

### Points of Interest:

- Coming Events.
- President's Report.
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- Western Australia Report
- Electric Oldtimer  $\frac{1}{2}$ A Texaco.
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## BULLETIN No. 146

May - June

2007

# DURATION TIMES

**Worth Noting....** Bowmans Rings I'm sorry for the inconvenience for everyone that tried to get in touch with me these last 2 weeks. My Server decided to Update and it took them almost two weeks to do the job, in the meantime I'm offline most of that time. So it didn't take me long to get tired of that, my wife (Valerie) set me up with DSL.

My new email address is: ringmaster46@msn.com Please make the change in your address book.

Thank You, Frank Bowman, Bowmans Rings.

Cloud Tramp Postal Contest 2007 This event commences August 4th., closes September 30th 2007. Five flights, longest/shortest times to be discarded.

Full details - contact me Jim Moseley jjmoseley@look.ca

## "COOTA CUP"

**WHEN:** September 8 & 9, 2007

**WHERE:** NSW State Flying Field, Cootamundra

**EVENTS:** *Saturday:* Gordon Burford & Duration *Sunday:*  $\frac{1}{2}$  A Texaco & Texaco  
A climb & glide will be held sometime during the weekend.

**MORE.....** Gates open from Friday lunchtime for practice etc. Camping on field.  
Canteen will be open for Breakfast & Lunch on both Saturday and Sunday.

For more info contact Sharon Smith: Telephone: 02 6942 6056 Mobile: 0422 780 645

## Rebel Oldtimer Competition

Just a note for next newsletter about the rebel oldtimer comp, dates **28 & 29 July** start time **9am** both days, at the **Rebel Flying Field**, Ash Island, Hexham (Newcastle).

**Saturday Events:** Nostalgia, Gordon Burford & Duration, **Sunday Events:** 1/2A Texaco & Texaco.  
**Saturday Night Dinner** - Dinner at Hexham Bowling Club

Can you please let every one know that we have to enforce the 96DB noise limit, so **all** two stroke engines must have mufflers attached. The muffler rule does not apply to Cox 049s, Gordon Burford or Four Stroke engines. Hopefully this will give everyone some warning and time to adjust their models accordingly, please put this info in the next newsletter. Regards.

Tom Tobin (02) 4934-5443 tjt1954@ozemail.com.au



Gordon Burford Event awaiting the departure of the morning fog at SAM Champs Downunder at Cootamundra. Made for a very relaxed breakfast at the field each morning. Still the weather that followed was worth waiting for!

Duration Times is the official Newsletter of SAM 1788

## SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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### UPCOMING OLDTIMER EVENTS FOR 2007

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

Back again! Firstly Easter 2007 shirts are still available for those who want one. Please call me.

Well it started raining and hasn't stopped. Overcast, cold and muddy with green grass and crops growing. What a difference a bit of water makes.

Just returned from the trip to Dalby in Queensland and who did we find Steve Gullock and Barry Barton all the way from Victoria, all ready to fly, these people are serious about flying. With a good turnout from three states ready to go the rain started. Well Saturday was cancelled. Onto Sunday and Monday with much better weather conditions. All comps were flown and enjoyable flying by all.

Tamworth the following weekend started with a missed appointment on Friday morning, for the first time I was not running late!! Saturday morning dawned cloudy and cold, well that's Tamworth. With everyone ready we commenced flying with variable lift to provide very competitive flying with Tony Tjanavaras winning 1/2A Texaco and a local showing us how to do it. Sunday dawned much better, cloudy and not as cold. With reduced rounds all competitions were flown for another year. Just a note this was the last year at the present field, notification of the new venue will be advised soon.

Upon returning home the SES requested Canowindra personnel to go to Newcastle for clean up duties, so off we went for a week of tree cutting and roof tarping, funny thing never saw a GREENIE helping. What a mess confronted us. So after three weeks and 4,800 klms I was glad to return to the farm.

I did carry the camera to all events but never took a photo. The luckiest pilot was Frank Blades with his fly away at Dalby.

His Bomber disappeared with engine still running and Frank being Frank comments "oh well". Some time later a Dalby club member drives in and says anyone loose a model. How lucky and no damage.

Rebel Oldtimer next on 28-29 July, and remember, mufflers are required on all two stroke engines, Cox and Burford engines excepted. See you there? So until then ..... Paul F

P.S. Tomboy has still not been found.

**The Bathtub Test** It doesn't hurt to take a hard look at yourself from time to time, and this should help get you started. During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalized. Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub." Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup." No," said the Director, "A normal person would pull the plug. Do you want a bed near the window?" DID YOU PASS, OR DO YOU WANT THE BED NEXT TO MINE?





**SAM CHAMPS DOWNUNDER - COOTAMUNDRA - 26 & 27 MAY, 2007.**

From Dave Brown.

Gooday All. Great weather, if you don't mind extended breakfasts & morning teas while the fog was hanging around, about 10.30 - 11am it cleared to perfect weather after that, not a booming thermal all weekend, just a few weak ones. All events shortened to 2 out of 3 rounds to make up the time; was a friendly group of happy participants; mixed fortunes and very good event. Congratulations to our Top Gun, Grant Manwaring. He is becoming a very consistent competitor. More later, Browny.

**Gordon Burford Event**

Jim	RAE	Pippo	plain	600	633
Peter	SCOTT	Zoot Suit	plain	600	545
Grahame	MITCHELL	Dream Weaver	plain	600	509
Grant	MANWARING	Eliminator	plain	600	486
Peter J.	SMITH	Faison	plain	600	22
Don	SOUTHWELL	Zoot Suit	plain	600	
Dave	BROWN	Cresendo	plain	600	
Brian	PAYNE	Lil Diamond	plain	300	

**Texaco**

Robert	SMITH	Lanzo Bomber	OS60 4/	1200	1219
Brian	PAYNE	Bomber	OS60 4/	1200	1152
Don	SOUTHWELL	Bomber	OS61 4/	1200	1092
Grahame	MITCHELL	Dallaire	Enya 60 4/	1200	984
Peter	SCOTT	Lanzo Bomber	OS60 4/	1200	806
Ian	AVERY	Gasbird 125%	OS40 4/	1200	736
Steve	WHITE	Lanzo Stick	OS60 4/	1200	705
Grant	MANWARING	Bomber	OS60 4/	1200	700
Dave	BROWN	Record Breaker	OS61 4/	1200	245
Jim	RAE	Dallaire 75%	ASP 30 4/	1200	18
Peter J.	SMITH	Cumulus	Madewell 49	1055	0

