

Points of Interest:

- Upcoming Events.
- From the President.
- Letters from Members.
- 61st MAAA Nats report from Basil Healy, results and report from Paul Baartz, and observations from Don Southwell
- Orange Oldtimer report and results.
- Back in the 50's - David Owen.
- The Art of Filleting - Basil Healy.
- New R/C Tomboy Event - SAM 600.
- Electric Oldtimer - Lou Amadio.
- The Back Page.

BULLETIN No. 150

January - February

2008

DURATION TIMES

Worth Noting

From Des Slattery....

Many thanks for the help with Barry's books. There is a Lanzo Bomber plan signed by Chet Lanzo. If you know of anyone interested contact Heather Dent or myself, Des Slattery - slatdn@acenet.net.au

From Dave Brown....

Sad News is that Joan Dowler (one of Lithgow Aeromodelling Club's long serving canteen ladies, and Steve White's mother in law) passed away Tuesday night 12th February, 2008. Joan suffered a stroke on Monday whilst in Hospital for other ailments, and did not survive the stroke. Joan's funeral was held on Monday 18th February and there were many SAM members in attendance. Our condolences to Steve and Dianne.

From Evan Evans....

As I have said in previous posts I am running my Cox texaco engine on a 9x4.5 apc electric prop and getting about 4900-5000 revs which is the kind of performance expected of a mills .75 or similar. I have had a bit of a problem with the engine cutting prematurely probably from launching too lean so I am experimenting with fuel mixes to try and desensitize the mixture control a bit.

From Hank Sperzel in Omaha USA - hsperzel@cox.net....

In a previous life I had access to lots of plans (I was the NFFS Plan Man) and I just happen to have the plans for both the 80" and the 70" Playboy Sr. I laid the copy of the 70" version over the top of the 80" version and the fuselages are the same, except as pointed out before, the plans for the 70" version does not show the cabin but other than that I found them to be the same. In closing, the stab and the rudder are also the same on both plans. I believe it was Gene Wallock that pointed out a few weeks ago the 70" version wing was the same as the 80" version except Joe had removed one rib bay from each of the 4 wing panels.

From Eut Tileston - etileston@sbcglobal.net....

There are three Lancers, 1 the 72", 2 the 45" and the 48/49". The 45" is the same as the 48/49" but without the sub fin and it is an Old Timer while the 45" is an Antique. I'm not sure if there is really a difference in their wing spans.

From Red Schofield. Red's R/C Battery Clinic - <http://www.rcbatteryclinic.com>....

In case anyone wants it, here is the Sanyo date code scheme:

Fist character, year: Y=94, Z=95, A=96, B=97, C=98, D=99, E=00, F=01, G=02, H=03, J=04, K=05. L=06, M=07 etc. Second character, month: A=Jan, L=Dec. Therefore KF = 05 June.

Tomboy capers at Canowindra....

Two Tomboy contests will be run at the SAMs Champs, Canowindra this Easter, on Thursday 20th March, 2008, along with the Vintage Free Flight Events and Control Line Rally.

We will take the Free Flight event first.

Start will be 8am. Finish 10.30am. Event will be run as a power ratio competition. ie: shortest engine run with longest flight is best. 3 flights, best one to count.

Prize will be Cox 049 engine - new. CD - Basil Healy.

Radio Event:-

Start will be 3pm. Finish 5pm. First flight must be flown in the first 15mins of competition (frequency clashes exempted). Engine limit as per plan - 1cc for small wing model, 1.5cc for larger model. All engines will have a fuel limit of 2cc (size of std Mills .75cc tank). 3 flights to be flown. Longest flight to be counted. Longest flight overall wins. Prize will be Cox 049 engine - new. CD - Peter Scott.

Hope to see you there.

Duration Times is the official Newsletter of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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

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

UPCOMING OLDTIMER EVENTS FOR 2008

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	7-10	2008 Vintagents Oldtimer Champs	Dalby, Qld.	Jim Hardy	(07) 5467-9856.
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

Hello there, hope you are mostly prepared for the 2008 SAM Champs at Canowindra.

Firstly, may I offer, on behalf of all SAM 1788 members, our condolences to Steve White, Dianne Dowler and the Dowler family on the passing of Dianne's Mum, Joan Dowler on 12th February. Joan's long service working for the Lithgow Club on canteen duties and just being a great person to have a chat with was obvious from the number of SAM 1788 members who attended Joan's funeral. Joan will be missed by all.

I had a great trip with Basil Healy to the 61st Nats in Perth and thoroughly enjoyed the flying and friendship with the WA crowd. I had a few problems in some events but managed to fly the SAM 1788 flag and had a great time being part of TEAM GREY POWER, although I only just qualify (can't easily change the colour of my beard!). This was my first time travelling across Australia by road and let me tell you, it is a long, long way. But there is a lot to see and do along the way and I would recommend the trip to anyone as a must do at least once in your lifetime. Basil has done it a number of times and on most occasions towed a caravan as well. Basil has documented our trip elsewhere in this DT.

Good news is that we have had some rain... at last! Things are green at the moment and it is a change for me after the last few years. The dam has a good bit of water in it too! This all bodes well for the upcoming SAM Champs. The C/L circle is well grassed and I have mown it three times so far. There is a nice covering of grass on the bank above the C/L circle and this may be good for the Midges. We will be flying in the same paddock as last year but we will be using a different layout for parking etc. to make allowances for the trees etc. Our presentation dinner will be held at the Canowindra Bowling Club on Sunday night and from all reports we can look forward to a great night.

From all reports there will be quite a few "Interstaters" coming to Canowindra this year and I look forward to their participation and hope they will enjoy themselves. Once again Barry Barton is supporting the Champs sponsoring the ½A Texaco event, thanks Barry.

Well, get your entry in and your models ready as this year promises to be a great Canowindra! Don't forget, try and get here for the F/F and Tomboy events on the Thursday as this was a great deal of fun last year.

Cheers for now and good flying. Be safe. Paul Farthing. President.

From Peter (Condo) Smith

I would like to propose the following changes to the MAAA Oldtimer Standard Duration competition:

1. Engines shall be any glo engine up to .40 cu.inch fitted with the engine's original carburettor and original muffler.
2. The engine must run a commercially available 10" x 6" propeller.
3. The maximum RPM for the engine shall be 12,500rpm.
4. Fuel (supplied by the organizers) shall be 4:1 FAI glo fuel.
5. Radio Control of the throttle is not permitted.
6. Model eligibility shall remain unchanged from the current MAAA Oldtimer Standard Duration rules.

Reason: Loop-scavenged .40 engines are hard to get, not everyone has access to the Internet. Today's modern engines come with a carby and an original muffler. This will also make it easier for newcomers to Oldtimer flying as, really, the leveler in the event is a 10" x 6" prop turning at 12,500 rpm or less, not what is driving the prop.

We need twelve (12) members' signatures in support of these changes to be able to send this proposal to Basil Healy, Chairman of the NSW Oldtimer Special Interest Group, who will then forward the proposal to Kevin Fryer, Chairman of the MAAA Oldtimer Sub-Committee, who should send it to the Oldtimer Special Interest Groups in each State to vote on.

