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## **BULLETIN No. 145**

**March - April**

**2007**

# **DURATION TIMES**

**Worth Noting...** 25 Years of SAM in Australia was celebrated at the SAM 1788 Champs at Canowindra over Easter. There was a good roll-up of well over forty contestants, with Victoria, South Australia, Queensland, A.C.T. as well as NSW being represented. Weather was mostly good although a little windy once or twice. But it was DRY and DUSTY! But then it was D&D in most places around NSW... you know, the DROUGHT, so all there took it in their stride and had a great time anyway. Thursday this year was extremely pleasant with the free flight and control line activities and the FF side of things is sure to be on the increase next year. (All right there was RC Tomboy too.)

A big thanks to Paul and Kim Farthing for again allowing us to invade their farm and home for five days and particularly to Kim who put up her hand to organise and run the catering van when the Lions Club advised that they didn't have any troops to help us out this year but only could loan us their van. Kim did a fantastic job and was also assisted by many of our ladies and a few blokes too. Thanks to everyone, it was very much appreciated. General consensus was that the fare was of a much higher quality and better value than in recent years. It is reported that Kim cannot presently look at sausage or meat patty.

On a sad note news came through early Thursday morning of the Champs that past SAM Treasurer Pat Healy had finally lost her long battle with illness. Our thoughts go out to Pat's family and our SAM 1788 Vice President Basil Healy. A number of SAM 1788 members attended Pat's funeral on the following Thursday along with many others. Pat's passing was acknowledged with a minute's silence at the SAM 1788 Annual General Meeting. Vale Pat

There was much discussion at Canowindra (as usual with rules), about the Standard Duration Event. Why is it necessary to use a Loop Scavenged, Front Induction, Side Exhaust .40 size engine with its standard RC carburetor and muffler? The allowed propeller must be a commercially produced 10x6 (no fibre-glass or carbon props) with limited modifications, and engine revolutions cannot exceed 12,500 static, as well as having to mechanically lock the carburetor to preclude adjustments by RC to exceed the rev limit. The bit that seems illogical is that with the rev/prop limits why does it matter what sort of .40 engine is turning the prop? This event was originally introduced to encourage newcomers to join in the fun but few newcomers would have the type of engine nominated in the rules. They may well have .40 to .45 size SC's, Thunder Tigers, Royals, Leo's and even OS's, etc. What does it matter if they are schnuerle or perry ported, they still can't exceed 12,500 revs static on an ordinary 10x6 prop. Who originally thought up this rule? Must have had some loop scavenged, cross flow, front induction, side ported RC engines to sell. The Queenslanders were the most disgruntled about this event although I know that the original rules did not come from them and SAM 1788 (not previously interested in this event) has only flown this event at their SAM Champs in 2006 (to practice for SA Nats) and again this year (but we now agree that it's a great event).

## **SAM 1788 - SAM CHAMPS DOWNUNDER**

**COOTAMUNDRA 26-27 MAY 2007**

**MASNSW State Flying Field - Gundagai Road Cootamundra**

(10Klm South of Cootamundra)

**Saturday 26th 10am Gordon Burford Event - followed by Texaco.**

**Sunday 27th 9.30am ½A Texaco - followed by Duration.**

**Dinner Saturday Night at Central Hotel, Cootamundra.**

**Information - Dave Brown - (02) 63531529 - daveb@ix.net.au**

Duration Times is the official Newsletter of SAM 1788

## SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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

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### UPCOMING OLDTIMER EVENTS FOR 2007

May	5-6	Oldtimer - Geoff Shaw Texaco	Goulburn	Paul Marshall	4821-5969.
May	26-27	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:** *Hi again for another year.*

*Firstly I would like to pass on our condolences to Basil Healy and family on the sad passing of Pat after her long and courageous struggle with illness.*

*I would also like to thank the Committee for their tireless work over the last year and welcome them for another year.*

*Easter comp: thank goodness it is over. Everyone I have talked to really enjoyed themselves, with several phone calls and letters to thank SAM 1788 for another great job. For those who missed out, see you in 2008. The commemorative shirts were well accepted by all with over 50 being ordered and sold. For those who would like to order one or more please contact me.*

*Presentation dinner/ indoor ff: attended by over 50 people, our best in a long time, and the Saturday night bar-b-que achieving a very good number of over 70.*

*All results are published in this DT. The entry was superb with flyers travelling from South Australia, Victoria, Queensland, ACT and a good contingent from NSW all making the effort to attend and compete, some of them travelling over 1500kms just to be there. Great pity about the dust, but that was unavoidable due to the drought, for those in the city or fnq that means no rain.*

*A special thank-you goes out to the ladies and gentleman who did a wonderful job in the eats van, again thank you, what a great job at such short notice.*

*The OOS Tomboy has not been recovered to date but I have not given up yet. Until next time Paul.*

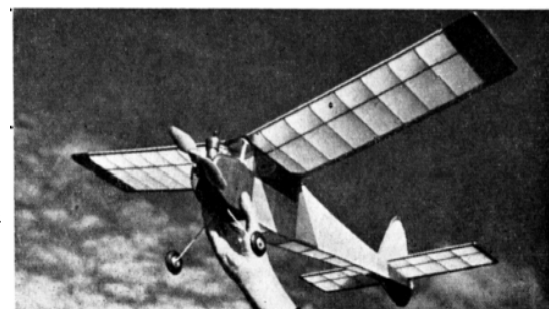
*P.S. Contacted McCulloch the other day to find out if they can develop a McCulloch ladder to carry in the trailer for when we land in the trees.*

### "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.



## The Western Australia Tomboy Rally 2007

From Paul Baartz.

Fourteen flyers materialized for the inaugural Tomboy Rally conducted by WAMAC at Mundijong on the first of April (some think this date is appropriate). As mentioned in a previous article the tomboy is an early 1950's free-flight design adapted for 2 channel radio control and the aim in the event is to achieve the longest flight time possible using the fuel allocations specified for the contest.

The weather was slightly on the windy side but still flyable and the hidden agenda of the rally was to assess performance of various engines in order to calculate fuel allocations for the engines and run times for electric motors, and to discuss the format for future contests.

Quite a number of flights were made and there was a good cross section of engine types including about 10 diesels represented by 3 Mills, 3 PAW's and a couple of ED Bees. There were three glo engines consisting of a G-Mark, Norvell and a Cox TD. The electrics were a Speed 400 and a Hyperion (outrunner I think).

Being a Rally there was no official competition but still some fierce rivalry for the honour of best time of the day, which was won by Rod McDonald who incidentally was using the smallest diesel engine on the day being a Dart 0.5cc. Other models that performed well were the Mills 0.75cc powered ones of Ken Wansborough, Brian Edwards and Paul Baartz. Gary Dickens flew an ED Bee powered model, which performed well and amazingly was built from scratch in less than a week!!