**1/2a Texaco**

Steve	WHITE	Lanzo Bomber	720	789
Grant	MANWARING	Lil Diamond	720	758
Dave	BROWN	Stardust Spl	720	669
Don	SOUTHWELL	Stardust Special	720	641
Peter J.	SMITH	Stardust Special	720	634
Jim	RAE	Skyrocket	720	624
Geoffrey	MALONE	Lanzo Racer	720	616
Ian	AVERY	Playboy Cabin	720	430
Peter	SCOTT	Stardust Spl	720	249
Robert	SMITH	Lil Diamond	720	92

**Duration**

Dave	BROWN	Bomber 85%	Saito 56 4/	840	871
Peter J.	SMITH	Playboy Cabin	McCoy 60	840	803
Grant	MANWARING	Playboy	YS 53 4/	840	592
Grahame	MITCHELL	Playboy	Super Tiger 34	840	531
Robert	SMITH	Playboy	Saito 56 4/	840	514
Steve	WHITE	Playboy	YS 53 4/	840	482
Don	SOUTHWELL	Bomber 60%	Saito 40 4/	840	450
Jim	RAE	Lil Diamond	ST 34 2/	800	0
Ian	AVERY	ES Gas Champ	O.S.32 2/	792	0

**Top Gun** Grant Manwaring.



Top: Condo and Don Southwell working on Don's Zoot Suit.  
 Middle: Excellent weather (after the fog) and enjoyable Texaco.  
 Above: Peter Scott preparing his 1/2A Lil Diamond.  
 Left: 1st Placegetter in 1/2A Steve White assists Dave Brown with his 1/2A Stardust Special.

## WESTERN AUSTRALIA REPORT

From Paul Baartz.

### SAM 270 Old Timer Standard Duration

The 2007 Standard Duration was held on Sunday 22<sup>nd</sup> April at Mundijong. Even though the weather was nearly excellent, or maybe because of this fact, entrants were down on previous events with only seven starters this time. Conditions were fine and mild with a light and cool breeze, thermals were rare but buoyant conditions made the maximum flight reasonably achievable.

Everyone was using a Max-H .40 engine in a variety of designs, mainly Playboy and Lanzo Bombers with the eventual second place-getter Rod McDonald using a scaled up Kerswap.

The six minute maximum was widely achieved and three flyers eventually made the fly-off. Conditions for the fly-off were light breeze with zero lift and even the eventual winner, Alan Trott, failed to make a six minute flight!! Paul Baartz managed to land outside the designated area resulting in a zero score and relegating him to third place.

Trophies were presented down to 4<sup>th</sup> place and all flyers were smiling at the end of the competition there being no damage to any model on the day.

#### Standard Duration Results:

1. Alan Trott	85%Bomber	1080 + 336
2. Rod McDonald	166% Kerswap	1080 + 314
3. Paul Baartz	Playboy	1080
4. Kevin Hooper	80%Bomber	1024
5. Ray Sherburn	Playboy	995
6. Brian Edwards	Lanzo Racer	817
7. Rob Rowson	Playboy	791

#### Duration Results:

1. Ian Dixon	Kerswap/Magnum.61fs	1260 + 279
2. Paul Baartz	85%Bomber/Saito.56fs	1260 + 267
3. Rod McDonald	Hayseed/Magnum.61fs	1234
4. Les Isitt	85%Bomber/Magnum.61fs	1153
5. Mark Sherburn	85%Bomber/Magnum.61fs	1125
6. Ray Sherburn	Playboy/ST Q500.40	1115
7. Rob Rowson	Playboy/HP.40	1100
8. Alan Trott	85%Bomber/Magnum.61fs	1090
9. Andrew Isitt	Schmaedig stick/Magnum.61fs	1045
10. Greg McLure	66%Bomber/PAW diesel	694

### SAM 270 Oldtimer Duration

Sunday the 17<sup>th</sup> June dawned fine and cold with a light easterly wind that strengthened throughout the day and made flying conditions a bit trying as the morning progressed.

