DURATION TIMES

Points of Interest:

- Upcoming Events for 2008.
- From the President.
- Back to the 50's - Some of the diesels.
- W.A. Report from Paul Baartz.
- Electric Oldtimer from Lou Amadio.
- Fundraiser for Tom Linwood.
- Frank Ehling ½A Texaco Postal Results.
- New SAM Chapter in Australia - SAM 700.
- Glenn Simmons Oldtimer, Lithgow, results.
- ½A Texaco Topics
- The Back Page.

BULLETIN No. 149
November - December 2007

Worth Noting….

From Grant Manwaring:- You are probably aware I have been wanting to hold an O/T event in this area. Belconnen's club field is not suitable due to height restrictions as we have discussed. I now have agreement with Yass club to run this at their field as a joint effort. I am also hoping to involve more flyers from this area to get involved.

Talks with Paul Farthing and Dave Brown has resulted in a date being but forward for this event. It will be 24 & 25 May 2008. This event will take over from the Coota Downunder event which has not had great support.

Could you include this in Duration Times in the Upcoming Events header so it gives members a heads up on it, I will prepare a flyer and map to be included in the first 2008 edition.

List me as the contact, telephone is 62411320. Best Regards ***Grant Manwaring***

Notice: Alan Brown Memorial Oldtimer weekend is scheduled for the first weekend in February, ie. 2-3 February, 2008 and not in January as shown in the MASNSW Event Calendar. See ad below.

Stardust Special: It came with the different wingspans, fuselage lengths and tail heights. It started out with the Diamond Demon fuselage, that later became a semi pylon design like the Spear-head before the present shape was settled upon. Don Broggini is still with us and would love to speak with anyone interested in his design. (631) 261-1165.

The committee regrets to announce the sudden passing of Robyn Potter, condolences to all the family, especially Geoff, she will be missed.

ORANGE MODEL AIRCRAFT CLUB Inc.

INVITES YOU TO ATTEND AND COMPETE FOR THE

ALAN BROWN
Perpetual Memorial Texaco Shield

On the Weekend
2nd and 3rd FEBRUARY, 2008,

Saturday 2nd commencing at 10am - ½A Texaco & Gordon Burford.
Commencing at 1-30pm - Oldtimer Duration.
Sunday 3rd 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.

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

UPCOMING OLDTIMER EVENTS FOR 2008

February	2-3	Oldtimer (Alan Brown Memorial)	Orange MAC	Peter Johnsen	6362-9410.
March	2	Hunter Valley Champs Oldtimer	Muswellbrook	Simon Bishop	6543-5170.
March	20-24	SAM 1788 Champs	Canowindra	Paul Farthing	6364-0264.
May	3-4	Geoff Shaw Memorial Oldtimer	Goulburn	Paul Marshall	4821-5969.
May	17-18	2008 Veterans Gathering	Muswellbrook	Peter Wheeler-Smith	0417012611.
May	24-25	Belconnen-Yass Oldtimer	Yass	Grant Manwaring	6241-1320.
June	14-15	New England Gas Champs	Tamworth	Paul Farthing	6364-0264.
July	26-27	Rebel Club Oldtimer	Hexham	Tom Tobin	4934-5443.
August	30-31	Oily Hand Diesel Days	Cowra MAC	Ian Cole	6342-4162.
September	5-6	Coota Cup Oldtimer	Cootamundra	Dave Brown	6353-1529.
October	4-5-6	Eastern States Gas Champs	Wangaratta Vic.	Dave Brown	6353-1529.
October	25-26	Glenn Simmons Memorial Oldtimer	Lithgow AC	Dave Brown	6353-1529.
November	15-16	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	6543-5170.

From the President

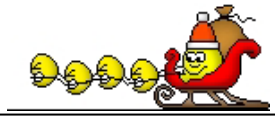
The seasons greeting to everyone. Hoping you have a safe one.

The committee regrets to announce the sudden passing of Robyn Potter, condolences to all the family, especially Geoff, she will be missed.

A get well soon to Ross Avery who was hit by a car at Castle Hill and currently in Westmead Hospital. Hoping for a quick recovery.

Well it's that time again Nationals W.A. and five "crazys" (Team Grey Matter) have decided to make the trip west. We are all looking forward to the trip and for some, the first time to WA. Full report and photos in DT150.

A quick note from green Bogwood, yes we have had good rain and grass growing well. Expectations for Easter are looking good. We are trying to organise a different venue for the Presentation Dinner - more soon. Entry for with this DT.
Looking forward to seeing everybody next year and don't forget the Orange Oldtimer the first weekend in February.
Lots of thermals and safe flying
Paul Farthing.



From Dave Brown: Gooday All, I have been busy and now I can make the announcement, the Humbug with plan will be sponsored at $30 posted until close of the SAM Champs, Canowindra 2008. After that the price will increase to $50 plus post. Four kits have been delivered to date.
I have added to the plan, the suggested single fin R/C version, and I need to know which type to send when ordering, (same price, different cut files).
The Spitfire for Muswellbrook sponsored price still remain valid until New Year. Thirty-six Spitfire kits have been delivered to date.

BACK IN THE '50s' continued

From David Owen.

I finished last month's look at the engines offered in the 1950 edition of the Model Dockyard catalogue with the line: "By 1950, there was a great variety of more modern engines similar to the Frog 500 on the market, in both diesel and glow form."


Frog 100 Diesel

But not all the Frog 500's contemporaries were state-of-the-art. The earlier Frog 100 and 180 Diesels and the 160 Redglow were still on the market, their relative low prices ensuring continuing, if limited sales. These were long-stroke engines, whose ancestry went back to the Frog 175 petrol engine designed by George Court in 1946. Even the 1950 promotion of the Frog 160 Redglow was rooted in the past. This is what the Model Dockyard said about it in their catalogue:

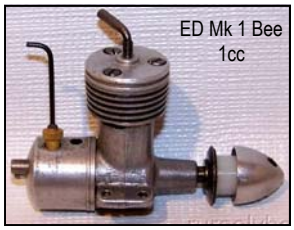

Frog 160 Glo

The FROG "160" is a development of the FROG "175" and incorporates many advanced features of the "100" and "180" engines; giving an exceptionally high power output combined with low total weight. Basically a petrol engine, the compression ratio has been modified for special fuels to be used with a "hot-coil" plug that replaces the ordinary spark plug. The special element in the "hot coil" plug is heated up with a 1½ v. or 2 v. D.C. current and is equivalent to "switching on" with the normal type of ignition employing coil and condenser.


Frog 180 Diesel

The FROG 160's stable-mates were the FROG 100 and FROG 180 Diesels. All three had an integral tank combined with a radial mount and all had the same .55" stroke. The "!00" had a .375" bore; the 160 and 180 both having a .485" bore. Despite being called a "180", this engine was actually the same capacity (1.66cc) as the 160! The "100" retailed at £3/15/-, the "160" at £4 and the "180" at £4/15/-.

The main competitor to FROG was the range of diesels marketed by Electronic Developments, or E.D. as they were known. The 1cc ED Bee, which sold for £5/15/- was a very popular little diesel, thousands being sold world-wide, with most probably ending up in FF models around 36-40".


ED Mk 1 Bee 1cc


ED Mk 2 Pennyslot


ED Comp Special


ED Mk 3 2.5cc

The Bee was originally marketed as the ED Mark 1, the ED Mark 2 being a patrician-looking, long stroke 2cc diesel, based on the pioneering Swiss Dyno of 1941. The Mark 2 retailed for £7 and was commonly referred to as the ED Pennyslot. This odd name reflected the use of a coin in the slotted cylinder fins to adjust the compression. The Pennyslot was later joined by a new and very similar 2cc diesel called the Competition Special, or Comp Special for short. Though the Pennyslot was dropped around 1952, the Comp Special soldiered-on for at least another 10 years.