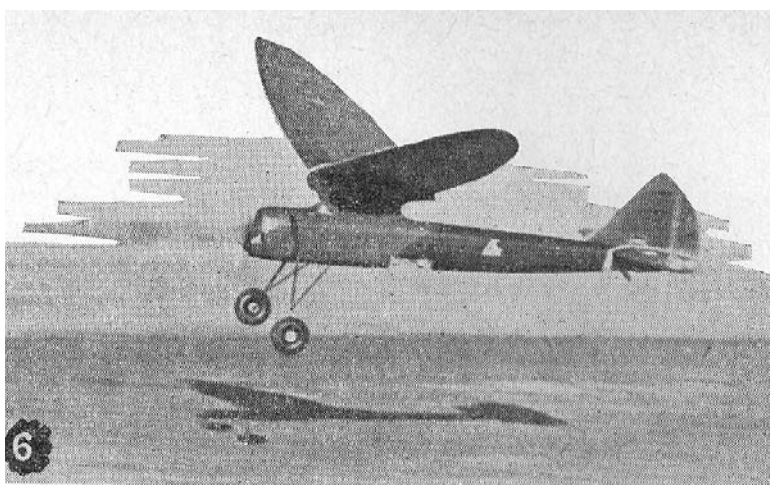
We can only hope this happens THIS TIME AROUND!

Signed: P.J. Smith. AUS 32587.

P.S. Question: Should we be able to use a Standard Duration model, complying to Standard Duration rules, in the normal Oldtimer Duration competition with the view of encouraging newcomers to Oldtimer flying?

From George Car

You may be interested in this item for DT - two images scanned from Model Aircraft, Oct '52. Comment: And we think old timer RC was a new idea in Australia in the 80's?



No. 6 came from Australia, where it seems that radio-control is not backward in coming forward. Gil Miles, of the Western Suburbs M.A.C., Croydon, New South Wales (Croydon?—the word seems familiar!) has made over 60 successful flights with this 9-ft. span model. Built some 10 years ago by Desmond Belot, of the Preston M.F.C., Melbourne, and adapted for radio by Gil, the model recently gave a demonstration at Bankstown aerodrome during Air Force Week, spot-landing after an impressive 15-minute flight. In addition to the usual rudder control, Gil has incorporated an engine cutout, held in by a control tone from the transmitter. Thus he can stop the motor at will, or in the event of the transmitter failing or the model going out of range, the motor will cut of its own accord.

From Peter Scott

More on my previous letter on more Antique events. I find that many people agree with me but can't be bothered to put pen to paper.

The same old four events seem to be the easy thing to run, but it seems a shame that the only events that are truly 'Old Timer' are not getting a fair go.

The theory that not enough people fly this event to make it worthwhile holding at most comps stands only because the event is not run often enough. The more that the event is run, the more people will turn up with a model and fly.

The Antique competition could easily be run in conjunction with Texaco. If a noise sensitive area is a likely problem, then it is not that difficult to fit a muffler to most motors.

On the 1/2 A correspondence of recent times the only letter that makes any sense is Basil Healy's comments. I have yet to see an O49 Cox turning a 9" prop running properly and fat chance of it winning a contest. A good one can win you the contest, finding a reliable one - even following all the hints and tips - is not easy.

Signed Peter Scott.
28/1/2008

THE W.A. NATIONALS 2007/2008

From Basil Healy.

The trip over to WA was an exercise in logistics planning.

DAY 1: Drove from the Central Coast to Paul Farthing's place at Canowindra. Arrive at Paul's in the middle of a downpour, removed the models from car and await the arrival of Graham Mitchell and his wife Kath. Don & Beryl Southwell were already there with the last of Don's models (finished the previous evening). Ian Avery had delivered his models the previous week. When Graham arrived we unloaded his models and then proceeded to pack some 22 models into Paul's model trailer, a task that took about 1 ½ hours due to the constant re-arrangement necessary to get everything in. Graham and Kath had a cup of tea with Paul and then took off with model trailer in tow.

DAY 2: Paul and I took off from Canowindra with my caravan and drove to Mildura. We only got as far as West Wyalong, with Paul driving, and he was Random Breathe Tested. Paul had a new GPS unit and set it up in the car but it wanted to send us up through Broken Hill so we turned it off. We had a bit of difficulty finding the caravan park in Mildura due to there being two Top Tourist parks on opposite sides of the Calder Highway.

DAY 3: Started from Mildura with destination Kimba in South Australia. The quarantine station on the border relieved us of our remaining fruit and vegetables so things were not looking rosy for dinner that night. Shortly after lunch Paul got a phone call from Graham advising us of a severe thunderstorm ahead. He was not wrong. When it hit us visibility was reduced to the point where I could only see two of the broken white centre lines ahead of me. Our speed was down to 50 kph!! At least it washed the "Bogwood" mud off the car and caravan. Dinner at Kimba consisted of ham and eggs with frozen beans. It could have been worse if I had not stocked the refrigerator with frozen vegetables. It turned cold overnight, two blanket weather!

DAY 4: Kimba to Eucla. This was Paul's introduction to the desert country. Fuel at Nullabour Roadhouse was \$1.82 per litre. While refueling we discovered the left turn signal on the caravan was not working. This I fixed in about 5 minutes and we were back on the road. Paul was enthralled with the views of the Great Australian Bight and from the top of the escarpment at Eucla out over the coastal plains.



DAY 5: Eucla to Norseman. Paul took over the driving and I told him I would take over at the next bend! Talk about straight roads, between Caiguna and Balladonia Hotel count them, 141 kms of dead straight road. And then you would come across the piano keys on the road, guess what these were. They marked the airstrip for the RFDS. The weather was starting to really warm up. We arrived at Norseman too late to do any shopping so we did some washing instead. It was all dry before bedtime. Overnight it was still hot but we had a good nights sleep.

DAY 6: Christmas Day. We had an easy run from Norseman to Kalgoorlie and booked into the Boulder City caravan park before lunch. It was very hot!!! Late in the afternoon I took Paul out to see the Super Pit. He was like a little kid jumping from side to side taking photos and watching the massive dump trucks, which looked like Tonka Toys, away down in the pit. It was very windy and at one stage it blew Paul's peaked cap off!

DAY 7: Boxing Day. Norseman to Northam. It was very, very hot (44 degrees in Perth). For the first time on the whole trip the temperature gauge on the cars cooling system rose slightly above normal. Opening the car doors at Northam was a culture shock. Thank goodness for automotive air conditioning! Paul managed to talk the wife of the caravan park manager into letting him have some potatoes, fresh fruit and frozen peas for dinner. It was a very uncomfortable hot night but we still managed to get enough sleep.

DAY 8: Northam to Landsdale. As this was only a short run we were in no hurry to get started. Paul set up the GPS unit and we allowed it to take us around the outskirts of Perth to our destination at the Kingsway Caravan Park, where we booked in just before lunch and then went shopping because our food stocks were very low, one of the disadvantages of travelling over the Christmas Holidays.



DAY 9: Landsdale. As soon as we had finished breakfast we did the washing, three loads of it! Graham and Kath Mitchell arrived mid morning with the trailer, having spent the previous two days sight seeing around Perth. I took the car out to refuel and Paul went looking for some new shoes. Ian and Don arrived late afternoon, after flying over, just in time for afternoon tea. Graham, Ian and Don came over after dinner for a chat.

DAY 10: Landsdale. After breakfast I did some more washing, the bedspread which had a stain from when the roof leaked on day one. Then we went out in convoy with Graham, Don and Ian to find the flying field. The GPS lead us right to it! It is a nice set-up with a grass field and two concrete runways. There is plenty of shelter and toilets. We were promised that a bar-b-que would be available on all days that we would be flying, but bring our own meat and drinks. In the afternoon we went to the Administration Centre at Whiteman Park, where the AWA flying fields are located. It is a nice set-up with a grass R/C field and a concrete runway, plenty of shelter and toilets. The control line area has a concrete circle and shelter





sheds. However much of the parking area is sand as is much of this part of the country. At the Admin station we learned that the transmitter checker had gone home due to lack of work so had to detour around to his place to get our transmitters checked. Once more the GPS unit came in handy. We re-



newed a few old friendships with the likes of Paul Baartz, Alan Trott and Fred Adler and caught up with Grant Potter and Gary Turna over at the control-line circle. Then it was back to the caravan park to check out our goody bags and prepare for a bar-b-que dinner.

