



### Points of Interest:

- President's Report.
- Competition Reports and Results for Yass, Goulburn and Tamworth.
- Letters received from Members.
- Western Australia Report -  $\frac{1}{2}$ A State Champs
- Report re Vets Gathering at Muswellbrook and comment re Phantom Racing from David Owen.
- Electric Oldtimer Report from Lou Amadio
- Haunted by an Aircraft - Basil Healy.
- The Back Page.

**BULLETIN No. 152**

**May - June**

**2008**

### Worth Noting

**From Jim Moseley <jjmoseley@look.ca>**

Time to be thinking about the annual Cloud Tramp Mass Launch on August 2nd. and also the associated Postal which runs from that date until September 30th. Five timed flights, from which I discount the longest and shortest. Details from me at <jjmoseley@look.ca>

**The FARCON Competition** has been scheduled for 23-24/8/2008 at the Cowra MAC flying field (South off the Cowra-Canowindra Road about seven kilometres from Canowindra at the "Rose Farm") starting at 10am on Saturday. Events to be flown are Standard Duration and Nostalgia on Saturday and 2cc Duration and '38 Antique on Sunday. This is a chance to fly those events which a rarely flown except at the SAM Champs. This will be a relaxed to days flying at an excellent flying field. For further information contact Peter (Condo) Smith on 0423452879 or Paul Farthing. See you at the FARCON????

**Goulburn Oldtimer Weekend:** Paul Marshall from the Goulburn Club has advised that the two-day Oldtimer Event incorporating the Geoff Shaw Memorial Texaco Event will not be run in 2009. This decision has been made in view of this event's bad record re the weather, which in turn has caused a drop-off in competitor numbers over the past few years. In place of the two day event in 2009 the Geoff Shaw Memorial Texaco Event will be run as a stand-alone, one day event (date yet to be decided but most likely early in 2009). The two day Oldtimer Event may well be restarted at some time in the future if a better time slot weather-wise can be found. Further information re the date for 2009 will be announced in Duration Times as soon as it is known.

### 62<sup>nd</sup> MAAA R/C Nationals, 2009.

From MAAA News #3 of 2008 comes the following:  
"The 2009 Nationals are being hosted by the NSW Associations and will be run as a 'split' event.  
**Control Line and Free Flight** are to be held at Albury NSW from 28 December 2009 to 3 January 2009. There will be no registration day. Registration and late entries will be processed prior to each event at the event site by the Contest Director. Full details can be found on the MAAA web site [www.maaa.asn.au](http://www.maaa.asn.au)  
**Radio Control** will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra."



Can you identify this model flyer?  
Photo from AeroModeller, August, 1955.

### Rebel Oldtimer Competition

Just a note for next newsletter about the rebel oldtimer comp, dates **26 & 27 July, 2008**, start time **9am** both days, at the **Rebel Flying Field**, Ash Island, Hexham (Newcastle).

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

As usual hot & cold drinks, **BBQ lunch** and beautiful flying weather both days.

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

**Tom Tobin (02) 4934-5443 [tjt1954@bigpond.com](mailto:tjt1954@bigpond.com)**

Duration Times is the official Newsletter of SAM 1788

## SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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## UPCOMING OLDTIMER EVENTS FOR 2008

July	26-27	Rebel Club Oldtimer	Hexham	Tom Tobin	4934-5443.
August	23-24	FarCon "Other Events" Competition	Cowra MAC	Peter Condo Smith	423-452-879.
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 once again one and all. Hope all is well with you and yours.

Well we have had a great two months, starting with the Goulburn Oldtimer weekend and ending with Tamworth just over a week ago. An the weather! It has been excellent!

One of the best Goulburn events weather-wise for some years but a little lacking so far as participants were concerned. However it didn't stop those who did attend have a pleasant and relaxed weekend of flying. Once again Paul Marshall's organisation ensured that all events ran smoothly and it was good to see Chris Chalker back in action and winning the Geoff Shaw Memorial Texaco Trophy. Results are reported opposite. Paul Marshall advised that in an effort to find a better time slot during the year for this event (and perhaps improve the event's weather reputation) the event will not be run in 2009. Instead the Geoff Shaw Memorial Texaco event will be run as a single

day event possibly in the early part of 2009. Keep watching Duration Time for more information.

Two weeks later it was Belconnen MAC (Canberra) and Yass MAC who joined forces and staged the inaugural Yass Oldtimer Weekend. The weather was all you could wish for. Sunny, warm and little wind. Had a good roll-up, particularly in Texaco, and some stiff competition. Saturday night was enjoyed by all and we must all thank Grant Manwaring and the Yass boys for a great weekend. Hope this becomes a regular annual event. See report in this DT.

Two weeks later it was off to Dalby for the Vintagents (SAM 84) Champs. This has become an annual pilgrimage for a number of 1788 members and this year was no different. As usual we thoroughly enjoyed ourselves although the weather was a little unfriendly at times - windy, but all the events were run. Hopefully a full report and results will be forthcoming in the near future. This is a great event and one everyone should try and attend at least once.

Then it was off to Tamworth for the New England Gas Champs the following weekend. There was a good rollup with Queensland, Victoria and NSW represented. It was good to see Frank Blades again. Weather was OK until mid Sunday when the wind really thinned out Texaco entries. Once again Tamworth did a great job and thanks to all those who made this weekend a success and very enjoyable. Results are elsewhere in this DT.

A quick word about a new event - The FARCON Event. It will be run at the Cowra MAC field on 23-24 August, 2008. This field is on the south side of the Cowra-Canowindra road, about seven kilometres from Canowindra. You turn in at the Rose (as in flowers) Farm and travel about a kilometre or so and then turn to your left at the top of the hill. It's pretty easy to find and there have been maps in the MASNSW Newsletter recently. The events to be flown are Standard Duration and Nostalgia on Saturday and 2cc Duration and '38 Antique on Sunday. Will be a chance to fly those events which are rarely flown except at the SAM Champs. Hope to see you there. Give me or Condo (0423452879) a ring for further information. 10am start Saturday, 9am Sunday. Cheers for now and safe flying..... Paul Farthing.



# GEOFF SHAW MEMORIAL OLDTIMER - GOULBURN

3-4 May, 2008.

This year the weather gods were kind. Saturday was fine and sunny with a light breeze and Sunday was a perfect day. As usual Paul Marshall had the Goulburn Club organised to present an excellent two days of flying and a pleasant night out at the Soldiers Club on Saturday night.

However, despite the great weather the attendance was not up to expectation and it was felt that Goulburn's weather record from the past was a factor. As a result the club will not be conducting a week-end Oldtimer Event in 2009. In its place will be the Geoff Shaw Memorial Texaco event which will be run as a single day event in the early part of 2009. The date will be advised in due course.