As is usual there were a number of impressive flights before and after the official proceedings including Greg McLure and Kevin Hooper, both using PAW diesels, which were running reliably and well. Tony Iacopetta and Alan Trott both unfortunately damaged their models but not beyond repair for future flying.

Fly-offs were conducted in groupings according to engine types and a presentation made of a superb quality screwdriver to the winner of each group being: Gary Dickens, Rod McDonald, Ian Dixon and Tony Iacopetta.

The next event for Tomboys will be a Challenge on 29<sup>th</sup> of July and using a format based on other Old Timer events. This could be the forerunner of an AWA state championship in the class if it is successful.



Flyers at the WA Tomboy Rally.

L to R: Gary Dicks, Brian Edwards, Greg McLure (of scale fame at rear), Ian Dixon (kneeling), Kevin Hooper, Rick Rumball, Paul Baartz, Ken Wansborough (rear), Graeme Cooke, Alan Trott, Charlie Coles, Rod MacDonald, Tony Iacopetta.

Far Left: Ian Dixon retrieving his Tomboy. Left: Rod MacDonald preparing for another flight.



From Paul Baartz:

## Western Australia Tomboy

### Contest Rules and Procedures

#### Model details:

- The plan to be used is that published by Vic Smeed in 1950.
- Outlines of the completed model, including wheels are to be in accordance with the plan.
- Additional spars are permitted on the underside of the wing only.
- Either size wing and tailplane, as detailed on the plan, may be used.
- The use of any diesel or glo engine of 1cc or less capacity is permitted.
- Electric motors acceptable are Speed 400 or other of equivalent performance.
- Two channel radio control (rudder and elevator) is the minimum requirement.

#### Contest Procedures:

- At the start of proceedings the CD will announce a starting and finishing time for the contest, a minimum of two hours to be allowed.
- A designated landing area will be marked (approximate size 50 metres square) and landings outside of the designated area will result in zero score for that particular flight.
- Hand launching of models is permitted.
- Each entrant may have three official flights within the time of the contest with the best single flight time to count as the official score.
- Attempts are not allowed; once the model is launched the flight is official.
- Timing of a flight commences on release of model and stops when the model first contacts the ground or an object attached to the ground.

#### Fuel allocations and motor run times:

- Diesel engines: 4 mls (cc)
- Glo engines: 5 mls (cc)
- Electric motor run times:
  - Brushed motors: 90 seconds
  - Brushless motors: 60 seconds

**Note:** Electric motors must use the allocated times as a single run at the start of the flight.



SOCIETY OF ANTIQUE MODELLERS - SAM 1788  
**INCOME AND EXPENDITURE STATEMENT**  
 FOR THE YEAR 1<sup>ST</sup> FEBRUARY 2006 TO 31<sup>ST</sup> JANUARY 2007

<u>INCOME</u>	<u>2006/7</u>	<u>2005/6</u>
Membership (adult/jnr/family)	\$ 1135.00	\$ 1075.00
SAM Speaks	\$ 490.00	\$ 630.00
MAS NSW- affiliations	\$ 1280.00	\$ 1633.50
Decals & Badges	\$ -	\$ 17.50
Covering	\$ 1247.00	\$ -
Canowindra Entry Fees & Raffle	\$ 1182.00	\$ 1372.00
Tamworth Entry Fees	\$ 250.00	\$ 282.00
Eastern State Gas Champs.	\$ 496.00	\$ 330.00
SAMS Champs. Down Under	\$ 270.00	\$ 1250.00
MAS NSW Refund	\$ 150.00	\$ 50.00
Donations - sponsor SAM Downunder	\$ -	\$ 218.00
Interest on Term Deposit	<u>\$ 92.81</u>	<u>\$ 108.14</u>
	<u>\$ 6592.81</u>	<u>\$ 6966.14</u>

<u>EXPENDITURE:</u>		
Bank Fees	\$ 29.10	\$ 12.80
Duration Times - Postage/stationery	\$ 508.65	\$ 264.10
Duration Times - Photocopying/printing	\$ 595.60	\$ 521.30
Duration Times - Editors Expenses	\$ 115.33	\$ 77.12
Postage & Stationery	\$ 51.00	\$ 50.00
Canowindra Expenses	\$ 469.00	\$ 1001.80
Tamworth Expenses	\$ 132.00	\$ 118.00
Eastern States Gas Champs.	\$ 384.50	\$ 200.00
SAM Champs Down Under	\$ 234.24	\$ 1725.84
Aero Sports Affiliation	\$ 1573.00	\$ 1679.00
Dept Fair Trading	\$ 42.00	\$ 41.00
SAM Speaks	\$ 1639.70	\$ 32.95
Miscellaneous - ICOM channel scanner	\$ 425.00	\$ -
Nitro & Covering opening stock	\$2659.80	
Less closing stock	<u>\$ 1412.80</u>	
	<u>\$ 1247.00</u>	<u>\$ 80.00</u>
	<u>\$ 7446.12</u>	<u>\$ 5803.91</u>

**NET PROFIT/LOSS FOR THE YEAR** (\$ 853.31) \$ 1162.23

Cheque Account	1 <sup>st</sup> Feb 2006	\$ 4316.00	
Term Deposit	1 <sup>st</sup> Feb 2006	\$ 5570.68	
Petty Cash	1 <sup>st</sup> Feb 2006	\$ 100.15	
Opening stock of covering		<u>\$ 2659.80</u>	<u>\$12646.63</u>

**TOTAL SOCIETY FUNDS 31st Jan 2007** \$11793.32

**REPRESENTED BY:**

Cheque Account	31 <sup>st</sup> January 2007	\$ 4679.88
Term Deposit	31 <sup>st</sup> January 2007	\$ 5663.49
Petty Cash	31 <sup>st</sup> January 2007	\$ 37.15
Stock of covering	31 <sup>st</sup> January 2007	<u>\$ 1412.80</u>
		<u>\$11793.32</u>

# 25 Years of SAM in Australia

## SAM 1788 25th Champs-Canowindra-Easter 2007

### Results:

#### Free Flight Tomboy

Geoff POTTER	Tomboy	4.19
Andrew BUTCHER	Tomboy	2.17
Hamish BUTCHER	Tomboy	1.07

#### Midge Speed

Peter Scott	
Ian Avery	dnf
Jim Rae	dnf

#### R/C Tomboy

Rex BROWN	Tomboy	7.73
Peter R. SMITH	Tomboy	4.69
Brian Payne	Tomboy	dnf

#### Vintage Power

Peter SCOTT	1953 Stomper	504
Jim RAE		371
Geoff POTTER	1949 Lil' Aud	340
Grahame MITCHELL	1951 Madcap	94
Basil HEALY	1953 Stomper	45
Brian PAYNE		OOS

