

Points of Interest:

- Upcoming Oldtimer Events .
- From the President - Nuns on the Run.
- Canowindra 2009 - AGM Minutes, Finance Reports, Event Reports, Results and Pictures.
- Electric Oldtimer Report - Lou Amadio.
- The V.I.P Caribou Project - Basil Healy.
- Eneloop Batteries Report - Red Scholefield.
- Gift Wrap for Covering - Evan Evans.
- Designs for fuel cut-outs.
- The Back Page.

BULLETIN No. 157

March - April

2009

Vale Don Blackburn - From Mo Wassell <Blkbrnaero@aol.com>

Hello - this is Don's daughter, and I'm sad to inform you that Don (my dad) passed away on Friday, April 24th. Please let me know if he has any engines he was working on for you and we will make every effort to return them as soon as possible. I know he will be missed by so many of his friends online, as well as his family and close friends. If you need to contact me further, please do so at my own email address: glassger@aol.com, and not by telephone. This is a difficult time for my mom. Thanks.



BELCONNEN & YASS MODEL AERO CLUBS

Old Timer Class Competition - 30 & 31 May 2009

At Yass Model Aero Club Field - Jerrawa via Yass

**SATURDAY 10.00am - Burford Event
1.30pm - Duration**

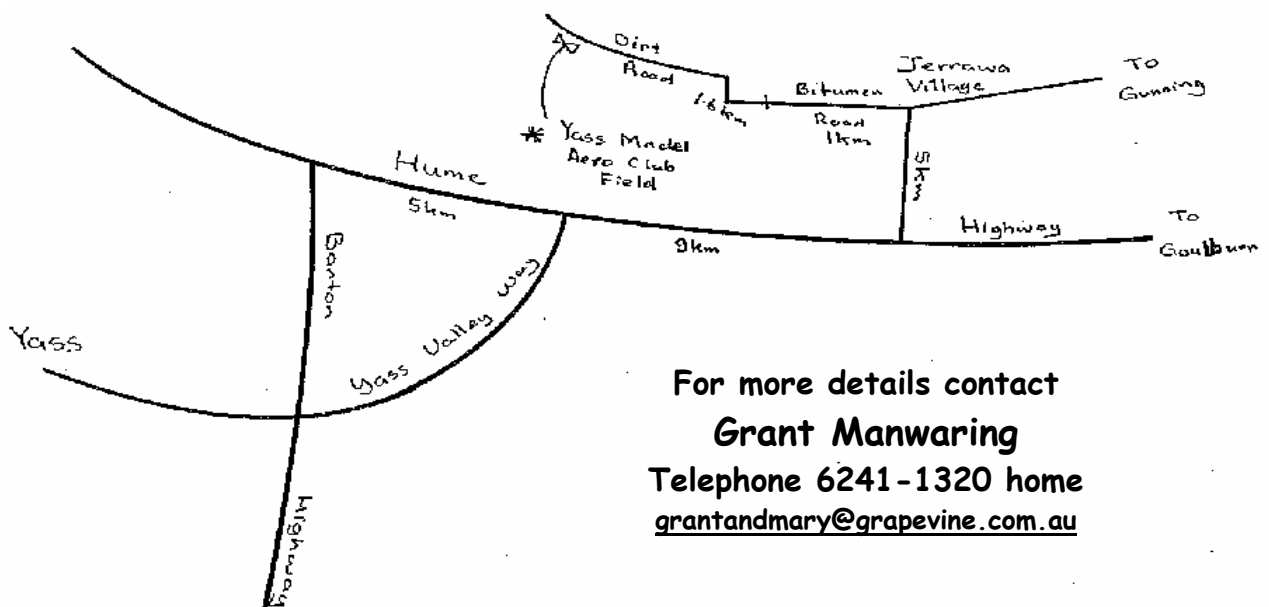
**SUNDAY 9.30am - ½A Texaco
12.30pm - Texaco**

***** TOMBOY SPORT EVENT, lunchtime both days *****

Motel accommodation at the Yass Motel, telephone 6226-1055, reasonable rates.

When booking please refer to this meeting for discount rate.

Dinner on Saturday night at the Yass Motel, all welcome.



For more details contact
Grant Manwaring
Telephone 6241-1320 home
grantandmary@grapevine.com.au

DURATION TIMES

Duration Times is the official Newsletter of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Paul Farthing	"Bogwood", Lockwood Road, Canowindra. NSW. 2804.	02 6364-0264.
Vice President:	Basil Healy	4 Casuarina Close, Umina. NSW. 2257.	02 4341-7292.
Secretary:	Peter J Smith	"Yarralee", Condobolin. NSW. 2877.	0423 452 879.
Treasurer:	Gail Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Newsletter:	Ian Avery	17 Kalang Road, Kiama. NSW. 2533.	02 4232-1093.

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

UPCOMING OLDTIMER EVENTS FOR 2009

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	Oiley 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



From the President:

Another year of SAM activities to look forward to and I hope you do too. First off I would like to thank Brownie (Dave Brown) for his hard work and devotion to duty on our behalf for the past many years as our SAM Secretary. Dave has been a rock for SAM1788 and I know we'll miss him for his many skills, expertise and knowledge that he has contributed to the smooth and efficient running of our Chapter. Thanks very, very much Dave.

I would like to welcome our new Secretary, Peter (Condo) Smith. Pete, you have big shoes to fill but I am quite confident you will jump right in and do a great job. I am looking forward to working with you. Thanks Pete.

I also want to express my appreciation for the excellent work of our Executive over the past year and I am sure all our members will endorse that appreciation.

The 2009 Champs are over and I hope everyone enjoyed themselves. Our catering this year was a talking point of the Champs and I think we received excellent service, great food and lots of fun with the Nuns on the Run. I have been assured they will return again next year. Our Nuns are pictured here and I know that all of us at Canowindra were in admiration of their total support, dedication and efforts for Camp Quality. I am proud of the response of members in their support of 1788's raffle to raise that extra bit for Camp Quality. (Mother Superior has told me that the Naughty Nun has been given absolution and will also be back next year).

This year SAM members from Queensland, A.C.T., Victoria and South Australia joined us for another weekend of keen competition and fun. It was great to see the Phantom C/L and the Tomboys. A few more in the Free Flight would round it off nicely, perhaps next year. First timer Dave Payton from Queensland has assured me that he will be back, it was great to see him here this year, and also the long distance travellers from Sarina in Queensland. Glad you had a good time, boys.

The little toys, (Tomboys and ½ A Texaco) cut a few fingers, please take that little more care with these models. The couple of fly-aways were found this year. Weather was just so so. BBQ was a success in the shed and will stay that way for next year. I will be ordering more covering soon. There were a couple of problems with 2.4Ghz radios and these have been referred to the experts for investigation and solving. Hopefully we will be able to report the outcome. Hope you all enjoyed yourselves, I know I did. See you at Yass on 30-31 May. Cheers, Paul Farthing.

Late Information: Neil Molloy is on the sick list so on behalf of members I wish Neil all the best and trust he will be well and fit again soon.



LETTERS & EMAILS:

From Karl Gies via Trevor Boundy (SAM International Webmaster)

Subject: Superb job Date: Tue, 17 Mar 2009 From: Karl Gies <skyland@midrivers.com>

To: Trevor Boundy <trevor@boundy39.com>

Thanks for taking over and doing a superb job. I read the SAM 1788 newsletter and enjoyed it. Please pass on to them thanks for running the ad on the SAM CD Set (I am the order taker).

They got the info from SAM Speaks which has since been corrected. The CD Set is \$30.00 postpaid to anywhere in the U. S. and \$35.00 to anywhere outside of the U. S.

They had Lewistown misspelled as Lewiston. thanks & cheers, karl

p.s. I could not find an e-mail address the above newsletter.

Karl Gies, 131 13th Avenue South, Lewistown MT 59457-2808 USA. Phone 406-538-8503

From Peter Scott:

Here are some of my comments on the Canowindra SAM Champs weekend. I would like to thank Brownly for the last few years of sterling service; prompt listing of results with MAS - which earned us accolades - and always being prepared to CD a contest. All this while at the same time being at the 'top of the tree' in the competitions.