## Results:

### **Gordon Burford**

Peter Smith	Ollie	Taipan PB	900	635
Paul Farthing	Pencil Bomber	Taipan PB	900	629
Darren Marshall	Lil Diamond	Taipan PB	900	391
Grant Manwaring	Spacer	Taipan PB	888	
Peter Scott	Zootsuit	Taipan PB	879	
David Beake	Jaded Maid	Taipan PB	570	

### **Duration**

Grant Manwaring	Playboy	YS53 FS	1260
David Beake	85% Bomber	Saito56 FS	1177
Darren Marshall	Playboy	Rossi 40	1166
Peter Scott	Blitz Buggy	Saito65 FS	1058
Ian Avery	E.S.Gas Champ	OS32	1057
Paul Farthing	112% Playboy	McCoy60 Spk	782
Allan Brady	RC1	Andersen Spk	744
Don Southwell	72% Bomber	Enya53 FS	622

### **$\frac{1}{2}$ A Texaco**

Peter Smith	Lil Diamond	1080	811
Paul Farthing	Stardust Special	1080	556
Mark Nelson	Kloud King	1080	489
Darren Marshall	Lil Diamond	1080	457
Bob Smith	Lil Diamond	1080	439
Grant Manwaring	Lil Diamond	1080	341
Tom Tobin	Lil Diamond	1080	230
David Beake	Stardust Special	1045	
Ian Avery	Playboy Cabin	927	

### **Texaco**

Chris Chalker	Lanzo Stik	Mardon60 Spk	1800	1006
Ian Avery	80% Bomber	OS40 FS	1800	800
David Beake	Bomber	OS60 FS	1800	643
Peter Smith	Bomber	OS60 FS	1800	608
Darren Marshall	Bomber	Enya60 FS	1800	563
Paul Farthing	Bomber	OS60 FS	1800	505
Bob Smith	Bomber	OS60 FS	1731	
Tom Tobin	90% Bomber	OS48 FS	1483	
John Bradburn	75% Dallaire	OS40 FS	1024	
Mark Nelson	Scram	OS60 FS	543	
Grant Manwaring	Bomber	OS60 FS	5	



Above: Burford and Duration flight lines. Note the great weather although the breeze was cool.

Left: Geoff Shaw Memorial Texaco Cup winner Chris Chalker

## **INTERNATIONAL TOMBOY POSTAL COMPETITION**

1st October 2007 to 30th September 2008

This competition is for maximum duration of a timed R/C Tomboy flight in competition or sport flying. Models are to be to the Vic Smeed Tomboy design, of 36 inch span and using any type of Mills 0.75cc diesel fitted with a standard 3cc bowl tank with two channel control.

Prizes will be given for the first 3 places.

All claims should be made within 1 month of the flight being made to the Event Organiser  
Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, UK SM3 9AS

Email [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

## LETTERS RECEIVED FROM THE MEMBERS

**From Jim Rae <jsrae@netspeed.com.au>**

There appears to be a "rule" creeping into Texaco that has no foundation.

The Rule Book says that the organiser shall supply fuel consisting of 15% oil, 5% nitro and 80% methanol. Organisers have been supplying two fuels, one with castor oil and one with synthetic.

The "rule" that has been coming in does not permit the mixing of these two fuels.

Why? If one takes two fuels, each with 15% oil and 5% nitro, and mixes them in any proportion, one ends up with a fuel containing 15% oil and 5% nitro, which is what you are supposed to have for Texaco.

I have just been reading Don Howie's column in AMI from August 2005 and he says, talking about Texaco fuel: quote "I usually make up a mix with one-third castor fuel and two-thirds synthetic fuel which works very well with Enya four-strokes."

Where has this new "rule" come from? We should get rid of it immediately.

**From P. Doff, Wollongong.**

To the Editor, Re: The "FARCON Competition" proposed by Paul Farthing and 'Condo' Smith.

Let's hope this is much more successful than the earlier event proposed by Paul and 'Coffee' Adams. No one turned up for that!

**From David Owen, <owendc@tpg.com.au>**

R/C TOMBOY Fuel Allowance.

Following the undoubted success of the R/C Tomboy event held during the SAM Champs at Canowindra over Easter, an anomaly has arisen over the 2cc allowance.

The event originated in England some years ago and required the use of a Mills .75 engine, either original or one of the many replicas, with its integral fuel tank.

For practical reasons, our rules allow a broader range of engines up to 1.5cc.

The Mills fuel bowl does vary depending on the origin of the Mills. I have checked a range of these engines as carefully as possible with the following results:

*original Mills	2.80 cc
*Irvine Mills	3.00 cc
*Doonside Mills	2.70 cc
*Indian Mills	2.50 cc
*MPJet 0.6cc	2.50 cc (for comparison)

The 2cc fuel allowance applied at Canowindra would technically rule out the use of the integral tank on any of the above engines.

The allowance for future R/C Tomboy events be raised to 3cc for any engine allowed under the rules, whether a Mills type or those engines which fit the broader application of the existing rules.

Those engines which do not have tanks, or those which

have integral tanks exceeding 3cc capacity would require the use of an external tank not exceeding this limit.

The R/C Tomboy event at Canowindra was proposed and run by Peter Scott. Following discussion, Peter has decided to apply the above 3cc limit to the 2009 SAM Champs event.

**From David Owen <owendc@tpg.com.au>**

Re QLD trip June 2008 .

I drove to Qld recently to spend several days with my old mate, Gordon Burford, who is probably one of the best-known and revered modellers in Australia.

Though Gordon is no longer flying, I felt many oldtimer flyers would like to know that he is well and still getting around in his little Smart car. The Smart is a surprising vehicle and we will undoubtedly see more like it as the cost of petrol continues to soar.

We visited a number of his friends, including Adrian Bryant and Vincent and Esther Chai. We also went up the Tallebugeda Valley to see his son Peter, who is still making his superb pb33 diesels.

I also showed Gordon the gravity-casting die I have recently finished. This die is for a run of the 1958 red-head Taipan 2.5 plain-bearing diesels I will start on later this year, and he approved it.

Gordon does miss flying, but is happy to relax a bit these days. He will turn 90 in August.

I passed on best wishes from everyone and he in turn sends his regards to all.



Above: Gordon Burford and Adrian Bryant in Adrian's workshop.

Left: Gordon and his "Smart Car"



## Western Australia Report - from Paul Baartz.

### SAM 270 Half A Texaco 2008

This event only attracted six entries, probably because of the splendid weather which made many different outdoor activities attractive or maybe the postponement from last week upset some plans. The flyers who did participate enjoyed perfect conditions initially with a cooler southerly breeze developing later in the morning.

A respectable number of maximum flights were achieved and despite the conditions a few landings outside of the designated area ruined otherwise perfect flights.

With the low entry and good weather the fly-off had three contestants and was in the air shortly after 11am. Kevin Hooper was deserted by lady luck in the fly-off with his motor cutting about one second after launch.

<b>Results:</b>	1. Rod McDonald	Stratostreak	1080	730	4. Gary Dickens	Atomiser	884
	2. Paul Baartz	55% RC-1	1080	632	5. Hans VanLeeuwen	Atomiser	651
	3. Kevin Hooper	Stardust special	1080		6. Les Isitt	50% Bomber	539



## NEW ENGLAND GAS CHAMPS, TAMWORTH 14-15 JUNE, 2008 - RESULTS

### Gordon Burford Event

Dave	BROWN	Cresendo	PB	900	567
Robert	RUTLEDGE	Eliminator	PB	900	566
Paul	FARTHING	Pencil Jr 110%	PB	900	510
Ian	CONNELL	Zoot Suit	PB	900	358
Basil	HEALY	Dixielander	PB	900	345
Peter J.	SMITH	Faison	PB	900	329
Jim	RAE	PAA Packet 141%	BB	900	320
Grahame	MITCHELL	Dream Weaver	PB	792	
Jim	HARDY	Little Diamond	PB	712	
Barry	BARTON	Dixielander	PB	698	
Peter	SCOTT	Jaided Maid	BB	600	
Jon	FLETCHER	Zoot Suit	PB	600	
John	DIDUSZKO	Cresendo	BB	304	