#### Oldtimer Nostalgia

Peter J. SMITH	1954 Spacer	K & B 40	1260
Paul FARTHING	1950 Hyphen	OS 40H	1259
Arnold BROESE	Spacer	OS60	1204
Grant MANWARRING	1954 Spacer	OS 40	1193
Jim HARDY	1950 Hyphen	OS 40H	1115
Brian LAUGHTON	Pencil	K&B40	1092
Jim RAE	1954 Gold Dust	OS Max 29	812
Geoff POTTER	1944 Swayback	Merco 61	770
Basil HEALY	1953 Stomper	OS 60 2/	762
Peter SCOTT	Jaided Maid	OS25	640
Mike MOORE	1954 Spacer	OS 40H	550
Don SOUTHWELL	1954 Spacer	K&B 40 2/	420
Rex BROWN	1953 Stomper	K&B 40	390
Darren MARSHALL	1944 Swayback	Webra 40	207

#### Oldtimer 1/2a Texaco

Paul MARSHALL	1941 Lil Diamond	1080	1017
Arnold BROESE	1941 Playboy	1080	994
Tom TOBIN	1941 Lil Diamond	1080	920
Brian PAYNE	1936 RC1	1080	867
Brian LAUGHTON	Red Ripper	1080	817
Peter J. SMITH	1942 Stardust Spec.	1080	806
Darren MARSHALL	1941 Lil Diamond	1080	781
Rex BROWN	1942 Stardust Spec.	1080	747
Don SOUTHWELL	Lanzo Airborne	1080	716
Grant MANWARRING	1941 Lil Diamond	1080	620
Barry BARTON	1942 Stardust Spec.	1080	608
Jim RAE	Pixy	1080	486
Mike MOORE	1942 Playboy Cabin	1080	471
Peter SCOTT	1942 Stardust Spec.	1080	471
Jim HARDY	1941 Lil Diamond	1080	368
Steven GULLOCK	60% Bomber	1080	314
Ian AVERY	1940 Playboy Cabin	1080	268
Dave BROWN	1942 Stardust Spec.	1080	85
Peter R. SMITH	1941 Lil Diamond	1080	
Geoff POTTER	1942 Stardust Spec.	1080	
Geoff MALONE	Lanzo Racer	1080	
Brian VICTOR	Playboy Cabin	1080	
Robert SMITH	1941 Lil Diamond	1038	
Basil HEALY	Megow Chief	994	
John DIDUSZKO	1936 M62	915	
Frank BLADES	Schmeadig Stick	577	



Above: Gathering of Tomboys, both F/F and R/C

Below: Hamish and Andrew Butcher and the Tomboy that went to Tomboy Heaven.

Below Bottom: Hamish Butcher receives his 3rd Place Certificate from Paul Farthing.





**Gordon Burford Event**

Brian	VICTOR	Bomber	Taipan P/B	600	730
Jim	RAE	Internationalist	Taipan B/B	600	592
Dave	BROWN	1953 Cresendo	Taipan P/B	600	349
Grant	MANWARRING	Eliminator	Taipan P/B	600	335
Brian	LAUGHTON	Dixielander	Taipan P/B	600	315
Paul	FARTHING	110% Pencil Jr	Taipan P/B	600	303
Darren	MARSHALL	1941 Lil Diamond	Taipan P/B	600	301
Peter J.	SMITH	Faison	Taipan P/B	600	281
Peter R.	SMITH	Ollie	Taipan P/B	600	268
Grahame	MITCHELL	1956 Dream Weaver	Taipan P/B	600	253
Mike	MOORE	1953 Spacer	Taipan B/B	600	246
Steven	GULLOCK	1941 Lil Diamond	Taipan B/B	600	233
Basil	HEALY	1955 Creep	Taipan P/B	600	209
Jim	HARDY	Cosmo Clipper	Taipan P/B	600	203
Trevor	CAREY	Lanzo Bomber	Taipan B/B	600	200
Rex	BROWN	Stardust Spl	Taipan P/B	600	
Geoff	POTTER	1952 Eliminator	Taipan P/B	600	
Bob	MARSHALL	Zoot Suit	Taipan P/B	595	
Ian	CONNELL	1953 Spacer	Taipan P/B	548	
Mike	MASTERS	Eliminator	Taipan P/B	480	
Bob	RAADTS	1938 Lanzo Bomber	Taipan P/B	463	
Peter	SCOTT	Zoot Suit	Taipan P/B	300	

**Texaco**

Paul	FARTHING	1938 Lanzo Bomber	OS 60 4/	1200	1373
Darren	MARSHALL	1938 Bomber	O.S.61 4/	1200	1221
Peter J.	SMITH	1938 Bomber	OS 60 4/	1200	1023
Arnold	BROESE	Bomber 85%	OS 40 4/	1200	1001
Peter	CUTLER	110% RC1	TT 54 4/	1200	806
Barry	BARTON	1938 Anderson Pylon	OS 60 4/	1200	803
Rex	BROWN	1938 Anderson Pylon	Enya 60 4/	1200	789
Jim	HARDY	1938 Lanzo Bomber	Saito 65 4/	1200	744
Tom	TOBIN	1938 Bomber 92%	O.S. 40 4/	1200	681
Ian	AVERY	1936 Dallaire 75%	OS 40 4/	1200	665
Steve	WHITE	1937 Lanzo Stick	OS 60 4/	1200	600
Mike	MASTERS	1938 Lanzo Bomber	Enya 53 4/	1200	561
Grant	MANWARRING	Bomber 100%	OS 60 4/	1200	556
Ian	CONNELL	Schmeadig Stick	OS 20 4/	1200	457
John	BRADBURN	75% Dallaire	OS 40 f/s	1200	144
Bob	RAADTS	1938 Bomber 85%	OS 40 4/	1200	
Don	SOUTHWELL	1938 Bomber	Enya 41 4/	1200	
Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1200	
Mark	NELSON	1938 Scram	Magnum 52 4/	1178	
Peter	SCOTT	1938 Lanzo Bomber	OS 60 4/	1147	
Bob	MARSHALL	1938 Bomber	OS 61 4/	1146	
Brian	VICTOR	Bomber 85%	Saito 50 4/	1078	
Alan	BRADY	1936 RC1	Brown Jr	816	
Jim	RAE	75% Dallaire	ASP 30 4/	687	
Geoff	MALONE	1936 Dallaire	O.S. 52 4/	608	
Steven	GULLOCK	1938 Bomber 85%	Enya 53 4/	600	
Alan	WOODING	1938 Lanzo Bomber	Anderson 60 spk	600	
Brian	LAUGHTON	1938 Bomber 85%	OS 40 4/	581	
Danny	MISSEN	Rec Breaker 90%	OS 60 4/	566	
Robert	SMITH	1938 Lanzo Bomber	OS 60 4/	520	
Brian	PAYNE	1938 Bomber	OS 60 4/	455	
Mike	MOORE	1938 Bomber	Saito 50 4/	365	
Chris	CHALKER	1937 Lanzo Stick	Marden 60 spk	49	
Trevor	CAREY	1938 Bomber 85%	ASP 32 d	0	
Geoff	POTTER	1938 Lanzo Bomber	OS 61 4/	0	

**'38 Antique**

Steven	GULLOCK	Polly	GB1 5cc d	1800	654
Chris	CHALKER	1937 Lanzo Stick	Marden 60 spk	1800	509
Peter	SCOTT	1936 RC1	Whirlwind 60	1800	500
Peter J.	SMITH	1938 Cumulus	Madewell 49	1800	485
Grant	MANWARRING	Yankee Clipper	Burford 5cc d	1736	
Jim	HARDY	1938 Lancer	GB 5cc d	1679	
Rex	BROWN	1938 Westerner	OK 60 spk	1674	
Basil	HEALY	1936 RC1	Sparey 5cc d	1671	



Above: Brian Laughton prepares his Pencil for Nostalgia.  
Below: Grant Manwarring's Eliminator is away in Gordon Burford - Mike Masters timing.