K Vulture

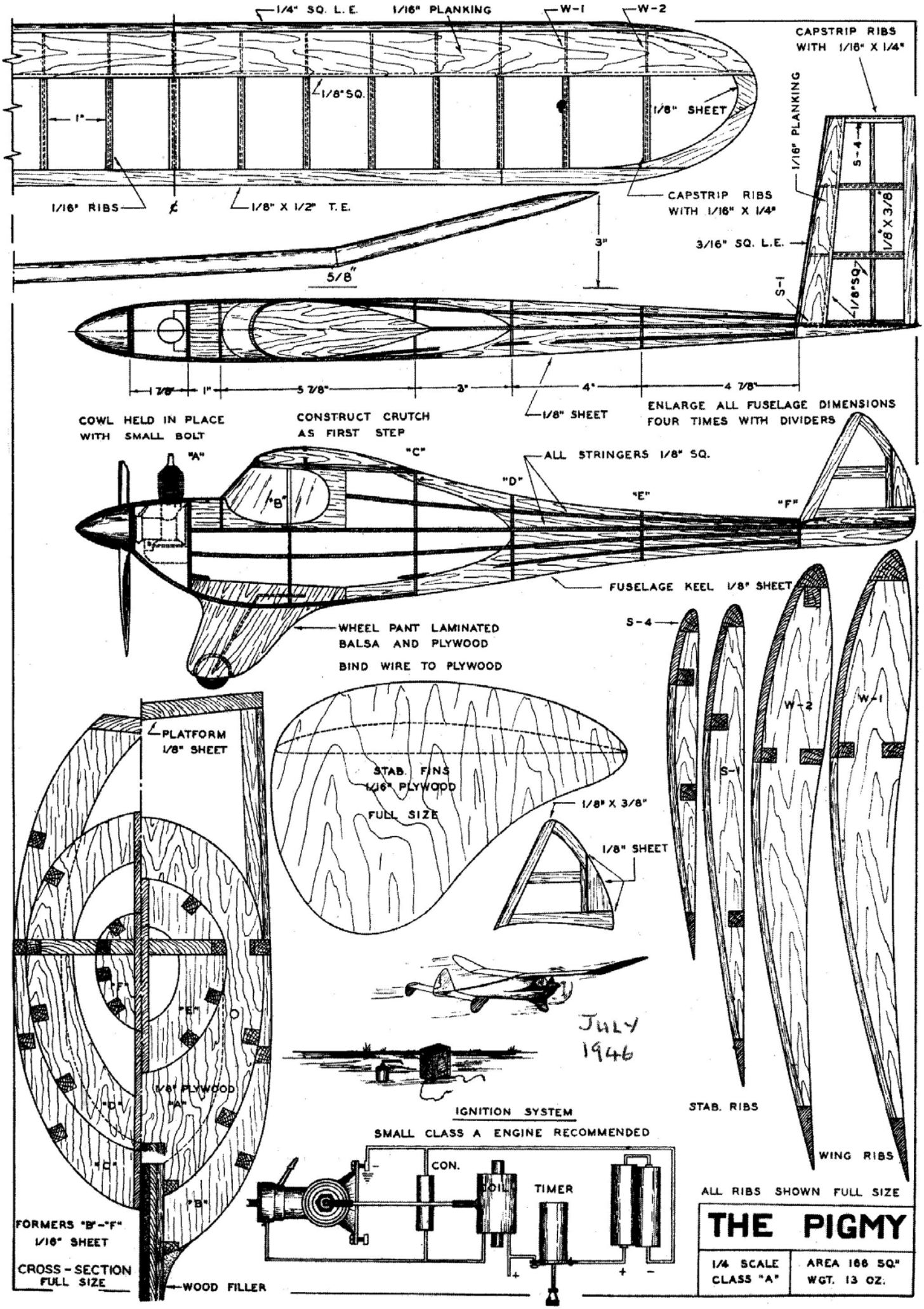
There was an ED Mark 3 and this was a front rotary valve, long-stroke engine of similar construction to the Mark 2 and Comp Special. The Mark 3 was supplied as a diesel, but came with glow-plug head which could be used at a later time when the piston/cylinder fit was too worn, to sustain reliable diesel operation. The Mark 3 was really outclassed and was ultimately succeeded in 1951 by the Mark 3 Series 2, the fabulous ED Racer.

One other little diesel which achieved a measure of popularity, particularly in the Adelaide region, was the "K" Kestrel 1.9cc engine, also a British product. This was a beam-mount diesel which featured an under-slung venture, like the Arden engines. The cylinder on the Kestrel was clamped to the crankcase with a knurled locking ring. This inevitably came loose in operation and few "K" engines are seen without substantial plier marks on the locking ring!


K Kestral

The Kestrel was only one engine in the "K" range; others being the 2cc Falcon, the 2.5cc Competition Special (no relation to the ED of the same name), the 1.9cc Tornado glow and the big and unpleasant 5cc Vulture diesel. All featured the ill-advised locking ring, the updraft venturi and a ball and socket conrod.

In the next installment we'll look at the Allbon and Davies-Charlton engines and others, before going back to the iconic diesel and glowplug engines produced here in Australia by Gordon Burford.


1/4" SQ. L.E.
1/16" PLANKING
W-1
W-2
1/8" SQ.
1/8" SHEET
1"
1/16" RIBS
1/8" X 1/2" T.E.
CAPSTRIP RIBS WITH 1/16" X 1/4"
1/16" PLANKING
S-4
1/8" X 3/8"
3/16" SQ. L.E.
S-1
1/8" SQ.
3"
5/8"
1 7/8"
1"
5 7/8"
3"
4"
4 7/8"
1/8" SHEET
ENLARGE ALL FUSELAGE DIMENSIONS FOUR TIMES WITH DIVIDERS
COWL HELD IN PLACE WITH SMALL BOLT
CONSTRUCT CRUTCH AS FIRST STEP
"A"
"B"
"C"
"D"
"E"
"F"
ALL STRINGERS 1/8" SQ.
FUSELAGE KEEL 1/8" SHEET
WHEEL PANT LAMINATED BALSA AND PLYWOOD
BIND WIRE TO PLYWOOD
PLATFORM 1/8" SHEET
STAB. FINS 1/16" PLYWOOD
FULL SIZE
1/8" X 3/8"
1/8" SHEET
S-4
S-1
W-2
W-1
STAB. RIBS
WING RIBS
JULY 1946
1/8" PLYWOOD
FORMERS "B"-"F" 1/16" SHEET
CROSS-SECTION FULL SIZE
WOOD FILLER
IGNITION SYSTEM
SMALL CLASS A ENGINE RECOMMENDED
CON.
COIL
TIMER
ALL RIBS SHOWN FULL SIZE
THE PIGMY
1/4 SCALE CLASS "A"
AREA 166 SQ." WGT. 13 OZ.

W.A. State Championships 2007 Report.

From Paul Baartz.

Oldtimer 1/2A Texaco.

This event was due to be held on the 4th November, 2007, but due to severe weather conditions was postponed to 25th November. The weather was much kinder on this day, with light to moderate, mainly Westerly breezes on a very warm morning. Nine flyers entered and the contest got under way with a good spread of max flights in the first couple of rounds however despite this and the good flying conditions only two qualified for the fly-off and Rob Rowson failing to make it by a mere two seconds, life can be cruel.

The usual 'character building' antics of the Cox engines was evident, particularly for Gary Dickens who eventually managed some reasonable flights with a borrowed engine, his absolutely refusing to be co-operative. Rick Rumball persevered manfully with an engine that refused to run for longer than about 90 seconds. One notable positive was that no out-landings were recorded.

The expected battle for first place in the fly-off proved to be a 'fizzer' as Richard Sutherland's engine, despite running perfectly all day, died after about 40 seconds.