### Duration

Jim	HARDY	Playboy	OS 61 4/	1260	814
Peter J.	SMITH	Stardust Spl	Nelson 40	1260	812
Paul	FARTHING	Playboy 112%	McCoy 60 spk	1260	692
Robert	SMITH	Playboy	Saito 56 4/	1260	
Robert	RUTLEDGE	Playboy	Saito 62 4/	1244	
Dave	BROWN	Bomber 85%	Saito 56 4/	1177	
Grahame	MITCHELL	Playboy	S Tiger 34	1171	
Jim	RAE	Lil Diamond	Saito 56 4/	1153	
Basil	HEALY	Megow Chief	YS 53 4/	1142	
Bob	MARSHALL	Bomber 75%	OS 52 4/	1133	
Barry	BARTON	RC1	OS 46 FX	1124	
Richard	EXLER	Playboy	OS52 4/	1038	
John	DIDUSZKO	Buzz Bombshell	Magnum 61 4/	902	
Peter	SCOTT	Playboy 112%	McCoy 60	737	
Lindsay	CROWLEY	Commodore	SC 40 2/	629	
John	RUDD	Powerhouse	ASP 61 4/	534	

### 1/2a Texaco

Ian	CONNELL	Lil Diamond	1080	519
Peter	SCOTT	Lil Diamond	1080	516
Dave	BROWN	Stardust Special	1080	497
Robert	SMITH	Lil Diamond	1080	480
Jim	HARDY	Lil Diamond	1080	413
Jon	FLETCHER	Kerswap	1080	406
Adam	TJANAVARAS	Baby Burd	1080	354
Grahame	MITCHELL	Stardust Spl	1080	245
Basil	HEALY	Atomiser	1080	87
Paul	FARTHING	Stardust Special	1080	10
Bob	MARSHALL	Stardust Spl	1080	
Garry	WHITTEN	Baby Burd	1078	
John	DIDUSZKO	MG2	1060	
Robert	RUTLEDGE	Kerswap	1056	
Jim	RAE	Skyrocket	1042	
Barry	BARTON	Stardust Special	1025	
Frank	BLADES	Schmeadig Stick	957	
Tony	BENSLEY	Bomber	720	
Peter J.	SMITH	Stardust Special	720	

### Texaco

Paul	FARTHING	Lanzo Bomber	OS 60 4/	1200	822
Basil	HEALY	Lanzo Stick	Enya 60 4/	1200	805
Dave	BROWN	Lanzo Stick	OS 61 4/	1200	40
Tony	BENSLEY	Red Zephyr	OS 40 4/	1126	
Peter	SCOTT	Lanzo Bomber	OS 60 4/	1111	
Peter J.	SMITH	Bomber	OS 60 4/	1035	
Jim	RAE	Dallaire 75%	ASP 30 4/	998	
John	DIDUSZKO	Bomber	TT 54 4/	425	

### Top Gun

Dave Brown

## The 2008 VETERAN'S GATHERING at Muswellbrook.

From David Owen.

This very popular event was scheduled as always for the weekend following Mother's Day in May. Note that next year the 2009 event will move forward a couple of weeks to the weekend of the 2<sup>nd</sup>/ 3<sup>rd</sup> May.

This year the Muswellbrook Club again staged an excellent event, with the field well-prepared as always, the canteen in full operation and with the usual well-attended dinner on Saturday evening. Thank you to Simon and Peter and their helpers, to the ladies who ran the canteen, and to Winchy for MC'ing the dinner.

Unfortunately, the weather was not good, with high winds discouraging many fliers from having a go. However, this

left plenty of time for meeting and talking to old friends. The poor conditions were particularly unfortunate for those modelers who travelled long distances from QLD, VIC and the ACT to participate. Moving the event forward even a couple of weeks may result in the likelihood of better weather, though this remains to be seen.

Though FF and RC activity was minimal, the CL circle was busy throughout the weekend, with a number of fliers braving the conditions to say they had at least one flight.



Most of the Humbugs.

The models for 2008 were the "Aeroflyte Spitfire" for CL and the Model News "Humbug" by Fred Heuwke for FF.

Fifteen Spitfires presented on the weekend, with colour schemes ranging from the very plain reconnaissance versions to detailed camouflage. Those who flew their Spitfires were quite pleased with the performance of this neat, little, semi-scale stunter, with most being powered by 2.5cc diesels or glows. The Humbug is a delightful twin-finned, mid-wing design and several appeared from cars over the weekend, in both FF

and RC form. Virtually all these models were built from the partial kits supplied at reduced prices for the event by Dave Brown.

As a number of models were not flown and several others indicated that their model was 'nearly' finished, but 'not quite', it was decided to fly the Spitfire and Humbug again in 2009, rather than choose a new model for the Vet's. Brown will still make these kits available, but no longer at the reduced price. The Spitfire is now \$55 and the Humbug \$50, both plus postage. This still represents excellent value even at these increased prices, so we should see an even greater number of these models next year.

There were also two large ignition-engined stunters on the field this year, representing a welcome change from the smaller models. Dave Murrell from Coffs Harbour flew his impressive OK Super 60 powered Stearman Bipe very well. John Goodwin's Orwick .64 powered Go-Devil looked promising, but inexperience with his ignition system let him down and we'll have to wait until next year to see this model in the air.



Dave Murrell's OK Super 60 powered Stearman Bipe

So, despite the weather, I have no doubt most enjoyed the 2008 Vet's, and can't wait to do it all again next year, hopefully in warm, calm conditions.



Pat Hasler was judged "Best Spitfire of Meet."



Most of the Spitfires.



Further notes on the proposed Phantom event for Canowindra in 2009 (ref DT #151)

Already there has been quite a lot of interest in this event, with several modelers indicating that they like the proposed change from the Midge and will build a Phantom for next year. Dave Brown has finalized the Phantom partial kit/ plan as promised and will make this available at a reduced price of \$20 plus postage until 1<sup>st</sup> Nov 2008, after which date the price will

increase to \$32+p. I have purchased a kit from Dave just recently and confirm it is very good value. My Phantom will be powered with an AE 1.5cc diesel, so it will be flown in Class Two of the event. Remember that this will be an easy event to fly, as the Phantom is simply timed over 12 laps from a standing start. Your name could be the first on the Phantom Shield we are presenting next year, so build one for Canowindra and have a go!

Brownly has just advised that 16 Phantom, 8 Spitfire & 5 Humbug kits have been dispatched since Muswellbrook Vets. Also Stiletto and Tomboy kit production to date is 130+ and 47 respectively.

Allan Laycock wrote to say that he was disappointed we chose the Phantom, instead of an Australian model, such as the Taipan Trainer. We do maintain the emphasis on indigenous models when deciding on the models for the Vet's. This is the way it should be.



Des Slattery, Qld.

Australian modelers have a proud history of model design, leaving us a heritage of hundreds of interesting and successful published plans and kit designs. But I do think the selection of the Phantom for the C/L Rally next year at Canowindra was reasonable, particularly as we are replacing an existing English kit design in the Midge. That's not the only reason for the choice. The Phantom is a good flying model with reasonable ground handling and it is hoped these features will re-attract those modellers who have been turned off the Midge simply because it is so easily damaged. Thanks very much for your comments, Allan. Safe flying to all, David Owen.



Spitfire Squadron - Vets Gathering, Muswellbrook



Dennis Percival and Peter Barclay.