I really appreciated Geoff Potter's CD work. Loud, clear instructions and a finishing time for each round. No fanny-ing around! Some of you may remember my earlier letters on this contest-directing format. It has finally come to pass - other C.D.'s please, please follow Geoff's example.

The great turn-up for most classes was a huge boost for confidence in the future of 'Old Timer' flying. The only class that gave me the pip was Standard Duration - a pointless pain in the arse, in my opinion, but then I need a 1½ lb model and more patience. There must be something better in the way of a contest.

Thanks to Paul and his pet nuns for the venue and the canteen. Also his retrieval service. A top five days.

One point that I'm not in agreement with Paul over, is in perpetual trophies for each class. My experience with organising events over the years has found perpetual trophies give the biggest aggravation. Who won last year - will they bring it back? Has it been engraved - is there room for next year's shield? While I don't mind winning, I resent being given a heavy box with a bolted-in trophy made out of a lorry piston which I have to get engraved and, worst of all, find space for it in my already crowded ute. If we must have perpetual trophies, make them flat and lightweight.

From Grant Carson. wmgcarson@sbcglobal.net

Just retribution for those who claim to be old timers but control their models with electromagnetic energy. If God had intended models to be controlled by radio, He would have made offers on Wheaties boxes to mail in boxtops and a nominal amount of money for radio control stuff. Free flight forever!

From Lyman Slack. lyslack@bellsouth.net

Yesterday I received a 'renewal' notice for *Flying Models* magazine, but though it looked official, it requested a cheque only, and that it be made out to "National Magazine Services, Inc." It was similar to a phony one I had received a couple of years ago to *Air & Space Smithsonian*.

A call to *Flying Models* confirmed it was indeed NOT connected to FM in any way. they said it was indeed MAIL FRAUD that they were aware of and requested that I take the letter to the Post Office. FM said they had the same thing happening to two of their sister publications.

You News Letter Editors out there might wish to mention this in your next edition. Be warned.

From Garry Henderson-Smith. hyphen_1@aapt.net.au

G'day, I am trying to locate plans for an old timer called Hyphen and would like to put a request for this plan in the next duration times. Can this be done, please?

From Tom Tobin. tjt1954@bigpond.com

Just a quick note to advise that the **Rebel Oldtimer Weekend will not be held in 2009.** The Rebel Club is currently negotiating a new lease with a new Landlord for their flying field. The result will be no noise limits at the Rebel Oldtimer Weekend in 2010. See you on the last weekend in July, 2010 for the next Rebel Oldtimer Weekend.

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

CANOWINDRA - 2009

Society of Antique Modellers of Australia Inc.

Annual General Meeting

10 April, 2009

C.W.A. Hall, Blatchford St, Canowindra. NSW.

Meeting opened: 8.05pm, Chair - President - Paul Farthing

Visitors: The Chairman welcomes all members and visitors to the meeting, and thanks them for travelling the long distances to celebrate the Championships.

Apologies: Harold Stevenson, Gordon Burford, Mike Masters, and Grant Manwaring.

MOTION: That the Minutes of the last Annual General Meeting of the Society of Antique Modellers of Australia, as published in Duration Times, be accepted.

Moved: Peter Scott

Seconded: Geoff Potter Carried, Unanimously

Business arising: Nil.

Correspondence:

In:

Notice from Electric Old Timers - not flying with us 2009.

Out:

MASNSW Event results

Wangaratta Aeromodellers Inc, Cheque Donation, with letter of thanks.

Business arising: Nil.

REPORTS:

President's Report: Paul Farthing,

I thank the members and visitors for the attendance at this year's Championships.

I would like to thank the current Committee members for their part in making the past year a success, especially their work and co-operation over the last 12 months.

I am pleased to mention that the Old Timer activity in NSW saw three new comps, at Yass, "Farcon" - Cowra, and Wyong. I believe that the fraternity is in a strong position, there are some positive activities taking place interstate as well. I see the results of no rules bickering, but minor discussions have produced a settled atmosphere, and shows in the increased attendance at the comps during the year. We still face the difficulty we face in locating and encouraging junior members, with the many competing interests that work to attract the Juniors away from us. I am pleased to see some past members re-joining us.

This weekend we have already been assisted by Mrs. Libby Brown and Mrs. Markwell with some First Aid, the assistance is appreciated, but would like to see a drop in the need for their expertise. I have arranged the catering from Nuns On the Run, and as they are fund raising for Camp Quality would appreciate support of their work in the Canteen.

Summarising, A Good Year and may there be many more.

Treasurer's Report: Gail Scott,

The Balance Sheet circulated,

Business Arising from the Treasurers Report:

Discussion about the records involving the Covering and Fuel, also the MASNSW subscriptions.

Moved: Geoff Potter That the Balance sheet be adopted.

Seconded: Stephen White - Carried Unanimously

MAAA Sub Committee: Basil Healy

Basil outlined that the Rules Conference is being held in May, that there are some contentious proposals going through to the Conference, but may be returned to the Sub Committee if any don't pass at the Conference.

In summary and from Memory, the major propositions are -

- There are a few changes in relation to Standard Duration, about engines and cut off re wordings
- Converting Glow McCoy engines to spark, supported if the compo-

nents are of a similar version to the original method..

- Texaco fuel content, Chairman is likely to break a deadlock, with the status quo to prevail.
- The Team Member restrictions are likely to proceed.
- Proposed change to the Reserve Model rules has been rejected at Sub Committee level.
- Duration - engine times are likely to break up the hot 2 stroke times, and allow the older antique glow motors back in as per 4 years ago.
- Nostalgia - allow diesels under 3.5cc to run without muffler, at 25second engine run.
- A Texaco engine proposition from NSW was received too late to proceed.

Control Line: David Owen

David outlined that the Midge Speed event was not popular with it's handling traits, and last year a proposal to transfer to a KeilKraft Phantom was accepted. A Phantom Challenge Trophy has been obtained, for an event limited to 35 foot lines, with engines categorised into 3 Classes, and a ½ mile standing start, was flown this year.

This year one entry was received in the Piston Ported Class, (eg Mills) Nine entries for Standard Motors, and 3 entries for High Performance Engines. (eg Webra, Oliver Tiger etc)

He mentioned that of the 13 entries all the engines were different engines, making for a very interesting comp.

Major Results are:

Class 1 - Peter Scott	44.49mph
Class 2 - Peter Van de Waterbeemd	62.61mph
Class 3 - Peter "Condo" Smith	60.81 mph

David outlined that initially all three Peters will be endorsed on the Trophy, and that in years to come the best Percentage Improvement will be determined to be the winner.

David thanked Peter Scott for his promotional efforts to have many competitors building for the event, and Dave Brown for making the kits available.

Free Flight: Peter Scott

Peter spoke briefly, outlined that there was perfect free flight weather, 7 entries:

1st Peter Scott, 2nd Grahame Mitchell, 3rd Basil Healy.

He mentioned that he would like to see more Stompers participating next time.

Canowindra CD Report: Dave Brown

I have received 47 entries, about 40 being in the post, and until the late arrivals we had no more than 2 frequencies in a group for the weekend, however as a result of processing, that had grown to 3 in a few events. Looking like we will have a bigger roll up than in the past 4 or 5 years, as there are now 41 in Texaco, as a guide to the roll up, we even have 7 in R/C glider. Most of the other events have over 20 entries.

I would like to ask that you support the Canteen, with the Nuns on the Run, being very enthusiastic, and good to see that the member's wives, girlfriends and mistresses that helped out in the past two years can have the weekend back for normal activities. The event has also received some anonymous sponsors to help with some of the finances.

MOTION: That the Reports be adopted.

Moved: Jim Rae.

Seconded: Robert Rutledge. - Carried Unanimously

Election of Officers:

No Written nominations were received for any positions.

David Owen took the Chair, announced positions vacant, and called for nominations.

President

Paul Farthing, nominated by Peter Van de Waterbeemd.

Basil Healy, nominated by Paul Farthing,

There were no further nominations, Both accepted the nomination, ballot by show of hands saw Paul Farthing being declared elected.

Vice President

Basil Healy, nominated by Peter Scott.

There were no further nominations, Basil was declared elected.

Secretary

Dave Brown, nominated by Peter Scott.