DAY 11: Sunday. Went shopping in the morning for food, then back to the caravan and spent the afternoon with the others from NSW at their cabin. Meanwhile Paul was suffering from withdrawal symptoms, not having touched a model since leaving Canowindra, so proceeded to pull a couple of Cox engines apart, clean them up and run them! He did not get any complaints about the noise. In the evening we went to Paul Baartz's place for a bar-b-que dinner.

DAY 12: Monday, New Years Eve. Went for a drive to the various beaches with Graham & Kath. I now know where half of the population of Perth go on summer Sundays. There was no parking to be had for miles along the beaches. After lunch drove down to the RAF/RAAF Museum at Bull Creek. Has an interesting lot of exhibits including a Lancaster Bomber and Catalina Flying Boat, all under cover! Lancaster is in 1st class mechanical order having been restored over the years by the many volunteers but the airframe is not airworthy. The Catalina has been restored to prime exhibit condition and is on a long term loan from the WA Government. Then drove to nearby Jandakot Airport, Perth's equivalent to NSW's Bankstown. From an excellent viewing area on a hill, alongside the Control Tower, watched many different types of light aircraft comings and goings including the WA Flying Doctor, two Airtrucks working one of the many bushfires around Perth, a Tiger Moth, Chipmunk, and what looked like a Citabria picking up a banner right after take off. The Fremantle Doctor, which is the prevailing south-westerly wind each day, was blowing quite hard, around 25-35 knots, and was so strong that no aircraft used flaps for take-off. Very entertaining couple of hours and recommended for any "Airbuffs" when visiting Perth. Jandakot is supposedly the busiest airport in Australia for the number of air movements each day!



DAY 13: New Years Day. Up at 6.30am to get ready for Texaco. The wind was blowing pretty strongly before we left for the field and was even worse at the field. It was getting hot too!! Texaco started at 9.30, no rounds, get all your flights in by 12.30. Flying the models required a lot of concentration due to the turbulence. Landing was a real lottery. Paul's model got blown over and broke the wing. I got caught in turbulence doing the landing circuit, stalled and got thrown into the ground. Fortunately, damage was minimal and I was able to continue flying. My score 3 maxes and 3 out landings. Ian, Don and Graham made it to the fly-off. The results - Ian 1st, Don 2nd and Paul Baartz 3rd.



DAY 14: Up at 6.30 again, breakfast and off to the flying field. It was very windy and getting hotter than the previous day. The start of Duration was delayed until 10.30 following a promise of better conditions from the airport Met. People. It did abate slightly but flying again a real lottery, you either went up in a boomer or sunk like a brick. Only three made it to the fly-off. Results: - 1st Paul Farthing, 2nd Rod McDonald (WA), 3rd Ian Dixon (WA). Gordon Burford after lunch was a Team Grey Power benefit. I made the fly-off with 3 straight maxes but Ian took 4 flights to make it. No other flyers made the fly-off. Because Ian & I were on the same frequency we had to fly separately. Results: 1st Ian Avery, 2nd Basil Healy, 3rd Graham Mitchell. The West Aussies did not get a look in!!

DAY 15: Same deal as yesterday. Got to the field only to find the same strong easterly blowing. The start of Standard Duration was at 9.30 but few were willing to brave the wind. By 10.00 the temperature had risen considerably but at least there was the occasional lull in the wind. Thermals were few and far between and so too were maxes. There was no fly-off. Results - 1st Paul; 2nd Graham; 3rd Don. Another Team Grey Power victory. While we were having lunch the wind dropped for a short period and the temperature soared to 46 deg C. Paul and I already consumed 3 litres of water each and were concerned that the remaining 2 litres would not last until we finished 1/2A Texaco which started at 1.30. By that time the wind had sprung up again from the west this time and continued throughout the event. Making headway with

1/2A models was hard work and the heights reached were not great. Paul showed us all how well a Stardust Special could climb on one flight but was plagued with engine problems on all of the others. One flight was only 12 seconds! Ian was having much better luck but was not happy with the rudder response on the MG-2. Ray Sherburn had a flyaway which I tracked with the binoculars and then gave him directions on where to search. Results- 1st Ian Dixon; 2nd Ian Avery; 3rd Richard Sutherland. And so ended our competition flying at the 61st Nationals. Of the fifteen trophies on offer for the Old Timer events Team Grey Power collected ten, a good result for a five man team none of whom failed to collect a trophy.

DAY 16: The last day of the Nationals. No flying for us so we were in no hurry to get up. Finally gave Paul a kick to get him out of bed after I had put another load of washing in the machine. After breakfast we cleaned up the sticky mess where a bottle of Ginger Beer had exploded two

days earlier. Then re-packed the trailer and tidied up the inside of the car. I took the car up to the car wash and then refueled. Nats dinner tonight at 7.30 then afterwards Graham and I took Ian and Don to the airport to catch the 'Red Eye Special' flight home.

DAY 17: Left Perth for Margaret River, could not get a caravan site at Busselton due to a rock concert. Margaret River is a very trendy spot with lots of 'yuppie' types and coffee bars. Caravan Park was expensive at \$38.00 a night. Took Paul back to Busselton for a walk down the 2 kilometre long pier.

DAY 18: Stayed on at Margaret River but took a trip to Augusta to see the lighthouse on the SW corner of Australia.

DAY 19: Left Margaret River for Albany. Stopped at Pemberton on the way to show Paul the Gloucester Tree. Paul climbed the famous tree. The whole area is heavily timbered with a lot of very tall trees. Arrived at Albany to find the caravan park packed to the eyeballs with holiday makers. Paul went for a walk on the beach 'bird watching'.

DAY 20: Left Caravan Park and stopped at Whale World to do the tour. Left Whale World about midday and headed for Ravensthorpe. The further we got from the coast the hotter it got. Battling a headwind all the way and used $\frac{3}{4}$ of a tank of fuel to get to Jerramunjup. Paul discovered the left hand tyre on the caravan had shed its tread, so fitted the spare. Caravan Park at Ravensthorpe is a junk collectors dream. Bits and pieces of machinery and stuff everywhere. Devils Ivy plants in the toilet block - weird.

DAY 21: Got new tyre fitted, then on our way to Esperence where we stocked up on groceries for the run across the Nullabour. Travelled from Esperence to Norseman in the afternoon, damn hot. Paul made friends with our next door neighbor in the caravan park. He was a big chap with a 'large beer belly' who consumed 5 cans of beer for 'happy hour' then went to the pub for dinner.

DAY 22: Got a late start about 9.5 due to need for an oil change on the car. Headed for Madura but were battered by headwinds which made it a long, hard day's drive. Madura Caravan Park is at the bottom of the coastal escarpment, all limestone rock and gravel. Generator for power ran all night but it did not worry us.

DAY 23: Got started at a reasonable time aiming to reach Penong SA (hurray finally out of WA). Lost 45 minutes with a time change on the way which tends to upset your average speed calculations. Still hot but not quite as bad as yesterday. Top price for fuel at Nullabour Roadhouse \$1.82/ ltr, a \$99.00 fill. Still battling headwinds but not quite as strong. Stopped at lookout for Paul to take photos of Great Australian Bight.



