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BULLETIN No. 159

July - August

2009

WORTH NOTING:

From Simon Bishop, President, Muswellbrook & District Model Aircraft Society:

We have a new website up and running for MDMAS. I would appreciate if you could give it a plug in the Duration times. I have the Vet's weekend in there also so people can look in for updates. Trying to get away from sending 150 letters or at least cull the number a bit. See what you think

Oldtimer Weekend: <http://www.mdmas.com.au/forums/viewtopic.php?f=3&t=17&p=26#p26>

Vetrans Weekend: <http://www.mdmas.com.au/forums/viewtopic.php?f=3&t=4>

SAM 1788 MEMBERSHIP FEES FOR 2009-2010 ARE NOW DUE.

A MEMBERSHIP RENEWAL FORM IS AVAILABLE UPON REQUEST FROM THE DT EDITOR.

NOTE: MEMBERSHIP FEES ARE REDUCED BY \$10 IF YOU NOMINATE TO RECEIVE DURATION TIMES BY EMAIL.



Tomboys at the Western Australia
Tomboy Rally - 2009
See report inside

EASTERN STATES GAS CHAMPS - WANGARATTA

3rd to 4th October 2009.

Saturday, 3.10.09

8am entries. Entries will CLOSE at 8.30am

8.45am - Burford, then '38 Antique, then Duration.

Dinner at club to be organised when we get numbers.

Sunday, 4.10.09

8.30am - 1/2A Texaco then Texaco.

***** All comps will be run to MAAA Rules as at 30.4.2009 *****

Lunch times will be organised on the days to suit.

Catering on field by Wangaratta Club.

INFORMATION - PAUL FARTHING - 02 6364-0264.

Duration Times is the official Newsletter of SAM 1788

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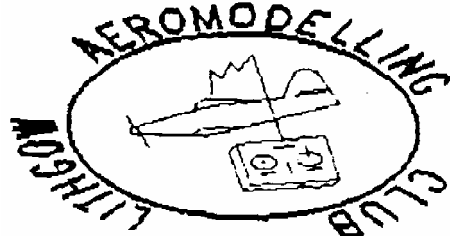
UPCOMING OLDTIMER EVENTS FOR 2009

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.
November	14-15	Muswellbrook Oldtimer	Muswellbrook	Simon Bishop	02 6541-5577.



From the President:

Hi Again, Thank goodness winter is just about over, back to descent flying weather, THERMALS!!!! No official word about MAAA rules but they are on the website. Not bad either, check out Standard Duration, read carefully and think outside the square. Up and coming events - Wangaratta - all is organised and ready to go. Book accommodation now. Try the Advance Motel. Tell Michael model aircraft and that I told you. Lithgow - Brownie tells me it is ready, be there and lets have fun. Muswellbrook - A great contest to end off the year. Great hosts and lots of fun for all. Great venue for Tomboy. Nationals at Albury, immediately after Christmas. I'm ready, got team organised, got accommodation have you? If not let's get going. Canowindra - Hell only seems like yesterday. Already started organizing. Please get entries in early but if there is a late entry just contact me. I have been told that WA is trying to make an appearance next year! Let's all get together and have some fun. Covering material (SAM Span) is at Newcastle and I'm trying to get it to Bogwood. Till next time - Paul



Saturday 24th October, 2009
 9.50am Briefings, 1st Round 10am
MAAA 2005 Rules apply to all Events,
 '38 Antique, then Gordon Burford then Duration
 Saturday Night Out, at ZIG ZAG Motel 02 6352 2477
 Sunday 25th October, 2009, 9.30am
 1/2A Texaco followed by Texaco
 Country BBQ and Canteen
 Contact Dave Brown
 02 6353 1529 or daveb@ix.net.au

Sponsored by : Kelletts Hobbies and Model Draughting Services



Muswellbrook Oldtimer Weekend

November 14th-15th, 2009.



- SATURDAY:**
- * 9.30am Start. Gordon Burford & Oldtimer Duration
 - * Meet at workers club for dinner Saturday night
- SUNDAY:**
- * 8.00am sharp to 9.00am - Tomboy (Best flight in an hour)
 - * 1/2A Texaco & Oldtimer Texaco

For information contact:

Simon Bishop 02 65435170 or Bruce Knight 02 65721656
 (<http://www.mdmass.com.au/forums/viewtopic.php?f=3&t=17&p=26#p26>)

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BENDING BALSA STRIPS

By Bob Overcash *Comments and Embellishments by Jerry Sullivan*
 An article published in the February 2008 issue of *Scale Staffel*, Jerry Sullivan,
 Editor

Rub a moistened strip on a light bulb to get a nice bend for curved parts.
 Wear safety glasses. Use lower wattage bulbs, 100 watt bulbs can get too hot
 and crack.



BENDING ALUMINIUM TUBING

An Article published in the September 2006 issue of *FlightPlug*, the newsletter of the Southern California Ignition Flyers, Mike Myers, Editor.

I've collected some ideas about bending aluminium tubing from an extended exchange of e-mails on the SAM Talk forum. You can try almost any of these techniques, and they'll more or less work for you - but you'll have to experiment to see which one is the best and the easiest.

1. A fellow named Mike McIntyre had the following suggestion: If you want an easy way to bend the tubing without it kinking plug one end up, then fill it with water (don't plug the other end up!) and place it in the freezer. With the water frozen inside the tubing, now bend the tubing around your curve. Don't wait too long or the water will thaw out inside before you get your bending done. When you are done bending your tubing let the water thaw out and there you have it.

2. Variants of McIntyre's idea include putting a piece of masking tape over one end of the tubing and filling it with salt or sand, then bending to the desired curvature.

3. Gene Wallock suggests as follows: The easiest way to bend aluminium is to make a simple form block. Cut a plywood core that represents the inner curve of the form. Leave a couple of inches of straight edge so you can hold the tubing in place. Screw on plywood faces that extend beyond the inner core shape about 1 1/2 times the diameter of the tubing. To work properly, the tubing must fit snug between the sides. Drill a 1/8 hole in the straight portion for a holding pin. This pin will keep the tubing against the core and is located so it almost touches the outside of the tubing. When you're ready to bend the tip, slide the tube behind the pin. This way it won't pop out when you start to bend. It would be a good idea to glue/screw a block to the bottom of the fixture to hold it in a vice.

After sliding the tubing behind the pin, hold it firmly to the fixture. With your bending hand, put tension on the tubing and gently bend it around the core shape. The tube will have a bit of spring back, so you might want to over bend a bit to compensate for this. If it's not bending tight enough, take the fixture apart and reshape the core to compensate for spring back. This is why you didn't glue the fixture together in the first place. This is a good time to understand tube failure during bending. The tubing will kink and the sides will go out. The groove you built into the bender will capture the tubing and restrain the tubing from trying to expand sideways.

4. Gene also mentioned that K & S sells a 1/16 & 3/32 tube bender that works just fine for small tubing. Get one and learn how it works. Your editor notes that DuBro markets a series of tubing benders for larger diameter tubes. If you look at them, you'll see the design involves a curved block with sides that pinch the wall of the tube to keep it from bulging/collapsing while bending.

