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BULLETIN No. 156

January - February

2009

DURATION TIMES

Worth Noting: 2009 SAM CHAMPS. The SAM 1788 Australia Oldtimer Championships are scheduled for 9-13 April, 2009. A program and entry form can be found inside this newsletter. Venue for the Championships is "Bogwood" Lockwood Road, Canowindra. NSW. 2804. For information contact Paul Farthing at home on 02 6363-0264.

"Bogwood" is located approx 11 kilometres out from Canowindra township on the road to Cudal. Turn right into Lockwood Road and property is about ½Klm on left. "Bogwood" is bounded by Cudal Road and Lockwood Road.

There are two motels in Canowindra, the Blue Jacket Motel and Riverview Motel, and three hotels. There is a caravan/camping park. There are other forms of accommodation in and around Canowindra including guest houses, bed and breakfast, farm stays, and private homes. For further information try <http://www.cowratourism.com.au/>.

ELECTRIC OLDTIMER. Unfortunately advice has been received that the electric oldtimer fliers will not be attending the 2009 SAM Champs. However their Postal Competitions, which include ½A Texaco, Texaco and Duration, are continuing in 2009. For further information contact Lou Amadio at home on 02 4228-4906. The Electric Oldtimer Rules are available on the MAAA Web Page in the AEFA SIG section. <http://www.maaa.asn.au/maaa/electric/rules/AEFA_Electric_Old_Timer_Rules_Dec2008.pdf>

WANTED Burford Model for Canowindra such as Eliminator, Swiss Miss, Zoot Suit (new or used). Just moved house and no time to build a model. Contact Allan Brady, Mobile: 0402 065 865 or Home: 02 96297041.

BELCONNEN/YASS OLDTIMER is on again at the Yass MAC field (same as last year) on the last weekend in May, 30/31-5-09. This is great news as last year was a great weekend. Full information re this event will be in the next Duration Times and will be circulated by email as well. Further information from Grant Manwaring at home on 02 6241-1320..

ELECTRONIC DURATION TIMES If you would like to receive an electronic copy of Duration Times (sent out about a week after the printed copy) send an email request to the Editor Duration Times. <iwa@internode.on.net> As well as Duration Times, other interesting items and announcements are also circulated through the DT mailing list.

VALE DAVID BAKER.

With a heavy heart, I heard DAVID BAKER died today, 1st January 2009.

We have lost one of the most influential individuals in the affairs of Vintage Aeromodelling in the United Kingdom or even World-Wide.

For Vintage Modellers everywhere, his legacy will be the continued existence and health of the two U.K. Chapters of the Society of Antique Modellers - SAM35 and SAM1066.

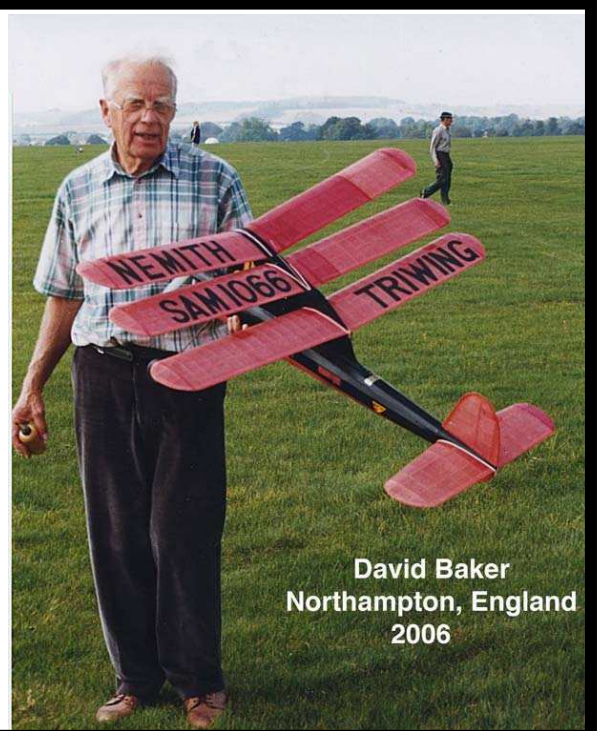
Our sympathies go out to his daughters Julie and Alison, and their respective families.

David, we will all miss you.

Ramon

<http://www.vintagemodelairplane.com>

ramon.alban@btinternet.com



David Baker
Northampton, England
2006

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 2009

March	7-8	Hunter Valley Champs	Muswellbrook	Simon Bishop	02 6543-5170.
March	21-22	Oldtimer at Haddon, Ballarat.	SAM 600	Brian Laughton	03 5989-7443.
April	9-13	SAM 1788 Championships	Canowindra	Paul Farthing	02 6364-0264.
April	14-16	MAAA Australian Oldtimer Nats	Cootamundra	Joe McGuffin	02 9825-4695.
May	2-3	Vetrans Gathering	Muswellbrook	Simon Bishop	02 6543-5170.
May	2-3	VIC & S.A. Oldtimer State Champs	Cohuna	Brian Laughton	03 5989-7443.
May	30-31	Belconnen/Yass Oldtimer	Yass	Grant Manwaring	02 6241-1320.
June	6-7-8	Vintagents Oldtimer State Champs	Dalby MAC, Qld.	James Hardy	07 5467-9856.
June	13-14	New England Gas Champs	Tamworth	Paul Farthing	02 6364-0264.
August	22-23	FARCON Competition	Cowra MAC	Paul Farthing	02 6364-0264.
August	29-30	Oily Hand Diesel Days	Cowra MAC	Ian Cole	02 6342-4162.
October	3-4	Eastern States Gas Champs	Wangaratta	Paul Farthing	02 6364-0264.
October	24-25	Glenn Simmons Memorial Oldtimer	Lithgow MAC	Dave Brown	02 6355-7298.



From the President: Howdy folks! Another year is upon us and already it's less than six weeks to our SAM Champs which start on Thursday 9th April. How are those new models going? All finished, trimmed out and ready to go I hope.

Have been to a number of great contests since my last ramblings, the first of which was the Wyong River MAC's Old Timer Weekend in early January. Tomboy, 2cc, Burford, more Tomboy, 1/2A Texaco and Texaco were the go and the only sad bit was Texaco was canned due to the strong wind on the last day. Everything was very well organised, the field, canteen, lunches and a great evening at Basil Healy's place on Saturday night. Don't miss this event next year as it was a really enjoyable

weekend and a big thank you to the club members for their work and hospitality towards us competitors.

The Alan Brown Oldtimer weekend at Orange was also well attended and well organised as per usual. This year there was a change in that an excellent BBQ Dinner was held at the flying field in the club's very well established club rooms on Saturday night. This was a great idea as the flying events were not hindered by people needing to rush back to town to get ready for the evening's activities and everyone I spoke to thought it was a great idea. Well done Orange. Unfortunately I was not feeling up to par over the weekend as I had spent a lot of time in the paddocks prior to the event and January-early February have seen some record temperatures around the country side. I recorded 47°C at home and at Orange, at one stage, it was 37 on the field, although we had a very nice breeze which, if one kept under the pit area shade, made the days pleasant. Because I was not feeling

too great I went home early Saturday afternoon and missed the BBQ Dinner. I felt a little sorry for the way things went for Condo at Orange but wouldn't dare tell Beaky who had a great win in Texaco. I must admit that Condo's models, which were flown by others, went very well, e.g. Craig Thornton who won Duration. Good to see Craig back flying OT again.

