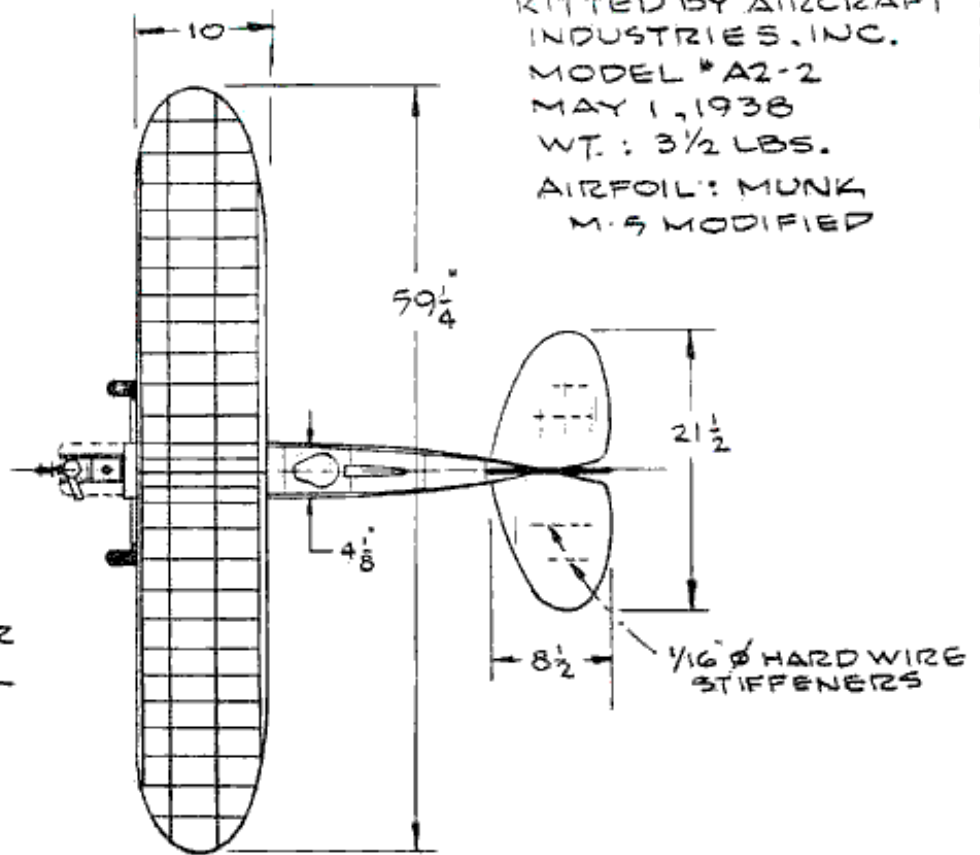
KITTED BY AIRCRAFT
INDUSTRIES, INC.
MODEL #A2-2
MAY 1, 1938
WT.: 3 1/2 LBS.
AIRFOIL: MUNK
M-5 MODIFIED

TAILS:

- 1/4 SH. SANDED
TO AIRFOIL SHAPE

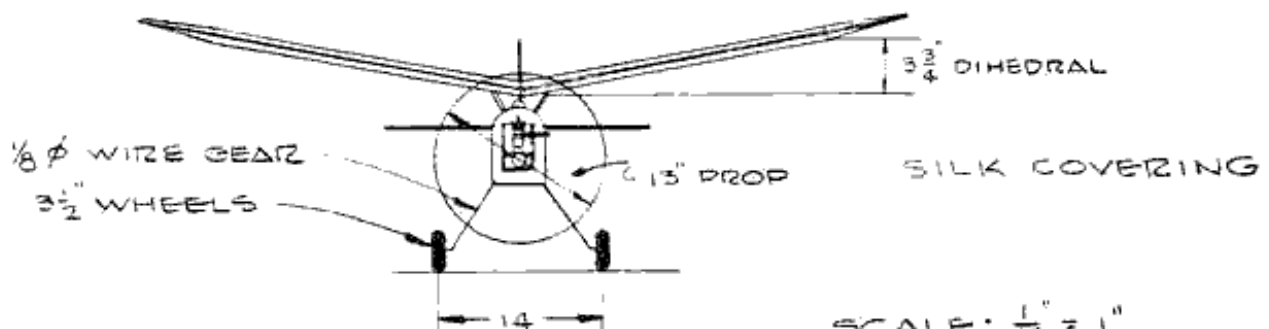
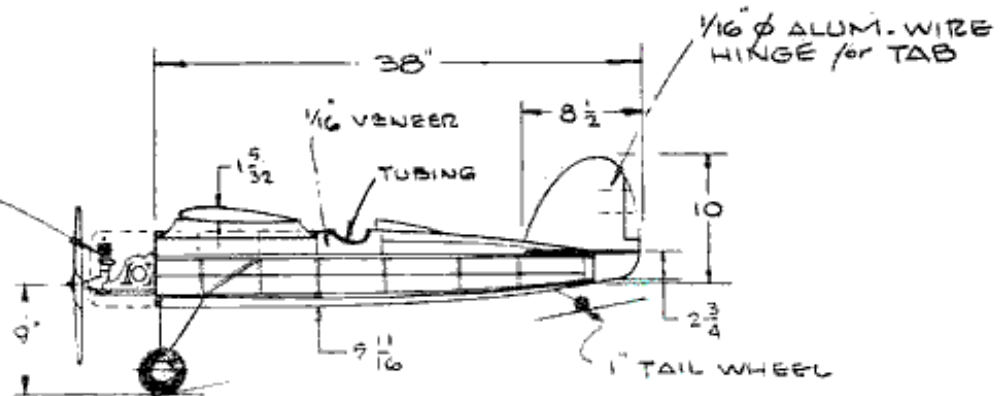
FUSELAGE:

- 5/16" SQ LONGERONS
- 1/8 x 1/4 STRINGERS
- 1/4 SQ CROSS PCS.
- 3/8 x 12 WING REST
- 1/8 x 3/8 BOTT. STRINGER
- 1/8 PLYWD. FIREWALL
- FORMED AL. COWL



POWER:

- BABY CYCLONE
- ALUM. MT. AS
MANUFACTURED



SCALE: 1/16" = 1"
DRAWN: JOHN POND

25 Years SAM in Australia Commemorative Shirts



Embroidered with your name, SAM Logo and 25th Anniversary of SAM are available by order. Cost \$30 each. Orders required by **1st March, 2007**.

Orders and monies with required sizes to:-
Paul Farthing, P.O. Box 26, CANOWINDRA. NSW. 2804.
 Enquiries or orders to Paul on telephone 6364-0264



Bits & Pieces.

From Graham in Shepperton, England studio7@ntlworld.com

We've had quite a few reports of Thai Silks products over the years, some good, some not so good, some bad!

I'd reject anything heavier than 5 momme which is as heavy as you need for even the largest models, obviously you only want smooth fabric, so "shot" silk or anything like that can be rejected.

I think it was Alfredo (?) who discovered that not all of their "pure silk" is quite so pure and actually contains man-made fibre, so the next test you should do is try burning a sample, preferably with a sample of known pure silk to give you a reference point so you know what pure silk should burn like. Reject any that are not pure silk, you may smell burning plastic and the ash may look molten, pure silk has a light grey/white powdery ash.

For those left make up some test frames and try covering and doping them, you may find that some don't shrink properly so you can forget those too. By now you'll probably be down to maybe 2 or 3 at most!

The best all-round silk is 3 momme Habotai, a nice lightweight (about the same as a good medium weight tissue), smooth, close weave fabric. Often only available in white, but very easy to dye it yourself using a hot dye for silk.

From Charles Reich. sam1781@bellsouth.net

For those of you that use Polyspan as a material covering of choice, there's a new kid on the block, Polyspan-Lite. This new material is the same as the regular Polyspan except it is thinner and lighter. Polyspan weighs 25 grams (.088 oz) per sq. meter (39.4 in. x 39.4 in.) -vs- Polyspan-Lite at 15 grams (.529 oz) per square meter.

Initially introduced and available only through a vendor in England, this new product achieved immediate success and popularity in Europe. Polyspan-Lite is now available from Larry Davidson whose ad for other old-timer supplies can be found in the back pages of SAM Speaks. Larry advises this product is very strong, giving excellent torsional rigidity and can be used on small rubber models all the way up to Class C gas models.

The product description reads: Polyspan, Polyspan-Lite

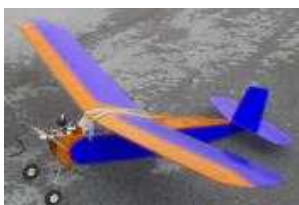
Very tough, takes little dope, applies like tissue and shrink with an iron (not water) after the model is covered to remove any creases. Sold in sheets of 1 meter width (39.4 in.) x 6', folded. WHITE ONLY

Lightweight (15 gms per sq. meter) - \$13.00 per sheet, plus postage

Standard (25 gms per sq. meter) - \$15.00 per sheet, plus postage

2007 SAM Champs USA

7th-12th October, El Dorado Dry Lake, Las Vegas, NV.



Models for the Champs
 Trenton Terror
 Miss World's Fair

More Information from:
<http://www.antiquemodeler.org/index2.html>



CONTROL-LINE COMMENTS January 2007

Another Christmas has come and gone and most of us seem to have survived the over-eating and frivolity that accompanies that annual event. Best wishes to all for 2007.

Here is an up-date on the forthcoming SAM Champs activity at Canowindra this Easter:

The **Control-Line Rally** will commence on **Thursday, 5th April** at around lunch-time.

Geoff Potter will be the man to see, as Celia and I can't get to Canowindra until Thursday evening at the earliest. Midge Speed will be held once again and with a bit of luck the existing record will be broken. I will take over on Friday morning and the official Rally will finish around 12pm. You are welcome to fly control-line at any time over the weekend, following the Rally, on the control line circle.

Peter Scott will run F/F Vintage Power again this year and it is hoped there will be a number of new entries along with those from last this year. Quite a few Tomboys have been built from Brown's kits and they have been included with the Free Flight on our program. R/C Tomboys can be flown on Thursday, this being the only R/C activity on that day. This will be an excellent chance to get your Tomboy ready for the Veterans' event.

Following on from Canowindra, the **Veteran's Gathering** at Muswellbrook will be held on the weekend of **19th and 20th May**. Again we are expecting a large number of C/L flyers with Sabre Trainers and Wombat Bipes as well as a myriad other well-known designs. Barry Lee is organising events for both F/F and R/C Tomboys, so bring your Tomboy too if you have one.