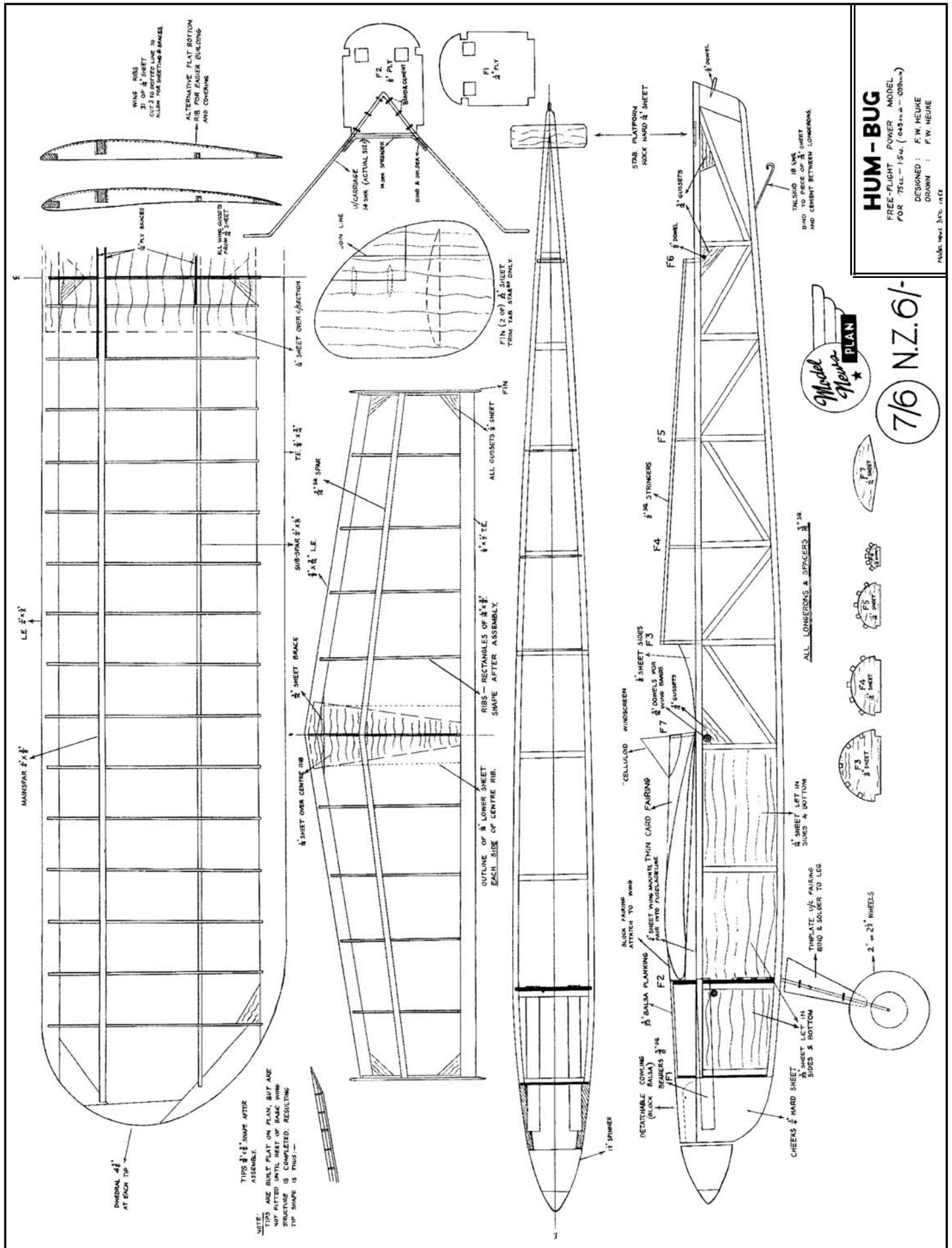
Ten flyers entered and almost all made a maximum flight of seven minutes in the first round but due to the deteriorating weather conditions maxes became fewer and fewer to the point where the two in the fly-off for first place could only manage flights in the 4 minute range.

The 85% Lanzo Bomber continues to dominate the entry list, however the event was won by a scaled up Kerswap, beautifully built, finished in silk and looking a treat.

Greg McLure chanced his luck with a PAW diesel powered model which unfortunately did not have the necessary grunt to make the it competitive. Most commonly used engine was the Magnum .61 four stroke which appears suited to this event with the engine run time allowed in the rules. Ray Sherburn battled with a largely uncooperative sport pylon engine which is a real screamer when on song but this time was not willing.



Barry Lee is proposing the Humbug for the 2008 Vetrans Gathering (and 1788 Champs at Canowindra). This is a shapely, shoulder wing model, designed by Fred Heuke and published in Model News for Dec 1958. Wingspan is 1260mm (50") and would suit 1-1.5cc engines and possibly conversion to e-power. It could be built as F/F or R/C.







**NEW ENGLAND GAS CHAMPS, TAMWORTH - 16 & 17 JUNE, 2007.**

**Gordon Burford Event**

Dave	BROWN	Cresendo	plain	900	701
Paul	FARTHING	110% Pencil Jr	plain	900	450
Basil	HEALY	Creep	plain	900	415
Peter J.	SMITH	Faison	plain	900	396
Jim	HARDY	Swayback	B/B	900	368
Jim	RAE	Pippo	plain	900	270
Bob	MARSHALL	Zoot Suit	plain	900	124
Steven	GULLOCK	Lil Diamond	plain	870	0
Grahame	MITCHELL	Dream Weaver	plain	300	0

**Texaco**

Jim	HARDY	Bomber	Saito 65 4/	1800	1121
Basil	HEALY	Lanzo Stick	Enya 60 4/	1800	1018
Paul	FARTHING	Bomber	OS 60 4/	1800	966
Steven	GULLOCK	Bomber 85%	Enya 53 4/	1800	931
Peter J.	SMITH	Cumulus	Madewell 49	1800	875
Dave	BROWN	Record Breaker	OS61 4/	1800	851
Jim	RAE	75% Dallaire	ASP 30 4/	1800	411
Garry	WHITTEN	Red Zephyr	OS 52 4/	1370	0
Bob	MARSHALL	Bomber	OS 61 4/	1128	0

**1/2a Texaco**

Tony	TJANAVARAS	Baby Burd		720	799
Jim	HARDY	Lil Diamond		720	738
Peter J.	SMITH	Stardust Special		720	730
Garry	WHITTEN	Baby Burd		720	604
Jim	RAE	Skyrocket		720	600
Basil	HEALY	Megow Chief		720	553
Robert	SMITH	Lil Diamond		720	542
Grahame	MITCHELL	Stardust Spl		720	510
Paul	FARTHING	Lanzo Bomber		720	430
Steven	GULLOCK	60% Bomber		720	422
Brian	PAYNE	RC1		720	66
Dave	BROWN	Stardust Special		720	26
Bob	MARSHALL	Bay Ridge Mike		350	
Frank	BLADES	Schmeadig Stick		311	

**Duration**

Dave	BROWN	Bomber 85%	Saito 56 4/	1260	550
Paul	FARTHING	Playboy 115%	McCoy 60 spk	1260	540
Jim	HARDY	Playboy 105%	YS63 4/	1260	481
Peter J.	SMITH	Playboy Cabin	McCoy 60	1260	450
Steven	GULLOCK	80% Dallaire	OS 52 4/	1260	392
Basil	HEALY	Feather Merchant	YS 53 4/	1260	392
Robert	SMITH	Playboy	Saito 56 4/	1213	
Brian	ORMAN	Playboy Cabin	Magnum 61 4/	1169	
Richard	EXLER	Playboy 105%	OS 52 4/	1146	
Grahame	MITCHELL	Playboy	Super Tiger 34	951	
Adam	TJANAVARAS	Playboy Cabin	Magnum 61 4/	935	
Jim	RAE	Lil Diamond 149%	ST 34 2/	600	

**Top Gun** Jim Hardy     **Brian Potter Memorial Trophy** Tony Tjanavaras

**ANOTHER FIRST & SECOND TIME**

Well known Queensland modeller, Des Slattery, must like the Gordon Burford Wombat or he wishes he could be sixteen again.