Results ½A Texaco:

1. Rod McDonald	Strato Streak	1080 + 186
2. Richard Sutherland	RC-1	1080 + 144
3. Rob Rowson	Dallaire	1078
4. Ray Sherburn	Bomber	1026
5. Paul Baartz	RC-1	865
6. Ian Dixon	Bomber	791
7. Gary Dickens	Tlush Mite	750
8. Kevin Hooper	Stardust special	664
9. Rick Rumball	RC-1	638

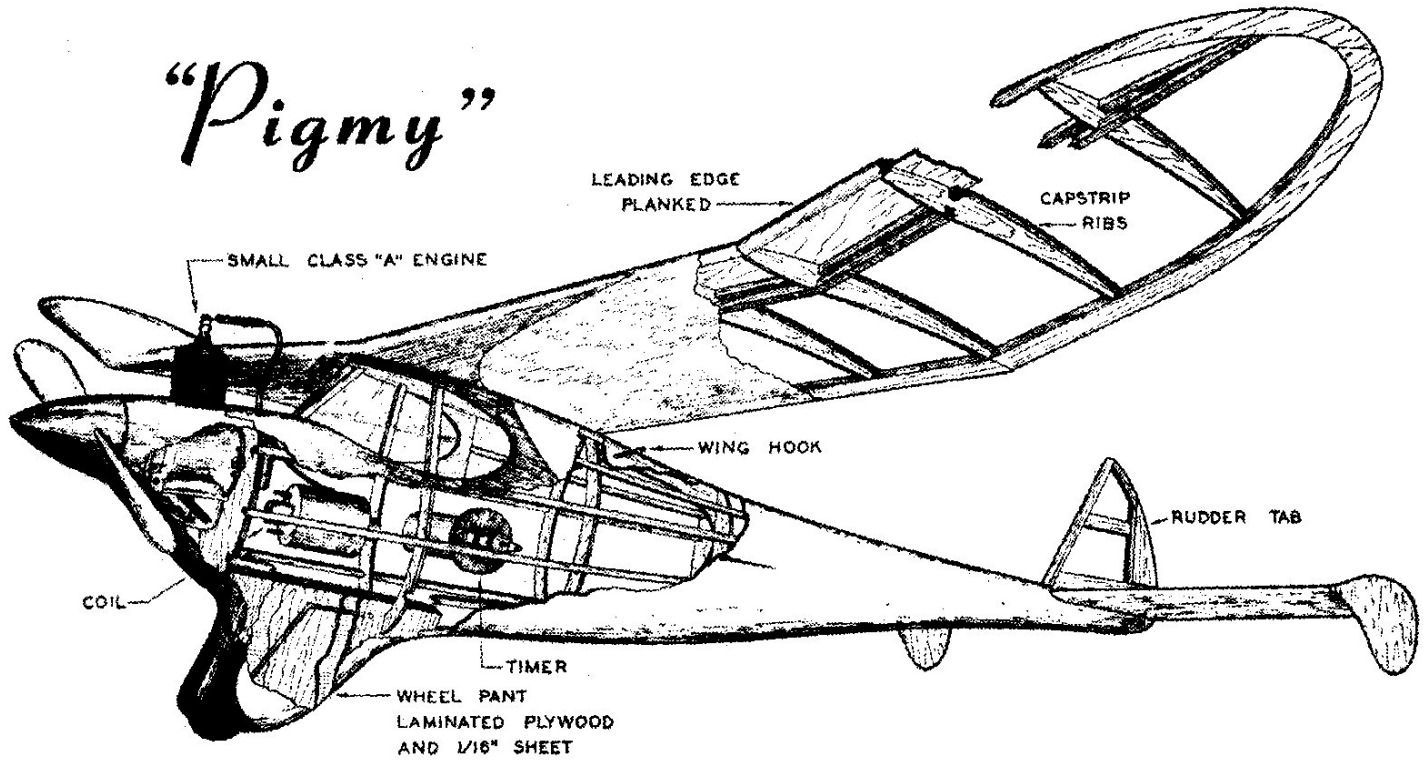
Results OT Burford

1. Richard Sutherland	Ambition PB	900 + 306
2. Kevin Hooper	Bomber PB	900 + 194
3. Ian Dixon	Swiss Miss PB	876
4. Rod McDonald	Fubar PB	870
5. Adrian Dyson	Kerswap PB	858
6. Rick Rumball	Sportster PB	680

OT Burford event 2007.

Flown on 25th November at Mundijong in warm conditions with a moderate westerly breeze. Six entered and flew with only two making the fly-off for first place. Rod McDonald suffered radio problems on his fourth flight and the resultant out-landing with major model damage, sadly relegated him out of the fly-off.

All entrants used plain bearing diesels (Burford of course) and most were running reliably and well.



Electric Oldtimer - Electric Motor Constants – Part 2.

From Lou Amadio

In DT148 I introduced electric motor constants with a view to using the data to select the best motor to power a model. We discussed the Speed Constant and demonstrated with some simple maths how to ensure the motor will spin the prop at the correct RPM. In this installment I will cover the significance of "winding resistance" (Ra) and the "no-load current" (Io).

To refresh, common electric motor constants are:

Kv, the Speed Constant – RPM/volt
Ra, the winding resistance – millohms
Io, the no-load current – amps

Winding Resistance (Ra)

Specs for winding resistance can vary from a few milliohms to several ohms. Winding resistance determines how much power we can put through a motor. Heat in an electric motor is mainly the result of current flowing through the copper windings. This is called "copper losses" and is expressed as:

Heat loss = amps squared x winding resistance

Because heat is proportional to the square of the current (amps), heat builds up quickly as current increases. However, since we need more current in high-power applications, the best way to minimize heat loss is to choose a motor with a low winding resistance. The other thing to keep in mind is electrical energy that is converted to heat is not available to spin the prop.

Generally speaking as motor size goes up winding resistance goes down so it comes as no surprise that bigger motors can handle more power. Even in the same size range motors can have different winding resistance depending on the physical construction. In-runner motors can have lower resistance when compared to out-runner motors but normally have higher Kv so they may need a gearbox in order to swing the same size prop.

After choosing the correct Kv, the rule of thumb is to choose a motor with the lowest winding resistance (Ra). This minimizes heat losses.

No-Load Current (Io)

The last motor constant is the no-load current. Io is normally around 0.5A to 5A and is the least important constant and only really considered if maximum efficiency is needed.

After choosing the correct Kv and the lowest Ra, the rule of thumb is to choose a motor with the lowest no-load current (Io).

As indicated in DT148, the easiest way to work your way through the motor constants maze is to us a commercially available program such as ElectriCalc or MotoCalc. ElectriCalc is a little easier to use. Both are available as downloads from the internet.

"Both of these motors have a similar Kv at the propeller and would work with 10 Ni cells or 3S LiPo. The out-runner on the left is suitable for direct drive applications. The in-runner on the right is fitted with a 4.4 reduction gearbox. Which is best for the job?"

Electric Oldtimer - Profile of a Duration Model

The **Lanzo Bomber** has always been an old favorite with OT pilots so it is no surprise to see electric versions appearing all over the country. The latest on the competition scene is Barry Payne's model built from a Leisure kit. With laser cut parts, it is now easier than ever to build your own aircraft.

Barry himself could be regarded as an "old timer" being 77 years old! He is a member of the Shoalhaven Model Flying Club (Nowra, NSW) and enjoys flying a variety of models. The bomber, when not in competition, has also been used for aerial photography. The slow flight characteristics make this model especially suited to this task

Barry's Bomber is very pretty and highly visible, as you can see from the photos. He chose to power it with a locally produced brushless motor – the Astro Power Leisure ND21 outrunner. The ND motor has a neat firewall mount moulded into the case so it suits the front-end design of many OT models. An added bonus is the excellent cooling from the completely exposed motor position.

For competition, the Bomber has undergone some development, mainly with batteries. Initial flights were with Ni but Barry has now settled on LiPo for better glide performance.