I am looking forward to both events and will be ready to assist with any engine problems. I will finish this short column with some photographs from my files which I hope will be of interest.

David Owen, SAM 3002

Phone 02-4227 2699,

Email owendc@tpg.com.au



Above: Re-union of original South Coast Model Flying Club (SCMFC) members taken in 2003. L to R Clyde McDonald, a well-known combat flyer, treated with respect by the juniors. John Abbott, wonderful stunt flyer and all-rounder, as well as later SAM C/L Rally organiser and the Official SAM Poet-Lauriat. Kevin Cass, won Junior Stunt at NSWMAA Champs with a Taifun Hobby 1cc model. David Owen, just one of the juniors who annoyed Clyde. Below: Keith Murray's Star-bomb teamracer, now hopefully superseded by a Sabre Trainer.



"BAG" A HUGE DOUBLE MARKET
with the
NEW TOPPING "100"
PREFABRICATED
Aluminum CONTROL-LINE PLANE

Veteran Model Builders
... And Potential Enthusiasts
Who Lack The Time
And Patience For Kits
Requiring Weeks To
Assemble SHOUT "CON-
TACT" TO THESE TOP-
PING "100" FEATURES

QUICK ASSEMBLY
RUGGED ENDURANCE
SENSATIONAL PERFORMANCE

A real self-merchandiser... You can assemble this streamlined beauty in a few minutes for counter and window display. Comes carefully packaged in a handsome, durable corrugated-board carton.

Retail Price **\$10.00** Complete with Instructions

Above: If you thought your Sabre Trainer was a bit short on wing area, how about this all-metal 'Topping 100' kit from 1948. Wingspan was around 20" and typical power was a Madewell 49 on ignition. All-up weight with batteries was probably around 30oz!



Above: 'Wildman', a big Orwick .64 powered 'barn-door' style stunter from the late 1940's.

Right: The Sterling 'Ringmaster'. A very popular 29/35 profile model in the Wollongong area in the 1950's.



Nostalgia, Nostalgia, Nostalgia !!!

Geoff Potter proudly displays his first Sabre Trainer on the left in the mid fifties and his second Sabre Trainer over fifty years later. Wonder if it's the same engine? Certainly change of hair colour!

Geoff will be flying the second Sabre Trainer at the Canowindra Control Line Rally on 5 & 6 April, 2007. Come along and join in. Don't forget your Demons and Stiletto's as well as any other C/L model you would like to fly. The Control Line Rally starts around lunch time on Thursday 5th and continues on Good Friday morning 6th.



FOR SALE:

Anderson Spitfire .65 Ignition Engine.

This engine was a new Marvin Miller Anderson which was sent to Don Blackburn, the famous US engine man.

Don chromed the bore, installed Frank Bowman rings and replaced all screws with socket heads. It has been test run by Don and is as new, with s/plug and all papers.

The well-known US modeller Hank Baer flies these Miller Andersons and quotes 9800 on a 13x6, whilst further simple mods can take it over 12,000 on an 11½x6 APC.

Price is \$335.00

David Owen 02-4227 2699




COMING WINTER 2006

The new Spektrum DX-7 system includes a new DSM2 technology.

You can review all its new features at:
<http://www.spektrumrc.com/>



Smart Bribe

Tried in a hostile town, a guy didn't think he had a chance of getting off a murder charge, so shortly before the jury retired he bribed one of the jurors to find him guilty of the lesser crime of manslaughter. The jury was out for over three days before eventually returning a verdict of manslaughter. The relieved defendant collared the bribed juror and said: "Thanks. How ever did you manage it?" "It wasn't easy," admitted the juror. "All the others wanted to acquit you."



60th MAAA Nationals, Albury.

Goodday All,

Here are the Old Timer Nats results, short story, good field (bed of Lake Hume) and amenities, plenty of wide-open space, fickle conditions, from calm and buoyant, to strong winds and shear layers. Generally, all had a great time, but where were the guys from Victoria and SA, about 4 from each State. Browny



1/2a Texaco

Brian	STEBBINGS	Stardust Special	1080	871
Bill	BRI TCHER	Red Ripper	1080	623
Ron	ADAMSON	1941 Stardust Special	1080	608
Graham	SCOTT	Atomiser	1080	554
Peter R.	SMI TH	Stardust Special	1080	486
Peter J.	SMI TH	1941 Little Diamond	1080	424
Jim	RAE	Pixy	1080	
Dave	BROWN	1938 Stardust Special	1080	
Don	HOWIE	1941 Atomiser	1080	
Barry	BARTON	1938 Stardust Special	1080	
Don	SOUTHWELL	Stardust Special	1080	
Dave	MARKWELL	Stardust Special	1080	
Ian	AVERY	1940 Playboy Cabin	1053	
Michael	TOWELL	1942 Kerswap	1050	
Peter	SCOTT	1941 L'I Diamond	1031	
Paul	FARTHING	1938 Stardust Special	998	
G	FLOOD	Brigadier	870	
Geoff	POTTER	Stardust Special	714	
Robert	SMI TH	1941 Lil Diamond	616	



Standard Duration

Peter J.	SMI TH	Playboy	K&B 40	1080	345
Dave	MARKWELL	Lanzo Bomber	Webra 40	1080	331
Paul	FARTHING	Playboy Senior	OS 40H	1029	
Don	SOUTHWELL	Airbourne	OS 40H	1012	
Grahame	MITCHELL	Playboy	OS 40H	604	
Ron	ADAMSON	Lanzo Bomber	OS 40H	492	
Peter	SCOTT	Stardust Spl	K&B 40	216	