I didn't make it to Goulburn as I was booked to accompany Kim to the football in Canberra! Up the mighty SWANS! From all reports it was an enjoyable comp and had a good rollup.

SAM Champs 2009. I hope everything is organised for the week so do come along and find out! Tomboy is on! What a great fun event this is proving to be and I have heard that the electric boys are really getting stuck into Tomboy, electric style, too. We have caterers for the whole time this year and they will be at the field from Thursday on. Don't forget our Annual General Meeting and Election of the Executive on Friday night, 10th April, at the CWA Hall. Come along and contribute, please.

I am looking forward to our 2009 Champs and seeing all our members and friends there, so get that entry form in! Fly safely and enjoy.

Cheers, Paul Farthing. President.

Oily Hand Diesel Days

Cowra MAC

29-30 August, 2009.

at

Milroy Field

(Bangaroo Quarry Road off Canowindra Road)

<http://www.cowramac.asn.au/main.html>



Information:

Ian Cole

02 6342-4162

or 0427 015 792

Some thoughts on the Standard Duration Class

From Dave Markwell. South Australia.

Firstly the Class is described in the MASA RC Old Timer Rules as an event "based on the Duration Event but using **Standardized engines and propellers**" That is why it is called **Standard Duration**.

It was originally conceived as an entry level class, but as we know we have few newcomers to O/T and they mostly start off in 1/2A, or whatever else appeals, or whatever they acquire.

Hence it is now just another competitive event, which is regaining popularity. But people want to change it because it is a difficult class, as we all have to use a similar engine, and every one does not get in the flyoff. One of the main hurdles is the obsession with the 1250 rpm limit. And in fact it is the maximum, and it is not mandatory to achieve it. Different brands of commercial 'plastic' moulded propellers will change the max rpm, as even though marked 10x6 they have different pitch and thickness.

Fitting mechanical throttle stops etc. is an unnecessarily complicated exercise, just in case someone wants to cheat by using mixing or travel/trim adjustment, which should be checked by the CD when rpm checks are done anyway. The whole exceeding the rpm by a few hundred revs argument pales into insignificance when one considers a 1 to 2 second delay in the timer/helper pushing the stop watch on release, or an overrun of 1 to 2 seconds, or maybe both.

This is a one engine type event, similar to 1/2A. The Loop scavenged engines are no more difficult to obtain than any of our other Antique or vintage engines. Using other engine types allows those wishing to seek advantage, to use a higher pitched 10x6 (remember all props are not created equal) to take advantage of a more powerful engine and gain more thrust.

The requirement to balance by "working one blade only" is to stop modification to the commercial propeller, lets face it, for that rpm if a \$5 propeller won't balance, toss it.

This event is supposed to be short and sweet, 6 minute max. and a short flyoff for those who can make it. Remember the original concept, beginners didn't want a one hour flyoff! Cheers, Dave Markwell.

Pressure

The temperature was rising all around the land,
As everyone heard Duration was on again at SAM.

The Queenslanders were tuning up their four strokes,
With Slattery and Hardy leading the way,
Walsh and Moore would be a threat, for sure.

The Boys from Victoria were sure to be a force,
With that little 36 sure to be in the mix,
Along with the ODD McCoy.

South Australia has been fairly quiet,
But I am sure they will give us an awful fright.

Even Beaky, who has a lot to say,
May use his Jett to take the trophy away.

Condo's in a Quandary,
He doesn't know what to do,
Will he use his McCoy or will the Nelson DO!

P.S. Queenslanders bring your boltcutters,
As Paul and I locked the border gate when
We returned from Dalby.

Condo '08

Sth. Australia OTA Committee SAM 1993

Greetings, Just to let you know the results of our
SAOTA Annual General Meeting on 13/2/09.

President: Bill Britcher
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Treasurer: Don Howie 08 82716678

MASA Delegate: Peter Leaney
08 83320589 pleaney@bigpond.net.au

MAAA Old Timer Subcommittee Representative:
Bill Britcher

(Confirming the resignation of Ron Adamson in this position)

Regards, Dave Markwell. Secretary.



ALAN BROWN MEMORIAL OLDTIMER WEEKEND

ORANGE, 7-8 FEBRUARY, 2009.

1/2a Texaco

Peter	SCOTT	1942 Stardust Spl	1080	424
Peter R.	SMITH	Valkyre	1080	379
Ian	AVERY	1940 Playboy Cabin	1080	322
David	BEAKE	1942 Stardust Spl	1080	257
Basil	HEALY	Atomiser	1080	23
Dave	BROWN	1942 Stardust Special	1080	
John	DIDUSZKO	1936 MG2	824	
George	CAR	1942 Stardust Spl	751	
Jim	RAE	Skyrocket	720	
Jon	FLETCHER	1942 Kerswap	720	
Paul	FARTHING	1942 Stardust Special	602	
Lance	MASTERS	1942 Stardus Spl	360	
Peter J.	SMITH	1941 Lil Diamond	40	

Gordon Burford Event

Peter	SCOTT	Zoot Suit	PB	900	1537
David	BEAKE	Lucky Lindy	PB	900	1292
Jim	RAE	Amazoom	PB	900	1289
Craig	THORNTON	FAIson	PB	900	1210
Paul	FARTHING	110% Pencil Jr	PB	900	1146
Peter R.	SMITH	Ollie	PB	900	1028
Peter J.	SMITH	Faison	BB	900	974
Basil	HEALY	Dixielander	PB	900	924
Ian	CONNELL	1953 Spacer	PB	900	814
Bruce	KNIGHT	1956 Dream Weaver	PB	900	377
Jon	FLETCHER	Zoot Suit	PB	894	
Don	SOUTHWELL	Stardust Spl	BB	790	
John	DIDUSZKO	Cresendo 90%	PB	605	

Duration

Craig	THORNTON	1941 Playboy	McCoy 60 spk	1260	752
Basil	HEALY	Megow Chief	YS 53 4/	1260	658
Bruce	KNIGHT	1941 Playboy	Magnum 61	1260	622
David	BEAKE	1939 Bomber 85%	D Jett 40	1205	
Dave	BROWN	1938 Bomber 85%	Saito 56 4/	1205	
Peter J.	SMITH	1941 Playboy	Profi 40	1165	
Jim	RAE	1941 Lil Diamond	Saito 56 4/	1148	
Ian	CONNELL	1941 Playboy	Saito 62 4/	1111	
Peter	SCOTT	1942 Stardust Spl	Saito 62 4/	1100	
Ian	AVERY	1941 E S Gas Champ	O.S.32 2/	1054	
Jon	FLETCHER	1941 Playboy 115%	YS 63 4/	694	
George	CAR	1941 Playboy 62%	Veco 19	128	

Texaco

David	BEAKE	1938 Bomber	OS 60 4/	1800	1420
Peter	SCOTT	1938 Bomber 85%	GB 5cc d	1800	1290
John	DIDUSZKO	1938 Bomber	TT 54 4/	1800	1088
Peter R.	SMITH	1938 Lanzo Bomber	OS 60 4/	1800	1036
Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1800	1036
Dave	BROWN	1938 Bomber 85%	OS 40 4/	1800	734
Jim	RAE	75% Dallaire	ASP 30 4/	1800	
Geoff	POTTER	1938 Lanzo Bomber	OS 61 4/	1800	
Ian	CONNELL	1938 Bomber	OS 61 4/	1800	
Ian	AVERY	1938 Lanzo Bomber	OS 40 4/	1654	
Jon	FLETCHER	1938 Lanzo Bomber	OS 40 4/	1247	
Bruce	KNIGHT	1938 Airborne	O.S 61 4/	1200	
Lance	MASTERS	1938 Lanzo Bomber	OS 46 4/	1112	
George	CAR	Standby	ASP 61 4/	1050	



A good roll up of friendly competitors took part in the Orange Old Timer Weekend.