5. I believe that K&S also once sold some tube bending devices that looked like four inch long screen door springs with a slight flare at one end. They were sold in a pack with five or six different diameters in the pack. You slipped the tubing inside the "screen door spring" and bent the tubing to the required curvature.

The Frozen Crabs and the Blonde Stewardess

A lawyer boarded an airplane in New Orleans with a box of frozen crabs and asked a blonde stewardess to take care of them for him.

She took the box and promised to put it in the crew's refrigerator.. He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer, and proceeded to rant at her about what would happen if she let them thaw out. Needless to say, she was annoyed by his behaviour.

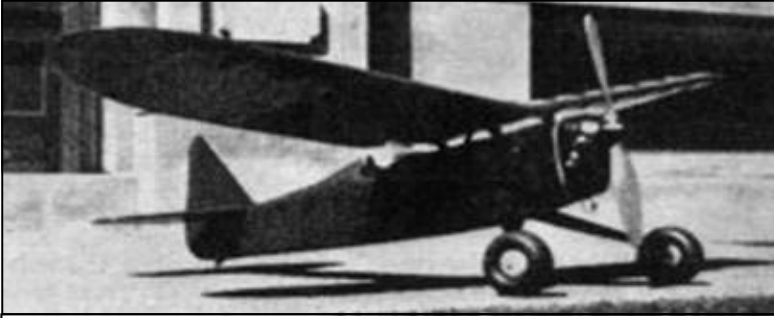
Shortly before landing in New York, she used the intercom to announce to the entire cabin, "Would the gentleman who gave me the crabs in New Orleans, please raise your hand?" Not one hand went up ... so she took them home and ate them...

Two lessons here: 1. Lawyers aren't as smart as they think they are.

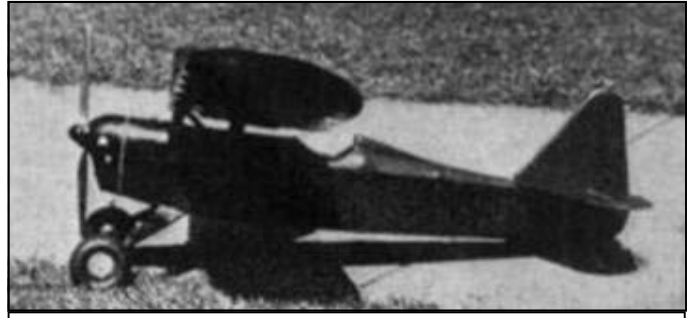
2. Blondes aren't as dumb as most folks think.

Building the Midget "Cavu"

How You Can Construct a Small "Convenient" Gas Model That Will Perform Like a Large One



The trim little ship that looks like a racer.



The parasol wing and negative thrust line gives stability.



The author with the finished model. This shows its comparative size.

By KEN WILLARD At a time when gasoline model design is showing an increasing tendency for complicated structural design, it will be a distinct relief for model builders with little experience, as well as for the expert, to find a model which is above the average in looks and performance, yet is simpler to build than the majority of rubber-powered models now on the market. The "Cavu" (airway abbreviation for ceiling and visibility unlimited) was originally designed with that purpose foremost, and the fact was also taken into consideration that a large number of model builders do not have completely equipped workshops. Only the simplest tools are required in the construction of this model; a razor blade, a pair of pliers and other simple tools being all that are necessary.

Upon completion of the model, any builder will find that he has a model which he may well be proud of, both as to looks and performance. The specifications as given are as accurate as could be determined by actual measurement with a stop-watch. The speed of 24 mph was reached with the design propeller turning over at approximately 3200 rpm's, and by minor adjustments a speed of 27 mph can be reached. However, the cruising speed of 24 mph provides an excellent means for climb and radius of turn.

On its first flight, this model took off from a cinder runway without any aid whatsoever, climbed to a height of 200 feet, flew across the width of the airport, over the hangars and glided to a perfect landing in an adjoining pasture. The total length of the flight was seven minutes, of which two and one-half minutes was engine run. The flight was made at about 7:00 in the evening; obviously there were no thermals to aid the ship in its performance.

Since that time, the ship has completed 53 flights with times ranging from two to fifteen minutes, the length of each flight having been determined beforehand by the amount of gas put in the gas tank. The most gas that has been used to date was half a tank full, or approximately 1/8 of an ounce, which gave the model a flight of 15 minutes and 42 seconds.

With this performance, and the ease of construction, which will be apparent by studying the drawings, combined with the convenient small size and the fact that it can be carried completely set up and ready to fly in an ordinary car, model builders will find that, for purposes of demonstration or sport, this model is unequalled. Its simple though rugged construction makes minor repairs a matter of only an hour or so, and so far as the author can determine a model that can be seriously damaged only through striking some object head on, or being stepped on. Irregular landings (which incidentally are few and far between) caused by gusts of wind so far have no effect upon the model whatsoever.

In other words, fellows, this model's got everything, so let's get going, and by putting in a couple of hours a day, before you know it she will be flying right out of your workshop.

Fuselage

The first step in construction will consist of enlarging the plans to full size. Study the drawings carefully. After the side view has been enlarged to full scale, place a sheet of wax paper over the drawing and pin the longerons in place on the drawing, then cut the struts to fit at the stations as indicated and glue them in place. Next cut the diagonal members to fit and glue them in place. Use plenty of glue to insure maximum strength. After you have finished the one side, lay it aside and allow it to dry completely while building the other side. Upon completion of the second side, leave it in place and cut out seven cross braces 2-1/8 inches long. Lay aside three of them, and, working rapidly, glue four of them upright; one at top of station 2, one at the top of station 5, one at the bottom of station 5 and one at the bottom of station 3. Place a drop of glue on the projecting end of these four cross braces and fit the other side down upon them, aligning the two sides and propping them with bottles or batteries, or any vertical sided object, and allow the glue to dry thoroughly. When it is dry, take the other three cross braces 2-1/8 inches long and glue at the top of stations 3 and 4 and the bottom of station 4. Allow them to dry thoroughly. Next pinch the two sides together at the tail and glue thoroughly, allowing the longerons to assume their own curve, making sure that they are curved equally. Hold the tail together until it dries, either with pins or with binding. Then cut and glue cross braces to fit at stations 6 and 7. Next cut a cross brace 1-5/8" inches long and one 1 inch long for the top and bottom at station 1. The top cross brace will be removed later and the engine will serve as the cross brace. Cut cross braces to fit at the bottom of station 2 and one to cross the fuselage where the rear landing gear wire attaches.

Now cut out the formers and glue formers 2A to 7 inclusive in their respective positions and insert the stringers. Next cover the cockpit section with the proper two pieces and, after they have dried thoroughly, cut out the cockpit hole with a sharp razor. Glue the carved pieces to the sides of station 1, as shown in the cowl detail drawing and then glue the side stringers in place. Next cut and bend the landing gear wires to shape. Bind the front wire to the cross brace at station 2 and the rear wire at the cross brace between stations 2 and 3 as shown in the side view. Then cut the balsa fairing to fit between the two wires, bind it in place and then spread glue evenly over the whole landing gear. Now glue the bottom fuselage stringers in place. Shape the tail skid with spring wire or bamboo, as preferred, and glue in place with the balsa support. Carve out the headrest, but do not put in place until the fuselage has been covered later on. Carve the nose block to shape, split in half vertically, hollow to about 1/16" inch wall thickness, and on each half make the necessary cut-outs for the propeller and engine cylinder as shown in the front view. Incidentally, the drawing shows the grain as running fore and aft, but this should be corrected to run up and down as shown in the front view.