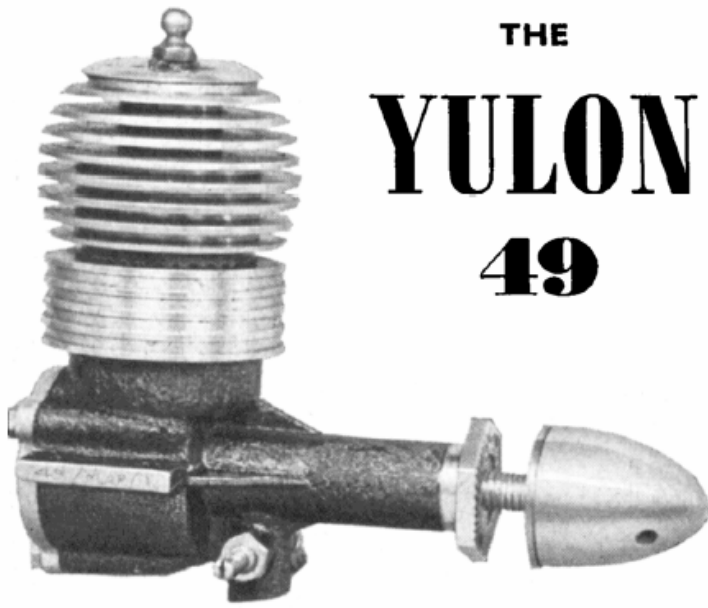


Simon Bishop's large-scale Extra



Above: John Goodwin with his Orwick 64 powered Go-Devil

# THE YULON 49



NUMBER TWENTY-EIGHT



It is perhaps as well for the maintenance of good relationships with my neighbours that engines of the 8 to 10 c.c. class are comparatively rare. Used as they are to the un-suburban noises which emanate from my workshop-cum-lab. I fear that my popularity would show a steep decline were there a sudden influx of the larger engines on the market.

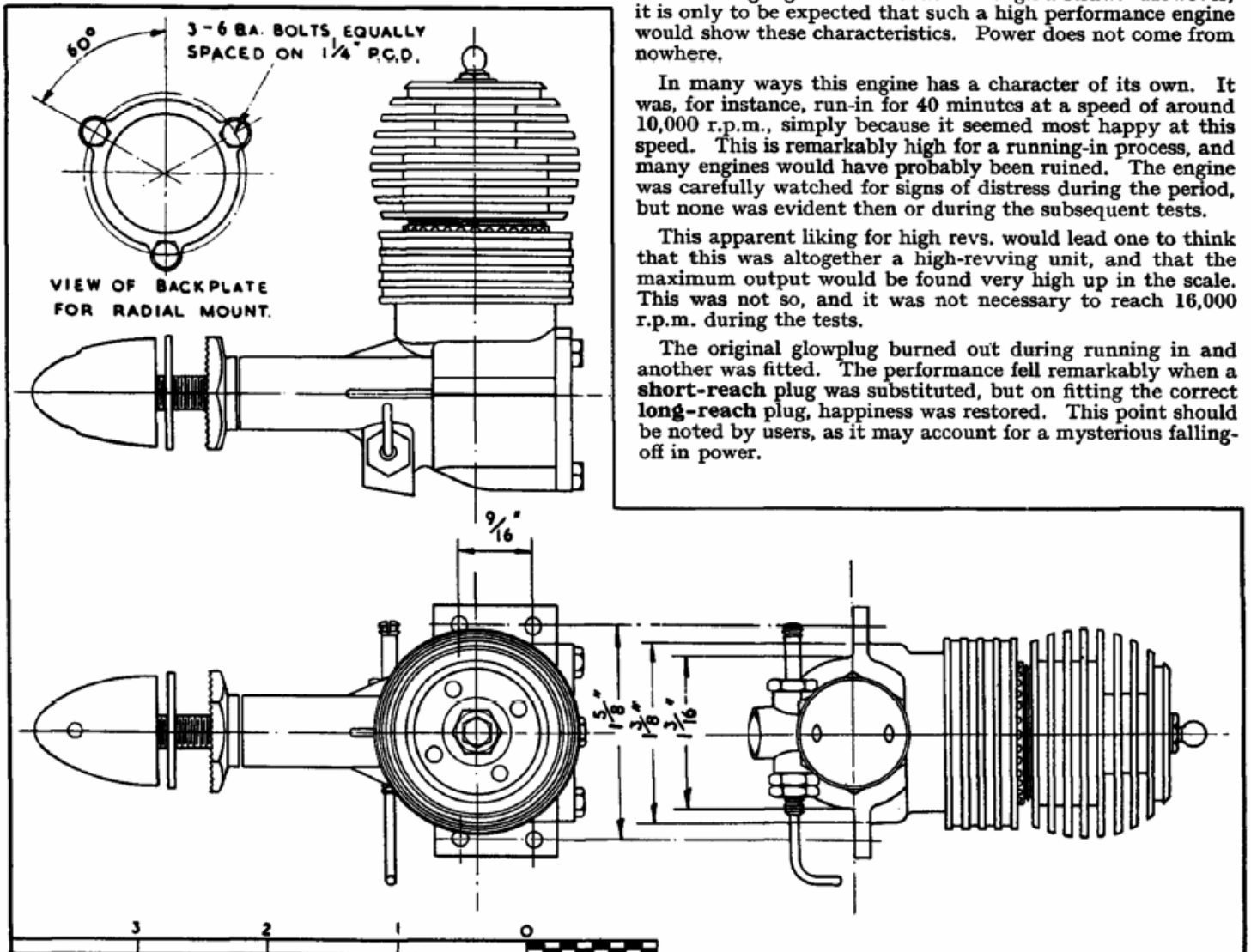
With an output of over 800 b.h.p. at around 13,000 r.p.m. the Yulon, when in full blast, certainly sounds like it! Although my new workshop is lined throughout with sound-proof material it was necessary to shut windows and door while the engine was performing—crawling into the open to breathe between runs.

Apart from the noise and the excellent performance, the Yulon "49" is remarkable for its appetite for fuel, and one could see the level in the tank rapidly lowering—something like drinking a glass of lemonade through a straw. However, it is only to be expected that such a high performance engine would show these characteristics. Power does not come from nowhere.

In many ways this engine has a character of its own. It was, for instance, run-in for 40 minutes at a speed of around 10,000 r.p.m., simply because it seemed most happy at this speed. This is remarkably high for a running-in process, and many engines would have probably been ruined. The engine was carefully watched for signs of distress during the period, but none was evident then or during the subsequent tests.

This apparent liking for high revs. would lead one to think that this was altogether a high-revving unit, and that the maximum output would be found very high up in the scale. This was not so, and it was not necessary to reach 16,000 r.p.m. during the tests.

The original glowplug burned out during running in and another was fitted. The performance fell remarkably when a short-reach plug was substituted, but on fitting the correct long-reach plug, happiness was restored. This point should be noted by users, as it may account for a mysterious falling-off in power.







**TEST**

**Engine :** Yulon " 49 " (approx. 8 c.c.) Glowplug.

**Fuel :** Mercury No. 7 Glowplug.

**Starting :** Good under all conditions.

**Running :** Good at all tested speeds, especially around region of maximum h.p. output. Carburettor control was excellent and responsive, due to the needle valve giving a positive fuel cut-off when tightened down, and a gradual jet opening. This gradual opening made it necessary to set quickly at times when adjusting for correct running.

**B.H.P. :** As the graph shows, a very fine performance was obtained, with a maximum of 820 h.p. at 12,900 r.p.m. While the top of the curve is fairly flat—between 12,100 and 13,700 r.p.m.—a rather steep drop in output is seen on each side of these figures. Maximum output lies at a reasonable and convenient speed. The lowest figure recorded was 330 h.p. at around 8,000 r.p.m. From the curve it would seem that this would also be about the figure at 16,000 r.p.m.

