



### Points of Interest:

- President's Message - Paul Farthing.
- New Coota Cup 2010 proposal - Peter Smith.
- International  $\frac{1}{2}$ A Texaco Postal results.
- Eastern States Gas Champs results.
- Lithgow Oldtimer results.
- Painting clear plastic covering.
- Modelling Miscellany - David Owen.
- Western Australia Report - Paul Baartz.
- Electric Oldtimer - Lou Amadio.
- Letters from Members.
- Tissue on Mylar covering.
- The Back Page - Megow Chief rebuild.

# BULLETIN No. 160

## September- October

### 2009

### WORTH NOTING: From Dave Harding, 2010 SAM USA Champs Contest Manager.

Joyce Hager from AMA has informed me that the desired dates of 13<sup>th</sup> through 17<sup>th</sup> September have been confirmed for the 2010 Champs at the AMA Muncie site. Info: [davejean1@comcast.net](mailto:davejean1@comcast.net)



The Australian 50th Anniversary of the Dixielander at Springhurst, Victoria, organised by the Free Flighters, over the weekend 3-4 October 2009. Springhurst is the site for the 63rd Nationals Free Flight events.



A collection of happy pilots from the recent Gordon Burford Day at Kuringai MAC - all the models are powered by a Burford engine of one type or another.

# DURATION TIMES



## 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)  
\*  $\frac{1}{2}$ A Texaco & Oldtimer Texaco

### For information contact:

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

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Duration Times is the official Newsletter of SAM 1788

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**UPCOMING OLDTIMER EVENTS FOR 2009-2010**

November	14-15	Muswellbrook Oldtimer	Muswellbrook	Simon Bishop	02 6541-5577.
January	16-17	Wyong River MAC Oldtimer	Wyong	Basil Healy	02 4341-7292.
February	6-7	Alan Brown Memorial Texaco Shield Oldtimer	Orange (Borenore)	Andrew MacKinney	02 6365-0685.



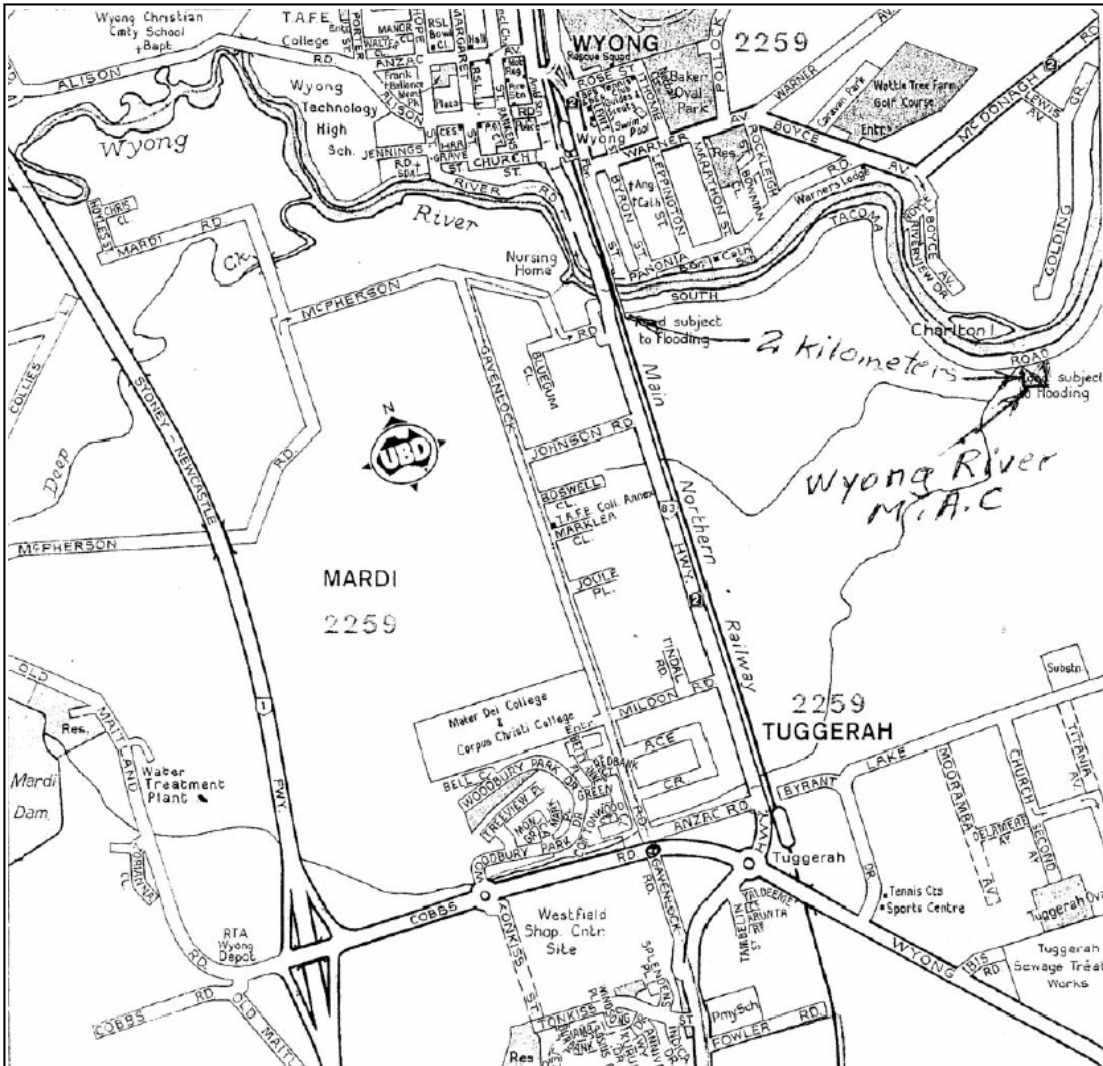
**From the President:** Greetings one and all. The year is closing fast. In fact I will take this opportunity to wish all our members the compliments of the forthcoming season. Have a happy one!

A particular cheerio to Ian Connell who is currently undertaking a long spell in hospital and is not too well at the moment. I believe he is in Royal North Shore Hospital at this time. Don't know about visitors but if allowed I am sure he would appreciate a smiling face. Hurry up and get well, Ian, we all miss you.

I hope you are all getting ready for the Nats at Albury, really looking forward to this event. Could well be the last of the traditional Nats as we know them.

I cannot be at Muswellbrook due to farm commitments - harvest time, so all who go, enjoy, wish I could go!

Cheers for now, safe flying and I will see you all at Albury. Paul Farthing.



**Wyong River M.A.C.  
2nd Old Timer Weekend  
16-17 January, 2010.**

Program

Saturday 16th

- 9am - Tomboy
- 10am - 2cc Oldtimer
- 12noon - BBQ Lunch
- 1pm - Gordon Burford
- Evening - Social Gathering

Sunday 17th

- 9am - Tomboy
- 10am - 1/2 A Texaco
- 12 noon - BBQ Lunch
- 1pm - Texaco

**Note:** Due to the close proximity of a residential area, vintage spark Ignition engines used in Texaco must be fitted with a muffler.