At the right he is sixteen, barefoot and obviously very proud of his Wombat powered by a Gee Bee Stuntmota 5cc diesel . Just look at that prop! And what about that motor cycle in the background! Can anyone identify it?

Below we again see Des Slattery with his second (?) Wombat, along with Wombat designer Gordon Burford on the left and well known C/L Stunt flier Reg Towell in the middle. Venue is the Vetrans Gathering, Muswellbrook, around 4 or 5 years ago.



Des' latest Wombat in the photo at the left has a Frog 500 fitted but that engine has been replaced with a GB 5cc diesel.

Des was again at the recent Veterans Gathering at Muswellbrook with his current Wombat enjoying the C/L flying over the weekend.



## Competition - Electric Old Timer

From Lou Amadio and Geoff Burling

2007 saw the start of serious competition outings for Electric Old Timers where the airframes are based on SAM eligible models. Electric Duration models were seen for the first time at the Aussie Nationals in January (see DT 143) and then at the AEFA National Electric Flight Rally at Easter. Both events were held in Albury and flown to the electric rules on the MAAA website [http://www.maaa.asn.au/electric/rules/nefr\\_rg.htm](http://www.maaa.asn.au/electric/rules/nefr_rg.htm)

### NEFR

The 2007 National Electric Flight Rally in April was hosted by the Albury club. Those who ventured to the Aussie Nationals 3 months earlier felt a certain *deja vu!* This time the weather was great with mild temperatures and light breezes and the thermals were there for those who knew where to look! The Electric Rally had both Duration and 1/2A Texaco contests for the first time. On the day Geoff Burling was unbeatable finishing first in both events to become the 2007 EOT Champion.

#### **Electric Duration:**

- 1<sup>st</sup> Geoff Burling - 105% Playboy Senior
- 2<sup>nd</sup> Lou Amadio - 66% Lanzo Bomber
- 3<sup>rd</sup> Gary Andrews - 105% Playboy Senior

#### **Electric 1/2A Texaco:**

- 1<sup>st</sup> Geoff Burling - Playboy Senior (373 in<sup>2</sup> wa)
- 2<sup>nd</sup> Peter Henderson - Dallaire (375 in<sup>2</sup> wa)
- 3<sup>rd</sup> Lou Amadio - Playboy Senior (373 in<sup>2</sup> wa)



#### **More to come...**

Throughout 2007 both Duration and 1/2A Texaco will continue as postal events. Contact Geoff Burling at [geoff.burling@integral.com.au](mailto:geoff.burling@integral.com.au) for more information.





This month's Top-Pix section presents a resplendent photo of the newly formed Mid-North Coasters EOT 1/2A Texaco "Revellers" with their models. Pictured from the left is Peter Caleo (Dallaire), John Brennan (Buzzard Bombshell), Phil Poole (Spear Head Jnr) with accompanying Axe Hat and finally the legend himself Peter Henderson (Dallaire).

### Bowman's Rings

Frank Bowman

1211 N Allen Ave. Farmington, N.M. 87401-3568  
505-327-0696  
Email: ringmaster46@msn.com

#### Reproduction Model Engine Rings

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Standard ring up to .65 engines: \$9.00 ea.  
(1) shipped \$13.00, (2) shipped \$22.00

Standard ring from .66 & up: \$10.00 ea.  
(1) shipped \$14.00, (2) shipped \$24.00

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(1) shipped \$14.00, (2) shipped \$24.00

Dykes ring from .66 & up: \$11.00 ea.  
(1) shipped \$15.00, (2) shipped \$26.00

\*\* I also make special rings to order, ask for prices \*\*

Last Revised 05-23-07

### Some Effects of Scaling

By George White

Let me start this article with a disclaimer — that I'm not in the least qualified to deal with issues involving the addition of more than 3 numbers — I'm only commenting on an article by Dave Harding in the December 2004 issue of Model Aviation.

Having set that stage, I found some of the numbers in the article more than a little surprising. He starts with an example of a 5 oz. 24" span model which is to be doubled to a 48" span. While a 5 oz. free flight model would be something of a lead sled (he uses RC stuff for his examples), when that model is doubled in size, the weight goes up 9 times to 45 oz, or more than a pound and a half!!

The spar strength must increase 2.25 times, and the stall speed increases 50%. Worse yet, for us free flight types, the kinetic energy, which must be dissipated when the ground rises up to smites that sucker, goes up 20 fold.

While he only deals with the problem of aerobatic R/C models needing to hover in a straight up position, it is interesting to know that the power required to hover increases 13.5 times over what it was at 24 inches.

Our free flight models don't hover (well — mine do sometimes just before rotating straight down to become lawn darts!) that gives you an idea of what we are dealing with when we increase the weight of our models.

Take a look at the article, and if you enjoy dealing with square root and cube root formulas you can figure what you gain by scaling down - especially in weight!



**CONTROL-LINE and FREE-FLIGHT NOTES June 2007** From David Owen**The 2007 Veteran's Gathering, Muswellbrook, 19-20<sup>th</sup> May:**

Thanks to the effort of a few local members only, the Muswellbrook Club staged another very successful Vet's. The weather this year was a mixed bag, with strong winds on Saturday dampening enthusiasm. Sunday morning dawned clear and calm and the usual free-flight horde descended on the field with an assortment of models.

This year the emphasis was on Tomboys, thanks to Barry Lee's enthusiasm and Brown's partial kits. There were R/C Tomboys, traditional F/F Tomboys, modern(!) e-power Tomboys and even mini-Tomboys from the Aeromodeller Tom Thumb plan. There was even a rubber-powered miniature Tomboy with a dummy Mills .75 in the nose! What we now call old-timers were commonly available as pre-war kits in a reduced size for rubber. These sold for around \$1 and would have been very popular with younger boys whose pocket money did not extend to Ohlsson 23s and Browns.