Oldtimer Duration

Dave	BROWN	1938 Bomber 85%	Saito 56 4/	1260	2030
Peter J.	SMI TH	1938 Stardust Spl	Nelson 45	1260	1866
Don	HOWIE	1938 Bomber 85%	Enya 53 4/	1260	1819
Ron	ADAMSON	1938 Bomber	Nelson 40	1260	444
Brian	STEBBINGS	1938 Stardust Spl	Thndr Tiger 36 2/	1260	398
Paul	FARTHING	1941 112% Playboy	McCoy 60 spk	1260	392
Mark	COLLINS	1936 Cumulus	McCoy 60 glow	1260	332
Geoff	POTTER	1941Playboy	Enya 53 4/	1260	
Peter	SCOTT	Blitz Buggy	Saito 56 4/	1260	
Steve	GULLOCK	1936 Dallaire 75%	OS 52 FX	1203	
Chris	CHALKER	1941 Playboy Snr	McCoy 60 Spk	1137	
Dave	MARKWELL	1936 RC1	Saito 56 4/	1104	
Robert	SMI TH	1941 Playboy	Saito 56 4/	1096	
Michael	TOWELL	1941 Playboy	Enya 53 4/	1028	
Robert	TAYLOR	1938 Cumulus	McCoy 60 glow	1027	
Barry	BARTON	RC1	OS 46 FX	1014	
Bill	BRI TCHER	1942 Kerswap	Pacemaker 59	818	
Jim	RAE	41 Lil Diamond 149%	ST 34 2/	782	
Steve	WHI TE	1941Playboy	YS 53 4/	732	
Grahame	MITCHELL	1941 Playboy 92%	Super Tiger 29	670	
Brian	DOWIE	1941 Playboy Snr	OS 40 FX	456	
Ian	AVERY	1941 E S Gas Champ	O.S.32 2/	417	
Brian	PAYNE	1941 Playboy	Enya 53 4/	332	



Oldtimer Texaco

Chris	CHALKER	1937 Lanzo Stick	Marden 60 2/ spk	1800	1555
Paul	FARTHING	1938 Bomber	OS 60 4/	1800	1466
Robert	TAYLOR	Cumulus 105%	O.S. 61 4/	1800	1200



Brian	PAYNE	1938 Bomber	O.S 60 4/	1800	985
Dave	MARKWELL	Lanzo Bomber	O.S. 60 4/	1800	817
Robert	SMI TH	1938 Lanzo Bomber	Enya 60 4/	1800	730
Steve	WHI TE	1938 Bomber	OS 61 4/	1800	724
Peter J.	SMI TH	1938 Bomber	O.S. 60 4/	1800	
Geoff	POTTER	1938 Bomber	OS 60 4/	1800	
Ron	ADAMSON	1938 Bomber 105%	OS 60 4/	1800	
Don	SOUTHWELL	1938 Bomber 85%	Enya 41 4/	1776	
Peter	SCOTT	1938 Bomber	OS 60 4/	1749	
Peter R.	SMI TH	1938 Bomber	ASP 61 4/	1742	
Grahame	MI TCHELL	Dallaire	Enya 60 4/	1735	
Mark	COLLI NS	1983 Bomber	OS 53 4/	1647	
Dave	BROWN	Lanzo Stick	Madewell 49	1540	
Steve	GULLOCK	Polly	Enya 53 4/	1444	
I an	AVERY	1936 Dallaire 75%	OS 40 4/	1083	
Jim	RAE	Dallaire 75%	ASP 30 4/	1019	
Barry	BARTON	1938 Anderson Pylon	OS 60 4/	600	

Gordon Burford Event

Ron	ADAMSON	Crescendo	Taipan plain	900	495
Peter J.	SMI TH	FAI son	Taipan plain	900	476
Dave	BROWN	1953 Cresendo	Taipan plain	900	458
Paul	FAR THI NG	Pencil Jr	Taipan plain	900	422
Steve	GULLOCK	Lil Diamond	Taipan Plain	900	383
Peter	SCOTT	Zoot Suit	Taipan B/B	900	315
Dave	MARKWELL	Atomiser	Taipan plain	900	57
Bill	BRI TCHER	Fifteen	Taipan Plain	900	18
Grahame	MI TCHELL	Dream Weaver	Taipan plain	888	
Peter R.	SMI TH	Ollie	Taipan plain	858	
Jim	RAE	I nternationalist	Taipan B/B	300	
Brian	STEBBI NGS	Swiss Miss	Taipan B/B	259	

Nostalgia

Peter	SCOTT			1260	728
Peter J.	SMI TH	Swayback	K&B 40	1260	654
Ron	ADAMSON	Crescendo	OS 46	1260	645
Mark	COLLI NS	Spacer	K&B 40	1260	623
Bill	BRI TCHER	Spacer	K&B 40	1260	595
Dave	MARKWELL	Stomper	K&B 40 RR	1215	
Paul	FAR THI NG	Hyphen	OS 40H	1210	
Don	HOWI E	Spacer	K&B 40	1188	

'38 Antique

Bill	BRI TCHER	RC1	Atwd Tri'ph 49	1800	504
Peter J.	SMI TH	Cumulus	Madewell 49	1800	381
Dave	MARKWELL	Cadet	OK Super 60	1798	
Brian	PAYNE	1936 RC1	GB 5cc deisel	1784	
Paul	FAR THI NG	1938 Flamingo	Contester 60	1739	
Peter	SCOTT	RC1	Whirlwind	1688	
Dave	BROWN	Lanzo Stick	Madewell 49	1654	
Jim	RAE	1938 Pixy	ED Hunter 346	1534	
I an	AVERY	Flying Quaker	Madewell 49	1532	
Ron	ADAMSON	RC1	OK Super 60	1016	
Don	HOWI E	RC1	Fleetwind	944	
Geoff	POTTER	Record Breaker	Sparey 5cc Dsl	581	
Don	SOUTHWELL	RC1	Super Cyclone	18	

2CC Oldtimer.