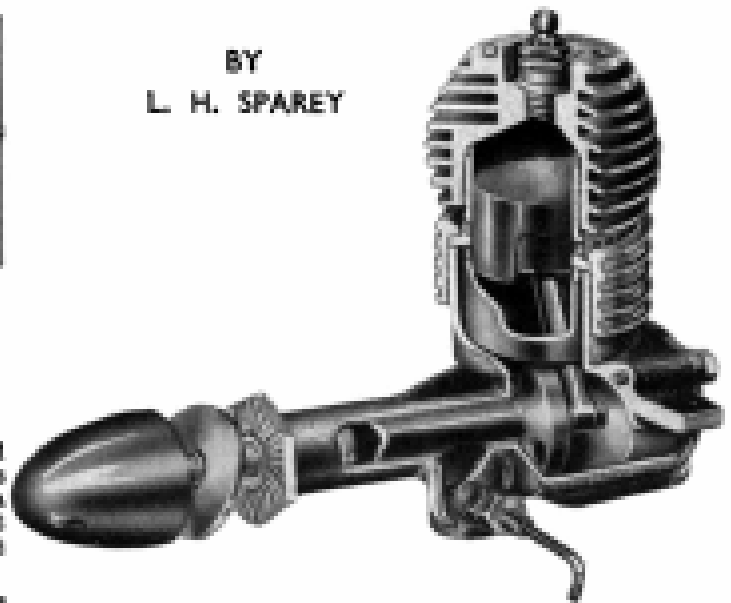
**Checked weight :** 4.5 ozs. (less tank).

**Power/Weight Ratio :** 2.2 h.p./lb.

**Remarks :** The Yulon is a typical modern, high-performance engine, with the highest power/weight ratio yet recorded in these pages. It has been pointed out before that power/weight ratio is always in the favour of large engines and the high ratios which have been recorded for some smaller, high-efficiency units would lead one to expect very high figures for large engines of the same type. In addition, particular attention has been given in the Yulon design to weight-saving, resulting in a particularly clean and business-like appearance. The black crackle-finish enamel of the crankcase contrasts pleasingly with the polished alloy parts.

In practice, the power weight ratio would be considerably lessened by the fact that a rather large fuel tank would be necessary to give a reasonable duration of flight.

BY  
L. H. SPAREY



**Recommended Airscrews :**

Free flight: 11x8 ins.

Control line: Start, 10x6 ins. or 9x8 ins.

Speed: 8x12 ins. or 9x12 ins.

**Bore :** 0.990 ins.

**Stroke :** 0.687 ins.

**Cylinder :** Meehanite, Alloy retaining ring 40 T.P.I.

**Cylinder Head :** Low expansion alloy, screwed 40 T.P.I.

**Crankcase :** Die Cast, Anodised Black crackle finish.

**Piston :** Plain Meehanite, flat top.

**Con-rod :** Light Alloy, no bushings.

**Crankshaft :** 55 ton tensile, finished with Hard Chrome deposit.

**Main Bearing :** Plain.

**Crankshaft Valve :** Rotary shaft inlet valve.

**Special features :** Duralumin crankshaft extension shaft is replaceable in the event of damage, has left hand thread. Threaded needle valve gives fine adjustment. Carburettor throat insert to improve carburetion.

**GENERAL CONSTRUCTIONAL DATA**

**Name :** Yulon " 49 ".

**Manufacturers :** Yulon Engineering Co., 83, Woodland Road, Northfield, Birmingham 31.

**Retail Price :** 99/6d.

**Type :** Glowplug.

**Delivery :** In-stock.

**Spare parts :** Full spares and repair service at works.

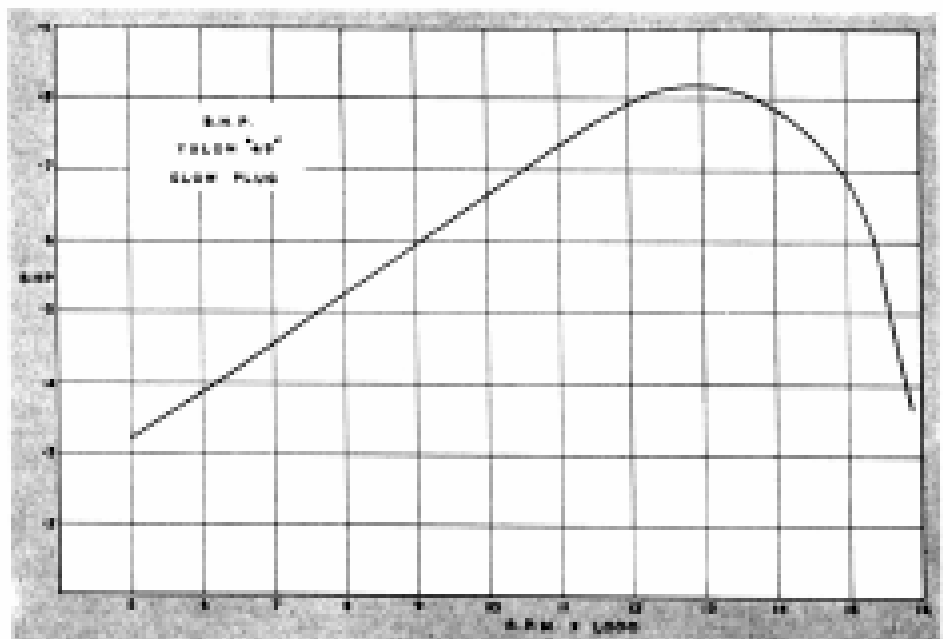
**Specified Fuel :** 37½% Dry Methanol, 37½% Nitro Methane, 25% Castor oil, Mercury No. 7 or Rectored Powerplus.

**Capacity :** 8.2 c.c., 49 cu. ins.

**Weight (bare) :** 4½ ozs.

**Compression ratio :** 8 : 1.

**Mounting :** Beam or Radial.



## Electric Old Timer - NEFR Report - Easter 2008 Cootamundra NSW

From Lou Amadio.

The 21st National Electric Flight Rally scheduled for Easter has come and gone. Numbers were down on previous years with minor support from other states. The Rally was hosted by the Illawarra Model Aero Club at the MAS NSW State flying field, Cootamundra. Most events were held on Friday, Saturday and Sunday. LiPo batteries dominated all events for the first time at the Rally.

The flying field was much drier than previous years with the "grass" looking more like battered straw. Friday and Saturday events were hammered by heavy winds which had a significant effect on comps, especially the Old Timers where at least 2 suffered damage during ROG. By the third day, the wind had dissipated and those events scheduled for Sunday had perfect conditions.

Electric Old Timer comps have been part of the National Electric Flight Rally for many years, firstly as the Old Timer/Cabin contest and more recently as Electric Duration. The emphasis has been to promote genuine Old Timers conforming as much as possible to SAM rules. In general terms this means models designed prior to 1942.

The 2008 NEFR was special because for the first time, along with Electric Duration, we had Electric Texaco and Electric 1/2A Texaco competitions. The difference between these events is as follows:

**EOT Duration:** For pre 1942 SAM models. A fast climb to height followed by a gliding task lasting up to 10 minutes. There is a free motor run after which penalties apply. The comp favours models with very good power to weight ratio. Coota 2008 Duration model sizes ranged from 1700mm to 2000mm span.

**EOT Texaco:** For pre 1938 SAM models. A flight of 15 minutes is attempted from a given battery energy based on model weight. In general, Texaco models have moderate power systems and are slower on the climb. At Coota 2008 Texaco model sizes ranged from 1600mm to 2000mm span.

**EOT 1/2A Texaco:** For pre 1942 SAM models. This is a smaller version of Texaco for models with less than 450 in<sup>2</sup> wing area. Again, aim is to fly for 15 minutes on a given battery energy which is the same for everyone. At Coota 2008 1/2A Texaco model sizes ranged from 1300mm to 1450mm span. This is a great, low cost entry into Old Timer flying.

### Contest Report

At the Rally, Old Timer events were scheduled for the Friday and Saturday. Unfortunately, both days suffered very strong winds, and conditions were challenging (even for the electric gliders). Nonetheless, we managed to get in 4 flights of Duration and 1/2A and 3 flights of Texaco.