The weather was hot with northerly breezes, for most of Saturday and late in the afternoon the windsock broke. The Events for Saturday saw 13 in the Burford event 10 making the fly off. A very well catered lunch, was very welcome with cooler breezes under the front awning. 1/2A Texaco, had 13 competitors, and when the dust settled, 6 made it to the fly off.

The Program called for Duration next and after that a dinner was being cooked up in the Canteen. The Orange Club putting on a couple of slabs, to tide the short break before Dinner was ready. Duration had 12 starters with engines being used in every current category of the rules. The vertical drag racing was in full swing. However as the day was starting to cool the windsock being broken - 3 made it to the fly off.

The Orange Club is renown for their hospitality, and put on an excellent meal despite some minor dramas in the background, all were fed and happy by dusk. Breakfast in the morning, and then all day for Texaco.

Texaco started with the breeze the same as Saturday, but it was swinging from north to south west. There were 14 starters, a few dropped rounds, and 9 made it to the fly off. In the Flyoff, 2 did not start and one landed out of bounds, the others were in a very competitive final.

A good primer event to lead into the SAM Champs at Canowindra.

More details in the results. Dave Brown reporting.



SOME TOMBOY TECHNICALITIES

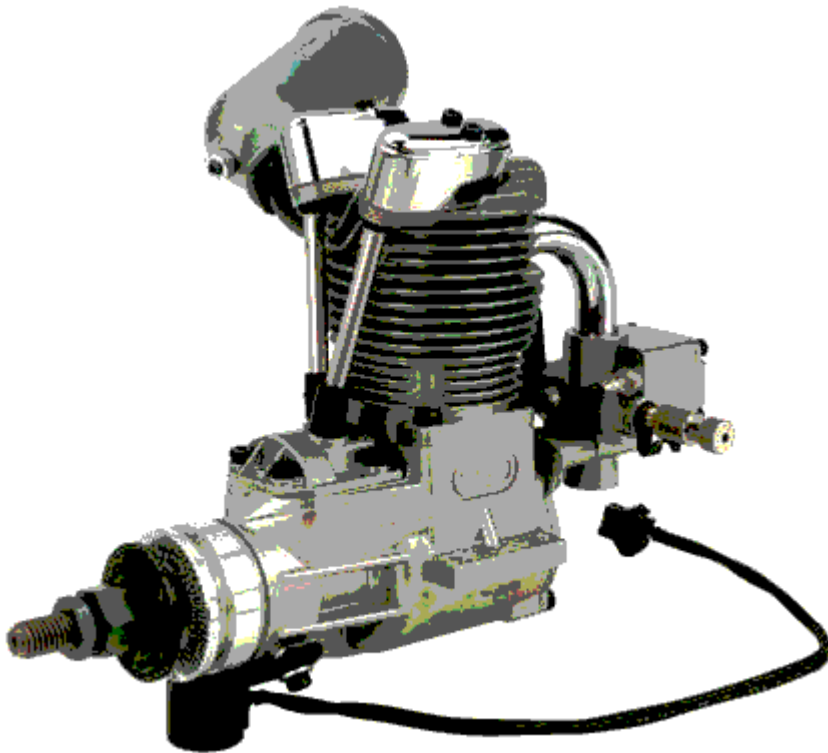
From John Wingate, *Power Struggle*, SAM 35 Newsletter.

I have mentioned before that I have reduced the original plan wing incidence on my own Tomboy, but this still left some nominal incidence, ie there is some difference between the flat bottoms of the wing and tail, usually called decalage I think. If the wing section were true Clark Y, there is still a lot of lift even when the airflow is parallel to the bottom base line, due to the airfoil camber. So, in order to reduce drag and improve penetration, maybe zero decalage is the way to go. Tom, who won again at Middle Wallop, despite the wind, can keep his model well upwind, and if conditions are favourable, could feed in some up trim on the elevator to get minimum sink on the glide. Perhaps he would like to comment. The plan wing incidence is too much, in my opinion, even for free flight Tomboys.

If you are new to this Tomboy game and building one, you might wonder how to fix the tail assembly on to the fuse. With R/C of the rudder and elevator, it must be held down firmly and not move about, so you could stick it all down. I find this inconvenient for transport, however, so although I stuck the fin and rudder onto the tailplane, I made the whole assembly detachable. I have a projecting vertical balsa/ply lug going into the fuse, at about 40% of the chord, which is anchored with a transverse 3/16" dowel through the fuse, ie side to side. It needs to be a tight fit with the tail hard down, and keyed into the slot on top. This obviates the need for any rubber bands. The wires for the controls have to be detachable.

Mostly I have kept the tail assembled, but I was short of space in the car recently for the long trip from Middle Wallop and was glad of this facility.

New Saito FG20 Ignition Gasoline Engine



A new Four Stroke Ignition Petrol Engine.

The brand new FG-20 petrol engine from Saito was recently announced.

This 20cc powerhouse brings petrol power to a wide range of medium size models and will be especially welcome in 120 size scale and free-style aerobatic aeroplanes.

Using retail quality petrol, mixed 20/30:1 with oil, it is very tolerant of a wide range of fuel levels, so you can fit the fuel tank (just one third capacity of the equivalent glow version) in the best possible position to suit your model's Centre of Gravity. This is made possible by the use of an efficient carburettor fitted with a diaphragm pump.

Besides low running costs and economical fuel consumption (just 10cc per minute), the FG-20 is also a very clean running engine and will not foul the airframe with lots of exhaust residues.

The power output of the Saito FG-20 is comparable to that of a standard Saito FA-125a glow engine.

Specifications:

Bore: 31.7 mm

Stroke: 26 mm

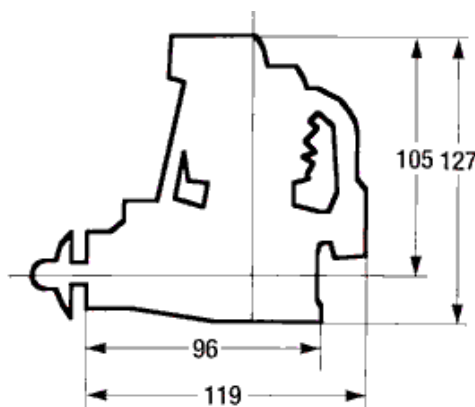
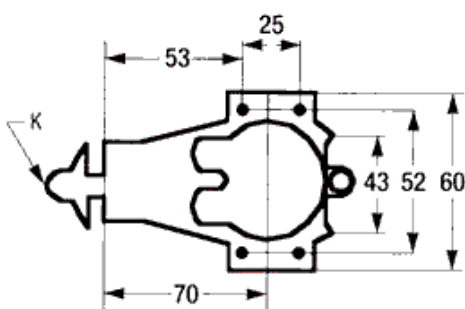
Volume: 20.52 cc

Rotational Speed: 1,800 - 9,500 rpm

Propeller: 14 x 8 - 16 x 6

Weight: 675 g

Muffler: 83 g



Wyong River M.A.C. Old Timer Weekend

10th-11th January, 2009

From Basil Healy.