All flew well and were a testament to Vic Smeed's design clarity and the Rev. F. Callon's illuminating construction article, which combined, must have introduced literally thousands to the joys of simple free flight. The Tomboy was published in *Aeromodeller*, November 1950 and became a top-selling plan overnight.

Saturday's wind failed to deter most control-line fliers and both circles were busy over the whole weekend. Not a lot of new faces were seen, but that is to be expected these days. The real beauty of the Vet's is its attraction to expert and sport flyers as a fun weekend.



Richard Shennan with his rubber-powered mini Tomboy and dummy Mills .75



This year the suggested models were Gordon Burford's Wombat biplane and the Hearn's Hobbies Sabre Trainer. Both were well represented, with ten Wombats and a larger number of Sabre Trainers. A wide range of engines was seen in the Wombats, ranging from glow 29/35s to the replica GB Diesels, my original GB 5cc Stuntmota and Geoff Potter's own design .21 diesel. General consensus was that the Wombat flew much better with a reasonably powerful engine and was quite capable of flying the early stunt patterns, which of course did not include square manoeuvres.

The Sabre Trainers were mostly powered by Taipan Tyro diesels, with a small number of Taipan 2.5 diesels and others used. I regret that I got caught up talking to others and neglected to organize any formal Sabre Trainer racing, as was the idea. Several were flown two-up though, and re-enforced the notion that the Sabre Trainer was not really a good choice of model. Moderate speed around 60mph and easy handling as long as the engine was running were typical characteristics. But when the engine quit, the Sabre Trainer took on the characteristics of a house brick, even when lightly constructed, and landing damage was common. Still, you can't win them all!

This year, the choice of model for 2008 was formalized by handing out questionnaires listing a range of 13 likely models, chosen after consultation with other interested modelers. Each respondent was asked to choose three models and list them in order of preference. A total of 25 papers were returned. The preferences were graded with 3, 2 and 1 points and when the final tally was taken a clear winner emerged in the Aeroflyte Spitfire, a 36" scale-ish and easily built design for 15 to 19 size engines.

(See plan in this *Duration Times* - Ed)





As a matter of interest, the stylish Montgomery Ramrod (big brother to last year's Stiletto) was a close second choice, with the Hearn's All Australian Mk1 and the Hearn's Frisky being equal third.

As ever, Dave Brown will support us with a partial kit and plan for the Spitfire. Negotiations are underway to include a canopy and possibly a decal set. Full details of cost and availability are not ready at the moment, but will certainly be publicized at the earliest possible time. So, we have a really nice control-line model for next year and I expect it will be one of the most popular we have seen in recent years.

Also canvassed were suggestions of suitable designs for 2009, and those choices will appear on next year's survey. Replies were fairly evenly balanced to the question "Do you think we should try racing or a simple scale model next?". Given the choice of the A/F Spitfire, perhaps we should include more racing types on the survey, which this year admittedly was unintentionally biased toward stunters.



Des Slattery gets his Tomboy away for another flight.



FF flight line early Sunday morning - beaut weather.

Lastly, the questionnaire asked for comments on ways we could increase the interest in sport control-line flying. One bloke, who shall be nameless (Mel Gillott), suggested increasing the line length to 150 feet. Being an isolated modeler in a small country town has obviously affected an otherwise brilliant mind! The most constructive response was the suggestion that we hold more 'rallies'. The popularity of this concept is seen in the interest generated by the forthcoming Oily Hand Day organized by the Cowra club and I would hope that other groups might take up the challenge.

Following the success of the Tomboy this year, Barry Lee is proposing that we build the Humbug for 2008. This is a shapely, shoulder wing model, designed by Fred Heuke and published in Model News for Dec 1958. Wingspan is 1260mm (50") and would suit 1-1.5cc engines and possibly conversion to e-power. It could be built as F/F or R/C. For the latter, a single-fin alternative will be shown on the plan and the open



Dave Murrell's Yates Stearman with OK Super 60 on ignition.



Stunt Circle line up including some Wombats.

compartment under the wing has plenty of space for the miniaturised radios we use these days. (See plan in this Duration Times - Ed)

Again, Brown will provide a partial kit consisting of formers, wing and tail ribs and a full-size plan. I had a F/F Humbug many years ago, powered with a Taifun Hobby 1cc diesel and can vouch for the design. Full details of the Humbug kit will be published at the same time as the Spitfire, so keep both these great little models in mind when planning your modeling for the next 12 months.

David Owen.

SAM 3002

Phone 02 4227 2699 Email owendc@tpg.com.au

**2007 INTERNATIONAL  $\frac{1}{2}$  A TEXACO POSTAL CHALLENGE****Frank Ehling Trophy**

From Bob Grice, CD

SAM 51 of Carmichael California invites SAM chapters worldwide to compete in this annual fun event. You may do your flying on any day, Sept. 22nd through Oct. 14th. Pick your day from this 23 day window. Surely, one day in this period will be perfect for you. Please do not change days once you start flying. If a chapter member is unable to participate with your group, he may fly at his location on the chosen day and report the times to you.

Record results as follows: Name; Model; Wing Area; Flight 1; Flight 2; Flight 3; TOTAL.



The times of the three highest scoring flyers will count, however, list all of your flyers. Team Managers, please comment on the weather encountered, date and location flown and certify that SAM 2006 rules for  $\frac{1}{2}$  A Texaco were used. (15 min. max, best two flights out of three) Include your SAM Chapter number, address and telephone number.

**RESULTS DUE BY OCT. 22, 2007.**

Get results to: Bob Grice  
4351 Greenvale Road  
Fair Oaks, CA 95628. USA.

Email: [Mailto:iamgrice@sbcglobal.net](mailto:iamgrice@sbcglobal.net)  
Need an entry form? Tel. 916 961 6257

SAM 51 has held the Frank Ehling Trophy for five of the years since it's inception on April 28, 1985. We're going for a sixth. Picture above is me with my Miss Philly VI from last year's event. Best wishes to you. Make your own luck. Tune up your airplane and

get ready! The winner gets the trophy and manages the event next year.