Dave	BROWN	Crescendo	Taipan Tyro	577	
Peter	SCOTT	Jaided Maid	Oliver Tiger	570	
Peter J.	SMI TH	Stardust Spl	AE 1.5	430	
Paul	FAR THI NG	Pencil	Taipan Tyro	371	
Dave	MARKWELL	Playboy Cabin	Cipolla	362	
Jim	RAE	I nternationalist	Enya CX11	273	
Ron	ADAMSON	Crescendo	Taipan Tyro	0	

Oldtimer was flown at Table Top reserve, out on the bed of the now dry Lake Hume. Where we were flying is three metres underwater when the Lake is full. On this occasion the water was fourteen kilometers distant. The lake is only 3% capacity at present.



1. Lot's of space to fly.
2. Good amenities etc.
3. Duration Winners.
4. Sth. Aussie flyers Ron Adamson, Dave Markwell and Don Howie.
5. Texaco Winners.
6. 2cc "Ollie" by Peter (Canberra) Smith.
7. '38 Antique Winners.
8. 2cc Duration Winners



Electric Old Timer Duration - MAAA 60th Nationals Albury - Friday 5th January 2007

Report by Lou Amadio

This was a first for electric powered Old Timer models at a MAAA Nationals Model Aircraft Championship. The event was first proposed by Ray Pike on the strength of the AEFA Monthly Postal Contest that had been in place for 2 years.



Gary Andrew (left) and Michael Towell (right) contested the inaugural MAAA Electric Old Timer contest with their superbly built Playboys - both 7 cell models.

Electric Cabin/OT comps have been part of the National Electric Flight Rally for many years but the rules were 'loose' allowing any model that looked like an old timer to compete. In order to progress to the MAAA Nats, a set of rules based on the MAAA IC (gas) OT rules were put in place. These rules are available for downloading as a PDF from http://www.maaa.asn.au/electric/rules/nefr_rg.htm.

With the rules in place we managed to get the commitment of five competitors in order to secure an event on the Nats Program. On arriving in Albury on Tues 2nd of

January we pleasantly surprised to find eleven registered EOT competitors - 9 from NSW and 2 from Vic.

The competing models fell into two groups, 7 cell and 10 cell (3S Li), so, with no frequency clashes, the heats were run this way. The task was to fly for 10 minutes and to land on time. Points were deducted for under or over time and for using more than the allowed Free Motor Run (FMR).

The FMR was as follows: 7 cell battery - 50 seconds 10 cell (3S) battery - 35 seconds

On contest day, the weather mirrored that from the rest of the week - hot and very windy - not ideal conditions for OT aircraft. The first heat started at around 9:30am and competitors had to be content with a little wave lift off the nearby hills.

As the contest progressed some thermals drifted through. A couple of brave souls rode the thermals downwind and then forged their way home with a good deal of 'down stick'.. The strategy paid off.....

On the day David Hobby (current world glider champ) took first with a Lanzo Bomber. Second went to Lou Amadio (Bomber) and third to Geoff Burling (Playboy). Mike Towell and Gary Andrews (Bombers) took out the minor places.



The inaugural Nats EOT competitors L to R:

Garry Andrews, Bradley Wilman, David Hobby (1st), Lou Amadio (2nd), Geoff Burling (3rd), Michael Towell and Stan Clifton

Electric 1/2A Texaco Demo at Albury Nationals

The Albury Nats for electric old timers this year was just for Duration models. A number of competitors took the opportunity to test fly their electric 1/2A Texaco models in preparation for the 2007 comp season. Conditions were far from ideal and by 9am the temperature was already climbing towards 30 and the wind was gusting. Nonetheless, three of us took to the sky. There were no thermals around (yet) and we were content to ride the wave lift off the nearby hills.



Dave Brown joined in the Electric 1/2A Texaco demo at the Albury Nats in Jan 2007. Model is Kerswap.

The small models were handling the gusty conditions well so I let my 1/2A Playboy drift a little down wind, but still close to the field. The model was facing the wind and flying at about 60 meters, still on wave lift, when I decided to get my chair for a more comfortable flight. I only turned around for a few seconds..... When I looked back to where the Playboy was last seen, there was clear sky! I searched around quickly but it was obvious that the model was gone. **"Lost model, lost model" I shouted.**

Dave Brown, experienced in these matters, called for all eyes up. Searching from where I had last seen the 1/2A and allowing for the wind direction, a dozen eyes scanned the sky. "I think I can see it way up there" called Ray Pike, pointing a long way from where I left it only a minute ago. "Turn right" someone called, so I gave it full right rudder. "That's it, over there" pointed Michael Towell.