The first event each day was one hour of Tomboy flying. On conclusion of flying on Saturday, Peter "Condo" Smith was leading the pack with an eleven minute flight. However, the unusual feature of his Tomboy was that it was powered by a sixty year old Frog 100 diesel which had belonged to his father. This engine had been extensively refurbished by Peter Scott and certainly ran well. I just hope that it lasts a bit longer than the originals which seemed to wear out quickly. However, Condo's hopes of a win were shattered on Sunday when Peter Scott turned in an eighteen minute flight only twenty minutes before the event finished. Condo flew again but failed to equal his previous best flight.

2cc Oldtimer followed. While conditions were good for the first two rounds, the wind made getting a max quite difficult in the following rounds. All the top placing models were getting very high on their allocated engine run and were quite difficult to see until they settled into the glide. Interestingly, each competitor used a different model, an indication that no one design is going to dominate the event.

A barbecue lunch followed and was much appreciated by all present. Ian Judge of the Wyong club was the cook on both days. He was also noted to be taking some video recordings which I hope to see shortly.

Gordon Burford event models did not seem unduly affected by the wind during the afternoon although most fliers chose to land in the long grass beside the mown field to prevent them being blown over after landing. This prompted a comment from Dick Alder from the Wyong Club, that he had mown the field for nothing. He was only joking. Geoff Potter misjudged the position of the fence around the mown field, hit it and finished up on the far side for a zero score. Bad luck Geoff!

About a dozen fliers and spouses descended on my place for a barbecue and chin wag Saturday evening. Geoff Potter was master chef on the barbecue and Lyn Connell provided a wine trifle that disappeared as quick as I could serve it out.

Sunday morning started with the Tom Boy event again, then a group photograph of all competitors. 1/2A Texaco followed with all the usual frustrations with Cox Engines and not aided any by the wind which was becoming very gusty. Some strong lift was to be found but it moved through very quickly. Landings were nearly all done in the long grass.

After another barbecue lunch the Texaco event was abandoned so the trophies were present and everybody got an early start for the trip home. The weather report that evening quoted the wind at 25-35 knots during the afternoon.

Postscript: - A stock take of my model tracking gear revealed that No. 7 transmitter was missing. A return trip to the field on Monday afternoon revealed it still beeping away in the grass at the edge of the field.

Tomboy Results.

1.	Peter Scott	1080
2.	Peter (Condo) Smith	661
3.	Ian Connell	548
4.	Brian Payne	486
5.	Paul Farthing	394
6.	Jim Rae	384
7.	George Car	277
8.	Basil Healy	247
9.	Bob Marshall	108.

Gordon Burford Event Results.

1.	Paul Marshall	Flying Pencil	PB	900 + 664
2.	Peter (Condo) Smith	Stardust Special	PB	900 + 632
3.	Peter Scott	Jaded Maid	PB	900 + 509
4.	Jim Rae	PAA Packet	BB	798
5.	Basil Healy	Dixielander	PB	677
6.	George Car	Dixielander	PB	648
7.	Geoff Potter	Eliminator	PB	DNF
7.	Bob Marshall	Lil' Diamond	PB	DNF

2cc Old Timer Results.

1.	Peter (Condo) Smith	Spacer	AE 1.5	900
2.	Basil Healy	Sunstreak	Taipan 1.5 BR	879
3.	Brian Payne	Lil' Diamond		841
4.	Jim Rae	Spearhead Jnr.		820
5.	George Car	Dixielander	Taipan Tyro	759
6.	Peter Scott	Zoot Suit		738
7.	Ian Connell	Creep	Taipan Tyro	711
8.	Bob Marshall	Gas Bird	Taipan Tyro	137
9.	Rob Rutledge	Eliminator		DNF

1/2A Texaco Results.

1.	Paul Farthing	Stardust Special	1080 + 493
2.	Peter Scott	Lil' Diamond	1080 + 451
3.	Peter (Condo) Smith	Lil' Diamond	1080 + 260
4.	Ian Connell	Lil' Diamond	1080 + 65
5.	Brian Payne	Stardust Special	1080
6.	George Car	Stardust Special	961
7.	Jim Rae	Skyrocket	754
8.	Basil Healy	Atomiser	722
9.	Jon Fletcher	Kerswap	720
10.	Geoff Potter	Stardust Special	492
11.	John Bradburn	Long Cabin	185



Right: Jim Ray with his Tomboy.

Tomboys at Wyong.

By Condo.

Tomboys came from far and wide, up to Wyong to see if they could find a cloud in which to hide.

There were Elfins and Mills and an ED-Bee and some bugger even had a Frog.

Farthing's flew along the strip, but gravity held it firmly in its grip.

Basil's struggled to get on high but he only managed a minute or two, poor old guy.

George and Ian flew very well - it's a pity their Tomboys were giving them hell.

Payne's Tomboy, with its little wing, looked to be a very good thing, but time and again it fell to earth.

Jim Rae with his Doonside Mills, or should I say Doom-side Mills, struggled too, to get a flight.

2.4cc was not enough to win, but Jim still had his set, wry grin.

Scotty's model was flying well and looked to have a winning way, that Scotty had a bit to say.

Condo flew his brand new toy and eleven minutes brought him joy.

Sunday was windy and Condo sat back to watch as Payney got up and away.

He was just a spec in my eye but the little wing let him down.

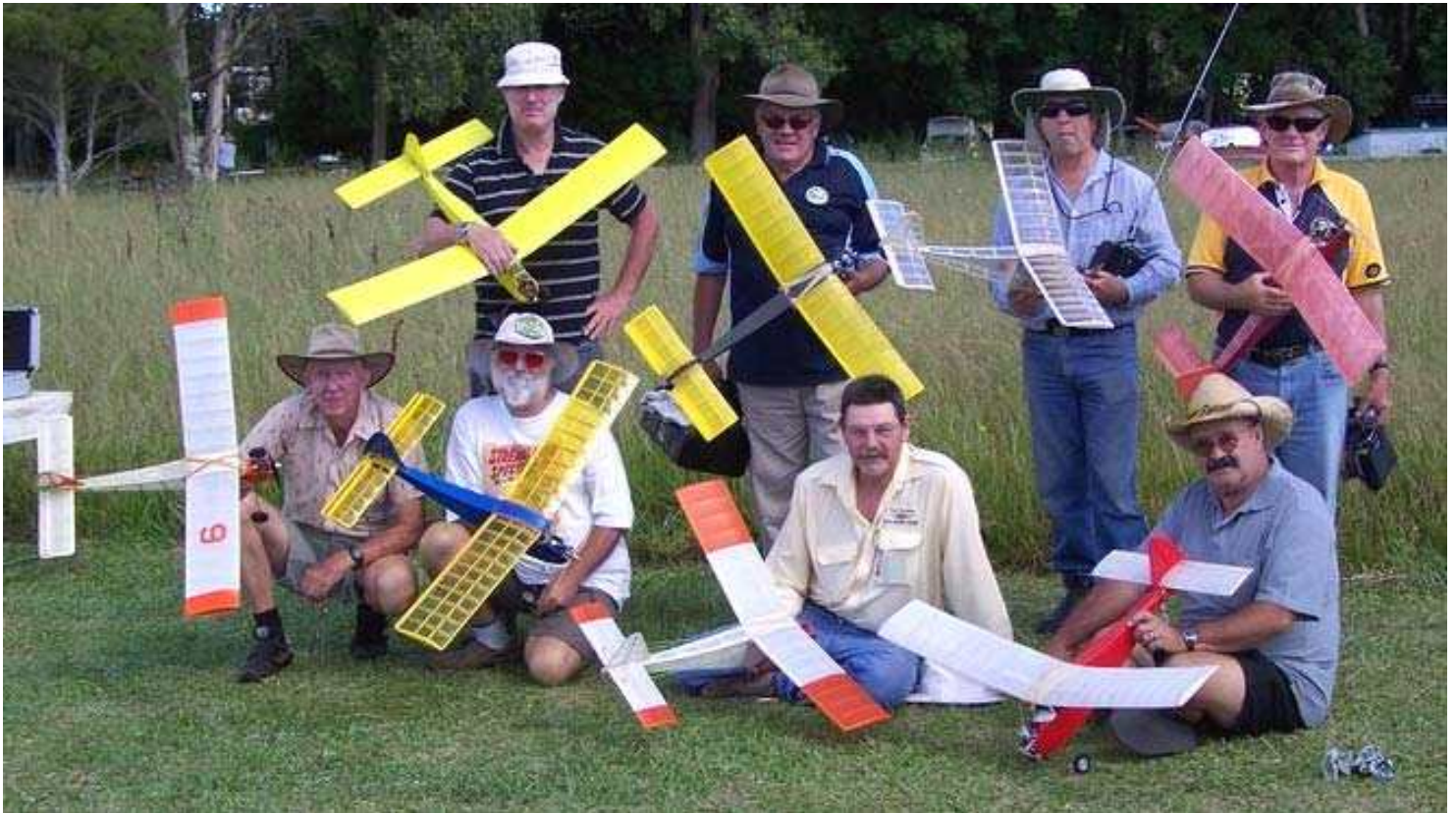
Condo sat back and looked around, Scotty's Tomboy ran for ever and it finally reached the clouds.