**INFORMATION FOR MEMBERS:**

**From Keith Murray** kmur3388@bigpond.net.au

I have been shocked to hear today that Ron McDuie died last weekend, apparently in his sleep. His youngest son Andrew has asked me to let his aeromodelling friends know of his passing and to invite them to attend a memorial service and celebration of Ron's life to be held at the Roseville RSL ,64 Pacific Highway. Roseville at 12.00 noon next Friday, May 11th. This will follow a private cremation to be attended by his family. He will be greatly missed by all who knew him.

**From Trevor Carey** tc350z@bigpond.net.au

I don't know if you were informed but Barry Dent died two weeks ago, it would seem as if a large number of the O/T people are going that way these days, it makes it all the more important that we take the time to get together when time and circumstance permit.

Another thing I have been canvassing amongst our members is the disposition of our modelling assets, having been associated with a number of estate break ups lately (in advisory capacity) I have seen the results that come from greed and confusion which of course could have been fore stalled with a bit of forethought. Not a nice note because we all consider ourselves immortal but one that has to be considered.

On a final note or two it was good to catch up and fly with you guys at Easter (hopefully more to come) and it is to be hoped you can make Dalby in June and try out the new field

**From Peter Scott** qualmag@alphalink.com.au

The Same Old?

It would seem that nearly all our Oldtimer contests are the same four events, with '38 Antique and Nostalgia only rarely flown.

Now I've heard all the arguments, some are relevant, mostly you can't run five events on one weekend etc, but some people are disappointed that '38 Antique in particular is not getting a fair go, and I agree with them.

My solution is this, fly the normal four contests but Texaco becomes a dual event, i.e. you can fly Texaco or '38 Antique. Max times are the same, fly-offs can be together. I can't see any problem with this setup. The same choice could also be made with Nostalgia - with either Duration or Burford events.

The whole idea is that if someone would prefer to fly their '38 Antique or Nostalgia models for a change they can do so.

Any comments?



**From Tandy C. Walker**      tandyw@flash.net

For the modeler that asked about using bass wood as a substitute for spruce, I have included the table below for strength and weight comparison. Spruce has higher strength properties in every category and is only slightly heavier than bass wood.

For wing spars, superior bending properties are desirable. As you can see under the bending column in the table below, spruce has a 9.7% higher Elastic Limit and an 8.5% higher Modulus of Rupture compared to that of bass wood. This does not mean that you can not use bass wood for spars, but if you do, you should increase the size of the bass wood to account for its lower bending strength properties. I hope that this information will help you.

STRENGTH AND WEIGHT OF WOODS FOR AIRPLANE USE							
Name of Wood	Weight in Pounds per Cubic Foot	Bending		Compression Parallel to Grain		Compression Perpendicular to Grain	Shearing Strength Parallel to Grain
		Fibre Stress at Elastic Limit	Modulus of Rupture	Fibre Stress at Elastic Limit	Maximum Crushing Strength		
Ash	41	8,900	14,800	5,250	7,000	2,250	1,380
Basswood	26	5,600	8,600	3,370	4,500	620	720
Birch	44	9,500	15,500	5,480	7,300	1,590	1,300
Port Orford Cedar	30	7,400	11,000	4,880	6,100	1,030	760
Douglas Fir	34	8,000	11,500	5,600	7,000	1,300	810
Mahogany	34	8,800	11,600	4,880	6,500	1,760	860
Maple	44	9,500	15,000	5,620	7,500	2,170	1,520
Oregon Pine	27	6,000	9,300	4,240	5,300	750	640
Spruce	27	6,200	9,400	4,000	5,000	840	750

**From Mark Venter**      mventer@extra.co.nz (More info on ½A Texaco)

Yes, the small tank is the correct one - well, I guess it would depend on where you are in the world and which rules you want to fly to?

I use an APC-electric 9x4 prop but I believe in the US an 8x4 is the max size? - we do not have that limitation here. Not sure what the SAM rules say about prop size.

My "secrete" brew is NO Nitro and 5% oil. I get around 6 minutes engine run on mine and a fellow club member who's engine I built up for him gets around 7 minutes at around 4200rpm.

(our max is 8 minutes - fly-offs longer)      See Christchurch MAC on the Web.      <http://www.cmac.net.nz>

**From Alfredo Herbon**      aherbon@coopenet.com.ar

Past Sunday our Sam Chapter had the second Fly In and Contest of the year, it was held in Baradero around 100 miles N-W from Buenos Aires, Argentina.

Baradero is the oldest city of the province, a nice old river port town founded at the shore of Parana river branch, really picturesque with a wavy shoreline as the north limit of town. I had to drive around 310 miles from home but worth the effort.

Local modelers shares the flying field with the Aero Club Baradero, a neat and very well maintained place.



Picture L to R : Humberto Rivarola (Buzzard Bombshell), Manuel Ishkanian (Buzzard Bombshell), Ruben Rivarola (?), Alfredo Herbon (Rambler), Juan Pezzoni (Kerswap), Carlos Gaozza (RC-1), Marcelo Grippo (Playboy Sr.), Bocha Schröder (Langosta)

## The Dalby Climb & Glide Week-End

Results from Dave Brown.

Duration						
Arnold	BROESE	Playboy	Dubb Jet 35	1260	1288	
Grahame	MITCHELL	Playboy	ST34	1260	1284	
Adrian	COGGINS	Playboy	YS53 4/	1260	1013	
Warren	HATHAWAY	Playboy		1260	890	
Des	SLATTERY	Playboy	OS 61 4/	1260	842	
Mike	RANKIN	Playboy	Nelson	1260	775	
Jim	HARDY	Playboy 105%	YS63 4/	1260	657	
Garry	De CHASTEL	Playboy		1260	535	
Dave	BROWN	Bomber 85%	Saito 56 4/	1260	489	
Leigh	TEBBIT	Playboy		1260	231	
Basil	HEALY	Feather Merchant	YS 53 4/	1250		
Peter	DOOLAN	Playboy	YS 53 4/	1246		
Dave	PATON	Playboy 105%	OS 61 4/	1238		
Paul	FARTHING	Playboy	OS 40	1237		
Steven	GULLOCK	Playboy		1208		
Barry	BARTON	RC1	OS 46 FX	1175		
Paul	NIGHTINGALE	Zipper		993		
Peter	CUTLER	Albatross	YS 53 4/	989		
Trevor	CAREY	Feather Merchant	YS 63 4/	926		
Greg	MARTIN	Standby		761		
Michael	WALSH	Record Hound	Saito 62 4/	159		