Below: There was plenty of lift at times but this sort was not wanted. Bottom: Winners of '38 Antique.





Paul	FARTHING	1938 Flamingo	Contester 60	1535
Ian	AVERY	1936 Flying Quaker	Madewell 49	1508
Jim	RAE	Krupp	ED 3.46 d	1331
Mike	MOORE	1937 Quaker Flash	ED Hunter 19	1264
Brian	PAYNE	1938 Record Brk	Anderson Spit	1205
Ian	CONNELL	California Chief	ED Hunter 3.46	1175
Trevor	CAREY	1939 Powerhouse	GB1 5cc d	916

**Duration**

Brian	LAUGHTON	1941 Playboy	Irvine 36	1260	684
Paul	FARTHING	1941 Playboy 115%	McCoy 60 spk	1260	648
Jim	RAE	1941 Lil Diamond	ST 34 2/	1260	608
Dave	BROWN	1938 Bomber 85%	Saito 56 4/	1260	579
Arnold	BROESE	1941 Playboy	Dubb Jet 35	1260	521
Grant	MANWARRING	1941 Playboy	YS 53 4/	1220	
Jim	HARDY	1941 Playboy 105%	YS63 4/	1205	
Ian	AVERY	1941 E S Gas Champ	O.S.32 2/	1144	
Darren	MARSHALL	1941 Playboy	Rossi 2/	1132	
Basil	HEALY	Feather Merchant	YS 53 4/	1087	
Steve	WHITE	1941Playboy	YS 53 4/	1012	
Steven	GULLOCK	1936 80% Dallaire	OS 52 4/	1002	
Peter	SCOTT	Blitz Buggy	Saito 56 4/	974	
Peter	CUTLER	1941 Albatross	YS 53 4/	920	
Chris	CHALKER	1942 Playboy 115%	McCoy 60 spk	849	
John	DIDUSZKO	1942 BuzzBombshell	OS 35 2/	823	
Mark	NELSON	1941 Playboy 105%	Magnum 52 4/	783	
Don	SOUTHWELL	1938 Bomber 60%	Saito 40 4/	746	
Brian	DOWIE	1941 Playboy	OS 40 2/	709	
Rex	BROWN	85% Bomber	Nelson 40 2/	630	
Danny	MISSEN	Bomber 70%	OS 40 4/	252	
Trevor	CAREY	Feather Merchant	YS 63 4/	66	
Peter J.	SMITH	Stardust Spl	McCoy 60 spk	26	

**Standard Duration**

Mike	MOORE	Playboy	OS 40H	1080	804
Dave	BROWN	1938 Bomber 85%	K&B 40	1080	317
Jim	HARDY	1936 Dallaire	Webra 40	1080	290
Arnold	BROESE	1938 Bomber	OS 40H	1080	173
Geoff	POTTER	1941 Playboy	OS 40H	1080	
Paul	FARTHING	1941 Playboy	OS 40H	1080	
Don	SOUTHWELL	1938 Airborne	OS 40H	899	
Ian	AVERY	75% Dallaire	OS 40H	684	
John	DIDUSZKO	Buzzard Bombshell	OS 35	616	
Grahame	MITCHELL	1941 Playboy	OS 40H	dnf	

**2CC Duration**

Brian	LAUGHTON	Dixielander	Taipan Tyro	893
Jim	HARDY	Lil Diamond	Taipan Tyro	869
Dave	BROWN	Crescendo	Taipan Tyro	842
Paul	FARTHING	110% Pencil	Taipan Tyro	783
Peter J.	SMITH	Stardust Spl	AE 1.5	628
Peter	SCOTT	Jaided Maid	Oliver Tiger Cub	624
Steven	GULLOCK	Dallaire	MVVS 1.5cc d	579
Rex	BROWN	Dixielander	Taipan Tyro	197
Geoff	POTTER	Eliminator	JOK Oliver	23

**Oldtimer Glider**

Basil	HEALY	MF 7	1080
Rex	BROWN	Frog Prince	960
Ian	AVERY	Bushwacker	787
Paul	FARTHING	Ghibli	681

**Climb & Glide**

Dave	BROWN	Duration	1590
Arnold	BROESE	Nostalgia	1478
Rex	BROWN	Nostalgia	992
Steven	GULLOCK	Burford	766
John	DIDUSZKO	Duration	750
Paul	FARTHING	Duration	672
Dave	SAMPSON	Duration	468
Brian	VICTOR	?	318

**Top Gun** Jim Hardy (Queensland)



Above: Arnold Broese, Qld, with his impressive Duration Playboy. Below: How are those scores going? Bottom: 2cc Duration Winners, Dave Brown (nsw) Brian Laughton (Vic) and Top Gun Jim Hardy (Qld)





## Day one at Canowindra, 2007.

From Gail Scott.

Thursday dawned warm and sunny, which reflected our spirits. It was good to be back, it was great to be in such fine company and the flying conditions were pretty good too. The sobering event was the news that Pat Healy had passed away that morning.

We began with Old Timer Free Flight. More jocularly than serious competition. Basil Healy had one flight with his 1953 Stomper, managing a forty-three second flight off a five seconds engine run. With his bonus two points, he made a total score of 45 seconds. Brian Payne, armed with a Cardinal, had a motor over-run with the model flying well out of sight. Grahame Mitchell only managed a 90 seconds flight from his 15 seconds engine run. His 1952 Madcap earned him four bonus points, making a total score of 94 seconds.

Then the real fliers took over the show. Geoff Potter managed two max's and an 80 seconds flight. With no bonus points as his model was a 1954 Stomper, he came third with 340 seconds. The 1951 Heckler of Jim Rae was entitled to eight bonus points per flight. This didn't help, as there seemed to be more down than up and Jim's flights were 90 secs; 132 secs; and 125 secs. With his bonus 24 points he made 371 seconds. The winner was Peter Scott and his 1952 L'il Aud. The two max's and a 140secs plus 4 bonus secs for the dropped flight made a total of 504 seconds.