When his flight was finally done, his eighteen minutes had it won.

Condo fired up for his second flight but ten minutes was not enough and Scotty had finally broken the drought.

Well the day was done, and as I sat at Scotty's and watched his TV,

I noticed Gail had leant the 1st place trophy for me to see, right 'longside that dratted TV.



Tomboys at Wyong!!!

Left: George Car assists Ian Connell in 1/2 A Texaco.



Right: Condo shared the loot as usual!!

The Control Line Report from David Owen.

The Phantom Shield - Inaugural event to be flown at SAM Champs this Easter

Back in DT 152, the reasons for replacing the yearly Midge event at Canowindra with a new one for the well-known Keil Kraft Phantom were outlined. There will be a new perpetual trophy for this event and interest is very high, with a likely entry of a dozen or more Phantoms at Canowindra this year.

The Phantom is a well-known model, all balsa and easy to build, capable of reasonable performance and above all designed to survive ROG take-offs and safe landings on a reasonable (grass) surface. An outline of the event follows:

Phantoms will be flown on 35' lines, timed over 12 laps from a standing start. It may also be possible to indulge in Phantom racing if there is sufficient interest, so the maximum tank size is set at 10cc.

This is an event for *diesel engines* only. In an effort to encourage entries using available equipment, engines will be divided into three classes, all with a maximum capacity of 2cc.

Class One: any piston-ported engine (ie Mills, Deezil, ED Mk11 and Comp Special and similar).

Class Two: any plain bearing or ball race engine, excluding those in Class Three.

Class Three: PAW TBR 09, Enya 11D, Webra Speedy, Oliver Tiger Cub and any specialist combat diesels. The MVVS 2cc diesel will also fly in this class.



Condo's almost finished Phantom powered by MVVS 2cc diesel.

For the first scheduled event flown at the SAM Champs over Easter 2009, all three Class winners will be noted on the Phantom Shield. In 2010 and subsequent years there will only be one overall winner. The Phantom Shield will be held each year by the entrant who has raised the speed in his Class by the greatest overall percentage recorded in all three Classes for that year. That person will have the shield engraved with his name and result and will return it to Canowindra the following year.

We know that Brownly has sent out a lot of Phantom kits and plans. Please give this new Phantom Shield your very best support, as participation in friendly, low-stress events like this benefits us all. Don't hesitate to contact either Peter Scott or the writer if any thing is not clear, or if any assistance is needed.

Tomboy Fly-In at the SAM Champs 2009

The interest in R/C Tomboy has been truly outstanding with new participants continuing to enter this relatively simple event. There were 14 entries in the inaugural event at the SAM Champs last year and an even larger field is expected again this Easter.

Please note that the absolute maximum fuel allowance is 3cc and if you are using an external tank this allowance must include fuel lines. The CD does not want to have to go around checking tank volumes, so do your best to adhere to both the tank rule and the spirit of the event.

Aeroflyte Spitfire and Model News Humbug

Just a reminder that these are again the models for the 2009 Veterans Gathering at Muswellbrook, following a few weeks after Canowindra.

While on reminders, here again is the 2009 SAM Champs program for the Tomboy Fly-in and the Control-line Rally, which incorporates the new Phantom event:

Thursday 9th April

8.00 to 10.30am Tomboy F/F
11.00am Control-line Rally and Phantom practice
3.00 to 5.00pm Tomboy R/C