DAY 24: Penong to Port Lincoln. Back into wheat country but the yield looks poor. Paul could not understand why farmers on the Eyre Peninsular persisted in ploughing rocky ground. Stopped at Streaky Bay for lunch where there was a family fishing competition in progress on the jetty. Hundreds of kids and their parents fishing, but did not see any decent sized fish landed. Caravan park at Port Lincoln right on the water at Kirkton Point, crowded but reasonably quiet.

DAY 25: Had a bad night with stomach upset, sweating, loose bowel motions and head and back aches. Sent Paul off to do the sightseeing bit while I recuperated in bed. Still felt lousy at lunch so only had a snack. Did some washing which dried in the strong breeze blowing all day.

DAY 26: Took off for Port Augusta. Still feeling lousy, Paul had to do all the driving. Stopped at Whyalla for Paul to see the Corvette 'Whyalla' pulled up out of water and had lunch in the car park. Reached Port Augusta at 3.30 and sent Paul shopping for the second packet of 'Iodium'. Still stomach problems this was getting serious!

DAY 27: Took off for Broken Hill. The climb up Horrocks Pass seemed easier with the KIA than it was with the Jeep. Battled a headwind until Peterborough where we turned north which put it behind us for once. Arrived at Broken Hill in the middle of the afternoon and it was HOT, HOT, HOT! Paul went for a swim and stayed in so long he went wrinkly. The night started off hot but cooled toward morning.

DAY 28: Took off for Cobar. Lost a further $\frac{1}{2}$ hour just out of Broken Hill, finally back in NSW time. Paul was surprised how hilly the country was between Broken Hill and Cobar. Saw lots of goats but no other stock. Still battling headwinds.

DAY 29: Set off for Canowindra. From Nyngan onward we started to see sheep and occasionally cattle, no goats anymore. From Narromine we started to encounter small towns every 30 - 40 kms. What a change from the Nullabour where any sort of habitation is 250 kms apart. Got to Paul's place and had a nice cup of tea before going to see Dr Kumar for advice of my stomach problem. He diagnosed an inflamed Gall Bladder but I could not get a prescription until the next day as the chemist had closed for the night.

DAY 30: I am staying at Paul's place until my stomach settles down and I feel fit enough to tackle the drive home with the caravan.

Our Nationals experience was a good one and Team Grey Power are a force to be reckoned with.

Basil Healy



61st MAAA Nationals - Oldtimer Report from Paul Baartz.Oldtimer Texaco Results.

1. Ian Avery	80%Bomber/OS.40fs	1800 + 852
2. Don Southwell	85%Bomber/Enya.53fs	1800 + 739
3. Paul Baartz	85%Bomber/OS.40fs	1800 + 566
4. Glenn Baldwin	75%Bomber/OS.40fs	1800 + 435
5. Grahame Mitchell	Dallaire/Enya.60fs	1800 + 380
6. Ray Sherburn	Flamingo/Magnum.61fs	1800
7. Alan Trott	85%Bomber/ASP.61fs	1655
8. Rod McDonald	MG-2/OS.60fs	1574
9. Rob Rowson	Miss America/OS.60fs	1125
10. Paul Farthing	Bomber/OS.60fs	1068
11. Ian Dixon	Anderson Pylon/OS.60fs	1017
12. Richard Sutherland	Buccaneer/Drone diesel	759
13. Basil Healy	Lanzo Stick/Enya.60fs	600
14. Kevin Hooper	85%Bomber/OS.48fs	600

which relegated him to sixth place. Ian Avery and Don Southwell fought out first place with the honours going to Ian. Grahame Mitchell had a ratty engine run in the fly-off and this led to his time being out of contention.

Oldtimer Duration Results.

1. Paul Farthing	115%Playboy/McCoy.60 ign	1260 + 389
2. Rod McDonald	175%Kerswap/Magnum61fs	1260 + 351
3. Ian Dixon	175%Kerswap/Magnum61fs	1260 + 308
4. Basil Healy	Megow Chief/Y.S.53fs	1202
5. Ian Avery	80%Bomber/Saito.56fs	1170
6. Paul Baartz	85%Bomber/Saito.62fs	1166
7. Alan Trott	85%Bomber/ASP.61fs	1149
8. Richard Sutherland	Gladiator/Magnum.61fs	1051
9. Kevin Hooper	Playboy/OS.48fs	971
10. Don Southwell	85%Bomber/Saito.56fs	883
11. Rob Rowson	175%Kerswap/HP.40	700
12. Ray Sherburn	105%Playboy/ST Q500.40	160
13. Grahame Mitchell	Playboy/ST.24	dnf

Due to the windy conditions there was a bit of attrition due to model damage, mostly on or after landing. Ray Sherburn was having engine troubles and this led to a very short flight culminating in a heavy and damaging landing putting him out for the rest of the day. Rob Rowson likewise damaged his Kerswap on landing and retired. Grahame Mitchell conceded defeat to an unco-operative engine and retired.

Gordon Burford Event.

1. Ian Avery	Zoot Suit	900 + 628
2. Basil Healy	Dixielander	900 + 509
3. Grahame Mitchell	Dreamweaver	890
4. Richard Sutherland	Ambition	860
5. Paul Farthing	Flying Pencil	850
6. Ian Dixon	Swiss Miss	833
7. Rod McDonald	Foobar	617
8. Kevin Hooper	50%Bomber	482
9. Adrian Dyson	Kerswap	18
10. Don Southwell	Stardust Special	dnf

Standard Duration Results.

1. Paul Farthing	Playboy/Max.40H	1077
2. Grahame Mitchell	Playboy/Max.40H	1072
3. Don Southwell	85%Bomber/K&B.40	1049
4. Ian Dixon	StardustSpl/Max.40H	1012
5. Ian Avery	80%Bomber/Max.40H	1011
6. Alan Trott	85%Bomber/Max.40H	927
7. Ray Sherburn	Playboy/Max.40H	900
8. Rod McDonald	175%Kerswap/Max.40H	821
9. Paul Baartz	Playboy/Max.40H	762
10. Kevin Hooper	Playboy/K&B.40	740
11. Basil Healy	Feather Merchant/Max.40H	706
12. Rob Rowson	Playboy/Max.40H	687
13. Bernard Rowney	Playboy/Max.40H	539

choice likewise.

NSW flyers filled the first three placings, maybe they were a bit more skillful at choosing the right time to fly as if one didn't manage to pick the right time to fly, a flight time of around 4 minutes was about the average.

Oldtimer Texaco.

The weather was hot with a strong and gusty easterly wind so the great facilities at the Wanneroo club field were much appreciated, especially the fully covered pit area. The lift appeared to be layered and once a reasonable height under power was achieved the gaining of a max became a little easier. Most flyers managed at least one max flight including Kevin Hooper and Basil Healy who both retired after only one flight due to significant model damage.

The windy conditions also meant quite a few outlandings resulting in flight scores of zero and leading to Alan Trott and Rod McDonald both missing out on the fly-off. On his last flight of the contest Richard Sutherland finally managed to tune an economical and competitive run out of the Drone diesel and this engine looks as if it will be quite competitive in future events.

Six flyers made the fly-off which was dominated by Bombers. Ray Sherburn, whose model was clearly the best performing on the day, sadly managed to land outside the designated area and had his fly-off score reduced to zero,

Oldtimer Duration.

The windy weather continued for this event with the start postponed by 90 minutes hoping for flyable conditions to develop. It was hot, around thirty degrees and the wind was blowing strongly all day. As the day warmed up the lift became more flukey and this meant that those who needed a fourth flight in endeavouring to make the fly-off, had a real struggle, in fact only one flyer achieved a max in the fourth round of flights.