Lanzo Bomber Specs:

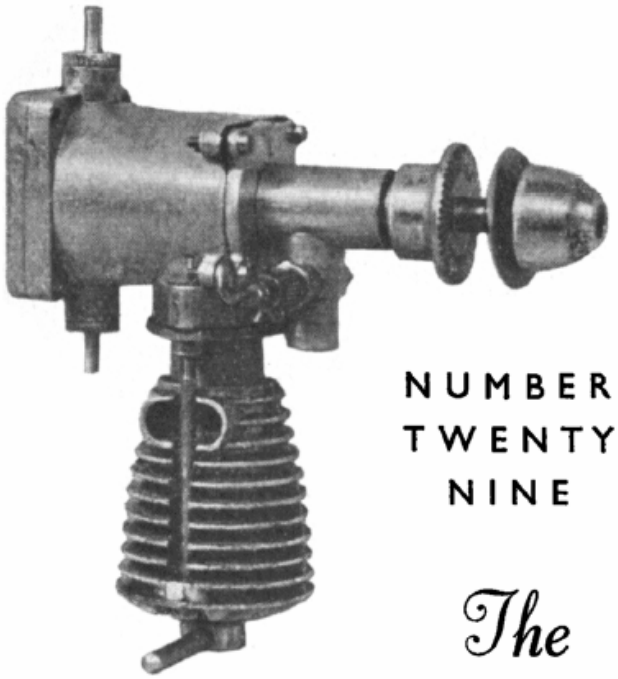
Span:	1780mm (70")
Wing load:	8 Oz/ft2
AUW:	44 oz
Motor:	APL ND21 500watt
Current draw:	33A with a 12x6 prop turning at 7660 RPM
Speed Controller:	Castle Creations PHX35 with BEC.
Battery:	3S LiPo 2500mAHr 20C

The "C" rating of a LiPo battery is a clue to the maximum continuous current that the pack will sustain without overheating. For a 2500mAHr 20C pack, the maximum continuous current is 2500/1000x20 =50 amps. Some packs also have a short term over-rating (eg 30C) which is suitable for events such as Duration where motor run times are only 25 to 50 sec (depending on the power class).

Barry is a keen model pilot and loves to compete in low key OT events such as the AEFA EOT Postal competition. With 340 watts (approx ½ HP) at full throttle, the power loading is a respectable 124 watts per pound or 270 watts per kilogram. The model is set up for Duration events but a simple change of battery (eg 2S 1500 LiPo) would allow the model to compete in Texaco events.

The AEFA runs Postal competitions for Electric Duration and Electric 1/2A Texaco models. Want to found out more? Email Lou Amadio at lou_amadio@ozemail.com.au or geoff.burling@integral.com.au

Barry Payne at a recent Oldtimer Duration Event at Illawarra MAC, Dapto.



NUMBER TWENTY NINE

The

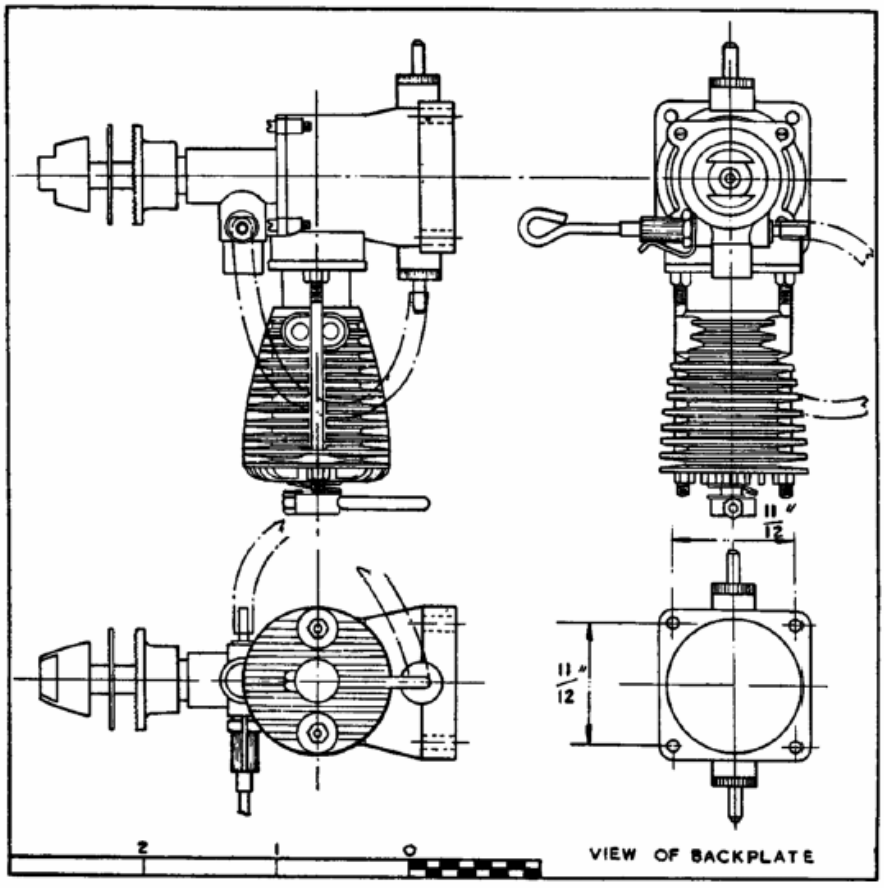
FROG 100

MARK II DIESEL ENGINE

ONE of the first engines to be tested when this series began in 1948 was the Frog " 100 ", so that it is particularly interesting to compare the Frog " 100 " engine of to-day with its ancestor. Not only has this engine altered considerably in external appearance, but there appears to be a marked improvement in performance, as the new engine shows an increase in B.H.P. of over 25 per cent.

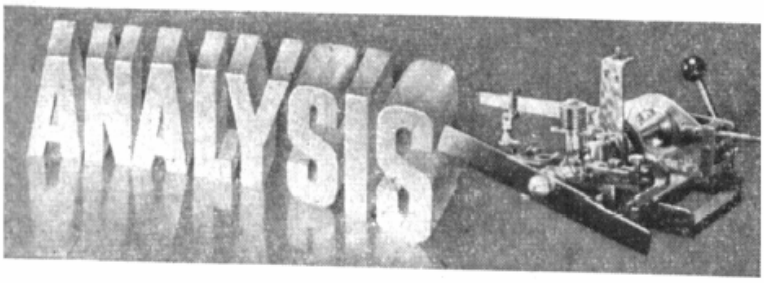
It is dangerous to attribute this improvement to any specific cause—such as improved design—because to arrive at a true comparison between the two engines it would be necessary that they be tested under identical conditions. During the test of the new engine the conditions were not identical with the first. For one thing, the fuel was different, and as considerable research has been devoted to the question of diesel fuels in the years between, it is quite probable that some, at least, of the increased power is due to this factor. In any event, it is not highly important to the average user to know the exact cause of the improvement—the salient fact is that from an engine of identical capacity the aeromodeller may now expect a much improved performance, if the specified fuel is employed.

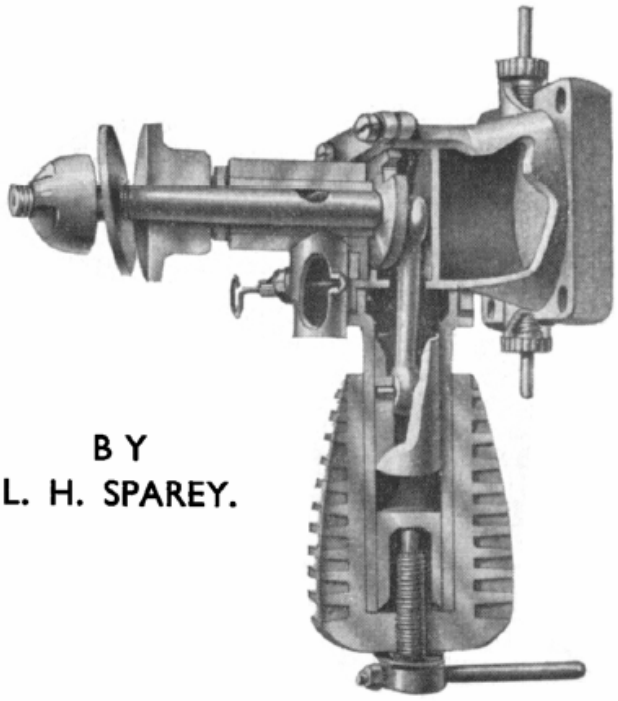
As with all the Frog range, the engine is remarkable for the great flexibility it displays, as it ran evenly and steadily at speeds from around 1,000 r.p.m. to 9,000 r.p.m. In this connection it may be remarked that the makers claim a maximum of only 6,500 r.p.m. They also claim that the engine weighs *heavier* than the checked weight obtained by me. In view of the exaggerated claims made by some manufacturers in the early days, it seems that it is being realised that a modest claim—or even an understatement—is more likely to create confidence; and is in the long run a much sounder form of advertisement. This tendency has been noted before in these pages.