Dave Brown declined acceptance of the nomination. Peter J. Smith was nominated by Basil Healy, Peter not being present, the meeting was informed he would accept the nomination. There were no further nominations, Peter J. Smith was declared elected.

Treasurer

Gail Scott, nominated by Jim Rae. There were no further nominations, Gail was declared elected.

Newsletter Editor

Ian Avery, nominated by Don Southwell. There were no further nominations, Ian was declared elected.

Committee Member

Peter Scott, nominated by Gail Scott. There were no further nominations, Peter was declared elected.

Public Officer

Basil Healy, nominated by Paul Farthing. There were no further nominations, Basil was appointed.

Fees, 2009 - 2010.

MOTION: That the Club Fee structure be set to \$25 per Member, Family and Juniors \$5.00.

That Sam Speaks be an additional \$40 per annum

Moved Gail Scott
Seconded Robert Rutledge
Carried: Unanimously

GENERAL BUSINESS

Sam 1788 Champs - 2010, to be staged in Canowindra.

Moved: David Owen,
Seconded Ian Avery.
Carried Unanimously

CONTEST CALENDAR - 2009.

Tamworth. New England Champs. Meeting was informed that Tamworth have moved to their new field just recently, and by the time of the event should Ok. The new field is 35kms west of Tamworth and 35kms east of Gunnedah, there is a small Hotel, and a convenience store but not much else in the area. The site is on the old Racecourse area at Somerton.

FARCON - was well received 1st time and included in the Calendar for this year.

Wangaratta. Eastern States Gas Champs. Included in the Calendar for this year on the October long weekend.

Postal Competitions - There was a lot of interest and discussion about various Postal Competitions, some Annual, and some International. Postal Competition Calendar will be published in the Duration Times. A warning that Rules sometimes change in these Events, and checks to comply with the rules have to be undertaken.

Gordon Burford Event. Paul Farthing announced it was his intention to source a Perpetual Trophy for this event for next year, as it is one of a few popular events that does not have a Perpetual Trophy attached to the Championship's Event. (Others with out one, - Standard Duration and Glider)

Canowindra Schedule - Request was made to consider that 6am Thursday for free flight and or Tomboys, may involve an increase in accommodation and leisure time for some, may be a cause for some not attending.

Electronic Duration Times. - There was a brief discussion about the reduction of cost for the newsletter, and while not all members have access to computers, it was

Moved - David Owen
Seconded - Bob Marshall

That the Membership Application Form contain an election for the Duration Times to be circulated on email with a box provided for the email address of delivery.

Alan Wooding spoke to the meeting, of the onset of Alzheimer's Disease, and asked that if he was in need of assistance it would be appreciated.

Meeting was informed that a Raffle for the Saturday night BBQ will be organised as contribution to the Nuns' Camp Quality Fund Raising, and support is required.

Meeting Closed: 9.40 pm

SOCIETY OF ANTIQUE MODELLERS

INCOME AND EXPENDITURE STATEMENT

FOR THE YEAR 1ST FEBRUARY 2008 TO 31ST JANUARY 2009

<u>INCOME:</u>	2008/9	2007/8
Membership (adult/jnr/family)	\$ 1873.00	\$ 1265.00
SAM Speaks	\$ 735.00	\$ 910.00
MAS NSW- affiliations	\$ 1393.00	\$ 1235.00
Stickers	\$ -	\$ 9.00
Covering	\$ 1300.00	\$ 1691.00
Canowindra Entry Fees & Raffle	\$ 3266.00	\$ 2910.00
Anniversary Shirts \$ 1320.00		
Less: cost \$ 1230.00	\$ -	\$ 90.00
Tamworth Entry Fees	\$ 490.00	\$ 302.00
Farcon	\$ 283.00	\$ -
Eastern State Gas Champs.	\$ 472.70	\$ 277.00
SAMS Champs. Down Under	\$ -	\$ 264.00
MAS NSW Refund	\$ -	\$ 150.00
Interest on Term Deposit	\$ 257.25	\$ 139.09
	<u>\$ 10069.95</u>	<u>\$ 9242.09</u>

<u>EXPENDITURE:</u>	2008/9	2007/8
Bank Fees	\$ 71.40	\$ 46.90
Duration Times - Postage/stationery	\$ 493.40	\$ 341.87
Duration Times - Photocopying/printing	\$ 1203.00	\$ 967.80
Duration Times - Editors Expenses	\$ 95.20	\$ 119.14
Postage & Stationery	\$ 366.03	\$ 122.35
Canowindra Expenses	\$ 3492.00	\$ 2856.50
Tamworth Expenses	\$ 144.00	\$ 44.00
Farcon	\$ 270.00	\$ -
Eastern States Gas Champs	\$ 374.85	\$ 200.00
SAM Champs Down Under	\$ -	\$ 375.70
Aero Sports Affiliation	\$ 1678.00	\$ 1160.00
Dept Fair Trading	\$ 65.00	\$ 43.00
SAM Speaks	\$ 1098.86	\$ 935.00
Sundries - wreath & bequest	\$ -	\$ 112.00
Nitro & Covering \$ 2659.80		
Less: closing stock \$ 402.00	\$ 2257.80	\$ -
	<u>\$ 11609.54</u>	<u>\$ 7324.26</u>
Net Profit/(Loss) for the year	<u>(\$ 1539.59)</u>	<u>\$ 1917.83</u>

Cheque Account	1 st Feb 2008	\$ 6285.32	
Term Deposit	1 st Feb 2008	\$ 5802.58	
Petty Cash	1 st Feb 2008	\$ 210.45	\$ 12298.35
Total Society Funds	31st Jan 2009	<u>\$ 10758.76</u>	

REPRESENTED BY:

Cheque Account	31 st Jan 2009	\$ 4152.98	
Term Deposit	31 st Jan 2009	\$ 6059.83	
Petty Cash	31 st Jan 2009	\$ 143.95	
Stock of covering		\$ 402.00	
		<u>\$ 10758.76</u>	

ANALYSIS OF SAM CONTESTS FOR 2008.

<u>CANOWINDRA 2008</u>			
<u>Income:</u>		\$	\$
Entries			586.00
Dinner			1780.00
BBQ			900.00
			3266.00
<u>Expenses:</u>			
Trophies	397.00		
Field Hire	400.00		
Room Hire	15.00		
Dinner	1780.00		
BBQ	900.00		3492.00
		LOSS	<u>\$ 226.00</u>

TAMWORTH 2008

<u>Income:</u>		
Entries		490.00
<u>Expenses:</u>		

Trophies		144.00	
	PROFIT	\$ 346.00	
FARCON 2008			
<u>Income:</u>			
Entries		283.00	
<u>Expenses:</u>		270.00	
	PROFIT	\$ 13.00	
EASTERN STATES GAS CHAMPS WANGARATTA 2008			
<u>Income:</u>			
Entries		472.70	
<u>Expenses:</u>			
Trophies	174.85		
Wangaratta Club	200.00	374.85	
	PROFIT	\$ 97.85	
OVERALL PROFIT 2008 CONTESTS		\$ 230.85	

Day one at Canowindra - from Peter Scott.

Thursday morning 8am start - most people hate getting up that early to fly models and I suppose that's why we never get a really good turn up of free-flighters at Canowindra. Lots - well quite a few - enthuse over the idea, some even build a model, but on the day it's just too difficult to drag oneself out of bed!

However, we had five entries. All flew and most had their models trimmed by the end of the contest. Strong drift gradually increased to a stiff breeze but was no problem as Paul Farthing did a great job retrieving with his faithful Land Rover. From our vantage-point on the hill we saw every landing. Quite a few spectators gradually appeared and all in all it was a good start to the week.

I put up the first flight with my old Stomper, a very reliable model. Only managed a 2min 30sec flight. Basil managed a max - 3mins - and Grahame Mitchell was not far behind with 2mins 20sec from his Mad Cap profile with Mills 1.3 up front. Basil flew his Elfin powered Stomper.

In the second round, Grahame and I maxed but Basil had a disaster with only 54secs. The third round I maxed with the next closest being Jim Rae at 2mins 4secs. He was finally coming to terms with his 1951 Heckler.

The final results are as per list. Do try to build a Freeflight model for next year - it's good fun and a great way to start Canowindra.