Now cut out formers 1 and 2 and glue the cowl stringers in place as shown in the cowl detail and cover with the 1/32 of an inch stock; then, as shown in the drawing, cut the top of the nose block off and glue it to the cowl. Cut the hole in the top of the cowl for access to the gas tank when in position, and the cowl is complete. Next cut out and place the gas tank cradle as shown. Then fit the engine mounts, using a bevelled joint at station 1 and the diagonal, glue in place and reinforce with flat stock as shown in the cowl detail. This engine mount is for use with the Elf engine, but may be varied slightly to accommodate other engines of similar weight and power. Remove the cross-brace at the top of station 1 and place the motor in position. Shape the engine mount blocks and drill them at the forward end to fit the particular motor which is used. Note that in the side view the propeller is shown with a down thrust from a zero stabilizer angle. This down thrust angle as measured from a zero stabilizer setting should be approximately 1-1/2 degrees. It may be accomplished by either placing the engine mounts in at this angle or by inserting washers between the engine frame and the mounts at the rear mounting holes.

Now build the battery box with the one side closed only by the spring wire as shown, which will press the batteries against the copper sheet at the other side and maintain a good contact. A rubber band will serve to hold the batteries firmly in place while in flight. Solder the wire leads to the spark coil and then place the spark coil as shown and bind to the cross brace at the bottom of station 4. Bind the condenser to the cross brace at the top of station 2 bringing the leads through the former alongside the longerons to the timer. Wire the components of the engine in accordance with the standard wiring diagram as provided by the manufacturer.

Place the lower portion of the nose block in position and glue the small pieces of aluminium provided midway along station 1. Drill a small hole in one end which projects over station 1 and with small screws hold the lower portion of the nose block in place. Glue the spaghetti tubing to the edge of the cockpit, cut out and attach the wind-shield and the fuselage is ready for covering.

Wing

Although it is not absolutely necessary that the plan view of the wing be enlarged to full scale, unless the builder has already had considerable experience in building wings, it is suggested that the plan be enlarged and the wing be constructed right on the plan. Complete the plan of the left panel to correspond to the right panel and build each panel separately, leaving sufficient length on the spar and leading edge at the center section to overlap and be securely joined later on. Cut out the ribs as shown in the full scale drawing, notching each rib to receive the leading edge and main spar and trimming the trailing end to fit the trailing edge as shown. Cut the spar material to the proper length and mark the rib positions on the spar, then slip the ribs on the spar, aligning them carefully, and glue in place securely. While this is drying, round off and shape one corner of the 5/16 inch square leading edge material, and, as soon as the ribs have dried thoroughly to the spar, glue the leading edge in position.

Next shape the trailing edge material to the proper form and glue in place. While this is drying, carve the tip outline from the 1/4 inch flat stock to conform to the drawing, glue in place and reinforce the forward piece with the diagonal brace as indicated. To join the two panels, cut the overlapping ends of the main spar and leading edge at an angle so that when fitted together the wing will show 3 inches dihedral at each tip. Lay one panel flat on your table and glue the center section of the main spar and leading edges together propping the wing tip of the other panel 6 inches up from the flat surface of the table. Allow this to dry, then bind the center section of the spar and leading edge with the silk thread and again coat with glue. Then carve the trailing edge cut-outs and glue them in the proper position. To complete the construction, the wing strut reinforcements are glued securely in place and the entire unit is sanded with fine sandpaper.

From the three view drawing, project the wing struts to their true length, carve each to a streamlined shape and trim the lower ends to fit flat against the side of the top longeron and the upper ends to fit flat against the strut bracings in the wing structure. Glue the struts in place on the fuselage, lay the completed wing on the struts and complete the final trimming of the struts to give the wing a one degree angle of incidence with respect to a zero stabilizer setting. Do not glue the wing in place until after both wing and fuselage have been covered.

Tail Surface

The construction of the tail surface is extremely simple; merely enlarge the drawing to full scale and glue the respective elements in position as shown. Construct the rudder and vertical fin as one complete unit, the horizontal stabilizer as one complete unit, and each elevator separately. The elevators are joined to the stabilizer by the simple aluminium hinge as shown in the full scale drawing, which is merely forced into the balsa and glued in place.

While the tail surface units are drying, mark the propeller block as shown and carve your propeller. Different propellers can be used with different engines. This particular design will give a 6 inch pitch propeller and the Elf engine turns it over at approximately 3200 r.p.m.

Covering and Assembling

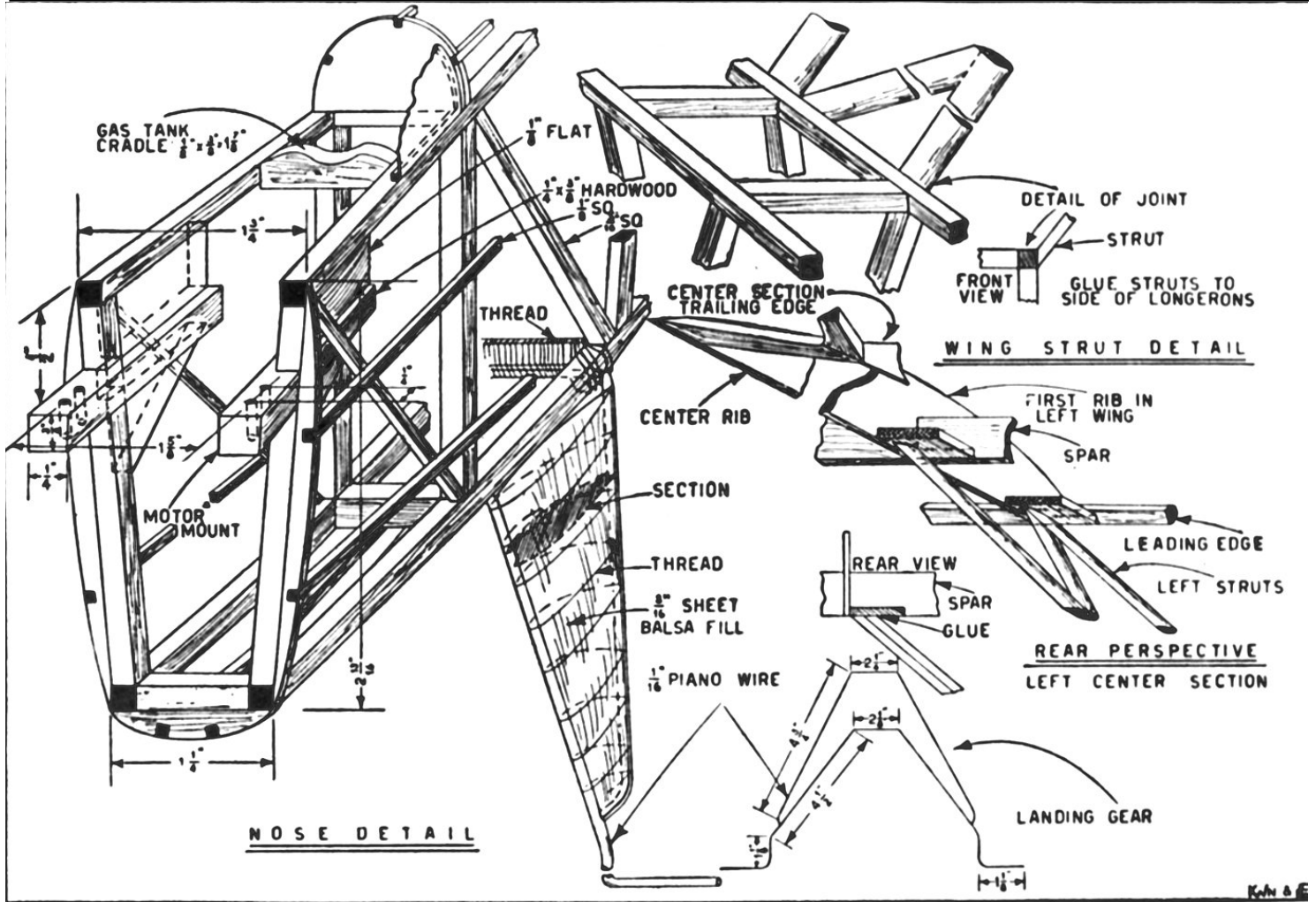
The model is covered with ordinary Japanese tissue throughout, which, after being put on the framework, is sprayed with water, allowed to dry and then given three coats of pigmented dope. The colour and trimming is, of course, to individual taste. The original model was colored a brilliant international orange, trimmed with black. For a high gloss finish, give the covering a final thin coat of lacquer. To assemble the model, glue the lower end of the rudder spar to station 8. Minor adjustments in rudder setting may be accomplished by inserting a pin in the leading edge through the stabilizer leading edge. Now when all the units are in place, including two battery cells in the battery box, check the balance of the fuselage by suspending from the diagonal wing strut. The fuselage should balance in flying attitude very close to station 3. Cut away the covering on the wing from the wing strut braces and glue the wing in place and the model is ready for the test flight.