The Frog engine should be of particular interest to free-flight flyers, in view of the fact that the greatest output lies around the 8,000 r.p.m. mark. This is the approximate speed at which propellers usually turn in free-flight work. It is also not a difficult speed to attain if the airscrew is carefully selected. Furthermore, the speed is reasonably low, so that the engine need not rack itself to pieces in an endeavour to obtain maximum output at some phenomenal rate of revolution.

An interesting experiment on this motor was carried out in addition to the usual B.H.P. test. The Frog 100 engine is very easily convertible to upright or inverted running, and a series of figures was obtained for the engine in both positions. These results showed so little variation one from the other that it can be said that the performance remains the same irrespective of the engine's position. I am not aware that any concrete facts on this





BY
L. H. SPAREY.

subject have hitherto been available, and from that point of view the findings may be helpful. It must be remembered, however, that data applicable to one type or make of engine may not necessarily apply to other engines of different design and manufacture.

While the Frog 100 diesel engine is of quite pleasing appearance and general proportions, it does seem to be rather on the large side for its capacity. The chief criticism is that it is too high. On taking the engine to pieces, the reason for this height is easily discovered, as the contra-piston is extremely long. This is probably done in order to ensure a good seal in the cylinder.

TEST

Engine : Frog " 100 " Mk.11 Diesel.

Fuel : Frog " Powa-Mix."

Starting : Extremely good under all conditions.

Running : Shows great flexibility, and ran well at all speeds between about 1,000 and 9,000 r.p.m. It was not found possible to exceed 9,600 r.p.m.

B.H.P. : The curve shows a flat characteristic between 7,000 and 8,800 r.p.m.. with a maximum output of ·071 b.h.p. at around the 8,000 mark. (The Frog " 100 " engine tested in 1948 gave ·0575 b.h.p. at 8,100 r.p.m.). Output declines fairly steadily down to about 1,000 r.p.m., below which a steep drop is indicated, so that at 700 r.p.m. the output is only ·0094 b.h.p. At 9,600 r.p.m. the output is down to ·05 b.h.p.

Checked Weight : 3·75 ozs. (with tank)—Maker's weight, 4 ozs.

Power/Weight Ratio : ·304 b.h.p./lb.

Remarks : This new Frog engine displays all the characteristics of easy starting, flexibility, and reliability, associated with the range.

FROG " 100 " MARK II GENERAL CONSTRUCTION DATA

Name : Frog " 100 " Mark II.

Manufacturers : International Model Aircraft Ltd., Morden Road, Merton, London, S.W.19.

Retail Price : 48/– including Purchase Tax.

Delivery : Immediate.

Spares : Immediate.

Type : Compression Ignition.

Specified Fuel : Frog " Powa-Mix ".

Bore : ·375 inch.

Stroke : ·55 inch.

Capacity : ·99 c.c., ·06 cu. in.

Weight (bare) : 3·75 oz.

Compression Ratio : 8 : 1 to 16 : 1.

Mounting : Radial, upright, inverted, or sidewinder.

Recommended Airscrews : Free Flight 8 × 5 inches ; Control Line 8 × 5 inches, or 8 × 6 inches.

Recommended Flywheel : 2½ oz.

Cylinder : Steel, hardened, ground and honed.

Cylinder Head and Fins : Aluminium Alloy. Die-cast, attached by 2 8BA holding-down bolts to Crankcase.

Piston and Contra Piston : Meehanite ground and lapped.

Crankcase : Aluminium Alloy. Die-cast. Integral Fuel Tank.

Front End : Aluminium Alloy. Die-cast attached to crankcase by four 10BA screws.

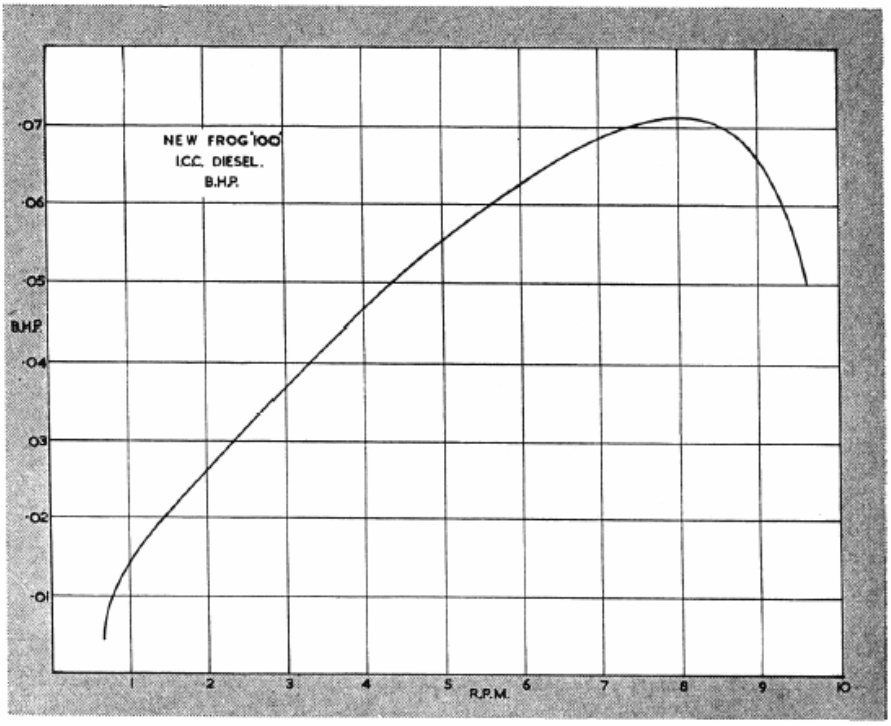
Connecting Rod : Forged, Hiduminium RR56.