**For further information contact: Basil Healy  
02 4341-7292**

**Australian Free Flight Plans Collection** Adrian Bryant has been collecting plans for Australian FF models for many years, and has over 620 of them. His ambition is to make a complete collection - probably an endless task, and previously unknown plans still do keep arriving. Adrian has made A4 sized copies of the plans for the collection. These plans have now been (almost all!) scanned as pdf files by George Car, and Adrian's database is being checked for consistency by Barry Lee (ie, checking detail with the plans). The plans have been put on the web for anyone to download at: [www.georgecar.com/affp](http://www.georgecar.com/affp)

On the web site, you can search the plans for designer, model type wingspan etc., and download the pdf. Note: it was never intended that full size plans could be produced from the scans - rather, it gives an idea of what the design was like, and if a particular plan was wanted, it could be obtained from other sources. However, many of them can be printed for subsequent enlargement to a useable plan. For many others, the original was of such low quality that it could not be scanned to give a useable picture. There are also many plans there that would not likely be built again, they are there to complete the record.

Apart from plans for expected designs (such as Bond Baker's world champs winning models), there are many other obscure designs. Some of the designs may well be of interest to Old Timer model flyers. Indeed, one (Lim Joon's 1948 design) has been built by a vintage flyer in the US and it has been winning contests over there.

A sizeable subset of the plans are reproductions of the "Model Aircrafts" and "Kay-Dee" kit plans, as produced by those concerns for the hobby trade around the 40s and 50s. Some of these have been built recently by modelers recalling having built the original from kits in those days.

Others, such as Jim Fullerton's "The Sportster", has attracted some interest. It is hoped that the resource might inspire the building of Australian designed models....

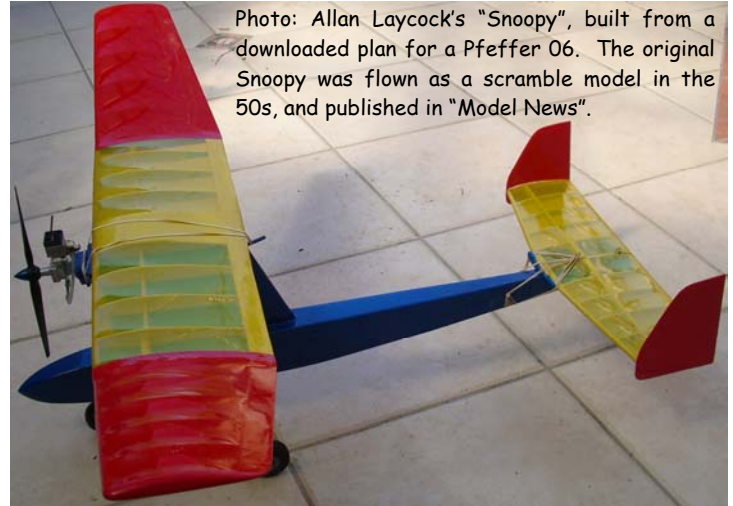


Photo: Allan Laycock's "Snoopy", built from a downloaded plan for a Pfeffer 06. The original Snoopy was flown as a scramble model in the 50s, and published in "Model News".

### From Peter (Condo) Smith:

Below is my proposed program for the New Coota Cup event at Cootamundra in September, 2010. Please peruse and submit your comments to DT Editor or me at: [peter\\_condo@yahoo.com.au](mailto:peter_condo@yahoo.com.au)

**Saturday:** Fly in any order, anytime between 9.30am and 4pm. All flight timing ceases at 4pm.  
 Duration - two flights, longest flight to count.  
 Burford - two flights, longest flight to count.  
 ½A Texaco - one flight (second flight on Sunday), longest flight to count.

**Sunday:** 8.30am to 10am - one flight '38 Antique. Flight timing ceases at 10am.  
 Fly in any order, anytime between 8.30am and 3.30pm. All flight timing ceases at 3.30pm  
 ½A Texaco - one flight (first flight on Saturday), longest flight to count.  
 Texaco - two flights, longest flight to count.  
 Tomboy - 1½ hour round which must be completed by 1.30pm, longest flight to count.

Note: All models must land in designated landing area for flight time to count.  
 Landing after two minutes will incur normal scoring penalties.

### **Spark Plug Repair** By Ol' Charlie Reich

Almost everyone who uses Champion spark plugs in ignition engines has experienced the problem of the center electrode coming loose from the porcelain and sliding out of the plug. It is not necessary to scrap the plug when this happens. The center electrode can be cemented back in and the plug salvaged.

One method suggested a few years ago by George Aldrich (of "Nobler" fame) was to use Loctite 620 to cement the electrode. Clean and wash the center electrode thoroughly in alcohol, coat the stem of the electrode with Loctite, insert it, pull it out and re-coat it, and re-insert it into the porcelain. Apply some heat (heat gun, etc.), and allow to set overnight.



#### **Loctite® 620™ Retaining Compound High Strength Slip Fit**

*High temperature, high strength, high viscosity liquid retaining compound*

<b>Typical Applications:</b>	High temperature applications
<b>Cure Time:</b>	Fixture - 30 minutes Full - 24 hours
<b>Max Gap Fill:</b>	.015
<b>Temperature Resistance:</b>	450°F
<b>Shear Strength:</b>	3800



# Rubber Bands

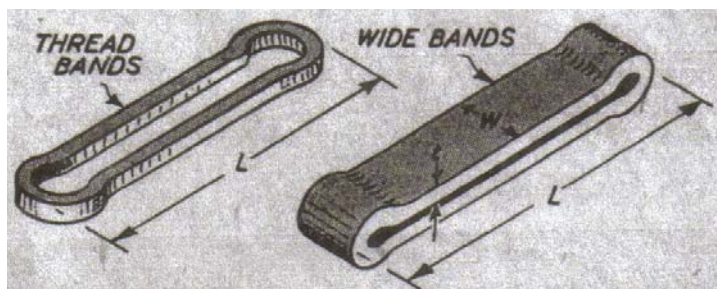
The ubiquitous rubber band could well be called "the aeromodeller's best friend," yet probably 99 modellers out of 100 just buy "a packet of bands," rather than purchase them in the most economical way - by specifying the exact size required.

There are two main types of bands - thread bands which are about 1/30 inch thick and (usually) 1/16 inch wide ; and wide bands or flat bands, 1/30 inch thick again but in 1/8 inch, 1/4 inch, 3/8 inch and 1/2 inch widths, etc.

Each is available in a variety of different lengths.

To assist you in selecting and ordering rubber

bands best suited to your individual needs, the following tables give standard commercial band sizes. Use these tables to select the best bands for the job and quote these standard reference numbers when asking for them - you will save money in the long run.