The Tom Boy contest was split into Free Flight or Radio Control. Basil ran this as a power ratio contest. Brian Payne should try free flight next year. He tried to radio control his model through the Scott's ute. Yes, the front door was open but no, not wide enough for a Tom Boy. That kind of finished his chances. Rex Brown, the winner, and Peter (Canberra) Smith, second, showed us how it should have been done. New comers Andrew Butcher and son Hamish put in some good free flight scores. Unfortunately Andrew had a fly away. A little upsetting as he has owned the motor from childhood. Maestro, Geoff Potter, blitzed the field and won the event.

Closer to the homestead, Geoff Potter acted as Control-Line coordinator. Two fliers attempted Midge Speed flights. Jim Rae had problems so Peter Scott was the only flight recorded that day. Due to dust and a busy calendar no one else managed to get in a flight. The Control-line Rally was a lot of fun. Peter Scott flew Don Southwell's Wombat and had the audience in stitches. Three times the wombat came to a halt only for the motor to re-start itself, leaving Peter no option except to take-off again. The fourth time it stopped, Geoff ran in and grabbed the 'plane. Yes, it did start up again! How did you manage that Don?

Jim Rae flew his Wombat as did Peter (Canberra) Smith and Geoff Potter. A huge willy-willy came across the paddock and the spectators shielded themselves. Unfortunately it went straight through the circle and Canberra Smith was obliterated momentarily. As he said, there was nothing he could do except keep flying. Well done, Peter. He also flew a Stiletto. Geoff had a busy afternoon as he flew his Wombat, Taipan Trainer and Stiletto. The Wombat, driven by his own diesel motor was under-powered. Even so, he had a good day.

It was an enjoyable day and set the tone for the next four days. The only down side was the dust. Not a lot could be done but next year should be better if the irrigation is completed. Thanks to everyone involved for a great Easter. Especially Paul Farthing and Dave Brown. A huge 'Thank you' to the ladies who provided the refreshments. Especially Kim Farthing. We all greatly appreciated it.





## ENGINES for '38 ANTIQUE

David Owen

When Alan Wooding devised the rules for '38 Antique, he intended that they would encourage the building and flying of oldtimer designs that were not usually seen in Texaco and Duration events.

It was also hoped that the classification of engines according to their performance would mean that some of the less powerful and generally less competitive engines would once again be flown and enjoyed.

This concept of engine classification was always going to be contentious, but the earlier arguments and disagreements seem to have been sorted out to the satisfaction of most contestants. A glance at the diverse range of model designs and engines entered in '38 Antique show that the event has achieved the original intent.

In no other SAM event do we see so many different and interesting engines.

At Canowindra this year these included Basil Healy's Sparey 5cc Diesel replica, one of the three made by Basil, Bruce Abell and Geoff Potter and recently approved as an Antique engine. Peter Scott flew a very nice original Model Dockyard Whirlwind, an engine which has generally been derided by Australian modellers, but which in Peter's hands ran very well. Chris Chalker flew his very powerful Marden .60, made from the original design championed by Harold Stevenson.

In addition to these, there were a number of the GB 5cc Diesels I made a few years ago, one of which won the event. We also saw some of the better postwar ignition engines, such as the Anderson Spitfire, Atwood Triumph 49, Contestor DR60, Madewell 49 and the popular OK Super 60. All started and ran very well in the hands of enthusiastic modellers.