Testing and Flying

The ship is easy to test because of its very convenient size and preliminary tests can even be run in the back yard. They consist of a series of successful pushes on the tail; each of increasing force until the model leaves the ground and glides for a short distance. Note carefully whether the model has a tendency to climb too steeply and then squash to the ground, or whether with even a moderately hard push it merely runs along the ground with the tail high. The ship should, with a push, approximately 18 m.p.h., leave the ground about 3 feet from your hand and climb from the momentum to about 4 feet, nose down smoothly and surely and glide in to hit squarely on both wheels. For heaven's sake, be sure when you make this test that there isn't a fence 50 feet in front or else there will be some minor repairs. With these glide tests to start, we next proceed to the primary power tests.

Tie a string around the center section of the wing and have about 10 feet trailing; start the engine, and when it is running smoothly retard the spark until the engine is not delivering quite full power. Get behind the model, holding on to the string, and then run with it and allow the model to take off under its own power. Watch carefully for any tendency to stall or go into a steep bank in either direction. The take off should be steady and in a straight line. Make any necessary adjustments to the rudder and elevators until this is accomplished, then remove the string, put in a couple of drops of gas, offer a prayer to the model builders' god and let it go.

With reasonable care in construction and primary testing, it should climb to about 100 feet and fly for about three minutes and show a good, steady, but not too flat, glide when the engine cuts. After your first complete free flight has been accomplished and possibly some minor adjustments made, you will find that the performance is extremely consistent and will vary only at your own desire through changing the control surfaces.



MAAA Council Conference 22-25 May 2009

Synopsis from Terry Bond, President NSW Free Flight Society.

(Reprinted from "The Free Flyter" Journal of the NSWFFS Inc. July 2009)

Insurance

The annual insurance premium for the MAAA remains very similar to the previous year and there is no increase in fees. Travel insurance is now covered within the constraints of the policy. This includes overseas travellers and their partners attending sanctioned contests. This also includes hire vehicle insurance.

State Flying Fields

The rules regarding the establishment of state flying fields have been changed to allow a second state flying field to be purchased in each state. The land bureau has been given the authority to spend up to \$200,000.

Drugs in Sport

The MAAA has advised that there is the possibility of a drugs test at an aeromodelling contest within the next 12 months. Therapeutic drugs taken at the direction of a doctor will need a medical exemption. The FAI site is where to look if you have any doubts or questions. Speed, cocaine and pot are not therapeutic drugs.

Overseas Visitors

Funding for overseas visitors has been allocated for the next financial year. The MOP covers the application and specific details need to be forwarded to the MAAA executive for approval. I think if we are not too greedy we could get somebody over. I would expect that the money allocated would only need to cover air fares. The rest could be covered by state associations, clubs or from personal assistance.

Future Nationals

It was decided in the majority that the Nationals be held annually for the three disciplines where possible at Christmas time. The next Nationals will be held by the VMAA in the Albury for all disciplines. The following Nationals will be held by the QMAA at Dalby. The one after that will be open to bids. Bids will need to be made at the next conference.

Rules Conference

Free Flight, Control line and RC rules were changed to some degree. The new rules are not on the web page just yet but will be shortly. I have spoken to Kevin Dodd our secretary (MAAA) and he is still busy compiling the minutes from the conference. All will be revealed soon.

Safety Committee Report

A field safety committee was set up during 2007 and recommendations were made at this conference in regard to safety distances at RC venues, especially in regards to helicopters. Be patient and wait for the information to be published. This item is for RC fraternity only.

Conclusion

There will be a number of things which I might have missed but this is the bones so far. When the minutes have been completed they will be circulated at a general meeting.

THE WESTERN AUSTRALIA REPORT - Paul Baartz.

WA State Championships 2009 Old Timer Burford Event

This event, limited to engines of 2.5cc manufactured by Gordon Burford under brand names such as Glo-Chief and Taipan, and using airframe of pre-1956 design, was held under perfect weather conditions at Cardup flying field on Sunday 5th July.

A disappointing number actually flew in the event and hopefully the next "Burford" event will attract a greater number of entries. Only two made the fly-off which needed three maximum flights of 5 minutes and as all used plain bearing (or rather the crankshaft was bushed rather than having ball-bearings) engines, from a 40 second engine run.

The fly-off was held under minimal lift conditions and neither Fred or Richard managed a five minute flight time despite there being a large number of maximum flight times during the rounds. Last years winner in Fred Adler was successful in defending his title and once again was the winner of a splendid trophy.

Burford Results:

1. Fred Adler	Spacer	900 + 249
2. Richard Sutherland	Ambition	900 + 189
3. Ian Dixon	Swiss Miss	879
4. Troy Latto	Kiwi	857
5. Kevin Hooper	50% Bomber	587

Kevin Hooper battled all day against an engine that ran well but simply refused to co-operate for more than about 20 seconds once in the air.