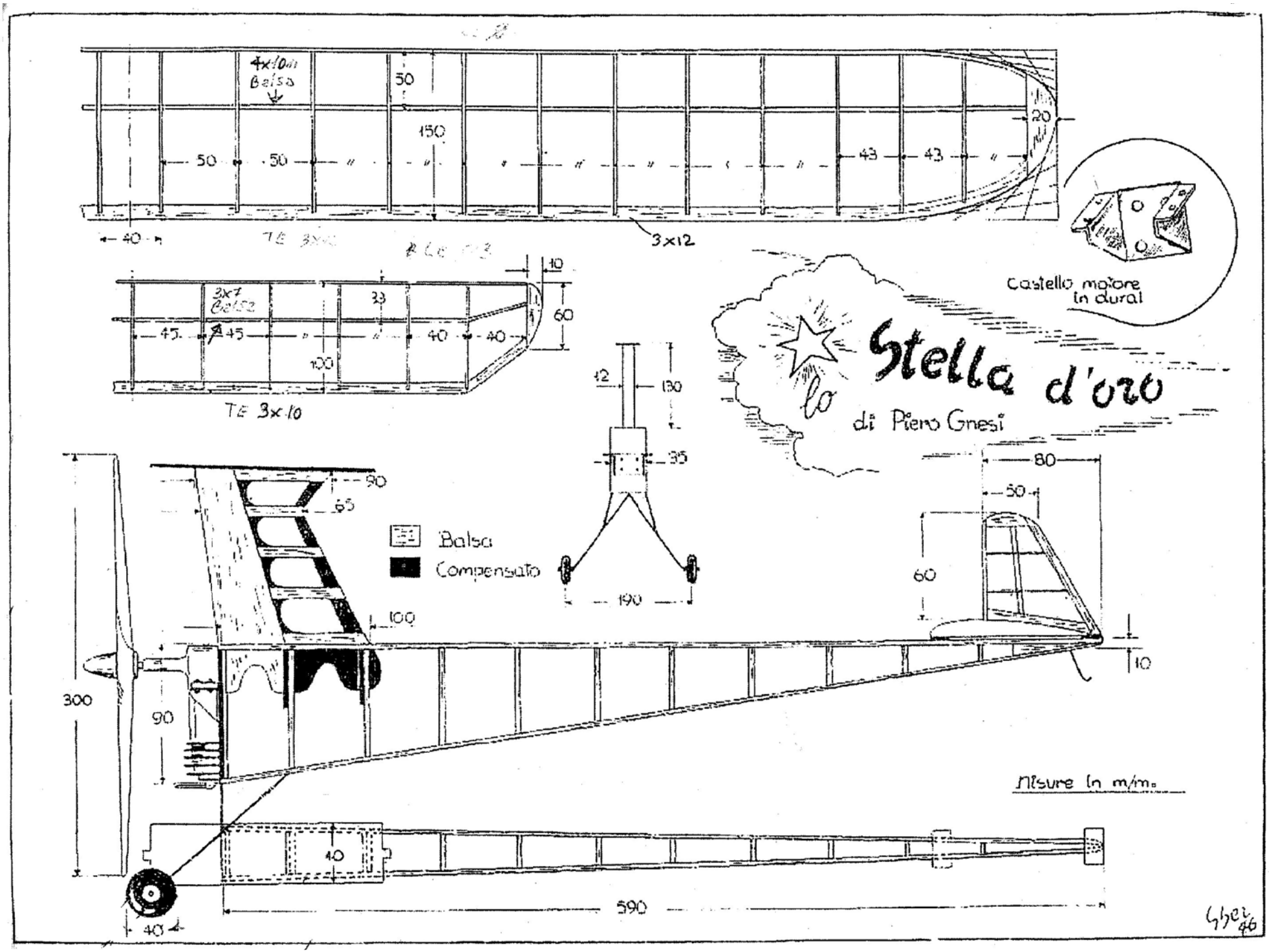
Crankpin Bearing : Plain.

Little End Bearing : Plain.

Crankshaft : Steel Hardened and ground.

Induction : Crankshaft rotary valve.




4x10m
Balsa
50
150
20
50
50
43
43
40
3x12
Castello motore
in dural
3x7
Balsa
33
10
60
45
45
40
40
100
TE 3x10
42
130
35
190
lo Stella d'oro
di Piero Gnesi
80
50
60
90
65
100
Balsa
Compensato
300
90
10
40
590
40
Misure in m/m.
Ghei 46

BARRY DENT'S AEROPLANE MAGAZINES

The magazines have been sorted into 1 year lots but not all are sets are complete.
Where possible plans have been inserted but some are missing.
Available for sale in year sets
Price is 50c per magazine or 40c each if a whole title is bought or 35c each for the whole lot.

Model World 1984 - 2007 .... 269 copies
Flying Models 1975 - 2007 377
Model Aviation 1977 - 1999 245
Airborne 1972 - 2006 205
Model Aircraft 1951 - 1965 84
Aeromodeller 1965-2001 (minus 76,77,78,91) 359
Model Flyer 1999 - 2007 85
Take Off Vols 9,11, 18-24, 26-30 14
Flying Scale Models 1997 - 2003 16
TOTAL--- 1654

Plus about 80 assorted titles (more of Flying Models and Airborne) which were double ups of the above or other titles.

For further information contact Des Slattery - slatdn@acenet.net.au

FOR SALE

7 x HiTec Micro 555 Receivers

(36 mhz band)

No Crystals

$50.oo Each

Contact Condo

Peter Smith 0423 452 879

FUNDRAISER

FOR TOM LINWOOD - AGE 14 - AUS 65234

From Roy Summersby.

I am starting a fund raising campaign, to send Tom Linwood to the World Control Line Championships, which will be held in France next year. Tom has shown great potential as an up and coming F2D flyer in the last 12 months.

I would like to raise a minimum of $3000 to cover airfares and some accommodation costs. Tom would be under the wing of Grant Potter, who will be Tom's mechanic.

Grant knows that Tom would not disgrace himself in the world championships, and maybe, with a little bit of luck bring back a junior prize. Tom's ability with one of these modern combat models is outstanding.

Tom is a member of Doonside Club in Sydney and is affiliated through the N.S.W. Free Flight Society.

If any individual, club or society would like to help in this quest, please contact me on 0243410072 or email on royndi@optusnet.com.au. Cheques can be sent to me at 132 The Esplanade, Umina, N.S.W, 2257 or paid direct to CTB Number 06 2651 10000099. If not enough funds are raised, or if Tom is either not eligible or unable to go to France all monies will be returned.

I am starting the fund off with $200. Any amount large or small would be appreciated.

2007 INTERNATIONAL 1/2A TEXACO POSTAL CHALLENGE RESULTS

SAM 27 Northern California, Napa, CA. USA.

Don Bekins	Anderson Pylon	900	900	1800	CD: Terry Ketten
Dick Irwin	Cloud Chopper	900	900	1800	3636 Palo Verde St.
Terry Ketten	Atomizer	900	664	1564	Napa, CA 94558
	Total Pilots: 3		Score	5164	

SAM 84 Vintagents, Brisbane, Qld., Australia

Greg Martin	Kerswap	900	900	1800	CD: Greg Martin
Mick Walsh	Kerswap	900	885	1785	181 Manley Rd.
Arnold Broese	Playboy Sr.	900	657	1557	Manly West
	Total Pilots: 8		Score	5142	Qld., 4179 Australia.

SAM 12 Atlantic County Skyblazers, New Jersey

Walt Geary	Megow Chief	861	831	1692	CD: Roy Wilson
Mike Schall	Coronet	900	721	1621	6314 Oliver Ave.
Roy Wilson	Dallaire Sport.	541	900	1441	Mays Landing,
	Total Pilots: 5		Score	4754	NJ 08330

SAM 51 Nifty Ones, Carmichael, CA. USA.

Bill Brown	Dallaire	900	900	1800	CD: Bob Grice
Bob Grice	Miss Philly VI	900	633	1533	4351 Greenvale Rd.
Eut Tileston	L'il Misery	836	499	1335	Fair Oaks, CA
	Total Pilots: 8		Score	4668	95628

SAM 56, Wichita Historic Aircraft Modelers, Kansas

Ed Salguero	Sailplane	864	894	1758	CD: Jack Phelps
Jack Phelps	Playboy	400	900	1300	5149 Armstrong
Jeff Englert	Playboy	570	562	1132	Wichita, KS 67204
	Total Pilots: 4		Score	4190	

SAM 1788, SAM of Australia 1788, Inc., Australia

Ian Connell	Litle Diamond	900	900	1800	CD: Basil Healy
Brian Payne	RC-1	603	728	1331	4 Casuarina Close
Basil Healy	Megow Chief	404	647	1051	Umina NSW
	Total Pilots: 4		Score	4182	Australia 2257

SAM 26, Central Coast Chapter, California

Jose Tellez	Playboy	900	900	1800	CD: Bob Angel
Jim Elliott	Atomizer	597	597	1194	1001 Patterson Rd.
Bob Angel	Playboy Jr.	574	575	1149	Santa Maria, CA
	Total Pilots: 7		Score	4143	93455

SAM N-X-211, St. Louis. Missouri

Jerry Bonagurio	Lanzo Bomber	880	625	1505	CD: John Schifko
Ralph Waser	Anderson Pylon	603	636	1239	7908 Harlan St.
John Schifko	Playboy Senior	478	499	977	St. Louis, MO
	Total Pilots: 6		Score	3721	63123

SAM 2001 I'AQUILONE , Italy

Lustrati Silvano	Kerswap	519	900	1419	CD: Santoni Curzio
Musella Francesco	Fly Baby	495	550	1045	Via Abigaille Zanetta
Gazzea Gian Luigi	Kerswap	495	420	915	118/2/11
	Total Pilots: 4		Score	3379	00143 Roma – Italy