Sparey 5cc Diesel - Basil Healy



Model Dockyard Whirlwind - Peter Scott



Marden 60 - Chris Chalker



GB 5cc Diesel - Steve Gullock



Anderson Spitfire - Brian Payne



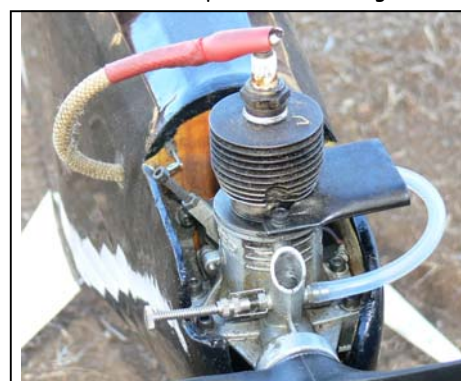
Atwood Triumph 49 - Brian Laughton



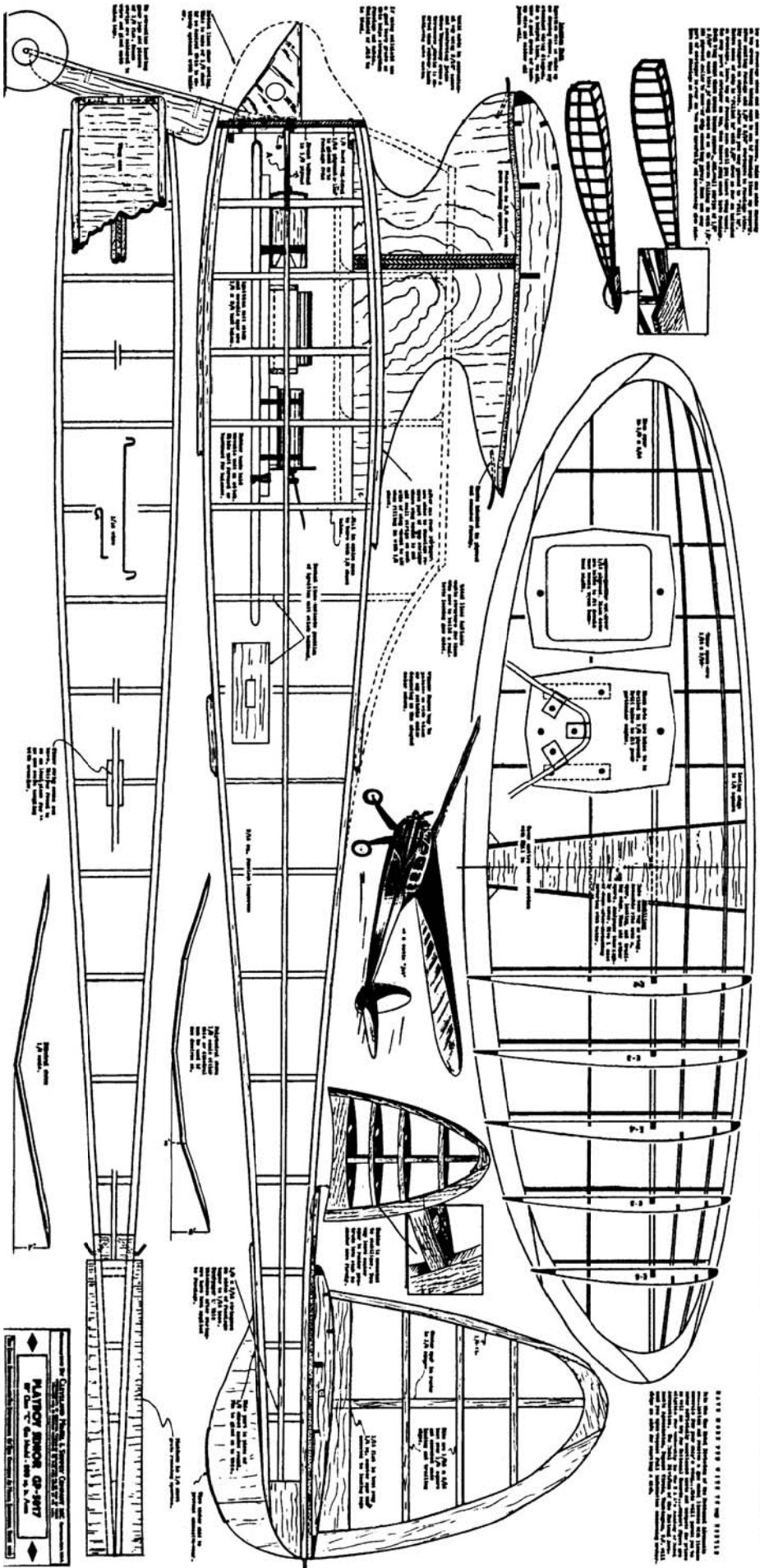
Contestor 60 - Paul Farthing



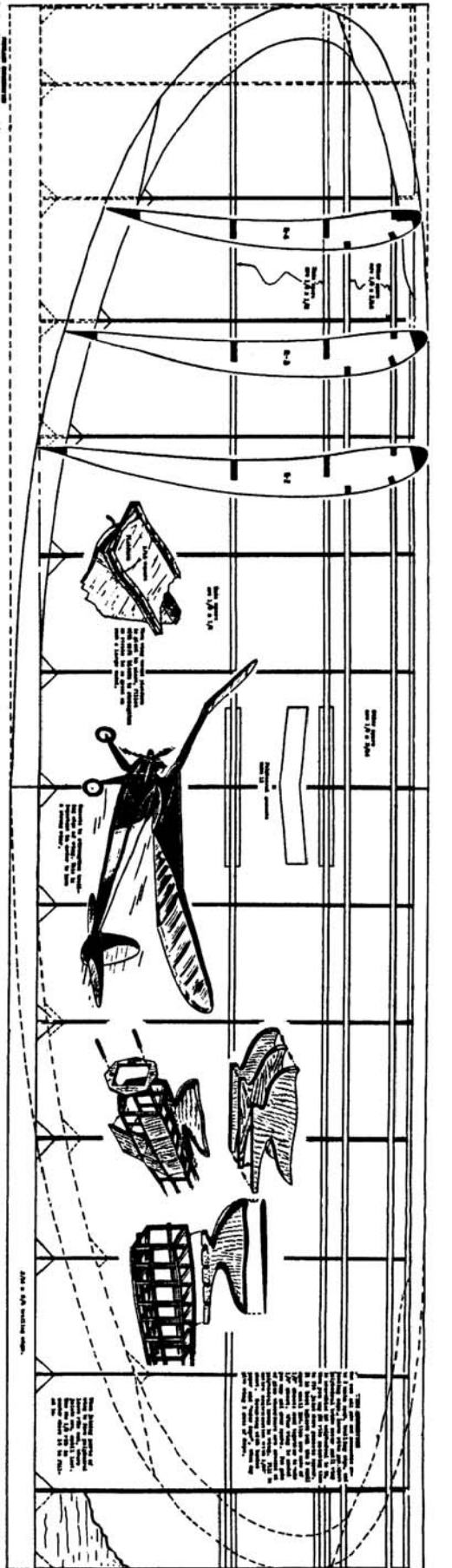
Madewell 49 - Peter (Condo) Smith



OK Super Sixty - Rex Brown



CLEVELAND'S "PLAYBOY SR."





## CONTROL-LINE NOTES April 2007

From David Owen.

Unable to get away for Canowindra until Good Friday, I was disappointed to miss the C/L Rally and the F/F event. Geoff Potter was kind enough to take over C/L and passed on the following details of another successful event.

Four Wombats flew on Friday morning. Geoff's model was powered with one of his own .21 diesels, the high drag model really needing a larger engine. Don Southwell's Wombat was powered by a GB 5cc diesel. Peter 'Canberra' Smith used a Sabre .29 glow. Jim Rae was the other flier. Apparently all the Wombats flew very well. I'm sorry I missed it.

Pete Smith survived a particularly nasty dust storm which enveloped him and his Wombat in the middle of a flight. The model emerged from the dust on the other side of the circle, while Peter was still no where to be seen.

Geoff also flew his latest Stiletto this year, powered with an OS 15 glow and is now building an R/C Stiletto. Maybe an R/C Wombat will be next!

The traditional Midge speed event was not concluded this year for a number of reasons, with three entrants and two qualifying flights only, Jim Rae breaking his model in the process.



The Vetrans' Gathering at Muswellbrook set for 18th-19th May promises to be well attended again this year, with a number of Wombats and Sabre Trainers now ready to fly.

Once again we will choose the C/L model for the following year. Please think about the model you would like to build for 2008 and contact me prior to the 12<sup>th</sup> May at the latest with your suggestion. I will prepare a voting sheet which will be distributed over the weekend to ensure we make a popular choice.

Already a combat wing has been mentioned. There were three Aeroflyte kits of this type, the Satan for 1.5cc, the Wildcat for 2.5/ 3.5cc and the Wildcat for .29/ .35 engines. That is a good suggestion for starters, and there may be others you can think of. I don't have plans for these Aeroflyte designs, so would appreciate a copy of any you may have. They would certainly be easy to build.

One last reminder; there were a number of complaints from fliers last year, so please remember the lines on the ground when you are walking around the C/L pit area.



## Society of Antique Modellers of Australia Inc. - Annual General Meeting.

6<sup>th</sup> April, 2007 - C.W.A. Hall, Blatchford St, Canowindra

Meeting opened; 8.08pm, Chair - President - Paul Farthing

The Meeting observed a minutes silence for the passing of our former SAM 1788 Treasurer Mrs. Pat Healy, on the 4<sup>th</sup> April, 2007. Funeral is arranged for 10am on Thursday after Easter, at Palmdale, NSW.

**Visitors:** The Chairman welcomed all members and visitors to the meeting, and thanks them for the long distances travelled to celebrate the Championships.