Try as I might, I still could not see the little 1/2A so Michael took the transmitter and turned the model around. It was a long way downwind and happily riding a thermal all by itself. After a minute or so, I was able to see it - a little speck in the sky head-

ing towards the field. I felt much relief. I took back the transmitter and thanked everyone for their rapid response and help. Lesson learned? Absolutely! Lou Aamdio.

Update to Electric 1/2A Texaco Rules

We have been developing the Electric 1/2A Texaco rules for about two months now. The prototype Little Diamond flown at Lithgow recently showed a lot of promise but the 1100 mAHr battery was lasting too long. Recent tests have shown that an energy allocation of 5.05 watt.hours is about right for the 15 minute event specified in the rules. Translating this into a practical 1/2A battery allows you to use one of the following:

7x600mAHr NiCad or NiMH pack, or

6x700mAHr NiCad or NiMH pack, or

2S LiPo 700mAHr pack

Whichever pack you choose, the cells should be able to deliver a continuous 10-12A.

A typical electric power system for a 1/2A Texaco would have a motor with a Kv=1200 driving a 9x6 prop using one of the above packs. A 20A speed controller is recommended.

The Electric OT rules posted on the MAAA website will be amended as soon as possible to reflect the changes to the allowable battery packs.



L to R: Lou Amadio, Geoff Burling and Stan Clifton caught at the IMAC field with their Playboys. An intensive development program has yielded a workable formula for Electric 1/2A Texaco.

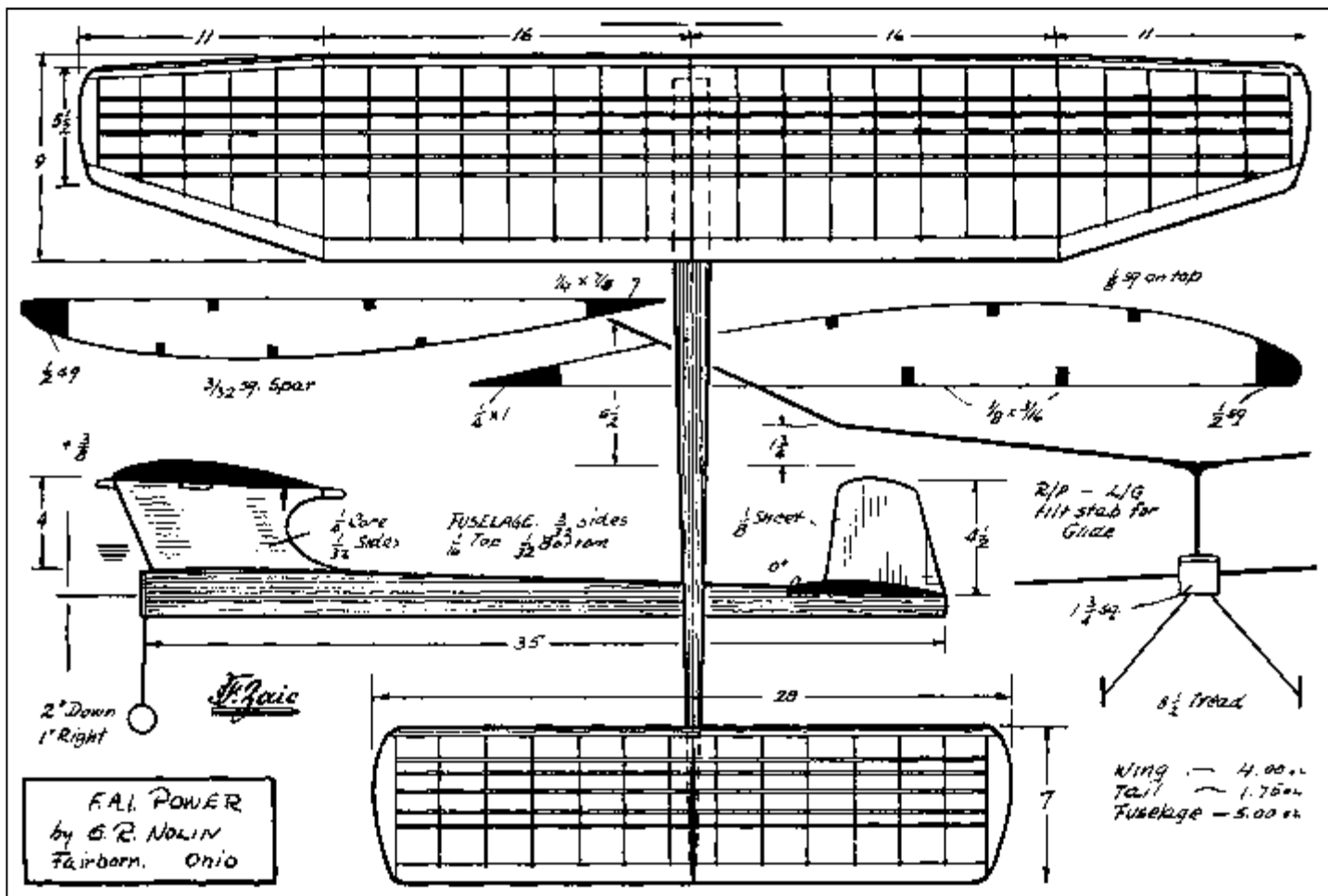
P.S. A bi-monthly postal contest for Electric 1/2A Texaco models will be run in 2007, starting in March. Why not give it a go? Contact Geoff Burling at Geoff.Burling@integral.com.au for more information.