Only three flyers qualified for the fly-off with Paul Farthing achieving the best height under power, helped by the 40 second engine run allowed for the Antique ignition engine, and this enabled him to hold on for the win in the no-lift conditions prevailing at the time of the fly-off. Rod McDonald pushed him but just could not hold the glide for long enough to get in front. The conditions are demonstrated by the fact that not even the winner managed to gain the seven minute maximum flight in the fly-off.

Gordon Burford Event.

The windy weather prevailed into this event and some flyers were reluctant to fly.

However, after some people waiting in hope of a reduction of the wind most got into their rounds. Lift was scarce and maxes were hard to get.

Basil Healy was the only pilot to gain three maxes from three attempts. Ian Avery required his fourth round to get his third max and join Basil in a fly-off. Basil and Ian were on the same channel so Basil flew first in the fly-off and found a little lift. Ian was more fortunate and found some good lift and achieved good height and in fact was still gaining height when he passed Basil's flight time. He did not linger but was very careful in descending and setting up his landing to ensure that he did not land out.

Standard Duration Results.

The hot and windy weather continued for this event with a slight reduction in wind strength but the temperature going up a little at the same time.

Flying got underway at 9.30am with a 12-noon finish. Amazingly for the first two flights of the entire field only one flyer achieved the six-minute max, congratulations to Grahame Mitchell.

Lift was really flukey and nowhere near as many maxes as could have been expected were achieved. Such were the conditions that a fly-off was not needed as no flyer achieved three maxes, Paul Farthing being closest to the mark with two maxes and a very near miss. Despite the windy conditions very few out landings occurred.

Typically for this event the OSMAX.40H was easily the most popular power plant and in spite of some running really hot with the weather conditions, no significant engine problems were evident during the event. The Playboy still seems to be the design of

1/2A Texaco Results.

1. Ian Dixon	50%Bomber	1047
2. Ian Avery	45%MG-2	1024
3. Richard Sutherland	54%RC-1	1005
4. Rod McDonald	Stratostreak	970
5. Kevin Hooper	Stardust Special	957
6. Basil Healy	Megow Chief	778
7. Paul Farthing	Stardust Special	727
8. Rhys Behr	50%Bomber	614
9. Ray Sherburn	50%Bomber	496
10. Paul Baartz	55%RC-1	416
11. Rob Rowson	50%Dallaire	282
12. Grahame Mitchell	Stardust Special	dnf
13. Bernard Rowney	50%Bomber	dnf
14. Don Southwell	Stardust Special	dnf

1/2A Texaco.

This event started at 1pm, after Standard Duration, and by this time the wind had changed to be mainly a westerly direction and not much cooler, in fact the days maximum temperature of 38 degrees was achieved at about this time.

As with the previous event the weather conditions made achieving a maximum flight of 6 minutes a bit of a challenge, in fact once again there was no need for a fly-off as no flyer achieved a perfect score of three maxes. Usually at least half the field manages to qualify for the fly-off but no so on this day.

Paul Farthing posted two maxes and the Cox engine then decided that it was enough, Paul sent his wishes and thoughts to Leroy, the patron saint of Cox engines.

Several entrants opted not to fly and preserve the model for a later date. There was a few designs which were out of the ordinary and this lent a bit of sparkle to the event.

Ray Sherburn lost radio contact and unfortunately suffered the only fly away of the Old Timer Nationals events. Ray was last seen pursuing the model through some rather un-

friendly scrub country and hopefully he managed to get himself and the model back unscathed.

Some observations from the 61st Nationals, Perth 2007-2008.

By TEAM GREY POWER member Don Southwell.

Ian and Don flew with QANTAS, Basil and Paul flew with Caravans, Graham and Kathleen flew with Trailer and 23 models (they arrived first).

All stayed at Wanneroo Caravan Park, just a short hop from the flying field with Navman working overtime.

At the field, with concrete landing strips, in ground watering, covered area etc,

Last to the trailer got what models were left over.

Don flew one of Graham's,

Ian flew one of Don's,

No Brownie, so Don flew one of his,

Ian flew one of Paul's,

(this proved that Paul and Basil were first to the Trailer)

Multipurpose model, one 80% Bomber with 3 engines = 3 events.

On Thursday, 46 on the field. That wasn't flyers that was the temperature.

Team Grey Power won 10 of the 15 Old Timer medals.

Ian won Texaco and Gordon Burford,

Paul won Duration and Standard Duration, but blew it in 1/2A with 6 engine runs but 4 flame outs.

Basil, Graham, Ian and Don shared in the placings.

The air was rare over there, windy and in three layers. Go high then drop to mid level buoyant air, then to lower level and drop out quick and try to land in the defined area where rescue teams were waiting.

The rules and wind gauge were left in the cars, fly and have fun.

Great hospitality from the boys in the West.

Unfortunately Ross could not join the team as originally planned.

Best wishes for his recovery.



Dan was a single guy living at home with his father and working in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed a wife with which to share his fortune. One evening at an investment meeting, he spotted a very beautiful woman and decided he wanted her as his wife. "I may look like just an ordinary man," he said to her, "but in a few years, my father will die, and I'll inherit 20 million dollars." Impressed, the woman obtained his business card and three weeks later, she became his stepmother. Women are so much better at estate planning than men.

A blonde was down on her luck. In order to raise some money, she decided to kidnap a kid and hold him for ransom. She went to the playground, grabbed a kid, took him behind a tree, and told him: "I've kidnapped you." She then wrote a note saying, "I've kidnapped your kid. Tomorrow morning, put \$10,000 in a paper bag and put it under the pecan tree next to the slide on the north side of the playground. Signed, A Blonde." The blonde then pinned the note to the kid's shirt and sent him home to show it to his parents. The next morning the blonde checked, and sure enough, a paper bag was sitting beneath the pecan tree. The blonde opened the bag and found the \$10,000 with a note that said, "How could you do this to a fellow blonde?"

Orange MAC Old Timer - Alan Brown Memorial Texaco Trophy.

From Dave Brown.

Event was slowed down by frequency clashes, and the pure magic of the panoramic view making all fairly laid back. Duration was deferred until after Texaco, which was held back by long flyoff with 1st and 2nd in different waves in that flyoff.

Good atmosphere, great canteen, good weather gods, as we were rained on as soon as Duration finished. Some damage, one flyaway. Congratulations to two local Orange contestants taking out two events between them, and the Alan Brown Trophy stays at home.



Oldtimer 1/2A Texaco

Lance	MASTERS	1942 Stardus Spl	1080	615
Peter R.	SMITH	1941 Lil Diamond	1080	481
Don	SOUTHWELL	1942 Stardust Special	1080	476
Dave	BROWN	1942 Stardust Special	1080	476
Brian	PAYNE	1936 RC1	1080	379
Peter	SCOTT	1941 Lil Diamond	1080	109
Jim	RAE	Skyrocket	1059	
Steve	WHITE	1938 Lanzo Bomber	969	
Geoff	POTTER	1941 Playboy Cabin	951	
Paul	FARTHING	1942 Stardust Special	918	
Robert	RUTLEDGE	1942 Kerswap	855	
Peter J.	SMITH	Faison	692	
Robert	SMITH	1941 Lil Diamond	688	
John	DIDUSZKO	1942 Buzzard B'shell	678	
Basil	HEALY	Atomiser	360	