**Apologies:** Harold Stevenson, Bruce Knight, Gordon Burford, John Urry, Bob MacDougall and Robert Rutledge.

**MOTION:** That the Minutes of the last Annual General Meeting of the Society of Antique Modellers of Australia, as published in Duration Times, be accepted. Moved: Don Southwell Seconded: Robert Smith Carried, Unanimously

### **Business arising:**

Irrigating Bogwood field - Paul outlined to the meeting his investigations into costs and viability of irrigation of the current field. First indications seemed that the estimated cost required pipes and fittings were in the region of \$800. First attempts made during February, trucking water to the area, got green grass cover but was taking a lot of water to do so in drought conditions, was found to be a limited success. Since that attempt, there is an intention to move into the next paddock to the north for next year. See also General Business.

### **Correspondence:**

In: Wangaratta Aeromodellers - Feedback for 2006 event

Out: MASNSW Inc - Event results.

SAM600 (email Nov 2006) re Proposed Swan Hill at Easter 2007

**Business arising:** Secretary advised that the email address used at the time, has since proved to be a wrong one, therefore there was no reply, and we know now that Swan Hill is running this weekend.

**MOTION:** To accept Correspondence Report. Moved: Steve White Seconded: Don Southwell Carried, Unanimously.

**President's Report:** Paul Farthing, thanks his current Committee members for their part in making the past year a success, especially thanking Ian Avery for his untiring work with Duration Times. He mentioned the difficulty we face in locating and encouraging junior members, outlined some competing interests that work to attract the Juniors away from us. Competition Calendar is very healthy and some have asked for more competitions, but it seems there is no more room on the Calendar. Paul was happy to announce that the Club is in a very healthy state of affairs, culminating in the attendance for this years Championship's which is very welcome, and past the expectations.

**Treasurer's Report:** Gail Scott, Income & Expenditure Statement circulated.

**Business Arising from the Treasurers Report:** Discussion about an increase to the subscriptions to Sam Speaks will be needed. Indications that some costs can be recouped if Duration Times is distributed electronically.

### **Canowindra CD Report: Dave Brown**

- Thanked Sponsors, Kelletts Hobbies, Model Draughting Services, The Falls Guest House, East Coast Models and Electric, BP Nangar, Canowindra.
- Entrants in the Post were 37, and some more today makes it 41 entrants.
- Catering - Lions Club at late notice could not find enough staff to man the Canteen, and whilst we have their van, Kim Farthing has indicated she will take on the role, with assistance from any with some spare time appreciated.
- Dinner tickets in the Goody Bag, a reminder that the balsa glider is effectively your Dinner Tickets, the auditorium at the Services Club has been booked for an Indoor Fun Fly after Dinner on Sunday night.
- So far the Frequency list has 3 on a channel on a couple of events, which does not pose problems.
- Entry response for Monday has the published Program in question. It is suggested that Standard Duration be moved to Saturday, after Gordon Burford Event, and 2cc Duration be moved to Sunday after Antique Event, so that will leave Glider and Climb and Glide on Monday, not to move it would make Monday almost unmanageable with current entries (outlined).

**Free Flight CD Report: Peter Scott.** Peter gave a Report on the Free Flight Open Power, 5 - 6 entrants, weather was better than perfect, field had excellent visibility, had one model flyaway, results were given. Explained that Vintage Power has an exception to the engine rule, and here we allow any Burford 1.5cc diesels, al-



though any vintage motor has no size limit. Trying to encourage more starters, and suggested the Tomboy and Stomper models. He mentioned 3 R/C Tomboys were flown.

**Control Line CD Report: Geoff Potter.** Geoff gave a report on Thursdays Control Line Rally, wants to encourage more numbers, those that did participate had a great time. Mentioned 5 - 6 Wombats all flew reasonably well Peter Scott's numerous takeoffs were unique.

**Midge Speed** - 1 entrant so far, Peter Scott, David Owen has offered to time other entries during the weekend. David also thanked Geoff for conducting the Rally in his absence, this year.

MOTION: That the Reports be adopted. Moved: David Owen Seconded: Basil Healy. Carried Unanimously.

#### **Election of Officers:**

No Written nominations were received for any positions. Secretary announced that each Committee member was prepared to stand in their current position/s, Nominations were called for from the floor, in the alternative to accepting the status quo, and there were none.

Moved: Geoff Potter Seconded: Jim Rae That the current Committee be re-elected. Carried Unanimously.

**President:** Paul Farthing. **Vice President:** Basil Healy. **Secretary:** Dave Brown. **Treasurer:** Gail Scott.

**Newsletter Editor:** Ian Avery. **Committee Member:** Peter Scott. **Public Officer:** Basil Healy.

**Protest Appeals Committee:** Will not be required.

#### **Fees, 2007 - 2008.**

Discussion about the electronic distribution of the Duration Times arose during the setting of fees discussion, various options and member access limitations were discussed. Ian Avery outlined his view that the conversion would be all electronic, or all posted, he was not proposing a bit of both. It was decided to assess over the next 12 months, different methods of ensuring all members can access the electronic version before converting to an electronic system. (Email, web page access, Newsletter site, etc).

That the Club Fee structure be set to \$20 per Member, Family and Juniors \$5.00, plus Optional SAM Speaks \$35.00 and MAAA fees through the Club. Moved: Peter (Condo) Smith Seconded: Peter Scott Carried Unanimously

#### **GENERAL BUSINESS**

- Sam 1788 Champs - 2008. President acknowledged that Bogwood was available, moved David Owen, Seconded Bob Marshall, to remain in Canowindra.

- Contest Calendar 2007:

Cootamundra Down Under Champs. Last year was not well supported for the four day event, resolved that revert to 2 day program, 28 - 29 May, 2007.

Tamworth. New England Champs. Meeting informed that Tamworth are still on their field, but are not sure that they will still have it by mid June, Tamworth Council is proceeding with a DA for their new field, and is at the stage of seeking neighbours' input. They suggested that if they have no field they can arrange for a transfer to Gunnedah. Armidale has made contact for the transfer to their field if the current Tamworth field is lost. Discussion resolved that Tamworth will be the venue unless they announce and alternative venue.

Wangaratta. Eastern States Gas Champs. Committee has been asked to consider a transfer to Jerilderie, may attract more South Australians, that don't go to Wangaratta. Discussion resolved to maintain Wangaratta, and if Jerilderie is organised by SAM600, we will support it.

Wyong Club. Discussion took place with input from Basil Healy and Bob Marshall outlining that they have intentions to run a competition. They were after input for suitable dates and events. Nothing decided as it was not to be run by SAM 1788 Inc, and that the Club will organise and advise in due course.

- Bogwood Field Irrigation. Paul announced that further to the earlier comments, he has decided to allocate a new paddock for next years Championships, due to the pipeline he has being closer to the field he proposes to use and therefore reducing the costs to implement a sprinkler/irrigation system.

After discussion, MOTION: That SAM1788 Inc, authorises payments for the costs of irrigation to a suitable portion of Bogwood as a suitable flying surface. Moved: Geoff Potter Seconded: Peter Scott Carried, Unanimously.