Fred Adler



Richard Sutherland



Ian Dixon



Cardup Field Pit Area



Burford Trophy



WA State Championship OT Standard Duration

An almost unbelievable break in the wintery weather on Sunday morning allowed the competition to be staged in near perfect conditions, although a little on the cold side and occasionally low cloud cover with a few planes flirting in and out of the clouds particularly on the early flights of the day.

Nine entered and unfortunately Sean Dickens and Peter White were forced to withdraw without recording an official flight time with both of them experiencing problems with recalcitrant servos, not a common problem and surprising that both were affected in this instance, maybe the cold weather had an adverse effect on the servo performance.

Results OT Duration:

1. Troy Latto	85% Bomber	1080 + 483
2. Paul Baartz	Playboy	1080 + 411
3. Mark Sherburn	Playboy	1080 + 396
4. Ian Dixon	166% Stardust Spl	1080 + 355
5. Ray Sherburn	Playboy	1080 + 346
6. Rob Rowson	Playboy	869
7. Rick Rumball	Super Quaker	808

Five flyers recorded the three maximum flight times of 6 minutes and thus qualified for the fly-off, which took place at about 11.15am in reasonable conditions with only very patchy lift if any.

In the fly-off Troy Latto managed to find a little 'bubble' of lift and used it to great advantage, which enabled him to record a comfortable win in the event.

Rick Rumball and Rob Rowson both had engines which were a little unco-operative and despite their efforts neither could

Troy Latto





Sean Dickens

coax reliable engine runs from their engines.

Eight flyers used the good old reliable MaxH .40 engines with the only exception being Rob's Webra black head.



OT Duration Pits

WA Tomboy Rally - 2009

The 2009 Tomboy Rally was held at Cardup field on Sunday 9th August and commenced at about 10am. The Tomboy is a free flight design by Vic Smeed, from the 1950's having a wingspan of 36 inches (90cm) and is flown in this event on two channels with a limited fuel allocation dependant on the engine type. The weather was fine and cloudy with a persistent and rather cool breeze varying from Southeast to Northeast. Lift patches were rare and hard to find especially if a reasonable height was not achieved on the motor run.

The format for the WA event allows 4mls of fuel for a diesel and 5mls of fuel for a glow motor with a limited time run for electric motors. Three flights are permitted with the best single flight score to be the contestant's score. Attempts cannot be called so that once the plane is launched the flight is official.

Results Tomboy Rally:

1. Ian Dixon	MP Jet diesel	540
2. Troy Latto	PAW 0.8cc	465
3. Les Isitt	Norvell 1cc	376
4. Greg Kowalski	PAW 0.8cc	370
5. Rob Rowson	Doonside Mills	352
6. Richard Sutherland	Mills0.75	277
7. Alan Trott	G-Mark	266
8. Ken Wansborough	Mills 0.75	248
9. Paul Baartz	Electric	221
10. Greg McLure	PAW 1cc	221
11. Gary Eyre	MP Jet diesel	176

running beautifully and with a bit of help from the thermal Gods could have won the event.

Fourteen entered however only eleven actual entered official scores with two entrants suffering radio problems and the third problem being a fly-away on a practice flight. The row of trees behind the flight line and almost directly downwind claimed two victims during the competition.



Five Happy Tomboy Pilots

Diesel engines proved superior in economy of performance, especially the Mills .75 and later replicas of that famous engine.

Ian Dixon once again took out the event with a flight of nine minutes which was a great score considering the conditions. Les Isitt had his Norvell glow engine running



Ian Dixon



Gary & Sean Dickens

Modelling Miscellany

From David Owen.

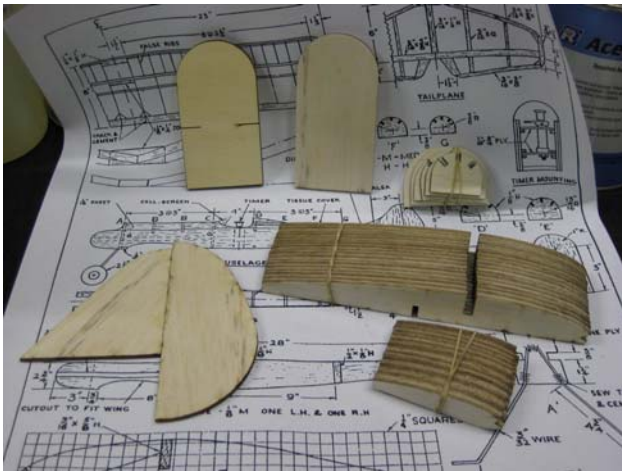
The Oily Hand Weekend 29th & 30th August 2009.

This annual event is held by the Cowra Model Aero Club. Their field is very well set-up on a picturesque farming property closer to Canowindra. This year is the fourth time the event has been held. The Oily Hand is primarily a diesel event and the aroma of diesel fuel was sufficient to attract 30-40 fliers, each armed with at least three models from the look of things!

Friday's weather was quite mild, with overnight rain and high winds on Saturday and Sunday. Free-flight and control-line flying continued throughout the weekend, with few modelers turned off by the conditions. The Cowra club, led by Andy Lockett and his committee, put on an extremely well-run weekend, with good food and lots of pleasant flying and talking. Support for the Oily Hand grows each year,



with 2010 expected to be bigger than ever. The Illawarra crew arrived with fourteen models (above) and thought they were doing well but were put to shame by others with twenty odd loaded into their vehicles!



The Fullarton Sportster, 2010 Vets F/F model.

Brownie has sent out roughly 20 kits for this interesting model (left). See DT 158 for the plan details. The partial kit is really great value (\$20) and includes a full set of ribs and riblets, ply and balsa formers and vertical surfaces, as well as a 'partial' plan. That's novel! Indications are that a number will be finished as simple R/C models. Who will be the first to complete and fly a Sportster?

The Montgomery Models Ramrod, 2010 Vets C/L model.

The Ramrod was a very popular choice, being an elegant, flapped stunter for the older .29/35 engines. A modern .25 would be ample power. Again Brownie has done a great job on the Ramrod kit and a surprising number have gone out. Cost is \$60 with full-size plans.



The Phantom Challenge Shield.

This was a very popular c/l event at the recent SAM 1788 Champs in Canowindra. For 2010 the rules will change slightly. Diesel engines of up to 2cc are still required, but the Class 2 engines have been simplified. Classes are as follows:

- Class 1 engines: any piston-ported engine
- Class 2 engines: any plain-bearing engine
- Class 3 engines: any single or twin ballrace engine other than those specialist types previously excluded.

Next year there will only be one overall winner listed on the Shield. That will be the entrant who has raised the 2009 time in his Class by the greatest percentage across the three Classes. Phantom kits are still available from Brownie, so if you have not built one yet, now is the time to start for next year.

The Montgomery Models Tiger.

This funky little c/l trainer holds fond memories for our esteemed Editor. Following a disastrous first attempt with a Hearn's Hellcat, which took off into a wingover and crashed on the other side of the circle, Ian decided the Hearn's Hotrod was ugly and was attracted to the Montgomery Tiger. He taught himself to fly c/l with the Tiger, powered by a Frog 149 Vibramatic diesel.