Friday 10th April

9.00am to 1.00 pm Control-line Rally continues
9.00am to 11.00am Phantom event

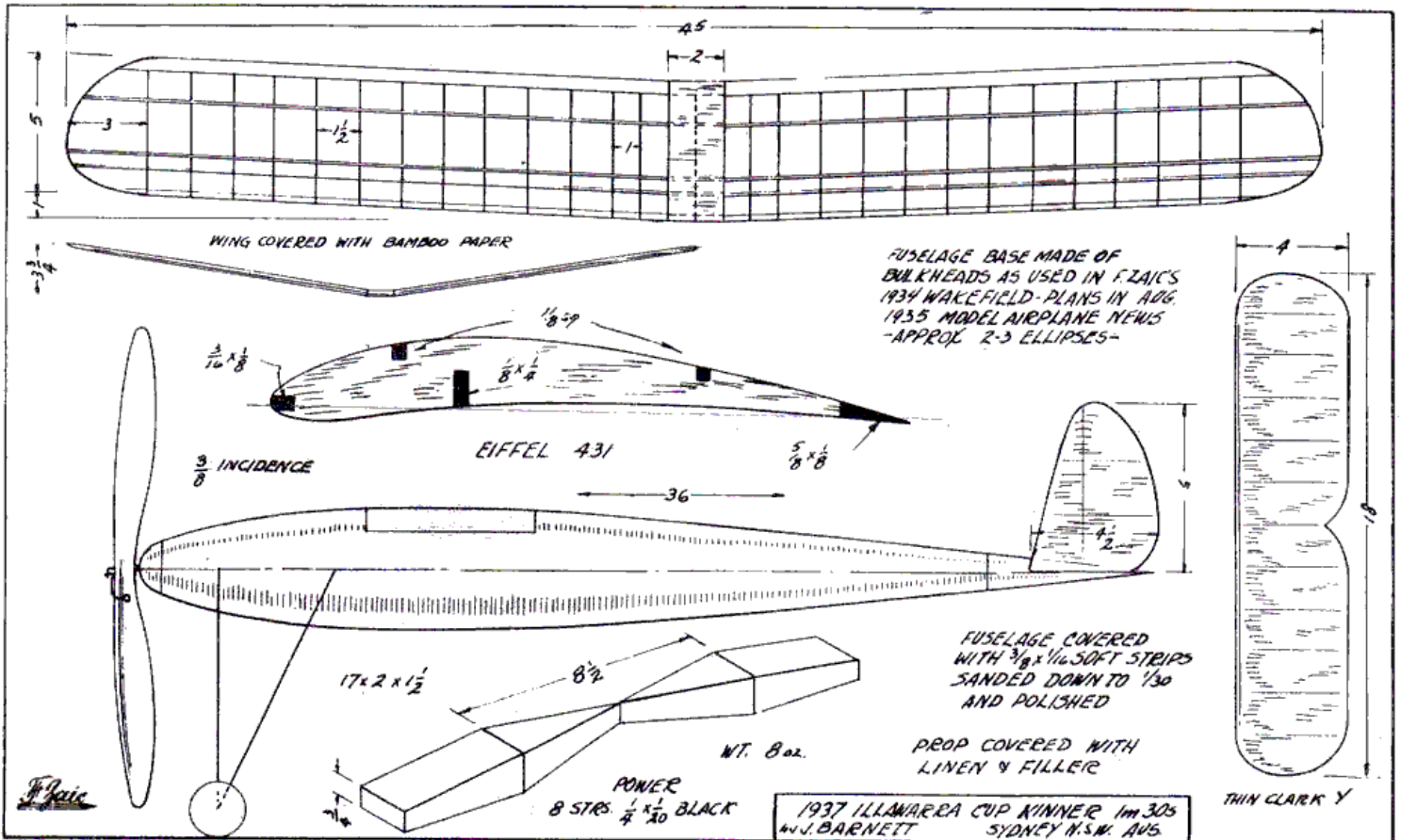
The Illawarra Cup

This was a pre-war (WW2) event for rubber models and may have continued to be flown after the war. Little is



1937 Illawarra Cup Winner
 built by Grant Carson <wmgarson@sbcglobal.net>
 SAM USA.

known about the event, but a small 3-view of the 1937 winning model, built by a Mr. J. Barnett, was published in Frank Zaic's Yearbook for that year. Now a superb replica of the Barnett model has been built in the USA. Can any reader add to the meagre information currently available about the Illawarra Cup? Perhaps the cup itself, if there was one, still exists.



Electric Old Timer - Converting the Tomboy

From Lou Amadio.

Ian Avery was the first to show us an electric Tomboy at one of the local EFSIG meetings. I remember it was a cute little model but did not give it another thought until John Brennan sent me a flyer about an international Tomboy postal contest. Having just finished developing the Electric Old Timer models for the AEFA, the Tomboy seemed like a good challenge for the next project.

The contest, organized from Europe, was for both IC (gas) and electric models. Word soon went around and Dave Brown had orders for more than 10 kits.

Most OT pilots are familiar with the IC (gas) version of the Vic Smeed Tomboy. Published in the 1950 edition of *Aeromodeller* it was designed as either a land or sea plane. All articles that I have managed to get hold of report that the model is a good thermaller and indeed many have flown away, never to be seen again. So we decided to proceed with an R/C version to improve the chances of many enjoyable flights!

International Contest

The international postal would mix (for the first time?) both IC (gas) and electric models in the same contest.

Electric Power rules:

- Any electric motor is permitted with direct drive
- The motor cannot be stopped and started. It must run continuously until the end of the battery charge or stopped by the pilot
- No folding prop is allowed unless the blades are prevented from folding
- Allowed battery packs: 2 cell 350mAh LiPo or 6 cells 350 mAh NiMH

Airframe rules:

- 36" span as per original plan
- No minimum weight
- Reinforcement or lightening of the structure allowed
- Outline of original model must be maintained
- Materials used must be on plan
- Plastic film covering permitted

You can submit as many flights as you wish, but only the longest will be considered for the final result.



Ian's Tomboy is a classic. Apart from the electric motor, it looks like it could have been built in 1950. A beautiful model.

Airframe Considerations

The stubby nose on the Tomboy provides a real challenge for electric conversion. Note that there are two front-ends drawn on the plan. The one on the left for the 0.75 Mills is $\frac{1}{2}$ " longer and that is the one I built. The extra space was used to create a battery compartment in front of F1 to bring as much weight as possible towards the front. Holes were cut through F1 to allow the ESC battery and motor wires to thread through.

I installed a new firewall 2.5cm in front of F1 and secured the motor to this. Likewise, ser-

vos, ESC and Rx were all installed in front of the CofG, just behind F1. Lightweight covering was used for the tail. All this contributed to a model that balanced without lead.

Power System Development

Our initial thoughts were that the power systems developed for the Electric 1/2A Texaco models would be suitable based on 50gram out-runner motors.

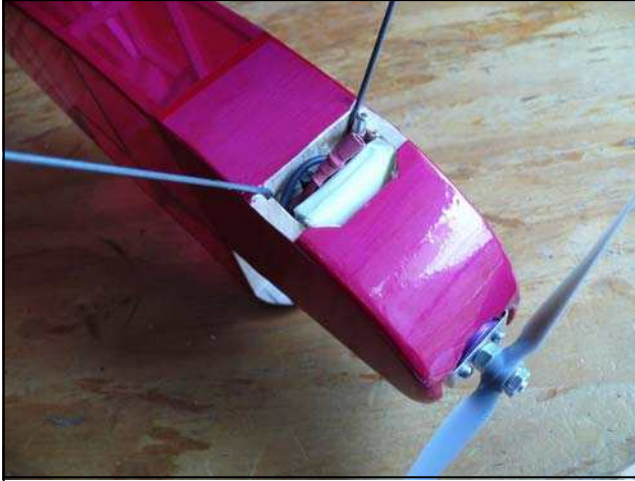
Previous discussions on electric power systems (DT148) suggested that a Kv=1500 would be suitable for a 2S LiPo bat-



Ian Avery's electric Tomboy, built and modified over period of time, had its maiden flight at the IMAC field in Jan 2009



Pieter Moerkerken (left) and Lou Amadio with brand new Tomboys ready for first flight at IMAC. Pieter's model was significantly lighter than mine which explains my green complexion!



Battery compartment was created in front of F1 to bring more weight forward. The hatch is missing from this photo.

tery. As I had a 1650 Kv motor I gave it a go using a 7x5 APCE prop. Amps was measured at 8.5A from the 2S 350mAh LiPo (~60 watts).

Flight Testing

The maiden flight for the author's Tomboy proved that the motor was producing too much thrust thus draining the 2S 350mAh battery far too quickly at 8.5A. The model climbed at about 40 deg but the flight only lasted 5 minutes. Pieter's Tomboy, on the other hand, was modestly powered and under similar conditions flew for over 7 minutes.

More to Come

Back at the workshop I determined that a 6x4 APCE might be a better choice. The most suitable motor speed constant for this contest may well be 1250 Kv. This will ensure a slight larger but



Pieter launches his Tomboy with Daniel Tracey timing. Tom Reinhold looks on.



Front end of Lou's Tomboy was built using the longer nose shown on the Aeromodeller plan. A new firewall was added 2 cm in front of F1 to serve as a battery compartment. No lead was required to balance the model

more efficient propeller and longer battery run time.

Consideration must also be given to Rx/servo power in an extended thermal flight. Consider the scenario where you have just climbed to height and the voltage monitor in the ESC cuts the power to the motor. The battery is technically flat. How long will it last before the Rx stops working?

The safe position would be to install a separate Rx pack and disable the BEC function of the ESC (the red wire). A Rx pack cannot coexist with a BEC equipped ESC without risking damage to the ESC.