MODEL AIRCRAFT, MARCH 1955

## THREAD BANDS (usually boxed in 1 gross packets)

Length in inches	3/4	7/8	1	1 1/4	1 1/2	1 5/8	1 3/4	2	2 1/4	2 1/2	2 3/4	3	3 1/2	4	5
Band No.	7	8	9	10	11	12	13	14	15	16	17	18	19	114	161

## FLAT BANDS (in packages from 2 dozen to 1 gross)

Length in inches		7/8	1 1/4	1 3/8	1 1/2	2	2 1/2	3	3 1/2	4	4 1/2	5	5 1/2	6	7	8	9
WIDTH OF BAND	1/8 inch	26	27	28	29	30	31	32	33	34	35	36	37	-	-	-	-
	1/4 inch	-	-	-	-	61	62	63	64	65	66	67	68	-	-	-	-
	3/8 inch	-	-	-	-	71	72	73	74	75	76	77	78	-	-	-	-
	1/2 inch	-	-	-	-	81	82	83	83	85	86	87	88	-	-	-	-
	5/8 inch	-	-	-	-	-	-	-	-	104	-	105	-	106	107	108	109
	3/4 inch	-	-	-	-	91	92	93	94	95	96	97	98	-	-	-	-

## INTERNATIONAL 1/2A TEXACO POSTAL CHALLENGE RESULTS - 2009

### SAM 84 VINTAGENTS QLD, AUSTRALIA. CD GREG MARTIN.

GREG MARTIN KERSWAP	900 845	1745	
MICK WALSH KERSWAP	737 900	1637	
PETER DOOLAN ATOMIZER	900 668	1568	4950

### SAM 600 VIC, AUSTRALIA. CD BARRY BARTON.

ROBERT TAYLOR STARDUST SHORT	900 900	1800	
KEVIN FRYER STARDUST LONG	771 798	1569	
MAX HEAP BOMBER	900 533	1433	4802

### SAM 27 NOVATO, CALIFORNIA. CD MIKE CLANCY.

ED HAMLER AIRBORN	865 649	1514	
DON BEKINS ANDERSON PYLON	618 696	1314	
MIKE CLANCY PLAYBOY	593 699	1292	4120

### SAM 51 CARMICHAEL, CALIFORNIA. CD BOB GRICE.

BILL BROWN DALLAIRE	821 599	1420	
BOB GRICE DALLAIRE	900 343	1243	
MONTY PATE DALLAIRE	510 528	1038	3701

### SAM 2001 L'AQUILONE, ITALY. CD SANTONI CURZIO.

LUSTRATI SILVANO KERSWAP	625 678	1303	
GAZZEA G. LUIGI CONTEST	613 668	1281	
FONTANELI ANTONIO LANZO BOMBER	696 326	1022	3606

### SAM 9 LOUISIANA, NW. CD PATRICK LERAY.

PATRICK LERAY KERSWAP	900 405	1305	
JOHN KENNEDY MG-2	600 515	1115	
REED KALTENBACH KERSWAP	450 635	1085	3505

### SAM 30 LINCOLN, CALIFORNIA. CD CECIL CUTBIRTH.

STAN LANE ANDERSON PYLON	552 759	1311	
CECIL CUTBIRTH PLAYBOY SR.	555 512	1067	
FRANK WOMACK VALKYRIE	520 483	1003	3381

### SAM 21 SAN JOSE, CALIFORNIA. CD DAVE LEWIS.

JAKE CHICHILITTI BABY PLAYBOY	771 900	1671	
GARY LEOPOLD RAMBLER	410 298	708	
DAVE LEWIS ALERT	230 390	620	2999

### SAM 12 MAYS LANDING, NEW JERSEY. CD ROY WILSON.

ROY WILSON DALLAIRE	519 619	1138	
MIKE SCHALL CORONET	494 440	934	
ED MILENSKI LANZO BOMBER	344 295	639	2711

### SAM 26 SANTA MARIA, CALIFORNIA. CD BOB ANGEL.

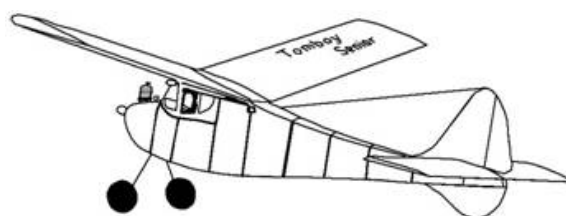
BOB ANGEL PLAYBOY JR.	526 575	1101	
JIM BIERBAUER BOMBER	318 440	758	
HARDY ROBINSON PLAYBOY JR.	349 420	769	2628

### SAM 60 JOHNSTOWN, PENNSYLVANIA. CD SCOTT HOLSOPPLE.

CLIFF MAJERSIK LANZO BOMBER	536 446	982	
SCOTT HOLSOPPLE MG CABIN	478 288	766	
KEN REESEY LANZO BOMBER	277 220	497	2245

CONGRATULATIONS TO SAM 84 OF QUEENSLAND, AUSTRALIA AND ALL OF OUR FRIENDS IN AUSTRALIA, ITALY, AND THE USA FOR MAKING THIS A GREAT EVENT. HAVE A WONDERFUL YEAR AND BE READY FOR THE POSTAL CHALLENGE HOSTED BY SAM 84 NEXT YEAR.

2009 CD BOB GRICE, SAM 51



'38 Antique.

David Beake	RC1	OK Super 60	1800	784
Peter J Smith	Standby	Madewell 49	1800	783
Peter Scott	RC1	Whirlwind Diesel	1800	731
Dave Brown	Flamingo	O&R 60 Teardrop	1800	672
Jim Rae	Rambler	ED 346 Diesel	1800	567
Grant Manwaring	RC1	Burford 5cc Diesel	1800	543
Ted Hall	Red Zephyr	Torpedo	1792	
Kevin Fryer	Red Zephyr	OK Super 60	1765	
Robert Taylor	Cumulus	Madewell 49	1545	
Barry Barton	California Chief	DC350 Diesel	1516	
Steve Gullock	Polly	Burford 5cc Diesel	1416	
Chris Lawson	MissARPM	DC Wildcat Diesel	53	
Brian Laughton	RC1	OK Super 60	DNF	

Burford Event.

Jim Rae	Amazoom	PB	900	1261
David Beake	Lucky Lindy	PB	900	801
Kevin Fryer	Atomiser	PB	900	725
Robert Smith	Faison	BB	900	701
Chris Lawson	Foote Racer	PB	900	639
Grahame Mitchell	Dream Weaver	PB	900	625
Robert Taylor	Creep	PB	900	621
Grant Manwaring	Eliminator	PB	900	503
Peter Scott	Zoot Suit	PB	900	500
Peter J Smith	Faison	PB	900	450
Paul Farthing	Pencil	PB	900	421
Brian Laughton	Dixielander	PB	900	404
Geoff Potter	Fifteen	PB	900	DNF
Barry Barton	Dixielander	BB	35	

1/2A Texaco.