Gordon Burford Event

Peter J.	SMITH	Faison	Taipan plain	900	328
Robert	RUTLEDGE	1952 Eliminator	Taipan plain	900	281
Peter R.	SMITH	Ollie	Taipan plain	900	224
Dave	BROWN	1953 Cresendo	Taipan plain	900	
Don	SOUTHWELL	Zoot Suit	Taipan plain	895	
Paul	FARTHING	110% Pencil Jr	Taipan plain	831	
Grahame	MITCHELL	1956 Dream Weaver	Taipan plain	819	
Geoff	POTTER	1941 Playboy	Taipan BB	761	
Peter	SCOTT	Zoot Suit	Taipan plain	649	
Basil	HEALY	Dixielander	Taipan plain	495	
Jim	RAE	1950 Pippo	Taipan plain	205	

Oldtimer Texaco

John	DIDUSZKO	1938 Bomber	TT 54 4/	1800	2114
Robert	RUTLEDGE	1938 Lanzo Bomber	Enya 60 4/	1800	2009
Dave	BROWN	1938 Bomber 85%	Enya 53 4/	1800	1016
George	CAR	Standby	OS 61 4/	1800	953
Peter	SCOTT	1938 Lanzo Bomber	OS 60 4/	1800	941
Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1800	893
Grahame	MITCHELL	1936 Dallaire	Enya 60 4/	1800	867
Peter R.	SMITH	1938 Lanzo Bomber	OS 60 4/	1800	862
Brian	PAYNE	1938 Bomber	OS 60 4/	1800	616
Jim	RAE	75% Dallaire	ASP 30 4/	1601	
Lance	MASTERS	1936 Dallaire	OS 46 4/	968	
Paul	FARTHING	1938 Lanzo Bomber	OS 60 4/	425	
Geoff	POTTER	1938 Record Breaker	OS 61 4/	OL	



Above: Geoff and Grant Potter prepares his Record Breaker shortly before his out-landing due to and onboard battery failure.

Below: Some of the scenery which often distracts pilots.

Oldtimer Duration

Peter J.	SMITH	Stardust Spl	Nelson 40	840	421
Paul	FARTHING	1941 Playboy 115%	McCoy 60 spk	840	368
Robert	RUTLEDGE	1941 Playboy	Saito 62 4/	830	
Jim	RAE	1941 Lil Diamond	ST 34 2/	788	
Basil	HEALY	Megow Chief	YS 53 4/	751	
Peter	SCOTT	1942 Stardust Spl	McCoy 49 spk	525	
Lance	MASTERS	1941 Playboy	ST 34	473	
Dave	BROWN	1938 Bomber 85%	Saito 56 4/	420	
George	CAR	1938 Standby	ASP 61 4/	298	

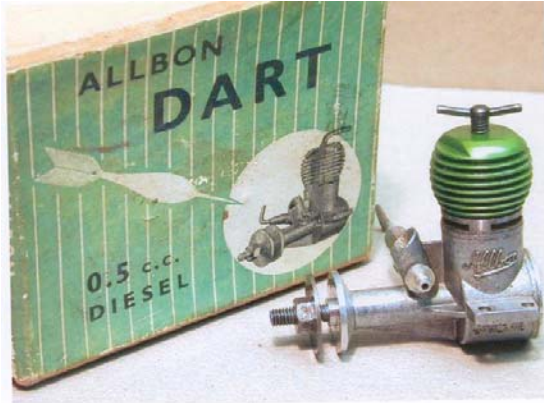


BACK IN THE 50's continued

From David Owen.

The English ALLBON and later DAVIES-CHARLTON (DC) engines, mainly smallish diesels, sold very well in Australia. These engines were reasonably priced, quite well-built and very popular in sport control-line and free-flight models, right through from the late '40s well into the '90s.

Alan Allbon was a gifted engine designer who manufactured engines under his own name. There were early Allbon engines, the best known being the 2.8cc side-port diesel. This was an elegant-looking engine, but of low power and somewhat fragile construction.



In late 1950 Allbon released his most famous engine, the 0.5cc Allbon Dart. This was immediately popular and spawned a whole new lot of small free-flight designs. The premier British magazines of the day, *Model Aircraft* and *Aeromodeller*, presented a number of suitable plans and the major kit British manufacturers (Keil Kraft, Veron and Mercury) released new kits for this compact, powerful and easy to handle little diesel. Both Frog and ED rushed to market engines of similar capacity, but neither were in the same league as the Dart.

Allbon went on to market the well received 1cc Spitfire and 1.5cc Javelin diesels, both very nice little engines and deservedly popular world-wide. There was a 1.5cc glow engine based on the Javelin and called the Arrow. But like the earlier Frog 160 and contemporary Frog 149 and 150 glows, it was not very powerful and required expensive glow plugs and batteries, all factors guaranteeing poor acceptance with usually cash-strapped younger modelers.



DC Wildcat
5cc diesel.

Around 1952, Allbon ceased to produce his own engines in Middlesex and joined the Lancashire firm of Davies-Charlton Limited (DC), taking his current as well as proposed engine designs with him. He-fin Davies had previously designed and produced the DC Wildcat 5cc diesel and the DC 350 engines (in glow and diesel form), following the completion of Rolls Royce contracts in the late '40s. Allbon's design flair coupled with Davies' competent mass-production and sales ability would now lead to expanded range of model engines.

Initially, the Allbon name was continued. The 0.15cc Allbon Bambi created great interest when it was released in 1954, but low power and not-so-easy handling soon turned modelers away. The 0.76cc Allbon Merlin followed in 1955 and soon became very popular, being easy to start and suitable for both CL and FF models. Taking advantage of more a more favourable tax regime, DC soon moved all production to the Isle of Man. Allbon was no longer involved and very soon the DC name started to appear on previously Allbon engines.

With slight design revisions, the Allbon Dart and Merlin were now sold as the DC Dart and DC Merlin. The Spitfire underwent considerable changes to facilitate cheaper production and re-emerged as the DC Spitfire. The Javelin was discontinued, to be replaced with the contentiously-named Sabre 1.49cc diesel.



Allbon
2.8cc side-port diesel

Allbon Javelin 1.5cc diesel.



Allbon Javelin
1.5cc diesel.



Allbon Merlin
0.76cc diesel



DC Sabre and DC Spitfire 1.5cc diesels.

The Sabre and the Spitfire were identical, with the exception of bore size and colour, the Spitfire now blue and the Sabre traditional red. The twin ballrace green head 2.5cc DC Rapier diesel appeared around 1957, but was no match for the much earlier ED Racer, let alone the real 2.5cc competition engines such as the Oliver and the Rivers.

The same year, the old DC 350 design was re-hashed as the much neater DC Manxman 3.5cc diesel. This was quite a nice engine, of similar power to the contemporary AMCO 3.5pb, the AM 35 and the ED Hunter. It was beautifully presented, with its red fins and spinner nut and an anachronistic, rear-mounted clear plastic tank.

Later DC engines such as the superb flat-twin, 5cc DC Tornado glow, the 049 Bantam glow and the re-released blue head Rapier were also sold to Australian modellers, but never achieved real popularity. The smaller DC diesels, Dart, Merlin, Spitfire and Sabre continued to sell well in this country right up until production ceased around 1982, following Hefin Davies death.

The author visited the now-deserted DC factory in 1983, the only signs of the former famous engine range being a few dusty engines standing alongside faded boxes in a glass-fronted wall panel outside the office.



DC 350 3.5cc diesel.

Individual yet fruitless attempts to revive small-scale production were made in subsequent years.

In 1959 the firm of Allbon-Saunders marketed a really superb little diesel, the A-S 55. Despite its heritage and obvious quality, production was relatively short-lived and few of these engines were seen in Australia.

Like Hefin Davies, Alan Allbon passed away some years ago. As testament to their design and manufacturing skills, quite a fair number of these engines are still flown in sport models in Australia today.

David Owen. 17.2.08



DC Tornado 5cc glow.