### Texaco

Basil	HEALY	Lanzo Stick	Enya 60 4/	1800	1322
Mike	RANKIN	Lanzo Bomber		1800	1181
Steven	GULLOCK	Polly	Enya 53 4/	1800	1148
Greg	MARTIN	Cumulul		1800	1089
Peter	CUTLER	110% RC1	TT 54 4/	1800	1054
Paul	FARTHING	Lanzo Bomber	OS 60 4/	1800	996
Barry	BARTON	Anderson Pylon	OS 60 4/	1800	993
Peter	DOOLAN	Lanzo Bomber	OS 40 4/	1800	980
Garry	De CHASTEL	Flamingo	OS 61 4/	1800	917
Arnold	BROESE	Bomber 85%	OS 40 4/	1800	890
Warren	HATHAWAY	Lanzo Bomber	OS 60 4/	1800	841
Brian	VICTOR	Bomber 85%	Saito 50 4/	1800	755
Dave	BROWN	Record Breaker	OS61 4/	1800	747
Grahame	MITCHELL	Dallaire	Enya 60 4/	1800	630
Adrian	COGGINS	Bomber	OS 40 4/	1800	195
Des	SLATTERY	Lanzo Bomber		1800	33
Jim	HARDY	Lanzo Bomber	Saito 65 4/	1800	21
John	URRY	Bomber		1696	
Trevor	CAREY	Privateeer		1689	
Dave	PATON	Dallaire	ASP deisel	1557	
Jim	McCOTTER	Scram		1512	
G.	BLACK	Turner Special		1397	
Michael	WALSH	Powerhouse		1123	

### 1/2a Texaco

Greg	MARTIN	Kerswap	720	951
Paul	FARTHING	Lanzo Bomber	720	915
Michael	WALSH	Kerswap	720	780
Dave	BROWN	Stardust Special	720	605
Arnold	BROESE	Playboy	720	585
Brian	VICTOR	Playboy Cabin	720	574
Grahame	MITCHELL	Stardust Spl	720	527
John	URRY	Fox 107	720	527
Barry	BARTON	Stardust Special	720	515
Peter	DOOLAN	Coronet	720	464
Jim	HARDY	Lil Diamond	720	365
Warren	HATHAWAY	Fox 107	720	358
Dave	PATON	MG 2	720	294
Frank	BLADES	Schmeadig Stick	720	255
Des	SLATTERY	Kerswap	720	248
Steven	GULLOCK	60% Bomber	720	221
Basil	HEALY	Megow Chief	681	

### Gordon Burford Event

Paul	FARTHING	110% Pencil Jr	plain	600	672
John	URRY	Dreamweaver	plain	600	556
Grahame	MITCHELL	Dream Weaver	plain	600	552
Brian	VICTOR	Bomber	plain	600	536
Dave	BROWN	Cresendo	plain	600	529
Peter	DOOLAN	Clot	PB	600	520
Steven	GULLOCK	Lil Diamond	plain	600	449
Des	SLATTERY	Playboy Jnr		600	324
Jim	HARDY	Swayback	B/B	568	
Basil	HEALY	Creep	plain	561	
Adrian	COGGINS	Dallaire	plain	537	
Barry	BARTON	Stardust 110%	plain	472	
Dave	PATON	MG2	B/B	449	

### '38 Antique

Steven	GULLOCK	Polly	GB1 5ccd	1200	876
Dave	PATON	California Chief		1200	628
Michael	WALSH	Powerhouse		1200	569
Des	SLATTERY	Clipper		1196	
Greg	MARTIN	Flamingo		1094	
Basil	HEALY	RC1	Sparey 5ccd	1054	
Trevor	CAREY	Powerhouse	GB1 5ccd	993	
Frank	BLADES	Yankee Clipper	Forster 35	18	

### Climb & Glide

Michael	WALSH	Duration	3553	
Garry	De CHASTEL	Texaco	2582	
Arnold	BROESE	Duration	1642	
Mike	RANKIN	Duration	1637	
Dave	BROWN	Duration	1381	
Peter	DOOLAN	Nostalgia	1288	
Basil	HEALY	Duration	1060	
Adrian	COGGINS	Duration	1026	
Steven	GULLOCK	Duration	956	
Grahame	MITCHELL	Burford	930	
Paul	FARTHING	Std Duration	896	
Dave	PATON	Duration	854	
Leigh	TEBBIT	Duration	827	
Jim	HARDY	Duration	739	
John	URRY	Burford	602	
Greg	MARTIN	Texaco	438	
Frank	BLADES	Texaco	217	

## The Dalby Climb & Glide Week-End

June 9th-11th, 2007. Report from Basil Healy.

My trip to Dalby was by way of Brisbane, with stops at Laurieton and Coffs Harbour to visit friends and relatives.

Saturday dawned overcast and windy and did not improve any as the day progressed we all gathered at the Joe Sims Field but no flying took place. However, a good deal of talking did take place and I was glad to renew acquaintances with the Townsville Old Timer people as well as Barry Barton and Steve Gullock from Victoria.

News of the famous Dalby weather and hospitality has spread far and wide. The field is well equipped with showers, toilets and shade shelters to say nothing of the canteen! What is more they are going to uproot the whole concern and move it to a new site further up the road where it will have turfed flying surfaces with an underground watering system.



SAM 1788 was represented by Paul Farthing, Dave Brown, Graham Mitchell and myself, all of whom managed to wing or gain places in the events flown.

Sunday dawned fine and clear with only a light breeze so it was decided to run the two major events, Duration and Texaco, followed by  $\frac{1}{2}$ A Texaco if time permitted, which it didn't because the second wave of the Texaco fly-off took off well after sunset and only recorded token scores due to the failing light. Sunday evening we gathered at the Dalby RSL for dinner and a good time was had by all.