Robert Smith	Lil Diamond	1080	1521
Chris Lawson	Playboy	1080	1168
Barry Barton	Stardust Spec	1080	1067
Paul Farthing	Stardust Spec	1080	1055
Ian Avery	MG	1080	933
Dave Brown	Stardust Spec	1080	660
David Beake	Stardust Spec	1080	584
Greg Lepp	Stardust Spec	1080	580
Grahame Mitchell	Stardust Spec	1080	565
Grant Manwaring	Lil Diamond	1080	538
Brian Laughton	Albatross	1080	524
Robert Taylor	Stardust Spec	1080	452
Peter Scott	Lil Diamond	1080	436
John Diduszko	MG	1080	322
Jim Rae	Skyrocket	1080	317
Peter J Smith	Lil Diamond	1080	75
Kevin Fryer	Atomiser	1080	4
Geoff Malone	Lanzo Racer	1070	
Ted Hall		DNF	
Steve Gullock		DNF	
Geoff Potter		DNF	

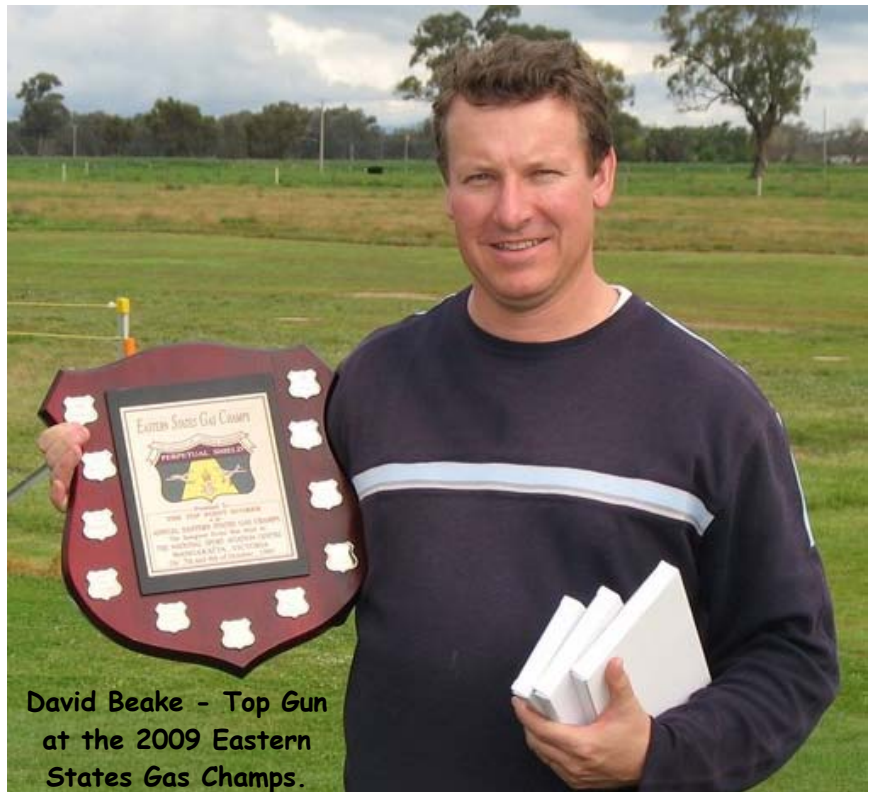
Texaco.

Paul Farthing	Bomber	OS60 FS	2868
Dave Brown	Flamingo	O&R60 TD Spk	2810
David Beake	Bomber	OS60 FS	2777
Peter Scott	RC1	Burford 5cc D	2644
Kevin Fryer	Bomber 85%	Irvine 40 D	2634
Brian Laughton	Bomber 85%	OS40 FS	2433
Ian Avery	Bomber 80%	OS40 FS	2423
Ian Heather	Dallaire 75%	OS40 FS	2372
Grant Manwaring	Bomber	OS60 FS	2313
Chris Lawson	Lanzo Racer	Saito 50 FS	2312
John Diduszko	Bomber	OS54 FS	2308
Danny Missen	Lanzo Racer	Enya 53 FS	1800
Geoff Malone	Lanzo Racer	Enya 50 FS	1800
Jim Rae	Dallaire 75%	ASP30 FS	1640
Grahame Mitchell	Dallaire	Enya 60 FS	1320
Steve Gullock	Bomber 85%	Enya 53 FS	600
Peter J Smith	Bomber	Forster 99 Spk	77

# EASTERN STATES GAS CHAMPS Wangaratta - 2009

Duration.

Peter J Smith	Playboy	Profi 40	420	722
Geoff Potter	Playboy	Enya 53 FS	420	614
Steve Gullock	Dallaire 75%	OS 52 FS	420	497
Peter Scott	RC1	Anderson S'fire Spk	420	340
John Diduszko	Bomber 85%	OS 61 FS	373	
Ian Avery	ES Gas Champ	OS32	342	
Jim Rae	Lil Diamond	ST34	323	
Jon Fletcher	Playboy	YS 63 FS	188	
David Beake	Playboy	McCoy 60 Spk	0	
Kevin Fryer	Playboy Cabin	OS46	0	



David Beake - Top Gun at the 2009 Eastern States Gas Champs.



Ted Hall readies his Torpedo powered Red Zephyr for Burford



Excellent facilities enjoyed by all at Wangaratta.



**'38 Antique**

Peter J. SMITH	Standby	Madewell 49	1076
Basil HEALY	RC1	Sparey 5cc d	1076
Grant MANWARING	RC1	Burford 5cc d	1048
Jim RAE	Rambler	ED Hunter 3.46	930
Dave BROWN	Flamingo	O&R 60	768
Geoff POTTER	Quaker Flash	Sparey Diesel	419

**Gordon Burford**

Robert RUTLEDGE	Spacer	PB	900	218
Brian PAYNE	Lil Diamond	PB	900	213
Grant MANWARING	Eliminator	PB	900	165
Geoff POTTER	Eliminator	PB	900	
Peter J. SMITH	Stardust Special	BB	839	
Basil HEALY	Creep	PB	DNS	
Bob MARSHALL	Lil Diamond	PB	DNS	
Jim RAE	PAA Packet 141%	BB	DNS	

**Duration**

Robert RUTLEDGE	Playboy	Saito 62 4/	1249
Dave BROWN	Bomber 85%	Saito 56 4/	1218
Peter J. SMITH	Playboy 112%	McCoy 60	1206
Grant MANWARING	Playboy	YS53 4/	1102
Geoff POTTER	Playboy	Enya 53 4/	1085
John DIDUSZKO	85% Bomber	Magnum 61 4/	975
Jim RAE	149% Lil Diamond	ST 34 2/	862
Basil HEALY	Blitz Buggy	Saito 62 4/	811
Ian AVERY	E S Gas Champ	O.S.32 2/	731
Bob MARSHALL	Playboy	OS 40 4/	DNS

**Glen Simmons Old Timer Event - Lithgow****24-25 October, 2009**

Gooday All, Results of the Glen Simmons Old Timer Event, last weekend.

We didn't have a huge roll up, probably determined by the unforgiving weather forecast for Sunday, (forecast to be wet).