SAM 600, Victoria, Australia (Not in compliance with rules)

Robert Taylor	Stardust	900	508	1408	CD: Barry Barton
Barry Barton	Stardust	643	398	1041	80 Huttons Rd.,
Robin Yates	Stardust	433	383	816	Kardella 3951,
	Total Pilots : 3		Score	3265	Victoria, Australia

SAM 93, Tulsa, Oklahoma

Bill Taylor	Playboy	578	900	1478	CD : Dan Hodges
Dan Hodges	Rambler	602	443	1045	Tulsa, Oklahoma
Don Hartman	Red Ripper	226	332	558	
	Total Pilots: 5		Score	3081	

SAM 60, Johnstown, Pennsylvania

Jim Patterson	Dallaire	576	384	960	CD: Scott Holsopple
Scott Holsopple	Dallaire	393	364	757	Johnstown,
Caleb Butler	Bomber	241	461	702	Pennsylvania
	Total Pilots: 7		Score	2419	

SAM 21, The Blackjack Club, San Jose, California

Gary Leopold	Rambler	458	450	908	CD: Dave Lewis
Henry Smith	Lanzo Racer	258	604	862	San Jose, California
Dave Saso	Alert	232	338	570	
	Total Pilots: 5		Score	2340	

Congratulations to SAM 27 and all of you in Australia, Italy, and the USA for making this event a good one. Have a great year and be ready for the Postal Challenge hosted by SAM 27 next time.
2007 CD, Bob Grice, SAM 51

P.S. Being privileged to firsthand knowledge of each Postal Teams efforts, I felt that an Australian Team should have won simply because of great enthusiasm and spirit of involvement. The Vintagents really had a good show and Basil Healy of SAM 1788 had to chain-saw a tree down to get his Megow Chief into the event. A three pilot team won it, however, on a good day. (I know Don Bekins, he can catch a thermal at 30 feet and go up.
2007 CD, Bob Grice, SAM 51.

From Basil Healy re ½A Texaco Postal:

Attached herewith are the results for the Frank Ehling ½A Postal Competition flown by the SAM 1788 Team at the Wyong MAC field at South Tacoma today. The Wyong MAC field is situated on a narrow spit of land about 800 metres wide with the Wyong River to the north and Tuggerah Lake to the south. Between the flying field and Tuggerah Lake is about 300 metres of "Tiger Country", thick scrub inter-spersed with tall trees and heavy undergrowth.

With the weather forecast for light N.W. winds changing to N.E. we opted for an early start to take advantage of the warm N.W. wind before the N.E. sea breeze which usually comes in about mid-day.

With models measured and weighed flying commenced with a couple of check flights to assess model performance with the added ballast and then we got serious.

Bob Marshall and I both immediately struck engine problems. Mine was easily fixed with a new glow head and I immediately launched for my second only to turn the receiver off as I launched it. Needless to say the model ended up in the "Tiger Country".

After about half an hour of searching I located it, 40 feet up a paper bark tree, so I returned to the field. By this time Ian Connell had racked up two maxes so he and I returned to his home to get a saw. However, a neighbour offered a chain saw, so we took it too and returned to the field and back into the "Tiger Country".

The model was not hard to relocate and two minutes later we had it down completely undamaged. The walk back to the field was a bit more difficult, trying to push through the scrub with a model in one hand and a chainsaw in the other. But we got the model back undamaged which is more than I can say for my arms which by that time were dripping blood everywhere.

Once back at the field I immediately got about putting in my other two flights. Unfortunately, the sea breeze had sprung up and the results were not as good as I had hoped.


Basil's errant Megow Chief

Chapter 700

Victorian Society of Antique Models Inc.

Combined Control Line-R/C Control and Free Flight
Old time Models using MAAA Rules

19 November 2007

The Secretary
SAM 1788
NEW SOUTH WALES

Dear Dave

INTRODUCING CHAPTER 700

We would like to introduce ourselves to your club.

We are CHAPTER 700, which is a further extension to SAM 600 and will operate in conjunction with all existing clubs.

As mentioned in our attached Flyer we wish to combine Control Line, Free Flight, and Radio Control Modelling at the same field on the same days.

Members will need to be affiliated with the VMAA / MAAA through their existing current memberships.

Although Chapter 700 is currently small we are a growing membership and to start with plan to run a couple of these combined Events each year.

We hope to welcome current and new members Australia wide and look forward to your members joining us at these events.

Yours faithfully
CHAPTER 700

President	Secretary
Fred Roberts Phone 03 5256 2273 E-Mail: bigfoot@hugonet.com.au	Alan Matthieson-Harrison Phone 03 5258 3006 E-Mail: adharrison5@bigpond.com

Enc.

Chapter 700

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President.
Fred Roberts Phone 03 5256 2273
E-Mail: bigfoot@hugonet.com.au

Secretary.
Alan Harrison Phone 03 52583006
E-Mail: adharrison5@bigpond.com

Vice Pres.
Peter Hosking Phone 03 5248 5461
E-Mail: peterh@tadaust.org.au

Treasurer.
Don Cameron Phone 03
E-Mail

"Our endeavour is to compliment model aircraft interest by combining Control Line, R/C Control & Free Flight with arranged Fly Ins at the same field for all disciplines on the same day. We do not intend conducting a Fly In on any day that would conflict or interrupt any date already arranged on the VMAA contest calendar. As we are all aware our numbers are getting smaller every year and it is almost impossible to attract new members. We feel that in organising combined Fly Ins we will all contribute to making our chosen disciplines more visually attractive and give us a better chance of gaining more members competing in the 3 disciplines on the same day. Please consider our idea and let us know your thoughts. We are very flexible at this early stage and wanting to make the Combination attractive to all."

Newsletter: We will create a newsletter which will be updated monthly and hopefully we can report on activities and contest results for all disciplines. We will also create a Web Site.

WHAT WILL IT COST: We expect that around $60 will take care of our Constitution etc so depending on our membership we would need about $5.00 per member joining fee then $5.00 per year to cover postage and stationery. At competitions we would need a fee from each member to cover costs of trophies.

Flying Fields: We expect a field at Geelong to be available and hope other Clubs will offer fields to allow us to conduct these combined events. We expect host Clubs to possibly run a canteen and profit from our Fly Ins.

Competitors: Competitors will need to have MAAA insurance and belong to a affiliated Club. Radio Control competitors will need to have Transmitters certified as per MAAA rules.

LITHGOW GLENN SIMMONS MEMORIAL OLDTIMER. 27-28 October, 2007

Gooday All, Good rollup, but marred by the weather, mainly strong winds Saturday morning which abated, for an excellent Texaco event. Sunday the wind was back, but just kept getting worse. Burford had to be abandoned after some very turbulent areas experienced in the climbs.

Glenn Simmons Trophy was won by Cec Wales with his Dallaire, who managed 5th in his very first Texaco flyoff. Duration was abandoned because of the weather, but we'll be back on next year. More later, Browny

1/2a Texaco

Dave	BROWN	1942 Stardust Spec	1080	738
Paul	FARTHING	1942 Stardust Spec	1080	571
Ian	CONNELL	1941 Lil Diamond	1080	443
Jim	RAE	Skyrocket	1080	437
Peter J.	SMITH	Faison	1080	422
Paul	MARSHALL	1941 Lil Diamond	1080	414
Robert	RUTLEDGE	1942 Kerswap	1080	391
Ian	AVERY	1940 Playboy Cabin	1080	248
Don	SOUTHWELL	1942 Stardust Spec	1080	243
Grant	MANWARING	1941 Lil Diamond	1067	
Peter	SCOTT	1942 Stardust Spl	1053	
Jon	FLETCHER	1942 Kerswap	1043	
Basil	HEALY	Megow Chief	989	
Bob	MARSHALL	Bay Ridge Mike	932	
John	DIDUSZKO	1942 Buzz Bombshell	383	
Brian	PAYNE	1936 RC1	47	