Geoff Burling was Duration champion for the second year in a row, a well deserved victory, as he made the best of the appalling conditions. Geoff flew a 105% Playboy Senior. Favourite, Peter Henderson, with his Neu powered 70% Lanzo Bomber, suffered model damage soon after ROG due to strong turbulence and was a DNF. If you want to know more about the power systems used these models email [lou\\_amadio@ozemail.com.au](mailto:lou_amadio@ozemail.com.au).



Electric Old Timer Duration contestants ready to do battle in windy conditions,  
L to R: Geoff Burling, Peter Henderson (Bomber, DNF), Mike Colston, Gary Andrews and Lou

### Electric OT Duration Results (3 out of 4 flights)

1. Geoff Burling	105% Playboy Senior	1800	3. Gary Andrews	100% Playboy Senior	1785
2. Lou Amadio	70% Lanzo Bomber	1796	4. Mike Colston	75% Dallaire	1625

Two models suffered DNF due to strong winds



Mike Colston returned to the competition scene recently and surprised everyone by taking out both Texaco events. Mike used a converted Dallaire (ex Duration) and the model handled the conditions a little better than the lighter models. Mike had to leave before the prize ceremony on Sunday evening so was very pleased when contacted by email on the Tuesday. Second was Peter Henderson also using his ex Duration model.



Electric Old Timer Texaco contestants - the first time this OT class has been run at the NEFR. Some models were used for both Texaco and Duration (simply by changing the battery)  
L to R: Stan Clifton, Geoff Burling, Peter Henderson, Mike Colston (eventual winner) and Lou Amadio

**Electric OT Texaco Results (3 flights)**

1 Mike Colston	75% Dallaire	2009	4 Geoff Burling	100% Quaker Flash	1491
2 Peter Henderson	70% Lanzo Bomber	1800	5 Stan Clifton	66% Lanzo Bomber	756 (DNF due to wind)
3 Lou Amadio	70% Lanzo Bomber	1716			



Two 1/2A Texaco contenders just prior to the first flight. Left, Mike Colston with Lanzo Airborn and right Peter Henderson with Dallaire. Tx aerial streamers reveal strong winds that hampered the OT events.

In 1/2A Texaco, Mike Colston flew a Lanzo design called Airborn. The little models were tossed around quite badly by the wind but none were damaged. Four flights were run and no fly-off was necessary as Mike was the clear winner after 4 flights followed closely by Peter Henderson.

**Electric OT 1/2A Texaco Results (best 3 out of 4 flights)**

1 Mike Colston	1/2A Lanzo Airborn	2660
2 Peter Henderson	1/2A Dallaire	2645
3 Lou Amadio	1/2A Stardust Spec	2572
4 Geoff Burling	1/2A Playboy Senior	2231
5 Stan Clifton	1/2A Stardust Spec	*283
		*(DNF due to wind)

If you are thinking of getting into Old Timer, then 1/2A models are cheap and easy to build. You can then join in on the monthly postal contest. Contact [lou\\_amadio@ozemail.com.au](mailto:lou_amadio@ozemail.com.au) for more info.

**Housework is a woman's job!**

Housework was a woman's job, but one evening, Jenny arrived home from work to find the children bathed, one load of laundry in the washer and another in the dryer. Dinner was on the stove, and the table set. She was astonished! It turns out that Ralph had read an article that said, 'Wives who work full-time and had to do their own housework were too tired to have sex'. The night went very well.

The next day, she told her office friends all about it. 'We had a great dinner. Ralph even cleaned up the kitchen. He helped the kids do their homework, folded all the laundry and put it away. I really enjoyed the evening.' 'But what about afterward?' asked her friends. 'Oh, that ..., Ralph was too tired..'

## Results for Yass Oldtimer Weekend.

Great weekend, best weather for winter in many years.  
More later, Brownny.

### Gordon Burford Event

Brian PAYNE	1941 Lil Diamond	Taipan plain	900	684
Darren MARSHALL	Lil Diamond	Taipan plain	900	351
Paul FARTHING	110% Pencil Jr	Taipan plain	900	298
Basil HEALY	Dixielander	Taipan plain	900	255
Grant MANWARING	Eliminator	Taipan plain	900	218
David BEAKE	Jaided Maid	Taipan plain	900	173
Peter R. SMITH	Ollie	Taipan plain	900	
Jim RAE	PAA Packet 141%	Taipan BB	900	
George CAR	Stomper	Taipan BB	838	
John DIDUSZKO	Cresendo	Taipan BB	836	
Geoff POTTER	Eliminator	Taipan plain	805	
Mike MASTERS	Spacer	Taipan plain	600	
Dave BROWN	1953 Cresendo	Taipan plain	347	

### Duration

David BEAKE	1939 Bomber 85%	Dubb Jett 40 2/	1260	811
Grant MANWARING	85% Bomber	Saito 56 4/	1260	651
Don SOUTHWELL	1938 Bomber 70%	Enya 53 4/	1260	531
Dave BROWN	1938 Bomber 85%	Saito 56 4/	1260	519
Robert SMITH	1941 Playboy	Saito 56 4/	1260	510
Paul FARTHING	1941 Playboy 112%	McCoy 60 spk	1260	507
John DIDUSZKO	1942 Buzz Bombshell	Magnum 61 4/	1174	
Peter R. SMITH	1938 Bomber 60%	Veco 19	1145	
Jim RAE	1941 Lil Diamond	Saito 56 4/	1112	
Ian AVERY	1941 E S Gas Champ	O.S.32 2/	1062	
Basil HEALY	Megow Chief	YS 53 4/	1060	
George CAR	Pixy	Magnum 30 4/	416	
Darren MARSHALL	Playboy	Rossi 40 2/	338	
Geoff POTTER	Sunduster	ASP 65 4/	0	
Brian PAYNE	1941 Playboy	Saito 62 4/	0	

### 1/2a Texaco

David BEAKE	1942 Stardust Spl		1080	725
Darren MARSHALL	1941 Lil Diamond		1080	673
Jim RAE	Skyrocket		1080	661
Paul MARSHALL	1941 Lil Diamond		1080	608
Grant MANWARING	1941 Lil Diamond		1080	455
Peter R. SMITH	1941 Lil Diamond		1080	447
Brian PAYNE	1936 RC1		1080	355
Dave BROWN	1942 Stardust Special		1080	241
Paul FARTHING	1942 Stardust Special		1080	149
Basil HEALY	Atomiser		1080	147
Geoff MALONE	Lanzo Racer		1080	89
Don SOUTHWELL	1942 Stardust Special		1080	
John DIDUSZKO	1942 Buzzard B'shell		1072	
Bob RAADTS	1941 Sailplane		1028	
Robert SMITH	1941 Lil Diamond		997	
Ian AVERY	1940 Playboy Cabin		993	

### Texaco

Chris CHALKER	1937 Lanzo Stick	Marden 60 2/	1800	1081
Paul FARTHING	1938 Lanzo Bomber	OS 60 4/	1800	919
Basil HEALY	1937 Lanzo Stick	Enya 60 4/	1800	841
Grant MANWARING	1938 Bomber	OS 60 4/	1800	800
George CAR	Standby	Magnum 61 4/	1800	799
Darren MARSHALL	1938 Bomber	Enya 60 4/	1800	772
Roy BRAY	1938 Bomber	TT 54 4/	1800	708
David BEAKE	1937 Lanzo Stick	OS 60 4/	1800	
Dave BROWN	1937 Lanzo Stick	OS 61 4/	1794	
Allan LAYCOCK	1938 Bomber 85%	O.S.40 4/	1676	
John DIDUSZKO	1938 Bomber	TT 54 4/	1667	
Robert SMITH	1938 Lanzo Bomber	OS 60 4/	1655	

Geoff POTTER	1938 Record Breaker	Enya 60 4/	1539
John BRADBURN	75% Dallaire	OS 40 f/s	1428
Jim RAE	75% Dallaire	ASP 30 4/	1279
Max RIXON	1938 Bomber 85%	OS 40 4/	1000
Graham PARKINS	1938 Record Breaker	OS 61 4/	998
Bob RAADTS	1938 Bomber 85%	OS 40 4/	811
Mike MASTERS	1938 Lanzo Bomber	OS 53 4/	600
Paul MARSHALL	1938 Bomber	OS 60 4/	600
Peter R. SMITH	1938 Lanzo Bomber	OS 60 4/	309
Geoff MALONE	1936 Dallaire	O.S. 60 4/	0
Ian AVERY	80% Bomber	OS 40 4/	0
Don SOUTHWELL	1938 Bomber	OS 61 4/	0

## BELCONNEN / YASS OLDTIMER WEEKEND

On the weekend of 24&25<sup>th</sup> May Belconnen MAC and the Yass MAC held a joint Old Timer competition at the Yass / Jerriwa field. The weather for the entire weekend was perfect for model flying with clear blue to gently broken skies and a zephyr of wind which fluctuated in direction during the entire weekend.