The rest of the day, until the great Tomboy challenge was taken up with C/L Phantoms. We had a great turn up and lots of flying. Dave Owen will report in depth on this event.

Nineteen R/C Tomboys had two hours in which to make a long flight. The air was full of them - a great sight. This event has caught the imagination of many and is going from strength to strength. It is more popular than Standard Duration and growing. Again, some of the scores were very close. No great secrets - if you find some great air, treasure it for there may not be any more! Flights in the last hour did not have the same good air as in the first. I came first - only 15seconds behind was Brian Laughton with Condo not far behind him.

SCORES - Free Flight, Tomboy and Phantom.

Free Flight Vintage:

1. Peter Scott	1953 Stomper/Elfin 149	516s
2. Graham Mitchell	1951 Mad Cap Profile/Mills 1.3	367s
3. Basil Healy	1953 Stomper/Elfin 149	320s
4. Jim Rae	1951 Heckler/Taipan 1.5	256s
5. Geoff Potter	1954 Fifteen/Elfin 249	182s

Tomboy:

1. Peter Scott	Mills .75	14m16s
2. Brian Laughton	MPJet	14m01s
3. Peter Condo Smith	Frog 100	13m58s
4. Rex Brown	Enya .06	13m32s
5. Don Howie	Mills .75	12m00s
6. Paul Farthing	Mills .75	11m31s
7. Ian Connell	MPJet	11m11s
8. Don Southwell	MPJet	9m.09s

9. David Owen	MPJet	8m47s
10. Dave Markwell	Cox 049	8m04s
11. Brian Payne	Mills	7m47s
12. Robert Rutledge	Indian Mills .75	7m12s
13. Peter R Smith	ME Heron	6m04s
14. Bob Marshall	MPJet	5m08s
15. Basil Healy	Mills .75	4m16s
16. Jim Rae	Mills .75	3m50s
17. Grant Manwaring	Indian Mills .75	3m48s
18. Grahame Mitchell	Doonside Mills .75	3m13s
19. Peter van de Waterbeemd	PAW 80	2m32s

Phantoms at Canowindra From David Owen.

The inaugural Phantom Shield was flown at the SAM 1788 Champs in Canowindra over Easter. Enthusiasm for this new event vindicated the decision to drop Midge from the Champs.

Thirteen recently finished Phantoms were entered in the Shield; many making their first flight itself in the contest. All flew very well and with the exception of a bizarre incident involving Scotty, no damage was sustained. The Keil Kraft Phantom surprised many, proving to be a very steady flyer with excellent take-off and landing abilities.

Though the official event was scheduled for Friday, it was obvious at the practice session on the previous day that we should start recording flight times. Under the rules, the Phantoms were timed over 12 laps (1/2 mile) from a standing start, on 35' lines. Each entrant was allowed three flights, with his best time being scored. Virtually all competitors completed three official flights, a testimony to the model as much as the flyer. Amazingly, no entrant used the same engine and the results were as follows:

Class One (piston-ported engines only)

1 st Peter Scott	original Mills 1.3cc	44.44 mph
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Class Two (any engine other than those specified in Class Three)

1 st Peter van de Waterbeemd	Taipan Tyro 2cc	62.61 mph
2 nd Allan Laycock	Silver Swallow 1.5cc	57.84 mph
3 rd Peter Scott	A-M 15 (1.5cc)	57.71 mph
4 th John Diduszko	Taipan 1.5BR	48.39 mph
5 th Jim Rae	Frog 150	47.75 mph
6 th Ian Avery	Allbon Javelin 1.5cc	47.24 mph
7 th Bob Marshall	Russian Elfin 149	45.57 mph
8 th Brian Laughton	ME Heron 1cc	45.54 mph
9 th David Owen	1949 'K' Kestrel 2cc	45.10 mph

Class Three (PAW 09TBR, Oliver Tiger Cub, Enya 11X, MVVS 2cc, & other specialist engines)

1 st Peter 'Condo' Smith	MVVS 2cc	60.81 mph
2 nd Peter 'Canberra' Smith	Original Oliver Tiger Cub	58.69 mph
3 rd Peter van de Waterbeemd	CS Oliver Tiger Cub	57.14 mph

Next year, who knows? I believe there will be a concerted effort from the Queenslanders, there will be more Tyros in Class Two and I think there will be more entries in Class One.

As CD, the writer would like to thank all those who supported this very enjoyable new event and look forward to doing it all again in 2010.

Other Things - From David Owen

The Vets Gathering at Muswellbrook over the weekend 2/3 May is shaping up to be another great time for those who can make it this year. A new model list will be circulated and all will be asked to vote on the c/l model choice for 2010, replacing the very popular 2008/ 2009 Aeroflyte Spitfire. I have a real surprise in mind for the 2010 f/f model, to replace the popular Humbug.

Following the request for information about the pre-war Illawarra Cup, I have heard from Jim Fullarton and expect to publish his comments (as yet unseen) in the next Duration Times.

R/C Event Results - From Dave Brown

SAM Champs Top Gun was Peter Scott. OT Glider & C&G cancelled.

Nostalgia

Robert	RUTLEDGE	Spacer	OS25	1260	595
Rex	BROWN	Stomper	K&B 40	1260	551
Darren	MARSHALL	Swayback	Webra 40	1260	507
Brian	LAUGHTON	Pencil	K&B40	1260	372
Peter	SCOTT	Jaieded Maid	OS25	1260	367
Michael	WALSH	Spacer	K&B 40	1260	355
Basil	HEALY	Sunstreak	K&B 40	1260	341
Dave	PATON	Powerhouse	K&B 40	1251	
Grant	MANWARING	Spacer	OS 40H	1172	
Dave	BROWN	Civy Boy	Merco 61	1149	
Grahame	MITCHELL	KV62	OS 25	1021	
Peter J.	SMITH	Spacer	K & B 40	987	
Jim	RAE	Gold Dust	OS Max 29	914	
Don	SOUTHWELL	Spacer	K&B 40 2/	381	
Jim	HARDY	Swayback	OS 40H	160	

1/2a Texaco

Rex	BROWN	Stardust Special		1260	1217
Brian	PAYNE	Stardust Special		1260	900
Peter	SCOTT	Stardust Special		1260	853
Dave	MARKWELL	Stardust Special		1260	823
Paul	FARTHING	Stardust Special		1260	793
Robert	SMITH	Lil Diamond		1260	783
Basil	HEALY	Stardust Special		1260	662
Peter J.	SMITH	Lil Diamond		1260	591
Peter R.	SMITH	Valkyre		1260	590
Barry	BARTON	Stardust Special		1260	586
Dave	BROWN	Stardust Special		1260	580
Darren	MARSHALL	Lil Diamond		1260	570
Brian	LAUGHTON	Albatross		1260	560
Geoff	MALONE	Lanzo Racer		1260	528
John	DIDUSZKO	MG2		1260	486
Jim	RAE	Skyrocket		1260	486
Lyndon	CLIFFORD	Stardust Special		1260	483
Grant	MANWARING	Lil Diamond		1260	478
Robert	TAYLOR	Stardust Special		1260	349
Robert	RUTLEDGE	Kerswap		1260	112
Michael	WALSH	Kerswap		1260	5
Ian	AVERY	Playboy Cabin		1187	
Dave	PATON	MG 2		1183	
Jim	HARDY	Lil Diamond		1112	
Don	SOUTHWELL	Stardust Special		1099	
Mike	RANKIN	Reg Truman		1032	
John	BRADBURN	Long Cabin		957	
Steven	GULLOCK	Polly		887	
Brian	DOWIE	Bomber		710	
Bob	MARSHALL	Record Breaker		420	
Don	HOWIE	Red Ripper		287	