We had 38 Antique first up, and as per usual for Lithgow, not enough consistent good air, for there to be a flyoff, as nobody was able to post a full house. Good mix of models, from the big sparkies to smaller diesels. Condo was able to keep the Ron Dowler Trophy for another 12 months.

One round of Burford was run before lunch and the air fickle, engines fickle, 3 guys decided not to start, after lunch the air was better, and maxes started to come in, four made it to the flyoff, and the likely winner of that landed out, makes for a very happy Rob Rutledge!

As with all Lithgow events, when there is lift it is obvious, when there is sink it is just as obvious, round 1 of Duration was booming, then it fell in a heap, again no fly off, as maxes were becoming rare in rounds 3 and 4.

A very pleasant Dinner was had at the Zig Zag Motel, Saturday night, and the foreboding weather was nowhere in sight. Sunday morning, arrived clear but overcast, and doom and gloom predicted. 9am all were here so started 1/2A Texaco as soon as I could, and it started drizzle raining as soon as I said "Go," We managed two complete rounds between the heavy bits, and all but one non starter made a flyoff.

Then it rained sufficient to abandon the day, with the forecasters getting it right, damn. Presentations were held off just long enough for the barbeque to be finished up. The "Kellets goodies" were well received, and most packed and gone by 12 o'clock.

The event was again sponsored by Kellets and Model Draughting Services, both would be looking for a better rollup, weather permitting next year, will be the 30th event, since 1983. Hope we can secure a good roll up.

The rain stopped at 2pm, and the tents were dry by 6pm, packed and ready for next year. More later, Brownny.



Clockwise from the left:  
Robert Rutledge preparing his Spacer, the Duration Flight Line, Basil Healy tunes his CREEP and Brian Payne with his Lil Diamond.



## COVERING AND PAINTING CLEAR COVERING FILM.

From Mark Venter - z13vml@extra.co.nz

I have been using Doculam and local brands for a few years now on all my models and have never had problems. My Sparky has the fuselage covered in Doculam & tissue as well. I have found the best way to get the Doculam to stick firmly and not pull while shrinking it is to overlap it on all corners by about 1/8 preferably 3/16" onto itself. Too much shrinking can have it pull loose from just plain balsa although I do give the framework a few coats of dope first just to seal it.

Once covered I give it a good wipe with a wet cloth and a drop or three of dishwashing detergent just to get rid of any possible greasy smuts.

I have found applying the tissue wet a pain as it tears too easily and have had most success by laying the tissue on dry and giving it a good spray, soaking it with a fine mister. Then I dope through it onto the film smoothing out wrinkles as I go making sure there are no trapped air pockets etc. About three or four coats of thinned dope by which time the tissue will have pretty much dried out as well.

Make sure the tissue also has the usual overlap on all corners as well to get a real firm bond and you will never have it lift or get fuel etc in under it.

You will find you use much less dope as well as long as you thin it up well. By the way - I have never tried mylar so cannot give a comparison, only my experiences with Doculam.

I have a Tomboy which I have just covered the wing with clear film and would normally tissue and dope over that, but I was interested to see if I could save a bit of weight and just how paint would stick to it on the outside. (And I did not have time to tissue & dope before test flying it).

We don't have Krylon here but I bought a rattle can of orange paint and sprayed a test sample. Sticks like anything and I could not even get it peel off when sticking various bits of tape to it and ripping them off.

The next test was to spray some raw diesel fuel on it as well as some 'gunk' (i.e. burned diesel fuel residue). The raw fuel dissolved the paint and made a hell of a mess. The "gunk" just sort of made it sticky, so I shelved that idea.



48" Super Sniffer. All covered with tissue and dope but main wing was first covered in laminating film.



This Tomboy is tissue not Ultracote and I don't care wot anybody says it is BLUE & ORANGE! (Well it was once)

I ended up leaving the wing clear to test fly and was surprised that I did not have too much trouble seeing it at height. The film is "matt" and actually does not look too bad with no colouring on it - sort of like very translucent (well oiled) tissue.... I think the clear (gloss) film would be a different story though and extremely difficult to see.

However, your email has jogged my memory again and I think on a non-gas model spray painting the outside of the film would be the way to go weight wise. It is easier than the alternative of spraying the inside (glue side) of the film before applying it. (Think large strip of film rolled open).

I did a test and although it works very well and does not affect the glue/sticking abilities of the film it is quite tricky to handle, but I suppose if you don't cut it off the roll, just unroll a length, spray it and once dry roll it back on again it would be easier to handle....

I know this does not relate to your Oracover question/results, just thought I would relate my tests here with the clear (matt) laminating film.





## Modelling Miscellany

From David Owen.

### Tassie Tomboys

Sometimes we forget that there is a beautiful little island off the south coast of Victoria. So the fact that there are also keen aeromodellers down there can be overlooked by those of us in the drier mainland states. However regular emails from several modelers in Tasmania indicate that there is keen interest in free flight and particularly in sport old timer models. This is despite the weather, which at this time of the year tends to strong winds and generally unfriendly flying conditions.

One Launceston group has been trying to conduct a Tomboy comp, with little success until recently when the wind dropped one weekend. The photo shows some seven fliers, but I can only see three Tomboys, plus a Veron Cardinal, a low-wing model and others I can't identify. So these blokes are pretty relaxed and do not confine themselves to Tomboys, as per our usual competition rules. The other shot is of a particularly nicely finished Tomboy, powered by the very popular MPJet 0.6cc diesel. This model belongs to Greg Robertson and also includes non-standard wing spars and reduced dihedral. At least they are happy and having plenty of fun, weather permitting. Tony Gray's MPJet powered Veron Cardinal was a very popular kit in its day and I wouldn't be surprised to see a revival of this excellent 36" model, given the interest generated by Tomboys.

Gerry de Groot is another keen Tasmanian. He is currently flying another very nice Vic Smeed design, the 50" Electra, powered by a PAW 15 R/C diesel. Another happy modeler!

On that note, Tasmania is renowned for great





cheeses and wines, so there is always a pleasant alternative on very windy days!

### Gordon Burford Day at Kuringai

The Kuringai MFC held their annual event on Sunday Oct 11<sup>th</sup> for control-line models powered by Gordon Burford engines. This popular event always attracts good numbers of eligible models and this year there were roughly thirty planes on the field. The usual Wombat Bipes, Sabre Trainers and Demons were joined by less commonly seen types such as the Bluepants, Carioca and Montgomery Tiger. One large stunter which caught my eye was a very nicely built Aeroflyte Thunderstreak. This is a 29/35 size model with similarities to the popular Montgomery Ramrod. The event itself ran very smoothly, with excellent flying weather for the Concours, the Diesel Speed, the Stunt and the Sabre Trainer 5-up Marathon. All look forward to next year's GB Day.