- No Confidence Petition - MAAA O/T Sub Committee Chairman. Petition arises from the actions of the Chairman at the last Rules Conference together with his address at the Texaco briefing of the recent Nationals, where he outlined intended changes to his Committee's procedures. Petition closes on the Monday of the Championships, and will be forwarded to MASNSW Inc for information.
- Suggestion to move AGM from the CWA Hall, to Bogwood, lacked support.
- President's Expenses. As the President has not claimed expenses in the financial reports, and the meeting ac-

knowledged that the President makes a sizable financial commitment to host the Championships each year. The President declaring a conflict of interest, left the meeting. The Chair was filled by Bail Healy. Moved: The meeting nominates the sum of \$200 expenses be paid to the President. Moved Peter (Condo) Smith. An amendment was moved by Lyn Payne, to increase the amount to \$1000. Secunder was not noted, the amendment was put and lost. A further amendment was moved to alter the amount to \$400.

Moved: David Owen Secundered: Jim Rae - Carried.

- Discussion took place about an event for January, as the Nationals will be in Perth, over Christmas / New Year. There was very little support for a hot January event.

**Meeting Closed:** 9.57pm.

## Bits 'n' Pieces:

From Charlie Reich, [sam1781@bellsouth.net](mailto:sam1781@bellsouth.net)

**Piston Rings:** Frank Bowman manufactures piston rings for all makes and types of model airplane engines from the antique to the modern day glow engines. Frank can provide the ring set only and also offers a custom service for the really worn engines. You can send Frank your engine and he will dismantle, measure the bore wear and/or the piston's ring groove wear, then hone out the worn cylinder wall and custom fit a set of rings to the piston to exactly match the re-honed cylinder size. Piston rings and the custom honing/fitting service are all offered at very reasonable prices. **Contact:** Frank Bowman, 1211 North Allen, Farmington, New Mexico 87401-3568, (505) 327-0696 [fbowman@acs-online.net](mailto:fbowman@acs-online.net)

*(Note) I haven't talked with Frank in a couple of years...his email address may have changed, the mailing address and phone are current.*

From Mike Myers, SAM USA President.

[mikemyersgln@charter.net](mailto:mikemyersgln@charter.net)

Gentlemen, I received a phone call from Freddy Mulholland today. He's down in Picacho Arizona to spend a week working with George Tallent in his shop.

A couple of weeks ago, George lost his beloved wife after some 65 plus years of marriage. George's friends had asked that folks hold up on sending George any more Ohlssons to repair because his wife's death had hit George very, very hard.

Freddy said that George had asked that I get word out to all the people who had sent him cards, letters, expressions of sympathy and such that he appreciated them all a great deal. Those cards and letters meant a lot to George, and George wanted his friends to know that he appreciated receiving them.

Freddy said that George seems to enjoy working in the shop repairing Ohlssons--it's good for him to do that to help him through this time of trouble, and George would like to do more of it. He's working on reducing the backlog of engines that he has on his bench for repair (the backlog built up while George was taking care of his wife in her final illness).

George apparently plans to keep on repairing Ohlssons for some time to come.

From Peter Hosking SAM600 Aust. [peterh@tadaust.org.au](mailto:peterh@tadaust.org.au)

At 74 my eye sight has dimmed. By using fluorescent pink I believe I will be able to compete for a few more years. Hope this will be of help. Regards, Peter.

## IT'S BACK IN STOCK!



### The MPJET CLASSIC 040 DIESEL

- the best little 0.6cc diesel ever made for FF or RC.
- a clear FF tank, standard metal tank, spinner nut, standard propnut and washer, mounting screws, washers and nuts are all included in price.
- a machined radial mount is available as an extra.
- a Conditional Warranty applies for 6 months.
- spare parts are available.

This is a new production run, probably the last!

Engines will be in stock early in May, so for further details and to place an order for your MPJet Classic please contact David Owen at:

**OWEN ENGINES Aust**

Phone: (02) 4227 2699

or

Email: [<owendc@tpg.com.au>](mailto:owendc@tpg.com.au)





# Experiments with Electric Texaco

From Lou Amadio

A while back I approached our local (IMAC) Old Timer enthusiast, Peter Buckley, for some help in testing and developing the Texaco rules for Electric Old Timer. I wanted to test a large model (>1000 in<sup>2</sup>) and Peter has a good collection of OT aircraft so was more than happy to oblige.

As you know, Texaco is about fuel allocation based on aircraft weight. With electric models we introduced a formula which sizes the motor battery according to the weight of the aircraft.

The Electric Texaco energy rule is "0.32 watt.hours per ounce of dry model weight". The model is weighed without the motor battery installed. The rules, published at [http://www.maa.asn.au/electric/rules/nefr\\_rg.htm](http://www.maa.asn.au/electric/rules/nefr_rg.htm), have a couple of tables at the back of the document to help you select a battery for your model. Nickel and lithium cells are allowed.

In Peter's case, the test model weighed 86 Oz. Therefore, the allowed electrical energy to power the motor was 0.32x86=27.5 watt.hours.

As Peter elected to use a 7 cell battery pack, we calculate the maximum cell capacity as follows:  
Cell capacity = 27.5/7=3.9 amp.hour, ie Peter is able to use a pack with a mAh rating up to 3900. (Ballasting is allowed if you wish to use a larger batteries).



In setting up the electric motor system, Peter chose an existing power train salvaged from a 7 cell glider - a 16 turn brushed buggy motor with a 3.7 gearbox and 14x9 prop.

Come the test day I must admit that I was a little worried that the big 1300 in<sup>2</sup> model would not get off the ground. After all, the OT weighed more than twice as much as the glider! Peter pointed her into the breeze and opened the throttle and she climbed out with ease. The climb-out was similar to what I have seen with many IC Texaco models, gaining good thermal height within a couple of minutes.

The fact that Peter converted an existing model using a cheap brushed motor setup shows just how easy it is to get into Electric Old Timer. Why not have a go?

Top Right: Peter Buckley flying high electrically. Geoff Burling holding the watch and Stan Clifton giving moral support.  
Above and Below: Can motor/ Gearbox installation.  
Right: Peter with his electric Texaco model at Illawarra MAC, Berkeley near Wollongong, NSW.  
Lou Amadio can be contacted at [lou\\_amadio@ozemail.com.au](mailto:lou_amadio@ozemail.com.au)





~~ THE BACK PAGE ~~



Left: Jim Rae with his Wombat CL Stunter.

Right: Geoff Potter and his FF Tomboy.

Below Left: David Owen and his 47 year old Tomboy with its 3 covering job.

Below Right: Returns to Canowindra, Chris Chalker & Basil Healy with Beryl and Don Southwell.



Left: Ron Artiss called in to Canowindra with his newly built Hearn's Hobbies Cadet/PAW 15 CL model. Below: Basil Healy gets his Stomper up and away. Below Left: Jim Saftig's CL Super Zilch/Anderson ignition. Below Right: Texaco day at Canowindra 2007.