The Saturday events were the Gordon Burford Event, which utilises his 2.5cc Taipan diesel engine with restricted engine run depending on the variant used, and "Duration" which again is a restricted engine run event but with much more powerful engines. Both events were well supported and the friendly competition enjoyed by all. Luckily there were not too many serious crashes on the day although Don Southwell from Crookwell demolished two Gordon Burford models in quick succession.

On Saturday evening twenty-four of the competitors sat down to a most enjoyable dinner at the Yass Motel, an opportunity for all to get together and enjoy a natter and others company away from the competitive environment of the flying field.

Sunday dawned fine and the 1/2A Texaco event and the "Blue-Ribbon" Texaco event were held. The fine attendance of Saturday was much enhanced on Sunday with the arrival of the Green Shirt boys from Canberra (the green shirts signify that the wearer has taken part in a Texaco competition of note somewhere out of Canberra in the past).

The 1/2A Texaco event got underway on time at 10am. This event is structured around the 0.49 Cox engine and models suited to its performance. This is an especially contrary engine to run at the best of times, comments made by competitors trying to start the thing give testimony to this. Many however have been able to persuade amazing engine run times from them which then makes this an enjoyable event to be in.

A very large field entered the Texaco event which is a limited fuel allocation event for large capacity engines and large models. There is no more splendid sight than to see eight or ten of these models in the air at the same time.



All the Canberra contestants flew well in somewhat testing conditions with severe patches of cold air moving through. Roy Bray performed especially well with his new Bomber achieving three max's in his first three flights. Ten minutes is a long time to stay aloft, it seems an eternity when one has a model in the air trying to max.

A most enjoyable weekend, one which we hope will be repeated into the future. The Yass boys looked after us superbly with a large marquee on site as well as ongoing food and refreshments. Their field, like Belconnen's field, is in early stages of development but it was most adequate for our requirements. Sincere thanks to them for their kind hospitality and effort. Thanks also to the Belconnen MAC boys who organised trophies and the running of the weekend, especially to Grant Manwaring for his untiring efforts.

Old Timer flying is a fine way to enjoy our hobby. There are many participants of this aspect of R/C modelling within many Clubs and we would be pleased to welcome more to participate in these Oldtimer Events.



Top and Above: Texaco fliers enjoyed a great comp in perfect weather. The Texaco flight-line, very relaxing when the weather is good, although light lift.

Left: Two top-guns calling for upcoming top-gun, David Beake from Canberra. David last flew Oldtimer when he was a Junior some 15 or more years ago. Note his results now.

Below: Excellent canteen provided by Yass club. It is hoped that Yass will become a regular annual O/T event.



## HAUNTED BY AN AIRCRAFT - Part 1.

*(The One that Kept Coming Back on a Truck!) From Basil Healy.*

A98-338 was an Army Cessna, basically a 180A model, manufactured around 1958. This aircraft I swore was destined to haunt me for the rest of my life at Hawker De Havilland.

The aircraft came to us first as a wreck, have hooked an undercarriage leg in power lines and landed on its back bending the port wing at the strut attachment point and crumpling the fin and rudder. Our engineering Department designed a repair for the fuselage where the undercarriage leg had been torn out and were in the process of doing the same for the fin, rudder and wing when it was discovered that Rex Aviation had all of these items in stock and reasonably priced to boot!

At this stage of the game I was an inspector "without portfolio" in the Airframe Overhaul Department, filling in for absentees, helping out where there was an overload of work and keeping an eye on the work in the Instrument Shop. I was not surprised when I was asked to keep an eye on the repair and re-assembly of A98-338. Work on the repairs was proceeding nicely when I was informed that this aircraft was to be the Trial Installation for all the modifications the Army required carried out.

The list was quite extensive being:-

- Conversion of the electrical system to 24 volts.
- Fitment of emergency battery.
- Fitment of Artificial Horizon & Directional Gyro.
- Fitment of Standby Vacuum System for above.
- Fitment of HF and FM communication radios.
- Fitment of ADF compass.
- Fitment of window to top of cabin.
- Fitment of Inertia Reel Harness to front seats.
- Fitment of supply dropping racks to wings.



A98-338 Army Cessna 180A circa 1960

All of this work took quite some time to embody and the mountain of paperwork that I had to keep track of never seemed to end. Eventually the aircraft was rolled out of the hangar, engine runs and compass swings carried out and it was ready for the first test.

Ted Shaw was the company test pilot at the time and his only defects after the first flight were:- left wing heavy, slight right rudder trim required and pressure relief valve on standby vacuum system needs adjusting.

The rudder trim was quickly attended to by giving the fixed tab a tweak in the required direction. However, rectifying a "wing heavy" condition involved rotating the eccentric bush at the rear spar to fuselage attachment. This in turn upset the rigging and tension of the aileron cables in that wing so that all had to be re-done. It was at this point that I noted, with alarm, that quite a number of PK screws had fallen out of the access panels on the wings. These were duly replaced with new items and I thought no more about it.

Rectification of the vacuum problem could only be carried out in flight because the standby vacuum was provided by a pair of venturi tubes mounted just forward of the starboard door. The vacuum relief valve was mounted in the pipe from these behind the starboard side of the instrument panel. Whilst access to it was fairly easy with the door open and the starboard seat removed, it was not going to be so easy in flight. The original plot was to remove the starboard seat and I was to sit in the rear seat for take-off and landing.

Reference to the aircrafts weight sheet revealed that this was not on and I would have to sit in the starboard seat for take-off and landing. After a couple of trial runs I worked out a way to get under the instrument panel without hanging on to the control column and to pull myself back out with the shoulder harness.

Everything went well on the next flight until in the midst of my adjusting the vacuum relief valve we hit a patch of turbulence and Ted did a little tap dance on the rudder pedals. The back of my head was resting on the rudder pedals on the other side and took a bit of a beating for a moment. Getting back out proved to be much harder than on the ground because the aircraft was in level flight, not tail down as it had been on the ground. After that flight we investigated how to carry out this adjustment in a much safer way. The solution was quite simple, remove the FM radio from the right-hand instrument panel. This left a hole through which it was possible to adjust the vacuum relief valve while still sitting in the right-hand front seat.

At this stage we thought we had finished with the aircraft, but no! The Army wanted a whole new set of performance trials carried out with and without supplies under the wings. The standard supply dropping container was to be a 12 gallon drum ballasted to 250 pounds. One of these was to be carried under each wing.