Gordon Burford Event

Robert	RUTLEDGE	Spacer	PB	900	576
Paul	FARTHING	110% Pencil Jr	PB	900	462
Jim	RAE	Amazoom	PB	900	441
Peter	SCOTT	Jaieded Maid	PB	900	401
Michael	WALSH	Perdido	PB	900	378
Brian	PAYNE	Lil Diamond	PB	900	376
Rex	BROWN	RC1	PB	900	336
Lyndon	CLIFFORD	Creep	BB	900	316
Grahame	MITCHELL	Dream Weaver	PB	900	250
Peter R.	SMITH	Ollie	PB	900	
Jim	HARDY	Swayback	BB	898	
Grant	MANWARING	Eliminator	PB	895	
Brian	LAUGHTON	Dixielander	PB	895	
Mike	RANKIN	Creep	PB	895	
Darren	MARSHALL	Lil Diamond	PB	879	
Dave	PATON	Cresendo	BB	874	
Garry	De CHASTEL	Dixielander	BB	863	
Basil	HEALY	Dixielander	PB	835	
Steven	GULLOCK	Swiss Miss	PB	829	

Don	SOUTHWELL	Zoot Suit	PB	818	
Barry	BARTON	Dixielander	PB	808	
Dave	MARKWELL	Stardust Spl	BB	549	
Bob	RAADTS	Eliminator	PB	435	
Robert	TAYLOR	Creep	PB	412	
Ian	AVERY	Dixielander	PB	385	
John	DIDUSZKO	Cresendo	PB	300	
Bob	MARSHALL	Lil Diamond	PB	300	

Texaco

Mike	RANKIN	Bomber	OS 61 4/	600	1471
Paul	FARTHING	Bomber	OS 60 4/	600	1413
Bob	RAADTS	Bomber 85%	OS 40 4/	600	1398
Jim	HARDY	Bomber	Saito 56 4/	600	1336
Darren	MARSHALL	Bomber	Enya 60 4/	600	1313
Alan	BRADY	Bomber	OS 60 4/	600	1116
Basil	HEALY	Lanzo Stick	Enya 60 4/	600	1100
Lyndon	CLIFFORD	RC1 115%	Enya 60 4/	600	1073
Peter R.	SMITH	Bomber	OS 60 4/	600	1066
Peter J.	SMITH	Bomber	OS 61 4/	600	941
Peter	CUTLER	Bomber 110%	OS 60 4/	600	887
Grant	MANWARING	Bomber	OS 60 4/	600	820
Robert	TAYLOR	Cumulus 105%	OS 61 4/	600	816
Brian	LAUGHTON	Bomber 85%	OS 40 4/	600	733
Michael	WALSH	Lanzo Racer	Anderson Spk	600	721
Garry	De CHASTEL	Flamingo	OS 60 4/	600	503
Steven	GULLOCK	Bomber 85%	Enya 53 4/	600	393
John	DIDUSZKO	Bomber	TT 54 4/	600	296
Geoff	MALONE	Dallaire	OS 60 4/	573	
Peter	SCOTT	Bomber 85%	Burford 5ccD	493	
Jim	RAE	Dallaire 75%	ASP 30 4/	473	
Laurie	CHETTER	Turner Special	OS 56A 4/	466	

'38 Antique

Michael	WALSH	Westerner	Ok Super 60	1800	1022
Peter	SCOTT	RC1	Whirlwind 60	1800	989
Grant	MANWARING	RC1	GB 5cc Diesel	1800	988
Brian	LAUGHTON	RC1	OK Super 60	1800	987
Peter J.	SMITH	Cumulus	OK Super 60	1800	977
Dave	PATON	California Chief	ED Hunter	1800	880
Darren	MARSHALL	RC1	Super Cyke	1800	856
Lyndon	CLIFFORD	Cadet	Madewell 49	1800	759
Basil	HEALY	RC1	Sparey 5cc D	1800	732
Robert	TAYLOR	Cumulus	Ok Super 60	1800	706
Jim	RAE	Rambler	ED Hunter 346	1800	663
Don	HOWIE	Miss Fortune X	Elfin 2.49	1800	632
Alan	BRADY	RC1	Anderson Spit	1800	612
Alan	WOODING	Lanzo Stick	OK Super 60	1800	
Dave	BROWN	Lanzo Stick	Madewell 49	1761	
Rex	BROWN	Scram/W'ner	ED346/OK S60	1663	
Jim	HARDY	Lancer	GB 5cc Diesel	1534	
Dave	MARKWELL	RC1	OK Super 60	1513	
Steven	GULLOCK	Polly	GB 5cc Diesel	933	
Geoff	POTTER	Record Breaker	Sparey Diesel	722	
Peter	CUTLER	RC1	GB 5cc Diesel	600	
Barry	BARTON	California Chief	DC 350 Diesel	116	

Duration

Peter	SCOTT	Playboy 112%	McCoy 60 Spk	1260	2394
Mike	WALSH	L'zo Racer/P'boy	McCoy 60 Spk	1260	2315
Dave	MARKWELL	Bomber 85%	Dub Jett 40	1260	2034
Brian	LAUGHTON	Playboy	Irvine 36	1260	1808
Grant	MANWARING	Bomber 85%	Saito 56 4/	1260	1694
Dave	BROWN	Bomber 85%	Saito 56 4/	1260	1623
Don	HOWIE	Bomber 85%	Enya 53 4/	1260	1432
Darren	MARSHALL	Playboy	Rossi 40	1260	1413
Paul	FARTHING	Playboy	YS 63 4/	1260	1297
Jim	HARDY	Bomber 85%	YS 63 4/	1260	1214
Robert	RUTLEDGE	Playboy	Saito 62 4/	1260	1186
Mike	RANKIN	Playboy	ST 45	1260	1080
Lyndon	CLIFFORD	Cumulus	YS 63 4/	1260	1012

Peter J. SMITH	Playboy	Proffi 40	1260	957
Steven GULLOCK	Dallaire 75%	OS 52 4/	1260	895
Garry De CHASTEL	Playboy	YS 63 4/	1260	846
Robert TAYLOR	Cumulus 92%	YS 63 4/	1260	838
Dave PATON	Playboy 105%	OS 61 4/	1260	817
Grahame MITCHELL	Playboy	Super Tiger 34	1260	816
Robert SMITH	Playboy	Saito 62 4/	1260	692
Jim RAE	Lil D'mond 149%	Saito 56 4/	1260	659
Barry BARTON	RC1	OS 46 FX	1260	395
Don SOUTHWELL	Bomber 75%	Enya 53 4/	1260	
John DIDUSZKO	Bomber 85%	Magnum 61 4/	1120	
John BRADBURN	Bomber 85%	Saito 65 4/	1113	
Laurie CHETTER	Turner Special	OS 56A 4/	781	
Peter CUTLER	Playboy 105%	YS 63 4/	705	
Rex BROWN	RC1	OS 61 4/	640	

Standard Duration

Jim HARDY	Bomber 85%	Webra 40	1080	498
Grahame MITCHELL	Playboy	OS 40H	1080	347
Geoff POTTER	Playboy	OS 40 H	1080	
Dave BROWN	Bomber 85%	K&B 40	1073	
Dave PATON	Bomber 85%	OS 40H	1048	
Peter J. SMITH	Playboy	K&B 40	1046	
Grant MANWARING	Bomber 85%	K&B 40	1038	
Dave MARKWELL	Bomber 90%	Webra 40	1033	
Paul FARTHING	Playboy	OS 40 H	1025	
Michael WALSH	Bomber 85%	K&B 40	1008	
Basil HEALY	Feather Merchant	OS 40 H	812	
Peter SCOTT	Bomber 85%	K&B 40	729	
John DIDUSZKO	Bomber 85%	OS 40H	691	
Alan BRADY	Dallaire 75%	OS 40H	359	
Mike RANKIN	Bomber 85%	K&B 40	219	

2cc Duration

Peter J. SMITH	Spacer	AE 1.5	900	466
Jim RAE	Jumping Bean	Taipan 1.5	900	460
Grant MANWARING	Eliminator	Taipan Tyro	900	412
Dave MARKWELL	Dixielander	Cipolla 09	900	385
Peter SCOTT	Lil Diamond	Cox 09	900	288
Michael WALSH	Perdido	Enya 09	900	279
Rex BROWN	Stardust Special	Taipan Tyro	900	89
Robert RUTLEDGE	Creep	Taipan Tyro	900	
Basil HEALY	Sunstreak	Taipan 1.5	860	
Brian PAYNE	Lil Diamond	Taipan Tyro	673	
Steven GULLOCK	Lanzo Bomber	MVVS 1.5cc D	481	
Dave PATON	Playboy	Enya 09	281	



Left: Geoff Potter with his Fifteen/Elfin 249 combo for Vintage Free Flight.
 Top to Botton: Phantoms and Tomboys - excellent roll-up for both of these fun events.
 Above: Paul Farthing points out some of the finer points of his Tomboy with Mike Smith from Queensland.
 Below: Not all of the Tomboys which were at Canowindra are in this picture, just most of them and one electric ring-in.