DC Manxman diesel



Allbon Arrow Glo



DC Rapier diesel



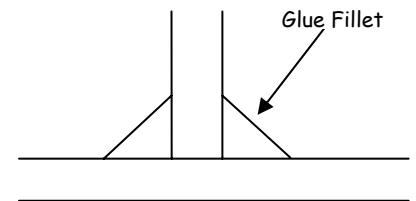
A-S 55 diesel

The Art of Filleting

From Basil Healy

Recently I was asked to cover an Old Timer which had been built about twenty years ago but had never been covered. While sanding off the accumulated dust and cobwebs I knocked several cross-pieces out of the fuselage.

Closer examination revealed that the model had been built entirely using cyanoacrylate adhesive. Whether this adhesive deteriorates with age or maybe the cross-pieces were not a good fit originally I do not know. However, they were re-fitted using aliphatic resin adhesive then fillets of aliphatic resin were applied around all joints in the fuselage.



The fuselage subsequently survived an inadvertent loop after take-off which should have terminated below ground level.

Why apply fillets of glue you ask, it only adds weight? True it adds weight, but not a lot because when aliphatic resin dries its weight halves. However, a 1/8" square cross-piece in a fuselage side has a base area of 1/64th of a square inch. Now by adding a fillet of glue to each side of the same cross-piece you increase the area in contact with the longeron to 3/64th of a square inch. In other words you have increased the strength of the joint by 300%. The smaller the cross-pieces in a fuselage, the greater the strength increase.

In a recent repair to one of my own models I noticed that the damage was very localized and that any cross-pieces that had failed had done so just above the fillets leaving a small portion of the cross-piece still attached to the longerons.

Now I am not suggesting that you give up using cyanoacrylate adhesive for building models, but do consider adding fillets of aliphatic resin adhesive to your structures before covering. It will improve the structures resistance to shock loading enormously. Cyanoacrylate adhesive sets rock hard and is prone to failure under shock loading.

For Sale

Model Radio Tracking System

Made by Ken Bauer USA

(same as Peter Scott's)

All as new, comprises of Receiver,
2 Transmitters and Yargi Aerial.

\$350

Phone Roy 0243410072

email royndi@optusnet.com.au

MEMORIAL: MURRAY KNOTT.

Many of us Aeromodellers will be saddened by the news of the passing of Murray Knott who lost his fight with Cancer on 13th January 2008.

Murray was a private Family man, married 47 years, an engineer and a model aeroplane enthusiast. He grew up in Broken Hill, studied and became an engineer, worked for The Zinc Corporation in Broken Hill, around Australia and around the world.

Murray's design work can be found in mines and mineral processing plants around the world.

Ever since he was a child Murray built and flew model aeroplanes. Building intricate model aeroplanes was a hobby that lasted his whole life. His love of flying extended to obtaining his flying licence as a young man. *Quote:* "To invent an airplane is nothing, to build one is something. But to fly is everything." His passion for modelling and engineering also led him to collect antique engines.

Murray enjoyed the social interactions with his fellow modellers; there were constant emails on a wide variety of topics to and from people all over. The anticipation of the first flight of a model that took many hours to build, the thrill of a successful flight. Models sometimes nearly took over the whole house. His wife Joan had great patience and understanding.

Six months ago Murray was healthy, happy and retired. Then he was diagnosed with skin cancer: melanoma and the disease was advanced.

The cause was prolonged unprotected exposure to the sun and a failure to pick up the problem early.

From this day on we should all look and do the small things to protect our future.

A decision to visit your GP to have your skin checked. A decision to wear a hat, sunscreen and a shirt with a collar. Let these small decisions be Murray's legacy.

Sadly missed by his wife Joan, daughter Simone, son James and their Families.

From SAM 600: Announcing a new SAM 600 "Tomboy" R/C fun-fly event.

To all those people not familiar with the aims of SAM 600, we offer the following background.

We specialize in building and flying Vintage and Nostalgic models that are classic free-flight models dating back to the pre-war days of the 30's and 40's. These models are sometimes known as Old-Timers (the models are old-timers, not the modellers). Some would disagree with this statement.

The advantage of flying these models with R/C is that under normal conditions, there is no chasing them. When you develop the skill you just land them back at your feet, this is casual and enjoyable flying conducted at a leisurely pace.

If you like the old fashioned balsa and tissue building and take some pride in having your creation fly well, maybe you should take a second look at this type of model.

There are hundreds of different designs to choose from, they use only red, elevator and motor control. Therefore there is no expensive computer radio to purchase, a simple three channel radio is sufficient, although some members fly with a four or six channel set. We get enormous satisfaction from building and flying these models, either in competition or just for fun. So can you.

If you are tired of the fast, can't-take-your-eyes-off-for-a-second models, maybe this leisurely way of flying is what you are looking for. There is no sweaty palms in this group of flyers.

We are in fact formulating a new class of flying designed specifically for newcomers as well as experienced flyer to our hobby.

This will be a ONE-design model competition that will be very low key, enabling a newcomer to fly without the pressures of round times, fly off's, etc. The model we propose to submit is the "TOMBOY", a Vic Smeed British design from the early 1950's. This model is a high wing, cabin, free flight model of 36" span designed as a beginners first power model, hence it was, and is, very stable and forgiving. Even more so when you put R/C in it.

The model can be powered by a glo-plug or diesel engine up to 1cc capacity, or an electric motor. It will be a fuel allocation event or battery size for electric competition. The model must be built to plan and can't be altered, except to increase wood sizes for extra strength.

We propose to have plans available, free of charge to SAM 600 members, or for \$7 including postage to non-members.

The competition will be flown in conjunction with other events, but will have no time constraint other than to start at the beginning the days flying and stop when the fly-off's for other events start. You will be allowed four flights over the length of the competition and the person with the longest flight will be the winner. It's as simple as that.

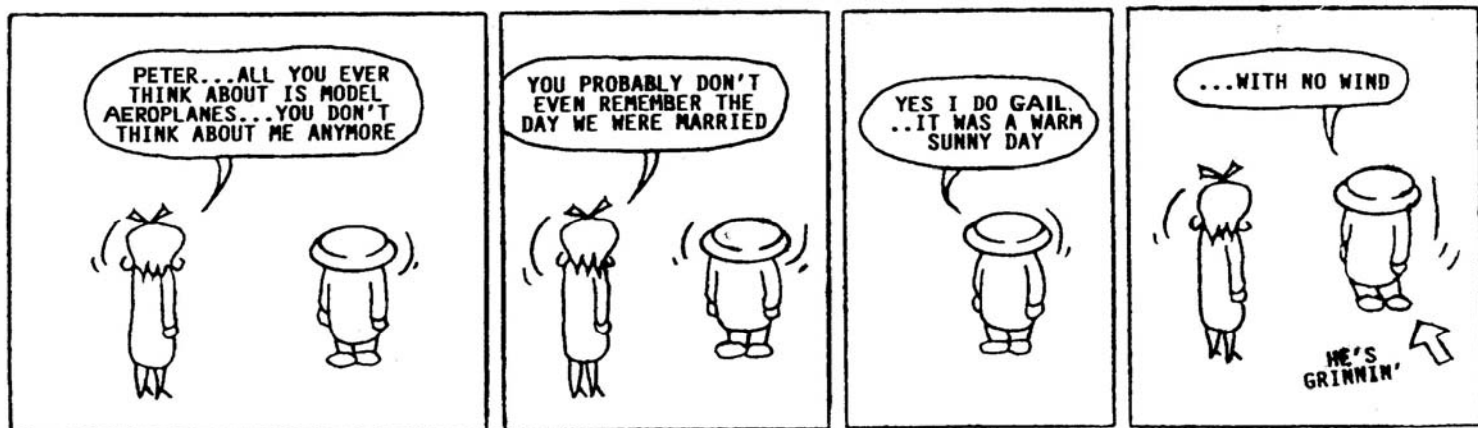
At the present moment we have three models, with three different power sources in them, to experiment and work out a formula that gives all power sources the equivalent engine/motor run time.