Electric Old Timer Results, 2008 Postal Contest

From Lou Amadio

Time to announce the final results of the AEFA 2008 EOT Postal contest. Last year the programme was very ambitious as we ran 3 contests concurrently for the first time. Results below show outcome of best 8 of 10 rounds.

Electric Duration (11 contestants)

Contest: For pre-1938 models only. Model must be capable of Rise-of-Ground. Aim is to fly for 10 minutes. The flight starts as soon as the model is released. Model must land "on the field" to be counted. Free motor run as follows: 7 Ni cells - 45 sec, 10 Ni cells - 35 sec, 2S LiPo cells - 40 sec, 3s LiPo 30 sec. One point per second of flight up to 10 minutes. Points are deducted for each second of motor run over the free run time. Motor can be run at any time. Model must land before 12 min otherwise penalties apply.

1 st	Peter Henderson	- 9585 points
2 nd	Gary Andrews	- 9583 points
3 rd	Lou Amadio	- 9556 points

Congratulations to Peter, but look at the results, beating Gary by only 2 points! Good try Gary. Shows how close a contest can be over almost a year.

Please note that for 2009 there will be a change to Duration rules where the battery is sized on the wing area and all models get a free motor run time of 35 sec.

Electric 1/2A Texaco (12 contestants)

Contest: For Antique model aircraft only. Model must be capable of ROG but hand launch is permitted. Aim is to fly for 15 minutes and then land within 2 minutes or penalties apply. Flight time starts as soon as model is released. Model must land "on the field" to be counted. One point per second up to 900 points is awarded. Points are deducted for each second over 2 minutes landing time. The motor can be run at any time during the flight but must be off when the model touches the ground. Timing ceases when the model comes to rest. Flight pack must have less than 5.05 watt.hours of energy.

1st Peter Henderson - 14400 points
 2nd Lou Amadio - 14400 points
 3rd Geoff Burling - 14177 points

Congratulations to Peter who scored in every round. Although Lou had an equal final score, Peter won on count-back of all scores. Geoff was not far behind with a convincing third.

Texaco (8 contestants)

Contest: For Antique model aircraft only. Model must be capable of ROG. Aim is to fly for 15 minutes and then land within 2 minutes or penalties apply. Flight time starts as soon as model is released. Model must land "on the field" to be counted. One point per second up to 900 points is awarded. Points are deducted for each second over 2 minutes



landing time. The motor can be run at any time during the flight but must be off when the model touches the ground. Timing ceases when the model comes to rest. Battery is sized to model weight at the rate of 0.32 watt.hour per dry ounce (28.35g).

1st Peter Henderson - 14400 points
 2nd Lou Amadio - 14400 points
 3rd Stan Clifton - 12600 points

Congratulations to Peter! Again, although Lou had an equal final score, Peter won on count-back of all scores. Stan Clifton was third and the only other competitor to complete the Texaco series.

So Peter Henderson is clearly the 2008 EOT Postal Champion. Peter, hang onto your hat for 2009!

Peter Henderson of Patonga - the complete EOT Postal champion for 2008. The beautiful models with Peter include a SOY 70% Lanzo Bomber (Duration & Texaco) and the 1/2A Texaco

Lou Amadio's Lanzo Bomber

Lou has purchased one of the kits mentioned above and completely fitted it out with an electric set-up - you can see it in the attached picture - he wants to sell it, either with all the gear or without. It is currently set up for Electric Old Timer Duration but could be modified for Texaco - it is fitted with a Hyperion 4020-12 motor, a Hyperion 80A Opto speed controller and Hyperion digital servos - if you are interested get in touch with Lou at: lou_amadio@ozemail.com.au

From Charlie Reich - SAM Speaks on DVD.

SAM # 1781L <sam1781@bellsouth.net>

Fellow Modelers,

I find myself beyond words to express gratitude to Roland Friestad for the monumental task he has undertaken to recreate all the old time modelling magazines into a DVD format for the benefit of interested modellers. These treasured modelling scriptures, of which the originals are now starting to deteriorate and turn back into a small pile of wood pulp from which they derived, will now be historic archives available as CD's for future modellers to study and research throughout the eons of time.

Roland lives his modelling interest, as he has a Full Size plans business, with thousands of old plans available for sale from his archives, plus he is the editor of The Society of Antique Modellers' (SAM), bi-monthly publication SAM Speaks, and the editor for the (VR/CS) Vintage Radio Control Society's publication Vintage Flyer.

Roland has now single handedly taken his new effort of converting the antique model airplane magazines-to-CD task to bear with all specialized equipment; oversize page (*hopefully automated*) scanners, computer equipment, specialized software, CD recorders and duplicators and the hundreds if not thousands of man hours devoted to the compi-

GEOFF SHAW MEMORIAL TEXACO

GOULBURN 22nd February, 2009.

Goulburn ran the Geoff Shaw Memorial comp this year in better, (warmer) weather as a one day effort with 1/2A Texaco and followed by the Geoff Shaw Texaco.

Winds were strong in the morning with it getting apparently better as the day goes on, however there were another six or so Texaco models hiding out of the wind (with Canowindra in mind) when Texaco started.

Dave Brown reporting.

1/2a Texaco

Darren	MARSHALL	1941 Lil Diamond	1080	1065
Grant	MANWARING	1941 Lil Diamond	1080	1063
Peter	SCOTT	1942 Stardust Spl	1080	879
Robert	SMITH	1941 Lil Diamond	1080	611
Peter R.	SMITH	1938 Valkyre	1080	450
George	CAR	1942 Stardust Spl	1080	439
Ian	AVERY	1940 Playboy Cabin	1046	
Geoff	MALONE	Lanzo Racer	992	
Geoff	POTTER	1942 Stardust Special	982	
Dave	BROWN	1942 Stardust Special	944	
Graham	PARKINS	1938 Rec Breaker	735	
Tom	TOBIN	1941 Lil Diamond	597	
Jim	RAE	Rickard Wing	0	(L/O)
Don	SOUTHWELL	1942 Stardust Special	0	(L/O)

Texaco

Peter	SCOTT	1936 RC1	Burford 5cc d	1800	871
Jim	RAE	75% Dallaire	ASP 30 4/	1800	433
George	CAR	Standby	ASP 61 4/	1800	402
Roy	BRAY	1938 Bomber	TT 54 4/	1800	94
Geoff	POTTER	1938 Record Breaker	Enya 60 4/	1634	
Ian	AVERY	80% Bomber	OS 40 4/	1572	
Wayne	Harris	1938 Lanzo Bomber	OS 60 4/	1429	
Geoff	MALONE	1936 Dallaire	O.S. 60 4/	1282	
Bob	RAADTS	1938 Bomber 85%	OS 40 4/	1041	



Clockwise from above: Darren Marshall watch by father Paul and assisted by Tom Tobin in 1/2A Texaco. Good to see Geoff Potter back on the scene assisted by Gail Scott. New from A.C.T. Roy Bray, who came 3rd in Texaco, assisted by Grant Manwaring. A.C.T. team preparing for 1/2A Texaco Grant Manwaring, Graham Parkins and Warren Hathaway. Geoff Potter "at work" in Texaco.



Geoff Shaw Trophy - Texaco - Report by Peter Scott.

Gail, Geoffrey Potter and I drove down to the SWAN flying field, our main concern being how windy it would be. The wind did get up after we assembled our models - here we go again, we thought. But though the 1/2 A models struggled it was flyable.