### Some Xmas ideas, also called a blatant Infomercial

With the festive season approaching, here are some gift ideas for the modeler who has nearly everything:

A **pb33 diesel** from Peter Burford. These little gems are expensive, but worth every bit of the price and ideal for a smallish FF or sport RC model. For more details, contact Peter at: [info@peterburford.com.au](mailto:info@peterburford.com.au)

A **Tomboy or Ramrod Partial Kit** from Brownly. Get ready for Canowindra and the Vets next year. Lots of other kits available. Contact Dave Brown: [daveb@ix.net.au](mailto:daveb@ix.net.au)

A copy of the soon to be published and long-awaited book from Maris Dislers, titled "**Gordon Burford's Model Engines**". This comprehensive study of Gordon's magnificent contribution to the Australian modeling scene should be available just before Xmas. So send Maris an email requesting full ordering details and he'll get back to you when all is finalized. [jamd@adam.com.au](mailto:jamd@adam.com.au)

A new **needle valve assembly for your Taipan 2.5 Diesel**. I have just completed these as part of the production for the Taipan replica. This assembly will fit most Sabre and Taipan 2.5cc engines up to 1967. Price is \$20 each, including postage. There is a minor difference in the spraybar diameter between models, so state at the time of ordering whether yours is the 2.7mm waisted style, or full 3.6mm diameter.

A new **MPJet 0.6cc Classic Diesel** for R/C Tomboy, a beautiful **Schlosser Diesel** from Germany, or an ever popular **PAW Diesel**. Retail prices have been reduced in line with the A\$ appreciation. For example, the MPJ Classic is now \$115 and represents great value.

These engines, as well as a range of accessories and the Taipan needle valve assemblies mentioned above are available from Owen Engines. Contact me, David Owen for full details on 02-4227 2699, or email: [owendc@tpg.com.au](mailto:owendc@tpg.com.au).



From: "Aleksandr Kalmykov" [cyclon@mail.nsk.ru](mailto:cyclon@mail.nsk.ru) Sent: Friday, October 30, 2009 4:37 AM  
Subject: Spares for Cyclon engines

Hello dear my airmodel friend! I offer any spares for cyclon engines. You can repair your old engines and give second live!  
Best regards, Aleksandr Nikolaevich Kalmykov pr.Dzerjinskogo 2-67 Novosibirsk 630112







# The Western Australian Report

From Paul Baartz.

## WA State Championship OT Duration 2009

The 2009 Duration event was held at the KAMS field in Mundijong on Sunday 29<sup>th</sup> September, in less than perfect weather conditions; it was cool, windy and we experienced a fairly heavy shower of rain right at start time for the event. Fortunately the wind strengthened only slightly during the morning but by fly-off time it was nearly too bad for the flights to be made, in fact the winner could not manage a time of three minutes in the fly-off. The three who made the fly-off persisted however and only Ian Dixon managed to land safely in the designated area, with the other two flyers landing out due to the strong wind in Troy's case and a structural failure in Paul's case.

Eight entries participated and several battled with uncooperative engines and radio problems however there were quite a few maximum flights of seven minutes recorded despite these problems and the un-favourable weather which caused a number of out-landings and the consequent zero score for what in some cases was a really good flight time.

Although the flying field was a little damp underfoot it was perfect for the event with a well mown grassed area of suitable size and adequate sheltered area which was very handy during the rain shower which occurred at the start of the event. Thanks go to KAMS for the use of their facilities.

Four stroke engines were the most commonly used although Scott's model was achieving excellent height with the motor run allocated for two stroke engines.

<u>Duration Results:</u>				
1. Ian Dixon	175%Kerswap/Magnum.61fs	1260	142	
2. Troy Latto	85%Bomber/OS.52fs	1260		
3. Paul Baartz	85%Bomber/Saito.62fs	1260		
4. Scott Matthews	160%Kerswap/OS.32	1211		
5. Ray Sherburn	Playboy/Magnum.61fs	1144		
6. Rob Rowson	Playboy/Quickie500.40	611		
7. Kevin Hooper	Playboy/ASP.61fs	330		
8. Sean Dickens	So-Long/HP.40	271		

## WA State Championship 2009 OT Texaco

The 2009 OT Texaco championships was held at SWARMS field in Bunbury, this field is perfect for old timer events and all participants extended their thanks to SWARMS for their generosity in making the field available once again this year.

The weather was marginal, it was fine and little cloud but quite windy with a moderate to strong easterly breeze, easing towards the end of the contest as would be expected. These conditions made it extremely difficult to achieve the ten minute maximum flight and consequently there was no fly-off, in fact only a few maxes were achieved on the day.

As there was no organizer-supplied fuel the CD invoked the rule regarding fuel allocations and made the amount of 2mils per pound apply to four stroke engines, which were used by all flyers bar one . This also lessened the likelihood of maxes but made for a very interesting and tight competition.

There were a few damage situations on the day with the innocent victim being Troy Latto on two occasions. In the first clash another model slashed into his tailplane in mid-flight, he was able to land with the remainder of the model intact and decided to use his back-up model which also suffered some damage, this time on the ground from another model, however it was patched and Troy continued flying to the end.

<u>Texaco Results:</u>			
1. Alan Trott	85%Bomber/ASP.61fs	1394	
2. Ray Sherburn	Flamingo/Magnum.61fs	1141	
3. Ian Dixon	Anderson Pylon/OS.60fs	1107	
4. Les Isitt	85%Bomber/Magnum.61fs	1056	
5. Graeme Cooke	Record Breaker/Anderson Spitfire	862	
6. Gary Dickens	Bomber/OS.60fs	673	
7. Troy Latto	Bomber/OS.60fs	412	



## 2009 ELECTRIC OLD TIMER POSTAL COMPETITION UPDATE

By Peter Henderson via Lou Amadio.

If low stress competition appeals you should be flying heats in one or more of the three Electric Old Timer Postal Competitions currently being run. Comps are being run for 1/2A Texaco, Texaco and Duration.

Interestingly, high tech models are not automatically at the pointy end of the competition for three reasons: a well set up basic model can be very competitive; flying conditions can vary greatly around our vast country; and, for one reason or another, we often have difficulty flying the required eight pairs of heats - 10 months drop 2. All good reasons to consider entering EOT.

When established the EOT Competition criteria was simple, it had to be fun and it had to appeal to flyers that could be competitive from the outset. That remains the case today; new competitors are welcomed with open arms.

### DURATION

We are 80% through the year and the Duration comp is led by Laurie Baldwin (who joined the comp for the first time at the AEFA rally in Coota this year) with Lou Amadio, a true vintage EOT combatant, and Gary Andrews in pursuit. Laurie has flown the best heat this year using on one occasion only 10 seconds of his allowed 35 sec motor run to achieve a 10 minute glide.

Laurie Comments re his Spirit of Yesteryear Lanzo Bomber *"As far as the flying characteristics - it's a pussy cat. I've flown a fair bit with a Golberg Electra (electric Gentle Lady) and Great Planes Spectra, that are often described as entry level 'floaters'. I*

*think the Bomber is as easy, or even easier, to fly than them. I don't try to taxi into take off position because the big wing and light weight make it easy to topple over and almost impossible to handle on the ground unless its pointing into wind. But the take-off roll is only a couple of metres so who cares. Once aloft the aircraft seems to respond to the faintest hint of a thermal. Motocalc predicts it has a sink rate of 110 feet per minute - and it's delightful to have an aircraft that just doesn't want to come down. Everyone should have one!"*

Gary Andrews flies a 100% Playboy Senior and is the man to beat having won at Cootamundra in April 2009.