The writer has always liked the Tiger, but never had one, so Ian suggested we build a couple for the Oily Hand event. Mine has a Taipan 1cc diesel, while Ian's has a PAW 80 diesel. Both flew extremely well, landing and taking



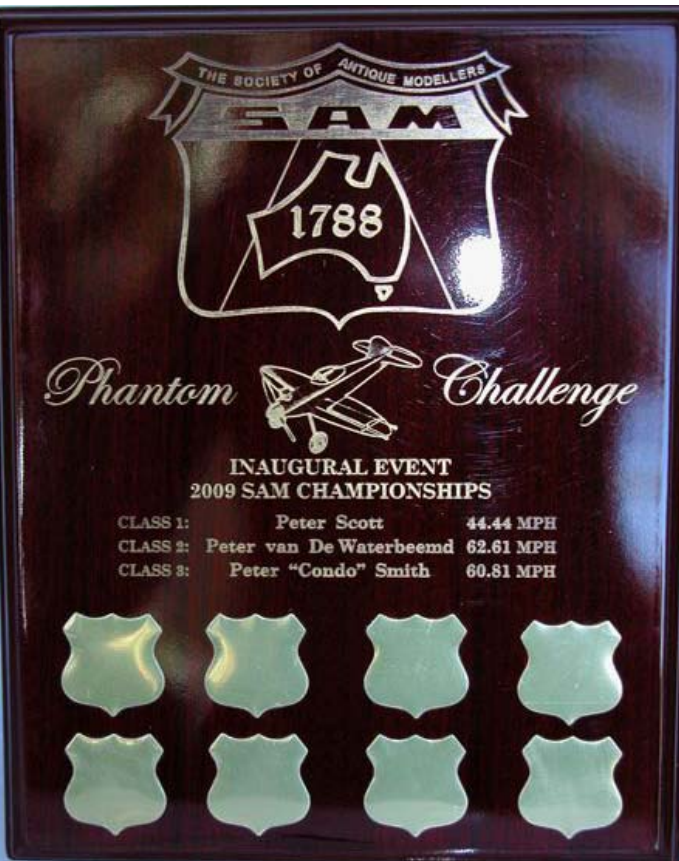
off on rough surfaces being no problem with the well-forward wheels. The little model was easy to build and comes out at about 200g with either of the above engines. The original kit even included a plywood handle and Dacron lines and was designed for a Taifun Hobby 1cc diesel, a very popular little engine 50 years ago.

Old Models.

An interesting aside was the number of older models that were present. Your editor bought along a Tuff Nutt which was built many, many years ago to teach some local lads to fly CL and fitted with a Taipan 1.5 diesel. Despite not having run for more than ten years the Taipan fired on first flick and started on the third flick after a small prime, and ran as well as ever.

Mel Gillott was also present with one of my old designs, the Magnum. Mel built the Magnum in 1976 and has an Oliver Tiger Mk.IV fitted. Mel and others, enjoyed many flights. Perhaps a better tank next time, Mel.

Even though the tank was a little "iffy" Mel, and others, enjoyed many flights. Perhaps a better tank next time, Mel.



Other Models.

Another interesting model was Ian Le-Bronne's R/C Ugly Stik fitted with a Taplin Twin diesel. The Taplin ran very smoothly and throttled very well.

Peter Jackson's private and very detailed Air Force was also in attendance. Scale Models powered by Cox 020's. Cabin style powered by Schlosser's .5cc Diesel. Schlosser is a nice little twin ballrace diesel.



Electric Old Timer - EOT Rules and the 63rd Nationals

From Lou Amadio

Up to this point in time, EOT has been driven by NSW members of the Australia Electric Flight Association. In fact, the EOT Rules are still published under the AEFA banner, the main reason being they were in a state of flux. After 4 years of development we now believe we have a workable set of rules worded to minimise 'built-in' obsolescence. This can easily be the case if rules are too specific on motors/batteries/props as electric flight continues to develop with the almost monthly release of newer/cheaper/better components.

There is a proposal to include Electric Old Timer in the events to be offered at the 63rd Nationals in Albury (late December 2009 to early January 2010). Also, interest from SAM 600 (Vic), led to Gary Ryan going to Cootamundra last Easter to observe the AEFA EOT events first hand. Gary went back happy to recommend the contests and the rules to SAM 600. I have since heard that the recommendation has been accepted and he is now trying to organize some events. Therefore, the request to include Electric Old Timer in the Albury Nats programme should see increased participation from down south and we may well be on the way to establishing EOT as a viable national competition.

EOT Rule Changes for the Nats and beyond:

Electric Duration Free Motor Run

Consistent with bringing Electric Duration more in line with IC (gas) rules, as of 2010 Free Motor Run time will be 35 sec with no allowance for motor over-run. Competitors can still use this time in a discretionary manner but over-runs will lead to zero points for the flight. The ability to control motor run (up to a total of 35 sec) will allow competitors to fly at a comfortable height without straining eyesight or fraying nerves! Handicap for different model scaling is handled through sizing the battery (ie power) to the model wing area, analogous to engine type/capacity -v- wing area in IC (gas) rules.



For Duration all models will be limited to just 35 sec motor run, to be used as needed

Battery energy is used to control the performance of electric model aeroplanes used in contests. For example, AEFA LEG (electric glider) competitions specify a maximum battery energy of 6,600 cell.mAHr for LiPo cells. We have adopted a similar concept for both Electric Duration and Electric Texaco.

Simplified Energy Units

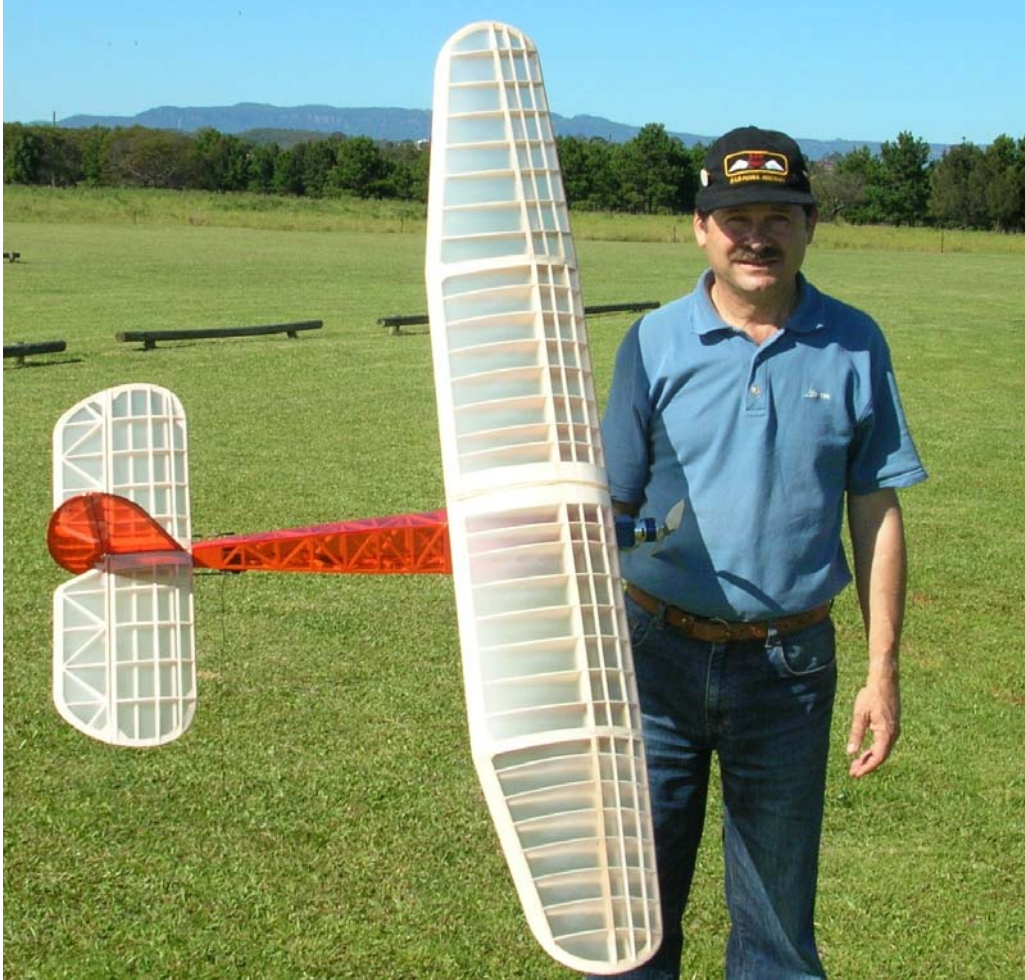
The rules have also been updated on how battery energy is specified. The new energy units are expressed in a simpler way and are more consistent between events.