There was a very good turn up in 1/2A and the contest began with everyone having a bit of trouble with turbulence and keeping the models up wind.

Local boy, Darren Marshal, had no such problem and went on to win. I suppose that if you live in a place like Goulburn, flying anywhere else must be easy.

Jim Rae, in his wisdom, brought his flying wing - which is a handful in any conditions. To prove how good he was, he reversed the ailerons/flaperons (whatever steers the thing) and the result was a very interesting flight that had us all enthralled as it spun, dived and pirouetted around the sky then finally disappeared about a kilometre down wind. Luckily, because everyone was watching, we had plenty of ideas as to where it landed. It was retrieved in time for lunch.

I missed my first max by 3seconds so had to fly four rounds to get into the fly-off. Height was no problem in the fly-off but the model was so height was sacrificed for visibility. We managed third. I find the Stardust Special a bit of a handful in turbulent conditions.

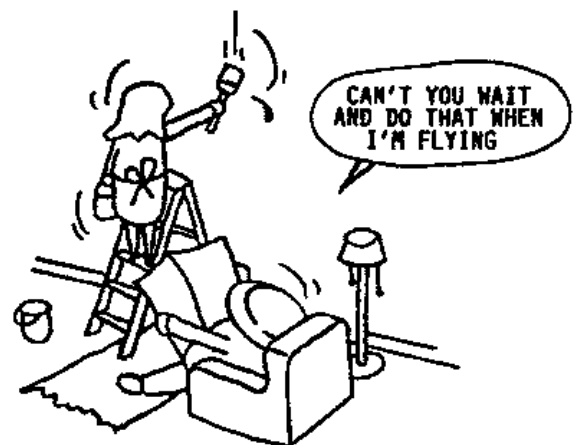
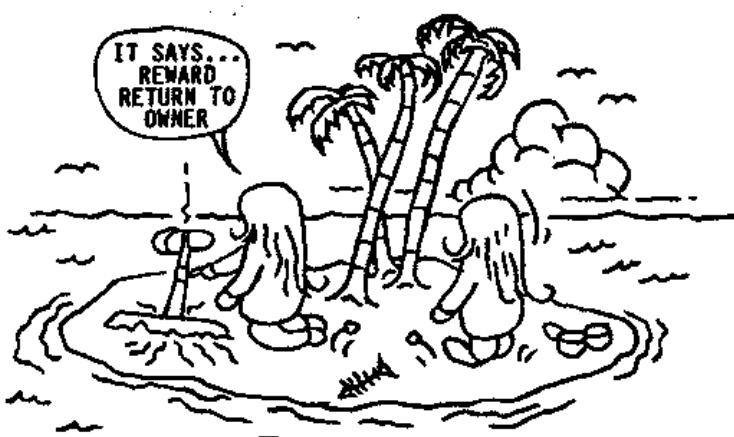
The main event, The Geoff Shaw Trophy had a good turn-up. Brownie decided not to fly in case his model was damaged before Canowindra. Farthing and Condo weren't there so it was easier for the rest of us. I think that 5 of us made the fly-off and conditions were good. Sunny, light wind - one of the best flying days I've had at Goulburn.

I was flying the RC1 with a GB Stunton Motor vintage diesel. I, like Brownie, was a bit paranoid about damaging my number one Texaco and Antique model before Canowindra, so flew carefully when bringing it in to land. I picked the best air and won. Jim Rae made second and George Car was third. Perfect end to a great day.

Thanks to the Goulburn club for a well run meeting and also to the helpers in the hut who supplied tea and lunch. We have to go back next year - you should put it on your itinerary also.



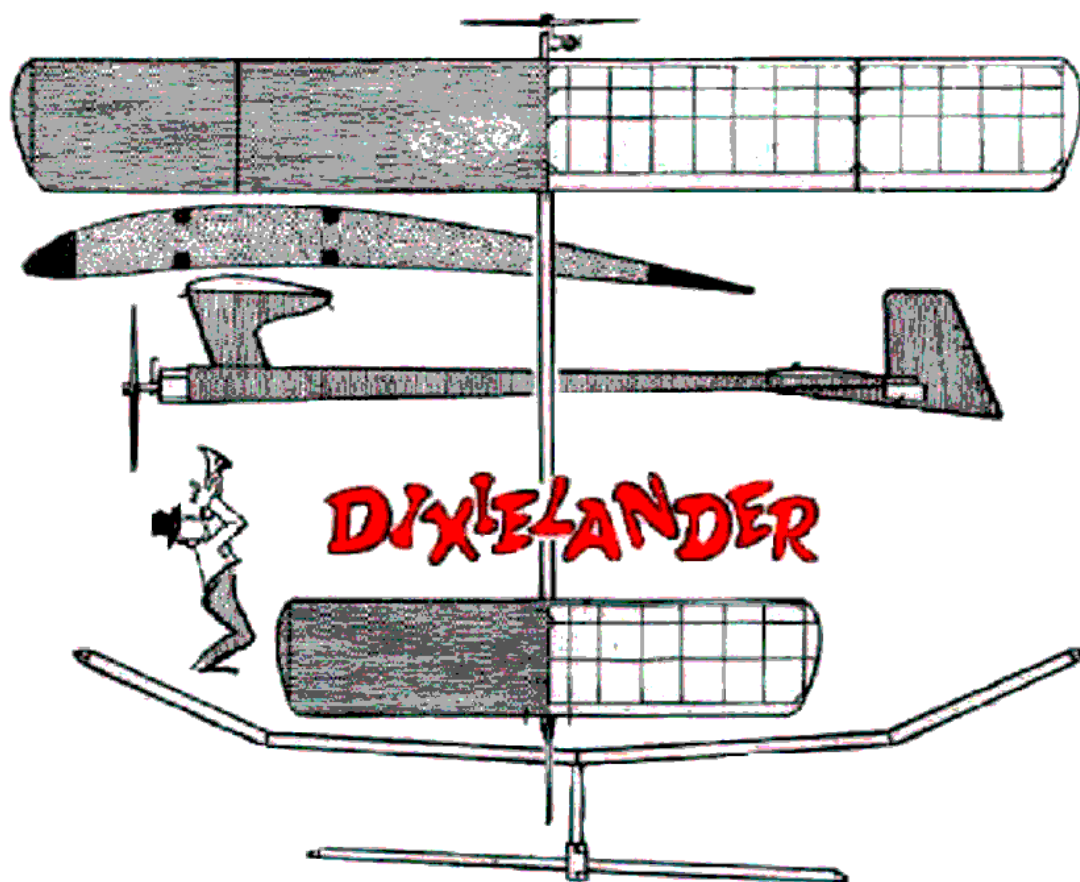
Left: Peter Scott, 2009 Winner of the Geoff Shaw Memorial Texaco Cup.
Above: A very please George Car being presented with his 3rd Place trophy by Goulburn-Mulwaree Sports Flyers' stalwart member, Paul Marshall.



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A 50 YEAR CELEBRATION

Sunday 30th August 2009
Middle Wallop Army Airfield
Hampshire
England



Society of Antique Modellers (SAM)1066

Presents a 50 year celebration of one of the most popular contest power models of all time. A special trophy and cash prizes for the winning competitors presented by the designer George Fuller. Join us at Middle Wallop Army Airfield this August bank holiday for 3 days of the best Vintage & Classic Free Flight flying in Europe. Camping available on-site. Accommodation available nearby. Fun Flying. Hog roast. Jazz music. English garden party atmosphere. Museum of Army Flying.

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