WATCH THIS MAGAZINE FOR FURTHER DETAILS, in the meantime you may wish to start building your "TOMBOY", so ring me on 03 5989-7443 to order your plan.

Brian Laughton. Contest Director SAM 600. brianlaughton@bigpond.com



David Owen of SAM 1788 shown with his "Tomboy". David can supply the wonderful MP Jet 040 diesel, a perfect match.



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).



ELECTRIC OLD TIMER

From Lou Amadio

Final 2007 postal results for Electric 1/2A Texaco

2007 was the first time that a postal competition was run for Electric 1/2A Texaco OT aircraft. SAM aircraft designed before 1942 are eligible. For 2007 the maximum wing area was 400in² (now 450in² for 2008). There were eight starters, some late in the year. Four out of five heats were counted.

The winner for 2007 was Peter Henderson (Patonga NSW) flying a Dallaire. Peter had the perfect score of 7200 with a dropped round of zero. Peter's 1/2A has a span of 1350mm was powered by a 50g ST2212-1250 brushless outrunner swinging a 9x4.7 prop. Battery was a 2 cell 640 mAHr LiPo.

Second was the Playboy of Lou Amadio (IMAC, NSW) powered by a ST2212-1000 with a 3S 400mAHr LiPo and third was the Playboy of Geoff Burling (IMAC, NSW) powered by ST2212-1250 with a 3S 400 LiPo pack. More information on electric 1/2A competition models is available on request from lou_amadio@ozemail.com.au.

The 1/2A Texaco Task is to fly for 15 minutes (termed a "MAX") from a rise-off-ground or hand launch using all available battery energy if necessary. Timing starts from the release of the model and ends when the model stops on the ground after landing. The allowable "energy" is 5.05 Watt.Hours for all models. Battery Capacity AHr = 5.05 / (number of cells x cell voltage), ie 1.2V for Ni or 3.6V for Li. The motor may be switched on and off at any time. Typical batteries are 7x600mAHr Nicad or 2S 700mAHr LiPo or 3S 450mAHr LiPo.

In 2008 the 1/2A Postal will be run from Feb through to Nov. Two flights are flown each month and results sent to lou_amadio@ozemail.com.au. Eight out of ten heats will be counted towards the final score. The wing area will be

FINAL RESULTS 2007 AEFA ELECTRIC OLD TIMER 1/2A TEXACO POSTAL COMPETITION

Name	Model	Flight Pack	Combined Round Results					Score with dropped round	Final Place
			March 2007	May 2007	July 2007	September 2007	November 2007		
Peter Henderson	Dallaire	640 2S LIPO	1800	1800	0	1800	1800	7200	1
Lou Amadio	Playboy Snr	400 3S LIPO	1800	1519	1800	1800	900	6919	2
Geoff Burling	Playboy Snr	400 3S LIPO	1614	1800	1625	0	1800	6839	3
Stan Clifton	Playboy / Stardust	400 3S LIPO	1642	1800	1607	1250	1489	6538	4
Garry Henderson-Smith	Dallaire	620 2S LIPO	0	0	0	1800	1800	3600	5
John Brennan	Buzzard Bombshell	700 2S LIPO	0	1800	1722	0		3522	6
Phil Poole	Spearhead Jnr	700 2S LIPO	0	1800	0	0	1556	3356	7
Peter Caleo	Dallaire	640 2S LIPO	0	1561	0	0		1561	8

increased to 450in² in order to allow a number of standard kits to be flown in the comp. See www.soy.on.ca and www.bhplans.com for more information on OT kits and plans that are available.

The small models are cheap, easy to build and fun to fly. Electric 1/2A will also be on the Easter 2008 National Electric Flight Rally programme along with full Electric Texaco and Electric Duration at Cootamundra,

Electric Old Timer - 2007 Duration Postal - Final Results

From Lou Amadio

A postal contest for Electric Old Timer Duration models was conducted every second month this year (alternating with 1/2A Texaco). The round-by-round results appear below. Two flights were flown at a time for a total of 10 flights for the year. The worst month's double-score was dropped in the final tally. We started with 11 players but only 6 scored in sufficient heats. Nobody flew in June because of the bad weather.

				February	April	June	August	October		
Pilot	Model	Battery	Free Run	Score	Score	Score	Score	Score	Final	Rank
Michael Towell	100% Playboy Senior	2S	50	1198	1198	0	1197	1199	4792	1
Gary Andrews	100% Playboy Senior	7Ni	50	1198	1193	0	1196	1197	4784	2
John Borrill	70% Lanzo Bomber	3S	35	1166	1196	0	1184	1183	4729	3
Lou Amadio	66% Lanzo Bomber	10Ni	35	1160	1177	0	1178	1175	4690	4
Peter Henderson	70% Lanzo Bomber	3S	35	1180	1145	0	1170	1167	4662	5
Stan Clifton	66% Lanzo Bomber	7Ni	50	1089	1119	0	1148	1172	4528	6
Geoff Burling	105% Playboy Senior	10Ni	35	1197	1136	0	0	1169	3502	7
Barry Payne	70% Lanzo Bomber	3S	35	1188	1133	0	1128	0	3449	8
Brian McFarlane	80% Record Breaker	10Ni	35	1143	1170	0	0	0	2313	9
David Witcombe	66% Record Breaker	3S	35	837	0	0	0	0	837	10
Peter Buckley	Kerswap	7Ni	50	585	0	0	0	0	585	11

Congratulations to Michael Towell (of Blacktown MAC, Sydney) flying a Playboy Senior. Michael scored 4792 points. For the contest, Michael used a 2S 4900 LiPo pack and has the Playboy really performing with a very impressive climb rate for a large model. In fact, he flew the Playboy in one round of the IMAC Electric Glider comp recently (after his regular glider crashed)!

A close second on 4784 points was fellow club member Gary Andrews, also flying a Playboy Senior but using a 7 cell 2200 NiMH pack. Gary's results flying a similar model, but with a heavier battery pack, are commendable.

Rounding out the top 3 was John Borrill of the Sunshine Coast, Qld on 4729 points. John flew a 70% Lanzo Bomber fitted with a 3S LiPo pack.

For 2008 we propose to:

- Run a Duration Postal for ten months instead of five. Eight will count towards the final score.
- Abolish the requirement to land exactly after 10 minutes and adopt the SAM rule of "land within 2 minutes of completing the task".
- Reduce 2S pack free-motor-run time from 50 sec to 45 sec. Free Motor Run Times for the other classes remain unchanged.

Current rules for Electric Old Timer can be viewed or downloaded from the MAAA website: http://www.maaa.asn.au/electric/rules/nefr_rg.htm

Right: Michael Towell and his Electric Playboy.



~~ THE BACK PAGE ~~



Above: The RAF/RAAF Museum at Bull Creek, Perth's Lancaster Bomber. Reportedly in 1st Class Mechanical Order, engines ready to run, working electrics and electronics however the airframe is, unfortunately, not airworthy. Note the various model aircraft hanging along the back wall - all donated by local modellers.

Below: At Jandakot. A turbo-prop Airtruck leaving for a nearby bushfire, in fact over in the hills on the skyline. The smoke could be seen from the airport. Note no flaps and a very level take off. Wind was about 25-30 knots.