Results - Electric Old Timer - 60th Australian Nationals - Albury, January 2007

Competitor	Flight 1 Score	Flight 2 Score	Flight 3 Score	Flight 4 Score	Overall Score Best 3 Flights	Position	Comments
David Hobby	582	598	591	600	1789	1	
Lou Amadio	592	580	592	597	1781	2	
Geoff Burling	585	572	599	588	1772	3	
Michael Towell	593	543	580	594	1767	4	
Gary Andrews	567	435	567	585	1719	5	
Stan Clifton	-	-	-	-	-	-	Elected Not To Fly
Bradley Wilman	548	578	548	600	1726	-	Non Eligible Model

Electric Old Timer - 60th Australian Nationals - Albury, January 2007 - Equipment Used

Competitor	Model	Scale	Motor	Gearing	Propeller	ESC	Flight Pack
Gary Andrews	Playboy Snr	100%	Jupiter 56	3.7:1	12 x 8 APCE	80A	7 x GP2200 NiMH
Stan Clifton	Lanzo Bomber	66%	Hyperion 3013-14 B/Less O/Runner	-	10 x 7 APCE	40A Hyperion	7 x GP2000 NiMH
Michael Towell	Playboy Snr	100%	Kontronik Fun B/Less 500/48	4:01	14 x 10 APCE	CC 125A	7 x GP2200 NiMH
Bradley Wilman	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lou Amadio	Lanzo Bomber	66%	Hyperion 3013-14 B/Less O/Runner	-	11 x 5.5APCE	50A Hyperion	10 x GP1100 NiMH
Geoff Burling	Playboy Snr	105%	Hyperion 3013-14 B/Less O/Runner	-	13 x 8 APCE	80A Hyperion	10 x GP2000 NiMH
David Hobby	Lanzo Bomber	85%	Mega R4 Brushed	2:01	14 x 8.5	80A Schulze	10 x 1200 NiCd





Society of Antique Modelers

Membership Numbers - An explanation

The Society of Antique Modelers is a non-profit corporation organized under the laws of the State of New Jersey. Some refer to it as the "main body" so let's just call it SAM Main Body for purposes of this article.

In addition to SAM Main Body, there are numerous SAM Chapters organized around the world as local clubs. You do not have to be a member of SAM Main Body in order to be a member of a SAM Chapter. SAM Main Body membership is distinct and separate from membership in any local or international SAM Chapter.

SAM Main Body charges an annual membership fee--currently \$25 US for members living in the United States. It's also possible to purchase a life membership in SAM Main Body. There are currently about 2,100 members of SAM Main Body (combining the numbers of annual and life members). When you join SAM Main Body, you are given a membership number which is unique to you--you have that number so long as you remain a member of SAM Main Body (that's the way we organize our records).

SAM Main Body publishes the magazine SAM Speaks six times per year. It is sent to all members of SAM Main Body. SAM Main Body also publishes a Rule Book governing competition in SAM events in the United States. SAM organizations in countries other than the United States are free to adopt from, adapt, or use the Rule Book as a guide or suggestion for creating the rules which apply to SAM competition in those countries. The most common adaptation is to use a Vintage Cut-off date that is different from the one used in the USA, e.g. the 1950 cut-off date used in England.

SAM Main Body is currently in the initial stages of an experiment where we will put the current issue of SAM Speaks in PDF format on the SAM Website at the time that hard copies of the current issue are mailed to SAM Main Body members. We are doing this in part because of the wide spread in delivery times of those hard copies. They get mailed on the same date, but due to the vagaries of the postal system, there is much as a three to six week spread in actual delivery time.

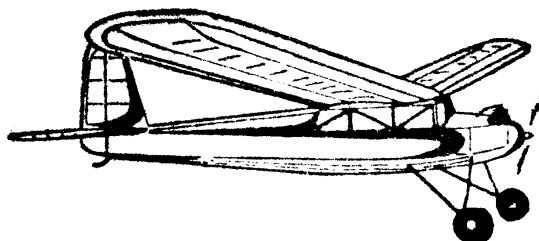
I say "experiment" because we are still working out the bugs and glitches; some members were able to open the site in beta tests, and others were not. Our webmaster, Dave Harding, and our SAM Speaks Editor, Roland Friestad, continue to work on those bugs and glitches.

The PDF version of SAM Speaks is located in a Members Only section of the SAM Website. I should note that the SAM Website is accessible by anyone who has Internet access. Access to the PDF version of SAM Speaks requires that you be a current member of SAM Main Body. If you are, you will have been issued a membership card--which has your membership number.

SAM Main Body does have a few members who live in countries other than the USA. They pay a higher annual dues rate (to cover the increased cost of mailing their individual copies of SAM Speaks to them) and get a direct mail copy of SAM Speaks. They have a SAM Main Body membership number under that arrangement.

We also have some SAM Speaks subscribers who are not members of SAM Main Body, but who receive copies of SAM Speaks through a bulk mail arrangement at a lower annual cost. Under the bulk mail arrangement, we send one package with the requisite number of copies of Speaks to an individual in the country; that person breaks the package down and sends the subscribers their copies by local mail. Subscribers in these bulk mail arrangements do not have a SAM Main Body membership number--since they are not paying full SAM Main Body membership dues.