Texaco

Peter J.	SMITH	1938 Bomber	Foster 99	1800	1496
Robert	RUTLEDGE	1938 Lanzo Bomber	Enya 60 4/	1800	1436
Darren	MARSHALL	1938 Bomber	O.S.61 4/	1800	1177
Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1800	1138
Cec	WALES	1936 Dallaire	OS 60 4/	1800	1073
Paul	FARTHING	1938 Lanzo Bomber	OS 60 4/	1800	1055
Bob	MARSHALL	1938 Bomber	OS 61 4/	1800	1007
George	CARR	Standby	OS 61 4/	1800	817
Paul	MARSHALL	1938 Bomber	OS 60 4/	1800	814
Grant	MANWARING	1938 Bomber	OS 60 4/	1800	582
John	DIDUSZKO	1938 Bomber	TT 54 4/	1800	420
Peter	SCOTT	Folly	GB 5cc d	1800	
Dave	BROWN	1937 Lanzo Stick	Madewell 49	1780	
Geoff	POTTER	1938 Record Breaker	OS 61 4/	1765	
Jim	RAE	75% Dallaire	ASP 30 4/	1686	
Ian	CONNELL	1937 Lanzo Stick 66%	OS 20 4/	1599	
Tom	TOBIN	1938 Bomber 92%	O.S. 40 4/	1452	
Ian	AVERY	1938 Gasbird 125%	OS 40 4/	1032	
Don	SOUTHWELL	1938 Bomber	OS 61 4/	519	

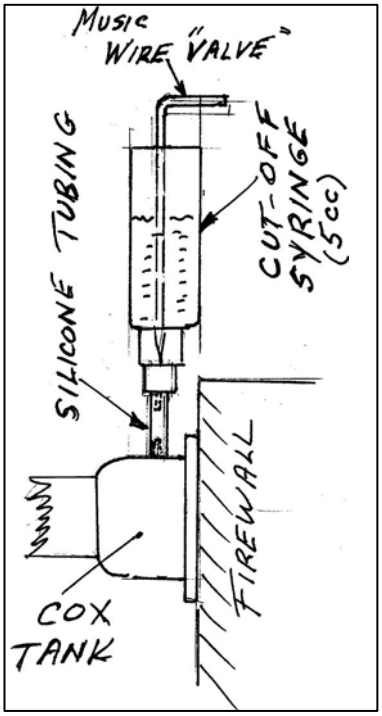
Top: This year's Glenn Simmons Trophy winner, Cec Wales and his Dallaire. Above: Basil Healy's Lanzo Stik gets away in Texaco. Below: RC1's of Basil Healy and Brian Payne getting ready for '38 Antique.

Antique

Dave	BROWN	1938 Lanzo Stick	Madewell 49	1437
Basil	HEALY	1936 RC1	Sparey 5cc d	1162
Brian	PAYNE	1936 RC1	GB 5cc d	1114
Jim	RAE	1938 Pixy	ED Hunter 3.46	1000
Peter	SCOTT	Folly II	GB 5cc d	998
Alan	WOODING	Lanzo Stick	OK 60 spk	929
Grant	MANWARING	Yankee Clipper	Burford 5cc d	919
Paul	FARTHING	1938 Flamingo	Contester 60	832
Peter J.	SMITH	1938 Cumulus	OK Super 60	528
George	CARR	1938 Pixy	Oliver Tiger Mk1	180

Gordon Burford Event

Basil	HEALY	Dixielander	Taipan plain	300
Darren	MARSHALL	Lil Diamond	Taipan plain	300
Ian	CONNELL	1953 Spacer	Taipan plain	300
Dave	BROWN	1953 Cresendo	Taipan plain	300
Don	SOUTHWELL	Zoot Suit	Taipan plain	285
Peter	SCOTT	1953 Jaided Maid	Taipan BB	263
Grant	MANWARING	Spacer	Taipan plain	260
Robert	RUTLEDGE	1953 Spacer	Taipan plain	221
Peter J.	SMITH	Faison	Taipan plain	217
Paul	FARTHING	110% Pencil Jr	Taipan plain	188
Jon	FLETCHER	Zoot Suit	Taipan plain	187
George	CARR	Stomper	Taipan BB	181
Jim	RAE	1950 Pippo	Taipan plain	110



½A TEXACO TOPICS

Topping off the fuel tank prior to launching in ½A Texaco.

From Roy Bourke. roybourke@yahoo.com

I used to use an automatic fuel topper, which allows you all kinds of time to set the needle valve, then tops up the tank just before you launch.
You fill the tank, fit the fuel topper onto the filling vent on the Cox tank, then fill the topper. The music wire valve on the topper prevents the extra fuel from flowing into the Cox tank. Then after setting the needle valve you pull out the music wire valve from the topper, fuel tops off the tank and overflows from the other vent hole on the Cox tank, then you remove the topper and launch.
However I don't use Cox engines any more for 1/2A Texaco since, in Canada, we can use any 1/2A engine.

From Evan Evans (further to ½A articles in DT148)
Hi Mark, (Mark Venter zl3vml@xtra.co.nz) Went very well finished up with APC 9X4.5 electric prop using the same commercial fuel 10% nitro 18% Coolpower oil 72% methanol and was regularly getting 5½ - 6 minutes at about 5000 revs with the muffler fitted. The muffler was good for about an extra minute, the revs were much the same, just used more fuel. I had 3 copper gaskets under the head as well. I have another engine which doesn't do as well, may need more running.
I have been amazed at how the engines perform under these load conditions, it didn't matter what prop I put on they just started up and ran happily lugging away. By repute only diesels will do this. I have been using the spring starter which helps but I have had relatively little problem starting once I stopped priming through the exhaust port. The real test will come when I take it out to fly it, that's when the gremlins come out to play.
Thanks for your help, I really didn't know where to begin. I haven't played with fuel yet I will have to get some ingredients to do that. Some of the guys here have said that castor and Cox's don't go together very well and had tales of using steel wool on pistons and cylinders to remove varnish that produced excessive drag and sapped power. Anyway it kept me off the street for a while. Evan Evans ecevans@iprimus.com.au

From Basil Healy basnpat@tac.com.au
In recent issues of Duration Times there have appeared some articles by Mark Venter of the Christchurch MAC which I found to be a bit difficult to believe.

Firstly, he claimed to be running his Cox Texaco engine at 4,400 rpm on a 9"x4" propeller. True, a Cox will turn a 9"x4" at that speed, if you can keep it running. Mine required constant adjustment of the needle valve as the fuel level fell in the tank. The reason - insufficient velocity in the venturi.

Secondly, a 4" pitch propeller at 4,400 rpm, working at an efficiency of 70% (a figure used in both full size and model practice) would produce a flying speed of a little over seventeen (17) feet per second, about 12 mph.

Now, referring to Model Aeroplanes and Airships by F.J. Camm, page 35 states that you would need a wing loading as low as 4oz/sq.ft. to sustain flight at that speed. The lightest ½A Texaco model that I have ever seen was a nine (9) ounce Stardust Special which worked out at a wing loading of 4½oz/sq.ft.

From this I can only conclude that the climb rate of Mark Venter's ½A Texaco models would be next to nothing and I shudder to think of what happens when the breeze gets up to above 10mph, a figure which we regularly encounter.

Finally, he claims to be running his engines on 5% oil and no nitromethane. We tried it and could not keep an engine running for more that a minute before it overheated, slowed down and stopped! What's more the engine was never the same after that experiment!

My advice to would be ½A Texaco flyers is to use standard four-stroke fuel (15% synthetic oil, 5% nitro) and an 8"x4" or 8"x3½" prop on calm days and a 7"x4" prop on windy days.

The synthetic oil does not cause the reed valve to stick closed between uses and the little bit of nitro sure deeps the engine alive if the mixture setting is a bit off tune. Regards, Basil Healy.

~~ THE BACK PAGE ~~

2007 SAM USA Champs flying field as photographed by Eut Tiletson with his photo-plane, a GWS Lite-Stik electric powered.

Top is the Free Flight flight-line.

Above is the typical surface of the lake bed.

Right is the R/C flight-line.