Note that "cell.mAHr" refers to the product of the number of cells times the cell capacity. The number of 'cells' determines voltage and the 'mAHr' affects the amps capability of a battery. Since **power** is the product of **volts x amps**, this is a simple and effective way to control performance.

For **Duration**, the energy rule is 1,600 cell.mAHr per sq ft of wing area. For a model with an area of 900 sq in, the total energy allowed is $1,600 \times (900/144) = 10,000$ cell.mAHr. It is then a simple matter of dividing this by the number of cells in the battery pack to calculate the maximum cell capacity in mAHr. For example, a 3 cell LiPo pack would be $10,000/3=3,333$ mAHr maximum.

For **Texaco**, the energy rule is 90 cell.mAHr per Oz of dry model weight, using LiPo cells. As in IC rules, the model is weighed 'dry' (without the motor battery). For a 40 Oz model, the total energy allowed is $90 \times 40 = 3,600$ cell.mAHr.

As above, you simply divide by the number of cells in the battery pack to calculate the maximum cell capacity in mAHr. If using a 2 cell LiPo, the capacity would be $3,600/2=1,800$ mAHr.

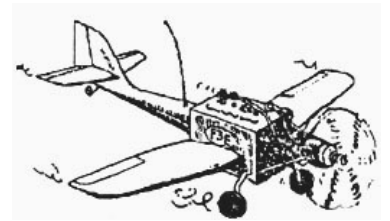
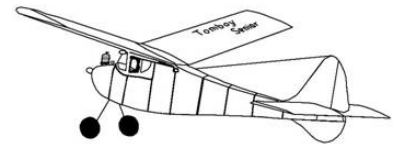


Electric Texaco rules now have a simplified energy concept. See text for details.

The Electric Old Timer Rules document also caters for Ni and A123 cells and includes tables in the appendix to assist in selecting a LiPo battery pack based on either the wing area or the weight as the case may be.

The new rules will become effective in 2010 but will also be used for the Nats at the end of 2009.

See the complete document at: http://www.maaa.asn.au/maaa/electric/rules/nefr_rg.htm.



Electric Tomboy meets a YAK.

Well there I was beautiful takeoff perfect steady climb and a nice calm day. I was off to break the world record. Everything was perfect, even had warmed my battery.

I had just started a slow circle about 100 meters off the ground over the field, minding my own business then whack! A rogue 50 cc Yak 54 clipped the right wing with his wing tip and took out the whole right wing panel.

My hopes for the record had been dashed! Fortunately just like an ant being dropped from height my Tomboy's terminal velocity was quite slow and it spiraled to the ground very gently.

You should see how the Yak faired. It didn't even have a scratch on it !!! Well not to worry it's fixable and will fly once again. Watch out Pieter that record is mine !!!!!

Cheers, Tom Reinhold.



From Condo
SAM Champs Co-Ordinator.



Because Condobolin is at least 3 days postage from Sydney and I only get mail delivered to the farm gate 3 days a week I am going to close entries for the 2010 SAM Champs at Canowindra on March 26th 2010.

As models will be weighed scrutinized, MAAA Licenses checked, radios checked and I and my helpers **WILL BE** flying Phantom and Tomboy, I will not be taking any entries at all on, Thursday, Friday, Saturday, Sunday, or Monday.

ALL ENTRIES must be received by me on or before **March 26th 2010**.

PROGRAM 28th SAM 1788 CHAMPS
Canowindra 2010

Thursday 1.4.2010

Free Flight 8am start.
Scrutineering 8.30 to 1pm
Phantom C/L 1pm to 3pm
Tomboy 3.15 to 4.30pm

Friday 2.4.2010

Scrutineering 8.30 to 10.30am
Phantom 8.30 to 12...
 $\frac{1}{2}$ A Texaco 12.15 to ?
Nostalgia after $\frac{1}{2}$ A Texaco .
AGM Friday night 7.15pm sharp

Saturday 2.4.2010

Burford 8.15am briefing for 8.30am start.
Texaco after Buford
Will have a lunch break.
BBQ at the Paul's Shed at 7pm

Sunday 4.4.2010

'38 Antique 8.15am briefing for 8.30am start
Duration after '38 Antique
Will have a lunch break.
Sunday night Presentation Dinner 6.30 for 7pm.

Monday 5.4.2010

8.45 briefing
STD Duration
2 CC Duration
Oldtimer Glider, if more than 8 entries.
Lunch on the run.

I haven't given lunch times as they might fall between rounds if all goes well.

CONDO. Saturday, July 11, 2009.

FARCON 2009

From Peter (Condo) Smith.

Tomboy. 8.45am start with 7 fliers. Good air, a light breeze but the Mills and other small diesels handled it well. Most fliers had four or more flights before the round closed at 10am. Condo made 11 minutes and Scotty 10.5 minutes and Jim Rae got his DooMside mills up to 10mins 9secs.

A quick cuppa and 2cc was away. The competition was getting tough with Jim Rae's Jumping Bean taking first place by a long way. Beake's Jumping Bean showed glimpses of brilliance but the pilot was not up to task. Taipans are the motor of choice so far.

A great lunch was cooked by Matty from the Cowra club and for an hour I was left alone as everyone had food in their mouths and couldn't talk - though Paul Farthing tried.

STD Duration. The event we love to hate was next. Six starters faced the gun. K&B40 -v- OS40H (a bit like Ford -v- Holden). Beake found out the hard way about plastic engine mounts by breaking one trying to start his engine. The 6 minute max was testing most. [the new 2009 rules only have a 5 minute max]. In the end it was Condo on top followed by Grant Manwaring.