Left: Peter Scott examines Grahame Mitchell's Tomboy which was suffering "Mills" problems. Above: David Owen tries out Ian (too giddy) Avery's Phantom.



Above: 1/2A Texaco Reg Truman of Mike Rankin - a pretty and different mode.
 Right: Mike Walsh with his interesting GB Event model Perdido. Good performer.
 Below and Inset: Mike Walsh's Texaco Lanzo Racer with an Anderson 65 on spark fitted with an interesting and very effective pipe muffler. Reports that it drops about 1000 rpm but makes the engine very quiet and not at all like an Anderson. Mike's Racer and Perdido certainly look nice in the transparent red and yellow.





RC1's are becoming popular and above are two Anderson powered (top) and OK Super Sixty (above). Top right: Jim Rae's new Rambler gets away in '38 Antique. Right: There were still many Bombers in Texaco, (sigh!). Right Inset: The Duration flight line was very busy at times. There were quite a few of the ARF 85% Bombers in attendance, too.



Left: One of the few low points this year was the demise of Basil Healy's Megow Chief on its first round flight in Duration. It simply took off, flew a wing over and hit the ground very hard. Basil said he lost rudder response immediately after the launch. John Diduszko and Ian Connell are present and giving Basil some support in his time of loss. Knowing Basil the Chief will be back and flying again at the next Oldtimer meeting at Yass at the end of May. Just bad luck, Basil.



Top Left: Peter Scott starting in Std Duration. Top Right: Basil Healy is in the wars again - top of piston blown through in his Taipan 1.5cc BR diesel powered 2cc Duration model. (Electric Starter?)
 Left: Jim Rae and his 2cc Duration Jumpin Bean. Goes very well.
 Above: Alan Brady 75% Dallaire in Standard Duration.
 Below LtoR: Winners are Grinners - Mike Walsh '38 Antique, Robert Rutledge Nostalgia and GB Event, Rex Brown 1/2A Texaco, Mike Rankin Texaco, Peter Scott Duration and Top Gun, Geoff Potter Spirit of SAM. Well done guys.



Electric Old Timer - Electric Tomboy - Further Developments

From Lou Amadio.

My first Tomboy venture was reported on page 10 of Duration Times #156. There are some electric building tips in that article that are still relevant but, as you will see, nothing stays the same for long if the aim is to succeed in competition!

The Vic Smeed Tomboy has captured the imagination of a number of IMAC members. Initial interest was sparked by the Italian International 36" Tomboy Postal Contest but other factors have come into play since then. The Tomboy happens to be a great built-from-sticks model. It is small and cheap so does not intimidate the novice builder. This, together with its legendary reputation as a free-flight model, means that there is more than a 50/50 chance it will fly straight off the building board.



IMAC Electric Tomboy Team, L to R: Tom Reinhold, Barry Austen, Lou Amadio and Pieter Moerkerken



Tomboy #1 weighed in at a beefy 285g (10 Oz)



Pieter's Tomboy: 200g AUV - an exercise in lightweight construction and fitting - flies on only 2A from a 2S 350 mAh LiPo

Pieter's best time to date has been 23 minutes with only minimal thermal assistance. Weight of the hardware is 50g excluding the battery which is the same for all models. (By difference, the airframe weighs 125g. This is 27g less than Tomboy1 and is believed to be mainly due to the lighter covering film.)

A Dark Horse

Not to be outdone, Tom Reinhold, who normally flies electric models up to 7,800g, set about creating the ultimate Tomboy. Carefully selecting every piece of balsa by weight and incorporating the latest in mini 2.4GHz radio control

BTW, all Electric Tomboys are 36" span and must use a 2S 350mAh LiPo in the postal contest. I had some reservations about the energy available from such a small pack, but my fears were unfounded as a well built model will climb out of site, if you let it, before the pack is exhausted. This has another implication and that has to do with power for the radio equipment. All contest models flown to date at the IMAC field have been powered by BEC enabled controllers. When the 2S 350 battery is exhausted by the motor, there still enough energy to control the servos and bring the model home. We put this down to the low power requirement of lightweight receivers and the fact that the Tomboy flies very well on it own requiring only the slightest input from the pilot.

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Electric Tomboy #1

Tomboy1 reported in DT156 weighed 285g (10 Oz) and had a loading of 6.7 Oz/ft². This model had a 1650Kv EM motor (50g), 20A ESC (20g) and a mini Rx (15g) controlling a pair of 10g servos. Covering was standard Solarfilm. Weight of the hardware alone was 105g excluding the 2S battery which is the same for all models. With a 6x4 prop the motor drew ~5A at full throttle. Climb-out was acceptable and the best flight for Tomboy1 was 14 min on a day with nice thermal activity. (By difference, the airframe weight was calculated to be 152g)

The Challenger

Pieter Moerkerken took up the challenge and built a lighter Tomboy. Pieter selected the wood and used a lighter motor (28g), ESC (10g), servos (5g ea) and covered the model with Solarfilm Lite. AUV is an exceptional 200g (7 Oz)! Motor is a Leeton 1100Kv running on a current of 2 amps for a total power of 15 watts. In IC (gas) terms, this is 1/50th HP.

with sub-micro servos (2.5g ea) and "indoor" brushless motor/controller (15g), Tom's Tomboy came out at 180g (6.3 Oz) for a wing loading of 4.2 Oz/ft²! Weight of hardware (less battery) is just 25g. Electrical power loading based on 40 watts input is a generous 100 watts/lb. The scary thing is that Tom has ideas for a lighter model although further gains are likely to be small. To date, Tom has had only one timed flight and that was 18.5 min without significant thermal assistance.

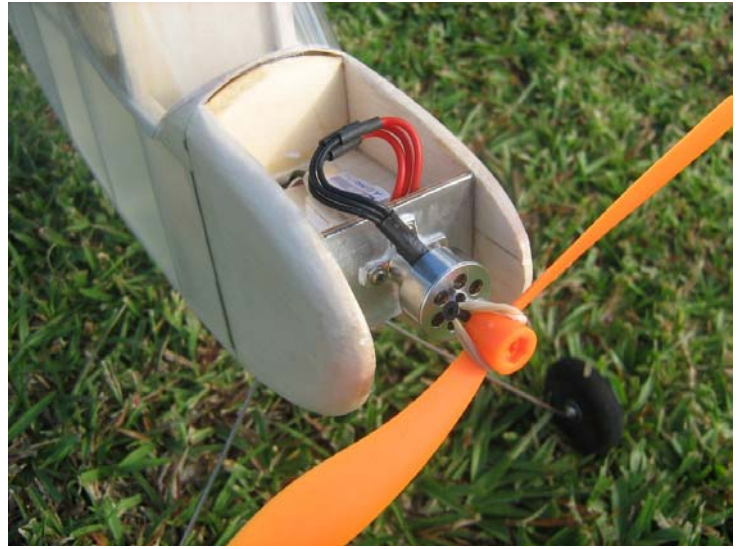
Trying Again

Given all this I have set about building Tomboy2. I do not have any hope of besting Tom's effort but am confident in achieving 200g max by using Solarfilm Lite (as per Pieter) together with lighter motor/ESC/Rx/servos. Losing weight in a model such as this is a win-win because the smaller equipment costs less and the power needed to climb is lower leaving a greater reserve in the pack for extended thermalling. The outcome is that a separate Rx battery is unlikely to be required saving a significant 10% of AUW.

As indicated above, a number of IMAC members have taken up the challenge first to build a model and then to fly the postal contest. I also believe the Tomboy could be an excellent first electric model for those who are curious as to what electric power is all about. If you are interested in building a Tomboy, Dave Brown has a short kit available that includes a plan and all the curvey bits. Alternatively, we have a plan in JPG or PDF format suitable for printing out full size using multiple sheets of A4 paper. Email lou_amadio@ozemail.com.au for a copy.