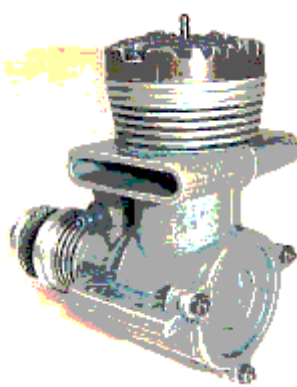
Mike Myers
SAM "Main Body" President
mikemyersgln@charter.net



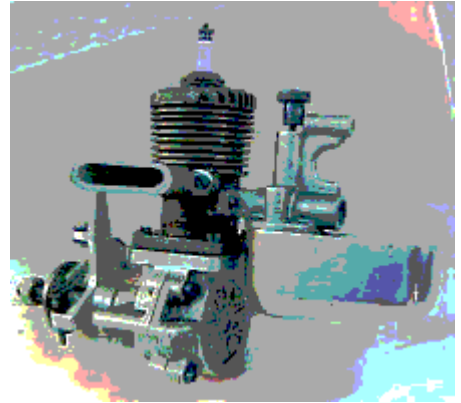
COLLECTION OF AUSTRALIAN ENGINES



1950 GB75 7.5cc



1954 Delta 490



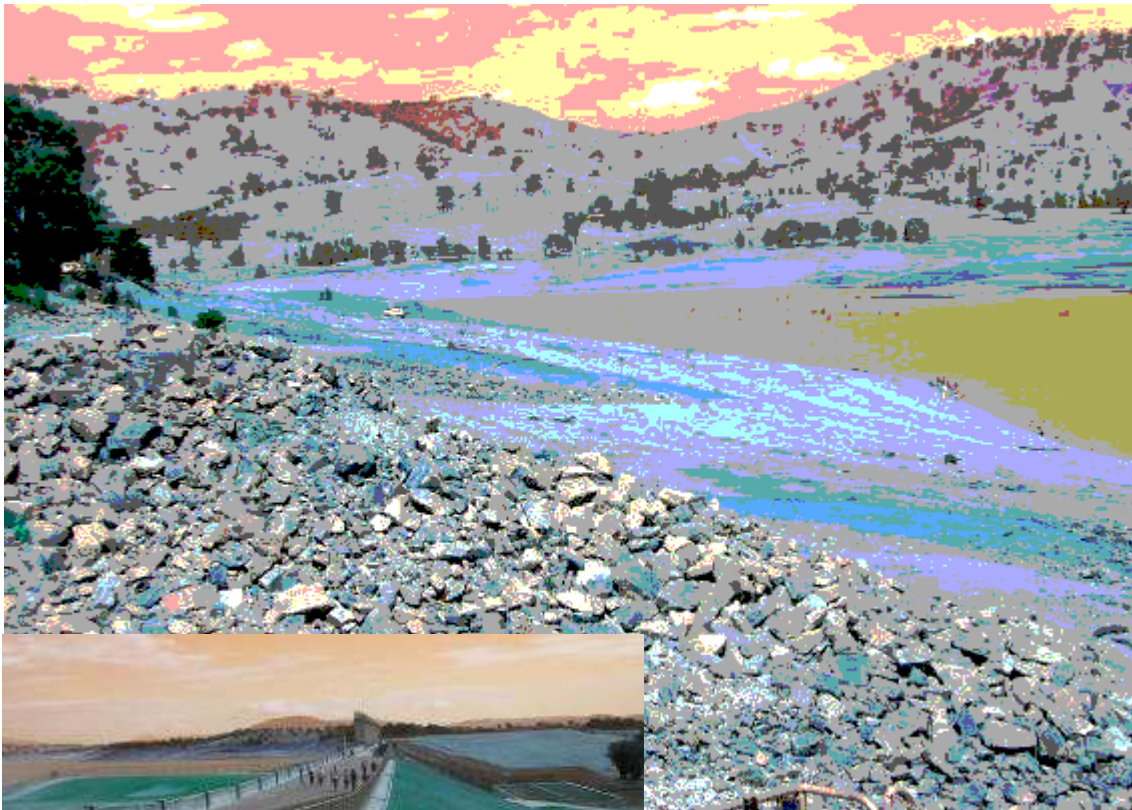
1939 Whirlwind

These once well-known Australian engines have been carefully preserved by David Owen. Engines like these form an important record of the technological progress of our hobby.

They are restored and displayed and are the subject of historical articles written by David. In the event you have for sale any new or used parts, brochures, instruction sheets or engines built in Australia or New Zealand by Taipan, Glow Chief, Sabre, GB, Delta, Model Dockyard, Comet, JB, Pepperil, Hearn, Marden & Stevenson or others, you may be able to contribute to and improve this important collection.

Please contact: David Owen, PO Box 1739, Wollongong NSW 2500, or phone 02-4227 2699.

AUSTRALIA'S DWINDLING WATER RESERVES



To get some idea of Australia's dire water situation here is a picture from the Lake Hume dam wall during the recent MAAA Nats.

When full the water comes to the top of the stones in the foreground. The lake is presently 3% capacity.

People can be seen at the edge of the water.

This is one of our largest dams.

It's still draining to keep the Murry

River flowing but is expected to be empty by later this year. When empty it's been proposed to excavate the bed down 100 metres over many square kilometres for more storage capacity and have less surface area to reduce evaporation.

I want to know where are they going to put all that dirt?