Monday was a busy day. 8.30am pilot briefing and  $\frac{1}{2}$ A Texaco started at 9am and finished by 10.30am. Three rounds only were flown with best two to count. Then it was into the Gordon Burford event and '38 Antique flown concurrently. That meant a total of up to nine flights to be made before lunch at 1pm. I said it was a busy day! At 1.30pm we fired up the Duration models again for the Climb and Glide. This time Arnold Broese only garnered 3rd place after winning it for the past three years. The winning time was over 42 minutes, not bad from a one minute engine run.

The talking point of the event was Frank Blades Bomber which suffered a malfunction on the fuel cut-off and continued to climb until it went out of sight. A couple of hours later a car turned up with the model which had landed undamaged in a paddock beside the main road to Toowoomba. The finder knew that we were flying at the Dalby field over the week-end and rightly guessed that it had come from there.

At the conclusion of flying, Jim Hardy, the hard-worked CD present the prizes in the form of modeling gear. He then explained that all entry fees collected would be donated to the Dalby M.A.C. to help fund their new flying field. This money, together with a sizeable donation from The Vintagents Club, was then handed to the President of the Dalby M.A.C.

## Tube Bending Made Simple

From the Kitchen! I find that the cheapest way of bending tube is with salt! Raid the kitchen cabinet and find the salt. Tape over one end of the tube. Fill the tube with salt. You can either use paper to make a small tunnel or, put the salt in a plastic bag and work the salt in with your fingers. In either case, make sure you tap on the tube as the crystals sometimes get stuck. Once full, tape the other end closed. You can now bend the tube all you want.

Once bent, take the tape off the end and pour the salt over your favorite snack! Blow through the tube to make sure you got it all out.

*An Article by J. Jeffrey Friedrichs, published in the June 2002 Issue of The Scale Staffel, Jim Kacrik, Editor*

## 1/2A Tuning Tip #27: Fuel Leaks      By Bob Angel

Part of a loss in run time can be attributed to fuel leaks. Whenever you've had the tank off it's always a good idea to check for leaks after replacement. The most frequent leaks occur around the 4 tank screw heads. Fill the tank, blot the area dry and look for seepage around those screw heads. Leaks will show up even better if you close the needle and pressurize the tank. If there's a leak, don't just over-tighten the screws. Find the cause rather than cave in the backplate with too much torque. The designed sealing area is between the bottom of the screw heads and the countersunk backplate holes. There can be a burr in the hole, or I've seen cheap replacement screws made with ridges under the heads, possibly made by a thread rolling process, rather than die cutting. If replacements, the screws can be a touch too long, or the threaded holes in the case too short. I usually countersink those holes a little with a hand held drill bit and "chase" the threads with a 2-56 tap. Just don't punch through into the case.

Oddly enough, I'd never seen a leak in that "Y" groove between the tank and backplate/ needle assembly, unless that's what occurred just last week. I'd checked the screw head area before mounting an engine in my plywood quick mount. But when clamped in the mount, fuel was seen running down the face of the plywood. No leak visible when un-clamped. I just removed the tank and replaced it, maybe to be checked out later if I ever get a "round tuit". The tiny O ring is another possible leak source, although in my experience it doesn't happen very often, even when the ring is re-used after takedown.

And finally fuel siphoning occurs frequently from the prop wash over the fill and/ or vent tubes. I cap off the right hand tube after filling, and if there's a second tube rather than a tiny vent hole, use a short extension of fuel tubing cut on a slant at the top.

*Published in the December 2005 issue of the Central Coast Flyer, the newsletter of SAM 26, Bob Angel, Editor*

## All About Glow Plugs

by Brian Gardiner - Central Coast Model Aero Club

### *How Does A Glow Plug Work?*

Contrary to what many have previously been lead to believe the following is an explanation of how a glow plug functions in a motor. The plug is initially heated by applying a voltage (typically 1.5 volts) to it. This is to cause it to glow so as to ignite the fuel at compression and start the internal combustion cycle. Once the cycle has started, the power source can be disconnected, as with the heat generated at combustion the Catalytic Reaction generated between the methanol and platinum in the plug coils becomes sufficient to keep the process going. The catalytic reaction is a reaction whereby platinum will glow in the presence of methyl alcohol vapour. This will happen without any external power source being applied.

### *How do you select the correct plug for your application, and why?*

To do this you need to understand a little more of the theory behind the process. In glow fuel the catalytic reaction is generated between the methanol and platinum only. Castor oil, synthetic oil, nitro methane etc., do not generate a catalytic reaction with the platinum.

Next you need to understand that certain surface area of platinum is required to generate a sufficient catalytic reaction to keep the internal combustion process going. Also it is necessary to allow extra surface area for the reaction to be great enough when it diminishes with the available methanol dropping as in the case at motor idle, Simply put, cold plugs are manufactured using a thicker wire to give greater surface area to facilitate a greater and thus the required catalytic reaction where less methanol is present in the fuel mixture. So! More nitro means less methanol, which in turn means a greater surface area to platinum will be required to generate a sufficient catalytic reaction.

Suddenly it all makes sense! To work out which temperature plug to use, you need to know how much methanol is in your fuel, not how much nitro or oil. As a rough rule of thumb, 80% methanol or above, use a hot plug, 70%-75% use a medium plug. 60%-70% use a cold plug. 65% or less use a very cold plug.

### *Idle Bars end other Stuff*

Again, contrary to what many believe: the idle bar on a glow plug is not necessarily what its name would suggest. It is in fact to stop any fuel not vaporized from dousing the platinum coil of the glow plug by dispersing it away from the coil. Why are plated coils not as good as platinum alloy coils? Plated coils suffer from very quick degeneration as the plating breaks down under operating conditions. As bits of plating come off the plug is effectively becoming a hotter and hotter unit until, in a comparatively short time, it is no longer able to perform its function. Conversely, a platinum alloy coil will still degenerate but as it is platinum alloy throughout, the surface remains as platinum alloy and the plug continues giving much the same characteristics for quite a long time. Plated coils are very poor value when compared to platinum alloy coiled glow plugs.



After more than fifteen years in retirement the Editor's 125% Gasbird is once again on active Texaco service although originally used in Duration. Originally powered with an OS48 4S it now sports an OS40 4S with 14x8 Graupner prop. Still not competitive!!