Postscript

Although the above is good news for electric powered models, it demonstrates yet again that there can never be a satisfactory handicap system that allows IC (gas) models to compete against electric models in the same contest. It does not mean that all models, regardless of power source, cannot fly in the same airspace but rather that prizes be awarded separately for the two classes.



Front end of Tom's Tomboy showing 15g "indoor" motor/esc

Titebond Glue - By "Ol' Charlie" Reich <sam1781@bellsouth.net>

The May 2009 issue of Model Aviation has a build article on an SE-5 by Gary Ritchie. Gary highly recommends using Titebond's Molding and Trimwood glue. It's thicker than traditional carpenters glue and set's up rapidly. It's available at Lowe's Home Center \$4.27 (not at Home Depot), and can be ordered through your local Ace Hardware Store as Franklin International 2403 Wood Molding glue. A Goggle search on-line also offers several mail order sources.

Titebond® Molding & Trim Wood Glue

Titebond Molding & Trim Glue is the thickest, fastest-drying glue available for use with porous and semi-porous materials. It is ideal for finish trim, crown molding, baseboards, window casings and other applications requiring a professional-strength, no-run wood glue.

Titebond Molding & Trim provides a strong initial tack and fast speed of set, yet allows realignment of working pieces. It also develops a bond stronger than the wood itself, offers excellent sandability and is unaffected by finishes.



Product Features:

- Beige color, dries translucent
- Storage Life ~ 12 Month
- Bonds most porous and semi-porous materials
- Strong initial tack
- Extra thick formula helps fill small cracks and gaps
- No-runs, no-drips
- Unaffected by finishes
- Excellent sandability
- Easy cleanup with water
- nonflammable-No Odor

Two Scots, Archie and Jock, are sitting in the pub discussing Jock's forthcoming wedding. 'Och, it's all going to be grand", says Jock. "I've everything organised already, the flowers, the church, the cards, the reception, the rings, the minister, even ma stag night". Archie nods approvingly.

"Havens, I've even bought a kilt to be married in" continued Jock.

"A kilt?" exclaims Archie, "That's braw, you'll look pure deed smart in that!" "And what's the tartan?" Archie then enquires.

"Och," says Jock, "I'd imagine she'll be in white....."

THE V.I.P. CARIBOU PROJECT - from Basil Healy.

This would have to have been the most unusual project that I became involved with during my whole career at Hawker de Havilland. It was unusual for a number of reasons, namely:-

- All of the drawings were done AFTER everything had been made - thereby reflecting exactly what was built.
- Practically everybody who worked on the project had something to contribute to the design. All proposals were considered no matter how outlandish they may have sounded in the first place. Some quite radical proposals were modified into a very practical finished product.
- A "ball park" estimate for the project had been tendered by the Marketing Department without consulting anybody else. Unfortunately for them they had omitted to allow for design and development costs.

My first involvement in the project was when I was told to attend a meeting in my departmental manager's office. There it was that I was informed of the reason for the project and the tight timeframe to complete it. The project arose because the RAAF had decided to withdraw their ageing C-47 Dakotas for service (not again, we've heard this story before!) One of these aircraft had been fitted out as a V.I.P. transport for one of the Queen's visits and was currently stationed at the RAAF base at Butterworth in Malaya. It was a condition of the lease of this base that the RAAF provide air transport for the Prime Minister of Malaya around South-East Asia, mainly within Malaya. This the old "Dak" had been doing for a number of years. However, if withdrawn from service, a replacement would have to be found, and quickly too! Hence the rush to get the project underway.

The proposal was to have a number of modules, mounted on pallets, which could be quickly fitted to a Caribou when required for V.I.P. duties. This had the advantage of allowing the Caribou to carry out normal transport duties when not required for V.I.P. use and for different aircraft to be rotated through Butterworth as major servicing fell due.

A brief description of the requirements was as follows:-

- Seating for 12 people (obviously the Prime Minister travels with an entourage!).
- A toilet.
- A galley.
- A storage cabinet for baggage with hanging space for coats.

At this point in the meeting we learned of the "ball park" estimate having been submitted and the guys from Marketing were immediately besieged with questions as to how they had come up with a figure without consulting Engineering, who would be responsible for the design work or us, who had to make it. Not only that but now allowance had been made for design and development costs. At this my departmental manager, who was chairing the meeting, asked how these costs were going to be covered. A deathly silence reigned for a minute or so, then I suggested they come out of Marketing's operating budget. My manager picked up on this as a good idea and immediately said, "All those in favour?" The marketing people were out-voted about 3 to 1 and so it came about that the Marketing Department bore all of the design and development costs of the project. The meeting broke up with a couple of Marketing people looking very apprehensive. I suspect that we had severely dented their budget for the next month or so.

The next day I raised job numbers for the project, one for manufacture and one for any design charges (development charges). I had a feeling that the latter one was going to be well used. Later that day, Ian MacArthur from Engineering, my old mate Tom Pearse from Purchasing and I took a stroll through the store or company stock looking for some aircraft seats that were supposed to be there somewhere. We eventually found them but along the way found some plywood, unfortunately not thick enough to make the pallets and some alumin-

ium honeycomb panels which were used to make the walls of the toilet, the galley and the baggage cabinet. During this foray into a little used area of the stores we got to talk about how we were going to handle the project. Ian agreed to provide pencil sketches of what was required and it would be up to my "Special Projects Team" to work out sizes and how they were going to put everything together. Any queries were to be addressed to me for resolution and aspects about strength I would forward to Engineering. Ian had calculated that one inch marine plywood would be strong enough for the pallets provided that it was bolted down to the cargo tie down points in the existing aircraft floor. I expressed concern about bolting the aluminium tracks to which the seats would be attached to the plywood with countersunk head bolts. Note, passenger seats aircraft must be able to withstand a forward load of 9G. Ian said that he would re-check his figures on that point. Later we were to fit large dimpled washers onto these bolts because when tightened the heads started to disappear into the plywood.

The next day the plywood arrived and the Special Projects Team set to work. Using the rough sketches provided by Ian MacArthur they proceeded to mark out the pallets on the cabin floor of the Caribou undergoing servicing. Then with sheets of brown paper cut to these sizes they punched holes in the paper at all the tie-down points. This was then used as a template to cut out and drill the pallets. Two days later they trial fitted the pallets but found that the plywood tended to crush when they tightened the bolts into the tie-down points. After a hasty conference with Ian, it was agreed that 1/8" steel plates be inset into the pallets at all bolt positions (Design change No. 1). Work then proceeded on making up these plates and securing them into place with epoxy. Next the seat tracks were attached to the pallets, the seats trial fitted, and then the seats went off to be re-upholstered in a Royal Blue fabric.

By now Tom Pearse had located a 24 volt hot water urn and an oven to take 12 trays for hot meals. I had also ordered a "Porta-Potti" for the toilet. The boys on the shop floor had been cutting up the aluminium honeycomb panels but ran into a problem when they went to bolt them together. The honeycomb collapsed. After consultation with the Fibre Glass Shop staff we were told to cut away one outer skin for about 3/4" around each bolt position and fill the exposed honeycomb with an epoxy/microballoon mix then drill the bolt hole after the mixture had set. This slowed the whole operation down for a day or two until all of the panels had been filled this way. Meanwhile the Paint Shop had applied several coats of Estapol to the plywood pallets and they were looking quite elegant.

By now we realised that there were two items that had to be fitted to each Caribou as fixed fittings. They were a 24volt power outlet for the galley and a rearward facing vent to suck any odors out of the toilet. The first item was just a standard item normally found in passenger aircraft but the second was going to be a problem until one of the Project Team spotted an air-scoop that cooled the inverter bay and suggested one of them reversed would do the job. Further investigation revealed that the Fibreglass Shop had a mould to make this item because they were occasionally damaged while servicing the aircraft with step-ladders. So an order was raised to make one.

By now the seats had returned and were fitted to their pallets and the toilet was just about complete. The galley pallet was complete and the baggage pallet only needed a curtain (Royal Blue of course!) fitted across the front. Tom Pearse had located some Royal Blue carpet from the aisle and all we needed was an aircraft to fit it all to. A few days later the RAAF flew in an aircraft for this purpose and we fitted it out. Some problems were experienced with tie-down fitting locations being slightly out of position compared with the other aircraft, which we measured up in the beginning, but it was a reasonably straightforward fitment.