Saturday night we had an enjoyable dinner at the Cowra Services club. Some enjoyed many little bottles of Lambrusco!

Sunday was a beautiful day with Tomboy again for one hour. Lift was flukey but Beaky managed 7mins 56sec and Ian Connell a whopping 9mins 13sec in patchy air. The results of the two days flying are shown in the results.

Nostalgia had eight competitors and several fliers had new models to christen. Beaky followed Condo's lead and built a Swayback but picked the wrong motor. Manwaring finally got the Spacer to fly and finished second. Scotty persisted with the little OS25 and still pushed the winners. Basil was flying one of the ugliest planes many of us have seen but he had lots of fun. Dave Thomas was back and has opened a model-kitting business. Good to see you, Dave and Jan.

'38 Antique was on with 8 competitors after another delicious lunch, courtesy of Matty. Many different engines displayed with RC1 being the model of choice. Condo's new Standby and Madewell flew very well until the fly-off when the undercarriage broke, to everyone's relief. So, four flew in the fly-off, each choosing different parts of the sky but when you get four minutes engine run it helps. The fly-off was around the 14min mark with Scotty and his Whirlwind coming out on top. Beaky finally got things together for a well earned second, followed by an ever smiling Jim Rae.

Don and Beryl had a nice Sunday drive and turned up to help time models. Thanks guys. Condo.

FARCON CUP 22-23 August, 2009.

At Cowra MAC Field.

From Peter (Condo) Smith.

Hi you missed a Great weekend. Top weather, good weekend. I don't have details other than places for 2cc.

The Tomboy went well. I have included a column in the results titled What IF? [in the Tomboy results] to show another way of holding a two day comp. The top place is the same. Someone asked if the results would be different if we added the two highest scores, instead of doing it like we do the champ of champ results. I am sure you will work it out.

Don and Beryl Southwell turned up on Sunday to say g'day.

RESULTS:

2CC Duration.

1st Jim Rae.	6th Basil Healy.
2nd Paul Farthing.	7th Grant Manwaring.
3rd Peter J Smith.	8th John Diduszko.
4th Ian Connell.	9th Peter Scott.
5th David Beake.	

Standard Duration.

1. Peter J Smith	Playboy 106%	K&B40	1381.
2. Grant Manwaring	Bomber 85%	OS40H	1329.
3. Paul Farthing	Playboy	OS40H	1232.
4. Peter Scott	Bomber 85%	K&B40	1214.
5. Basil Healy	Feathermerchant	OS40H	921.
6. David Beake	Playboy	OS40H	DNS.

Nostalgia.

1. Peter J Smith	Swayback	K&B40	1260.
2. Grant Manwaring	Spacer	OS40H	1217.
3. Peter Scott	Jaded Maid	OS25	1140.
4. Jim Rae	Gold Dust	OSMax29	1131.
5. Ian Connell	Spacer	OS40H	1061.
6. David Beake	Swayback	OS40H	1026.
7. Basil Healy	Sunstreak	K&B40	729.
8. Dave Thomas	Spacer	Enya 29	DNF.

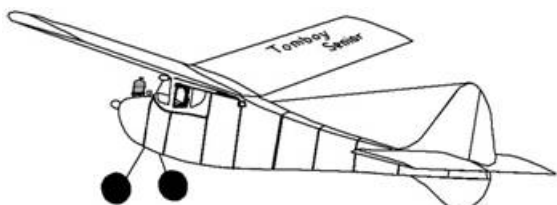
'38 Antique.

1. Peter Scott	RC1	W'wind D	1800	964.
2. David Beake	RC1	OK Sup60	1800	902.
3. Jim Rae	Rambler	ED346 D	1800	846.
4. Grant Manwaring	RC1	Burford D	1800	699.
5. Peter J Smith	Standby	M'well 49	1800.	
6. Basil Healy	RC1	Sparey D	1788.	
7. Ian Connell	Cal. Chief	ED346 D	1728.	
8. Dave Thomas	RC1	M'well 49	1605.	

Tomboy.

		<u>Sat.</u>	<u>Sun.</u>	<u>D1+D2</u>	<u>Total.</u>
1	Peter J Smith	Frog 100	11m12s.	7m56s.	2+1=3 19m8s.
2	Ian Connell	MP Jet	9m26s.	9m13s.	4+1=5 18m39s.
3	David Beake	Irv.Mills	9m2s.	7m56s.	5+2=7 18m58s.
4	Peter Scott	MP Jet	10m32s	7m30s.	2+6=8 18m2s.
4	Jim Rae	D'Mills	10m9s.	7m.38s.	3+5=8 17m47s.
5	Paul Farthing	Mills 75	0	7m44s.	8+4=12 7m.44s.
6	Basil Healy	Mills 75	5m6s.	5m14s.	6+7=13 10m20s.
7	Dave Thomas	Mills 75	4m24s.	4m22s.	7+8=15 9m6s.

Note: Tomboy placings are decided by adding Day 1 placing and Day 2 placing, e.g. 2nd on Day 1 plus 3rd on Day 2 equals 5 points. Pilot with lowest number of points is winner. See Condo's report above for further information.



Great flying weather for the '09 FARCON event at Cowra.



Peter Scott with his '38 Antique Whirlwind Diesel powered RC1.

THE CUP

You can tell your friends by the things they do,
Like sticking the first-place trophy next to the TV,
Right there for me to see.

They always tell you when you are coming last,
Even though they have beaten you in the past.

Some of them change as time goes by,
It's enough to make you cry.

But recently some of them they surprised even me,
They bought many, many packets of Cuppa Soup.

Just to get me a cup of my own,
So that I would feel right at home.



CONDO 2009

~~ THE BACK PAGE ~~

THEN ALONG CAME A RULES CHANGE!

We all remember long ago when the McCoy 60 was the go,
Then along came a rules change.

And the Y53 tried to break gravity's chains.

Then along came a rules change, yet again!

Saitos, YS's, Jetts and Nelsons had a go

But the McCoy 60 on spark was all the Go.

Then along came the 2009 rules change,

Will the McCoy60's still be king?

It's probably the closest you will ever get, to a sure thing.

P.S. B2 - I am pleased to say No China Man was hurt in
the production of this poem!!

CONDO 2009.

He wears no kilt,
He plays no pipes,
Haggis he ain't eaten,
But bearded Scott is running hot,
Rarely is he beaten.

- B2



Chet launches his original 1934 RC-1 as a towline glider test flight



MY FIRST ENGINE.

Got my first engine around 1953 and it was a used Frog 100 diesel. I had previously built a number of rubber models and gliders, so was able to build an APS Cherub FF model for the Frog.

But I lost the propnut in the long grass before I ever got the Cherub in the air. The nut was a LH thread and I couldn't replace it. Later realised that a major hobby store in Sydney (50 miles away) had them in stock, but had lost interest in the Cherub by then and bought a used Frog 150 diesel. I flew this in a c/l trainer of my own design.

My first new engine was a fabulous ED Racer (1957), which led to a lot of successes in local racing events. My first glow engine was a used Sabre .49 mounted in a C Class team-racer.

I still have the 150, Racer and Sabre.

David Owen