Gary says of his model *"The model is a 100% Playboy that I built from a partial kit and plan purchased from Dave Brown. In its present configuration the current draw is about 100 amps. The flying weight is 1492 grams. It has an excellent climb and given good conditions has wonderful thermalling characteristics. In strong winds it will not penetrate well but will still shows rising air and sink extremely clearly and thus is great for improving thermalling skills. This model is very tolerant of changes to the centre of gravity and is always very stable in flight. It is a pleasure to fly whether in competition or just for fun."*

### 1/2A Texaco

Mike Colston leads the 1/2A Texaco competition with Lou Amadio, and Stan Clifton on the same score after dropping 2 rounds. Interestingly Mike has managed to fly every round with a perfect score, Mike will be that man to beat with his Lanzo Airborn.

*"Model details are Lanzo Airborn, wingspan 1370mm, AUV 450g, powered by Rimfire Brushless Outrunner 28-26-*







1000 with OEMRC Pulsar 18A ESC and an 9x6 APCE prop, battery is an Hyperion Litestorm VZ(2S 700 mAh 30C). I chose the model because of its low wing loading which allows it to glide and thermal efficiently. This makes achieving duration relatively easy, especially after I replaced the original 640mAh batteries with the 700mAh batteries. The only downside is that it is a bit of a handful in anything but light winds, although I still managed my duration at Cootamundra in 2008 in gusty conditions, I just had to make sure I didn't get downwind or I would not have got back! "

A feature of the 1/2A Comp is that each of the 7 competitors this year are using different models, all have demonstrated that a perfect score is possible, the hero's award goes to John Brennan who is using a brushed speed 400 in his Buzzard Bombshell.

John says of his model *"The Buzzard Bombshell was designed by Joe Konefes' in 1940 and is although originally designed for IC motors readily adapts to electric power. This is a very stately aircraft and with its wide chord and multi dihedral wing, has great presence in the air even in its smaller 44 inch version. Se-date is the best word to describe flying this aircraft. Yet it is competitive in competition and thermals well."*

#### TEXACO

The Lanzo Bomber appears to be the model of choice for the Texaco event. The same model can be used for Duration but the power setup is quite different. The battery restriction ensures that a high amp draw is not possible so the motor is usually propped down and in the case of Peter Henderson's Lanzo more than 300gm of lead is added to allow a practical battery size to be used, Peter says that the model remains a thermalling pussycat even with the ballast. Once again our newest entrant Laurie Baldwin is leading the competition with his Lanzo having flown perfect heats every month despite coming into the comp a little late. Lou Amadio and Stan Clifton are playing catch-up again.

#### A FEW WEB PAGES:

Check out locally available ARF Lanzo Bomber

Check out eligible OT Models

Check out the Spirit Of Yesteryear models at

Your current pointscorer Peter Henderson is happy to answer your OT questions: [peterhenderson4@bigpond.com](mailto:peterhenderson4@bigpond.com)

<http://www.directmodel.com.au>

<http://www.antiquemodeler.org/adl/>

<http://www.darehobby.com/>



Speed 400 Electric Oldtimer fliers at the recent SAM USA Champs.



## 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...  
½A Texaco 12.15 to 2  
Nostalgia after ½A 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 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.

## From Trevor Carey

**SAM 84 - Vintagents, Queensland.**

I have noted Condo's comment in the latest Duration Times and really could not let it go unanswered.

To set the record straight:-

1/ Check out the latest rule amendments (on the SAM 600 Site) and you will note that all is not as was put forward. Rather it would appear, from what I can see way up here in FNQ, that Mr. Fryer has yet again put his spin on what

2/ We do abide by the National Rules in most if not all cases (as applicable) and any variation is only to make the event harder (breeds better competitors Condo).

3/ We have additional events (our rules) to reflect our unique needs; these are to our rules and only affect those who fly them here in QLD.

4/ Lastly, unlike SAM 600 who have an interesting relationship with the Sarina Club (who are told SAM 600 is the over arching club for O/T Rules or that is the impression that the club has), we do not seek to impose "our rules" on any one else.

5/ I am certain that SAM 1788 has their "own rules" now as they have had in the past. I have been victim to those on a number of occasions but have not bothered too much about them (just got them changed) and so be it.

Condo, instead of little outbursts attacking us and our compliance "with the rules", join us in establishing our own truly representative national O/T Body. Lot better idea I think.

As an aside I have the new weapons under construction. Testing is being carried out and we are getting ready for a raid to the south in 2010, and I look forward to catching up with all of you.

## **POTTER'S REVENGE**

Years ago when we were young  
to Vic did Geoffrey hie  
"I'll show those Vics a thing or two  
my Cox 1/2A to fly"

With 6 motors in a box he came,  
assured of wins he thought  
but trying hard; so very hard  
place or win could not be bought.

At Wang: he got his full revenge  
upon that dreaded scribe  
whose Burford motor would not go,  
no matter what he tried.

"Can't ya see what's wrong with it?"  
(Triumphant were his cries,)

"The bloody back-plates hanging off  
use ya Pommie eyes!!"

## TISSUE ON MYLAR COVERING

More and more people have been converting to the "tissue over mylar" finish over the last 12 months or so, and all but one is delighted. The odd one out had a nightmare and just could not get to grips with it at all; I cannot account for this, maybe it is just the same syndrome which seems to afflict some modellers when they try to solder - once you have mastered it you wonder why you ever had any trouble. When trying any new technique for the first time I tend to proceed at a snails pace, taking what might appear at first to be excessive care; slows you down, but I find it is better in the long run.

My preferred technique is to cover ONLY the open frame areas of the structure with Mylar. For attaching the Mylar to the frame, I used to use Evostick, thinned with Evostick solvent. However, this is largely toluene, which posed an obvious health risk, and it was subsequently withdrawn from the market. I now use either Balsaloc or the German equivalent supplied by RCS-Technik, the indoor specialists, either of which works well and can be thinned to a suitable consistency with water. This is applied in a thin (1/8 inch wide) band around the open area and onto the ribs with a small paintbrush. No doubt other heat sensitive adhesives suitably thinned would work equally well.

Cutting the Mylar to size is the next job, and it is a *\*\*xx?!!\* \*\**. Five micron mylar is VERY thin (not as thin of course as the 2.5 micron we use on some indoor R/C models, but thin enough), picks up static, sticks to everything and is generally a brute to handle. The best way I have found is to cut out a card template which is just the required size - i.e. 1/8 - 3/16 inch bigger than the open area all round. I then lay out as many layers of Mylar as I require on my cutting mat, press down the card template on top and cut round it with a brand new scalpel blade.