So it was that we went off to Camden Aerodrome early one morning and proceeded to mark off the runway with 100 foot intervals with chalk. Then Lou Gardener, our Chief Engineer, arrived and had us position two "witches hats"



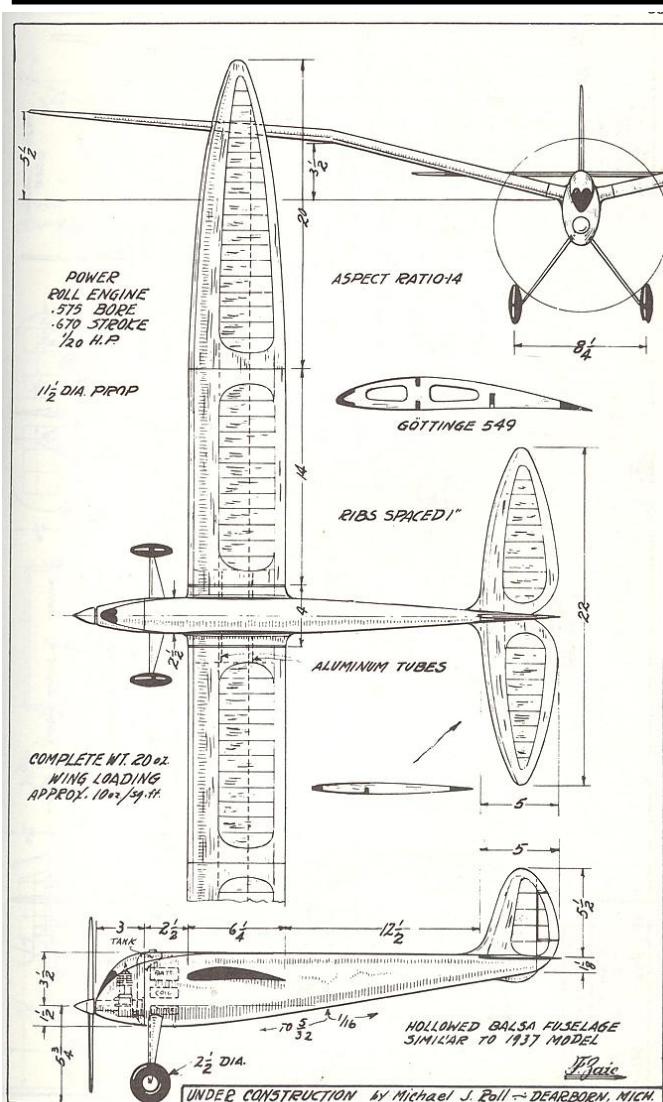
fifty feet apart on the edge of the runway. He then produced his "shoofy scope" which was three  $\frac{1}{4}$  inch washer soldered to a "T" shaped piece of wire. You simply sighted through the two lower washers until you could see the tops of the witches hats and if no part of the aircraft passed through the upper washer it had cleared fifty feet. So accurate was this system that a difference of twenty feet in the aircrafts starting point could be detected. As a back-up, photographs were taken of each pass over the "witches hats". Meanwhile I was at the other end of the runway recording the starting point of each take-off.

At the end of this exercise it was decided to try releasing the drums in flight. Because this system was untried Ted asked me to come along on the flight to operate the mechanical release should the electrical release fail. He reckoned that a hang up on the right hand side was going to take all his concentration to fly the aircraft let alone reach for the release knob above the right hand door! Everything worked fine as we "bombed" the scrap heap by the creek and then returned to Bankstown.

A few days later, when we were wondering why the Army had not taken delivery of their aircraft, we learned that further trials were to be conducted with 44 gallon drums! So it was back to Camden for another morning in the sun! This time things were a bit scary to say the least. Yes, the Cessna would fly with two 44 gallon drums under the wings, but not very well. After we had burned off a bit of fuel however the performance could be described as passable despite the engine having dropped 100 rpm at full throttle. At the completion of the tests it was decided that sufficient fuel had been burned off for me to go up with Ted and "bomb" the scrap heap again. I climbed in and we took off and headed out of a valley. At this point Ted remarked, "This is interesting, it won't go any higher or go any faster. We have got to get the flaps up!" With this he raised the flaps and we dropped below the tops of the hills. However, the airspeed increased to 85 knots and we started to gain height. At this point we were quite a long way from Camden so abandoned any idea of a "bombing run" and returned to Bankstown at full throttle all the way. By the time we entered the Bankstown circuit the engine was 150 rpm down on maximum so we were glad to put it down in one piece. Investigations of the rpm drop revealed a loose lock nut on the propellor governor adjusting screw.

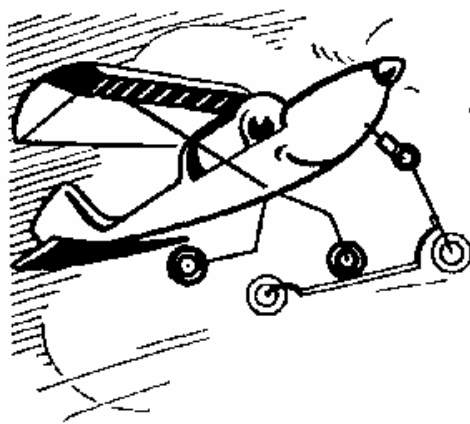
And so I said farewell to A98-338 for the first time.

..... To be continued.



From the recent Euro SAM Champs. 5th Place in Texaco. Dabrowski Heinrich from Germany. Scaled up for Texaco Michael Rolls 137/38 designed "Under Construction". Year 1938 (Appeared only in Zaic yearbook-no plans), Weight 2650 gr or 94 .oz or 5 lb. 9 oz.; W/S of 320 CM or 126"; W/area of 74 sq mm or 1147 sq. in.; 12 .oz wing loading; powered by a 1960 Irvine 6.5 cc or .40 c.i. Diesel. Fuselage is hollowed out solid balsa, fore section 5/32" thick walls thinning to 1/16" thick behind wing area. This is a development from the Super Cyclone recently built and flown by Trevor Boundy of SAM 600 Victoria.

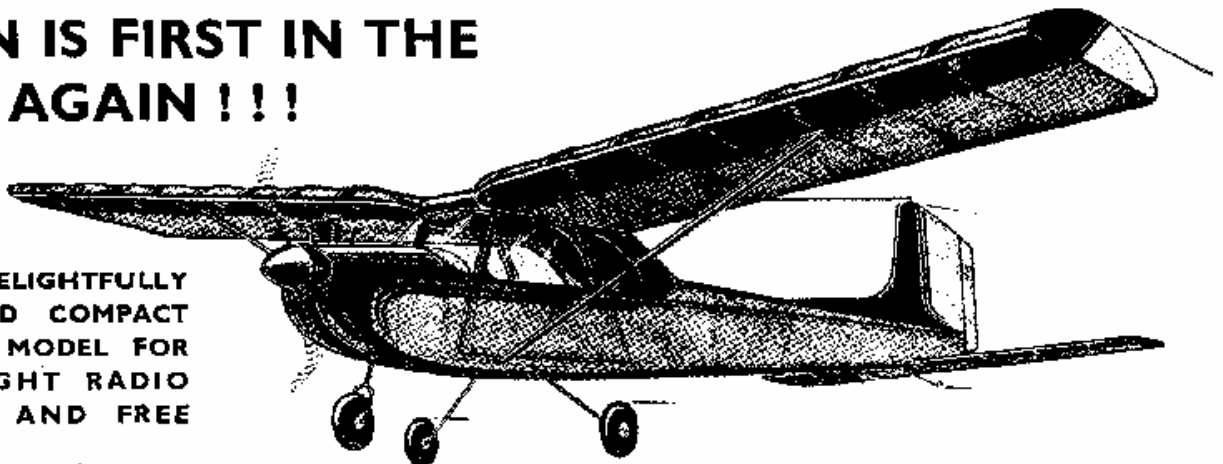




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