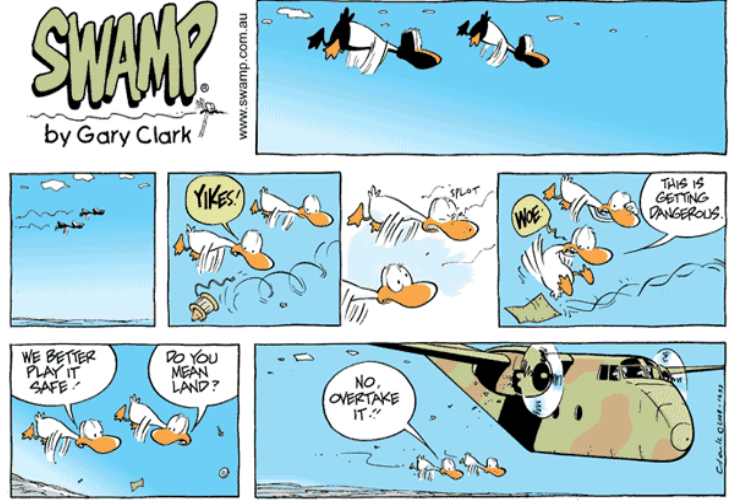
Then came the "shake-down" flight to Canberra and back. All the

people who had worked on the project were invited on the flight. All went well until half way to Canberra when the Loadmaster announced that the oven was not coping very well with twelve frozen dinners and that the hot meal would be served on the return flight, which it was, and very tasty too!

During the return flight, I checked the suction on the vent to the toilet cubicle. The suction was so strong that it would hold the door closed without engaging the latch!

On returning to Bankstown the pallets were all removed from the aircraft and the Drawing Office boys descended on them to measure them up and create the drawings. Then we had to submit them to the Inspection Department for final approval before dispatch.

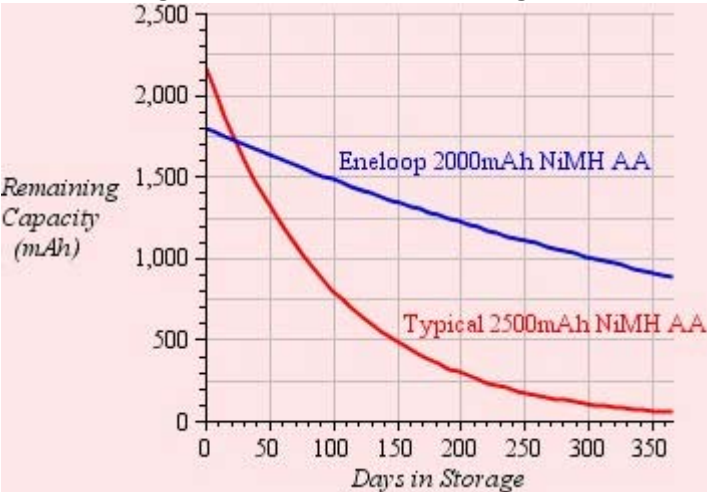
Some time later I heard that Tunku Abdul Rahmin, the Malayan Prime Minister, was quite pleased with the V.I.P. Caribou describing it as "very comfortable".



From: **Red's R/C Battery Clinic** <<http://www.hangtimes.com/redsbatteryclinic.html>> Check us out for "revolting" information.

Eneloop Batteries.

I have been getting a lot of questions about Sanyo's Eneloop batteries but have had no personal experience with them. Sanyo's web page, <http://www.eneloopusa.com/> gives a comprehensive view of this improved Ni-Mh technology. How they behave in our modeling environment is of more importance however. Stefan Vorkoetter has done a lot of testing that indicates these are a good choice for flight control and transmitter packs. One of the main features of the Eneloop is their low self discharge compared to conventional Ni-Mh cells as shown in graph below.



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The full test report can be seen at: http://www.stefanv.com/electronics/sanyo_eneloop.html Stefan Vorkoetter has a pretty neat aviation/modeling web site that is well worth your visit. <http://www.stefanv.com/>

Since these cells are not available with solder tabs it is recommended that you purchase built up packs with welded tabs. A couple of sources are:

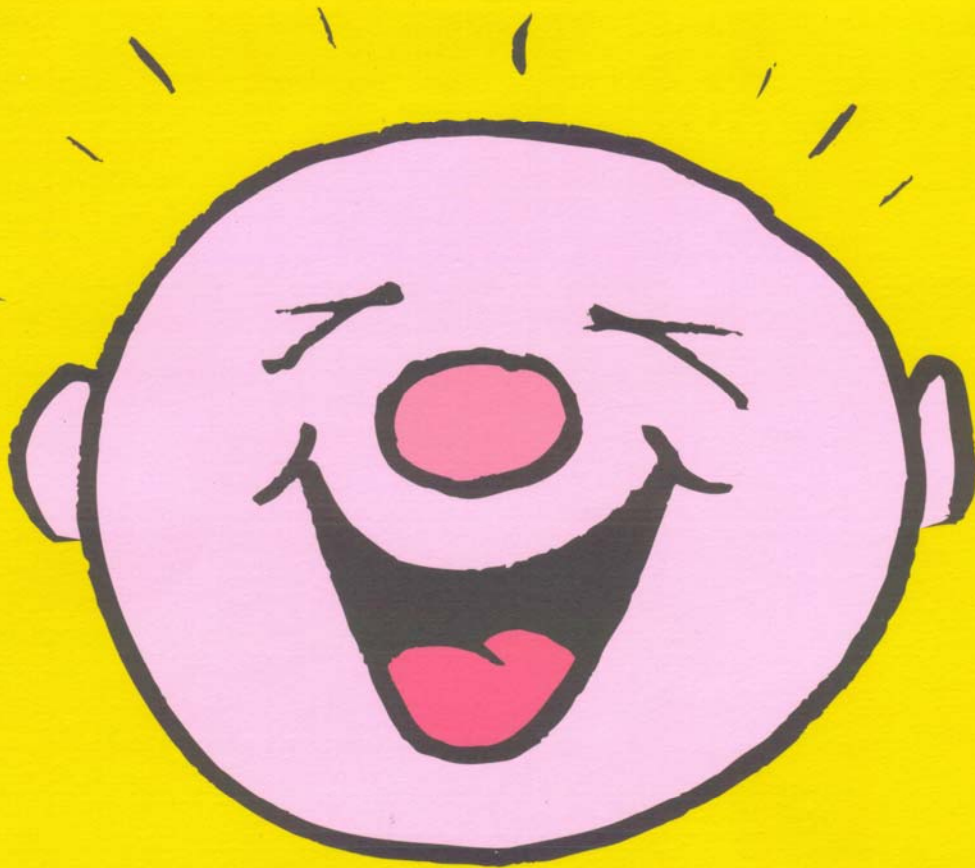
- Hangtime Hobbies: <http://www.hangtimes.com>
 - and Radical R/C: <http://www.radicalrc.com>
- Red Scholefield.

Gift Wrap for Covering - from Evan Evans ecevans@iprimus.com.au

In Australia the only gift wrap I found was very thin and would be OK on small models but needs care in use. The best I have found is the poly-wrap used by florists for bunches of flowers. It is available through suppliers of stuff to florist shops and comes in bundles of 100 sheets 500X700 mm for A\$14. It is 40 microns thick and weighs about 40 grams per square meter. The small sheet size is a bit of a nuisance but it is very easy to handle and overlap joints work well. I have covered the tail of my Taibi Powerhouse with this material. I have the wing covered also and this used 8 sheets (with a lot of off-cuts) for a cost of A\$1.12. Like the stuff mentioned it needs an adhesive and is coloured on one side which needs to be inside as the covering iron will remove it. I have found another supplier who sells similar material in 30 micron thickness for about the same price but have not tried this yet.

Fuel Cut Offs

Here is a couple of ideas to provide an engine fuel cut off for those RC Vintage models from Down Elevator or a separate servo.



thank you

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Date 13th April 2009

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