The adhesive line being completely dry, the mylar is now laid in position over open area, and tacked down to the adhesive using an iron set to the normal sort of temperature which is used for attaching Solarfilm. (Actually, you will find that just finger pressure of the Mylar on the apparently completely dry adhesive will cause it to "stick" a little before the heat is applied). Frankly, this is a bit like Mrs. Beeton's "first catch your rabbit"; care and patience is the order of the day, tacking, gently stretching and tacking again. The aim is not to get it drum tight, but to get it EVENLY stretched. When working on the top cambered surface of a wing, especially one without leading edge sheeting, it is almost impossible to avoid SOME wrinkles in the corner of the panels. Do not worry about these too much, the only penalty on the final finish will be an aesthetic one, as the tissue will stick to the TOP of the wrinkles, not follow their contours. Now iron the Mylar down onto each rib. The iron can now be turned way up to shrink the Mylar - it will tolerate a MUCH higher temperature than normal modelling covering films, and for this reason I use an old domestic iron rather than a specialist film covering one. If any really bad wrinkles are present, the adhesive can be softened by the application of more heat and the Mylar repositioned, but try not to mess about with it too much. I don't personally use a heat gun, but this might be a very good way to do the final shrinking, although, once again, a rather higher temperature than normally used might be required. Attaching the Mylar is definitely the hardest part of the whole procedure to get right, so don't rush at it. Don't expect the Mylar to impart any rigidity to the wing at this stage; it won't, as even when tight it is "soft"; rigidity is the job of the tissue, the Mylar is to give the tissue puncture resistance.

Regarding use on the bottom of under-cambered wing sections; I have no experience with these just yet, but since the Europeans use it on modern A/2s and Wakes which feature thin highly cambered sections, they must find it satisfactory.

Now for the tissue covering. For thirty years I have always tissue covered wet, and use the doped airframe/brush through with thinners method. Naturally, I also use this technique (which does, of course, require the use of a "wet strength" tissue) over the Mylar and it has proved fine so far. **WORD OF WARNING:** I IMAGINE this MIGHT cause problems with the bottom of an under-cambered wing, perhaps it may be necessary to cover these dry. As I say, I have not tried it for myself yet on a cambered under surface. Using my technique, the airframe is prepared by doping two coats minimum (50:50 dope/thinners) and lightly rubbing down with very fine sandpaper before the Evostick and Mylar is applied. The tissue is cut oversize, one side is wet by drawing it over a shallow water bath, and the tissue "flopped" onto the wing wet side down smoothed and stretched into place and then thinners are brushed through it around the edges. As an alternative, it is equally satisfactory to lay the tissue in place dry and spray it with a fine water spray. (The spray "guns" in which many of the current anti-bacterial kitchen surface cleaners come are ideal!). Edges are trimmed and doped down, and when the tissue is dry it is doped normally. *NOTE: even when carried out in a dry atmosphere, some "blushing" - white marks on the tissue - will occur at this stage. These vanish with subsequent doping. Blushing is minimised by working in a warm, dry, atmosphere and by using the best quality thinners. Auto accessory shops sell three grades of cellulose thinners normally distinguished by the colour of the tins. The top, or "premium" grade (blue tin) is the one to buy - and buying it this way in a five litre tin is infinitely cheaper than buying in little "model shop sized" tins.*

A club mate of mine has applied the tissue by doping the Mylar first rather than flopping the tissue onto it. He reckons it works fine, and the results produced certainly appear to be perfect, but I have not tried it myself. Maybe this might be the preferred technique for dealing with undercamber?

It is comforting to note how the tissue and Mylar bond beautifully during the doping process - using 5 micron Mylar under the lightest superfine Esaki tissue the result is VERY light, yet imparts great rigidity to the wing. I did wonder at first how well the tissue bonded to the mylar - it just seemed all "wrong" doping tissue down onto what is, after all, an impervious plastic surface. I therefore arranged to have some samples to examine, by the simple expedient of dropping my tool box onto an open model wing! Examination of the two damaged panels which had to be cut out and replaced showed the bond to be total - I could not separate the two layers no matter how hard I tried.

**Benefits?** The "stressed skin" rigidity of tissue with a high degree of puncture resistance and (particularly if using a "hard" finish tissue such as Esaki), very light weight. A sharp object WILL puncture it, but even the 5 micron/light Esaki combination is pretty good, whilst 10 micron with light or heavy Modelsplan (or equivalent) would be very tough indeed, albeit heavier due mainly to the much greater dope uptake of the tissue. Whilst the puncture resistance is not as high as film, it is very much greater than tissue - even heavyweight tissue - alone, and the torsional rigidity is immensely superior to ANY film - they are just not in the same league in this respect, although admittedly quicker and easier to apply.

**Problems?** Undercamber may need special care as mentioned. Frameworks with very thin peripheral members which do not leave a "free" wood area beyond the mylar for doping down the tissue MAY be problematic, but the way in which the tissue bonds to the mylar with dope leads me to believe they will be OK. As always, care is required to avoid warping on light frameworks as the tissue shrinks. Any problems can be minimised by careful design of the structure, use of well thinned dope (I use 30% dope/70% thinners for doping Esaki tissue) and doping top and bottom panels alternately. I have never had to resort to pinning structures down after doping, but always like to let the finished airframe "settle" for a few days and then do a rigorous alignment check and remove any warps which have crept in by steaming or heat gun.



# ~~ THE BACK PAGE ~~



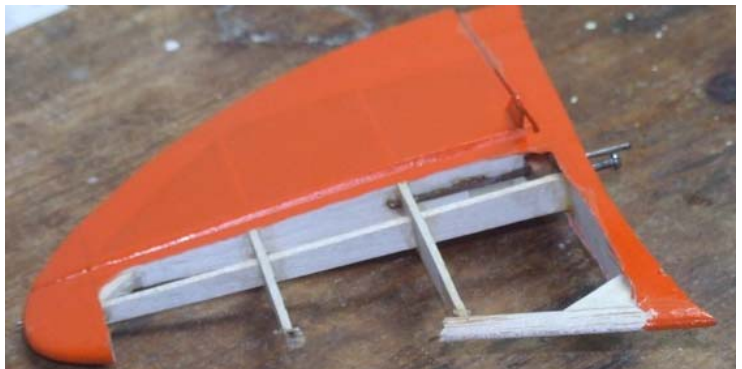
Remember this? SAM Champs, Canowindra, Easter 2009.



Almost every rib in right hand wing panel was shattered.



Fuselage back in building jig with crutch members spliced and five new plywood bulkheads.



Damage to the LE of the fin was caused when empennage attachment bolts (nylon) sheared allowing it to come forward and chop through centre wing sheeting before contacting spruce spar.



Wing centre panel after broken parts had been removed.



All that remained of the RH wing panel after shattered parts were removed. Almost every rib had to be renewed.



Fuselage structural repairs complete - every plank on bottom of Fuselage had to be spliced.



Structural repairs complete, covering still to be completed.



Left hand wing panel only sustained minimal damage.

## MEGOW CHIEF REPAIR

By Master Builder  
Basil Healy