

**Points of Interest:**

- From the President - Paul Farthing.
- Canowindra Updates - 2010 SAM Champs.
- Wyong River Oldtimer Report and Results.
- Mills .75 Memories - Mike Myers.
- Twin Rudder Linkage Systems.
- New Oldtimer Gliders - Grant Manwaring.
- Latest Float Designs from 1942 Air Trails.
- 63rd MAAA Nationals Albury - OT Results.
- Sunstreak - Basil Healy.
- Yesterday's Heroes - Gail Scott.
- 63rd Nats Electric OT Report - Lou Amadio.
- Gravity - Condo.
- The Back Page.

**BULLETIN No. 162**  
**January - February**  
**2010**

**DURATION TIMES**

From Gail Scott - MASNSW Presentation Dinner.

Peter Scott and Basil Healy attended the annual MAS dinner. Scotty had taken out first place and Basil third place in the MASNSW Old Timer Point Score for the 2009. Peter 'Condo' Smith had made second place but was overseas. Gail Scott and Geoff Potter attended as Scotty and Basil's guests. It was a pleasant evening with enjoyable company and food.

After the meal the presentations began with Denise Broadbelt



receiving Life Membership to the Hall of Fame and Mike Close a certificate of thanks for all he has done.

Mike Close then turned the tables



on Val Vickers. As the representative for the FAI, Mike gave an outline of Val's history with aeromodelling in Australia, including her efforts with the Power House Museum's education program. Val was then presented with the FAI's "En Temoignage de Gratitude" medal. She is the 366th recipient in the world and the 20th in Australia. Congratulations Val, much deserved.

**BELCONNEN & YASS MODEL AERO CLUBS**

**Old Timer Class Competition - 15 & 16 May 2010**

**At Yass Model Aero Club Field - Jerrawa via Yass**

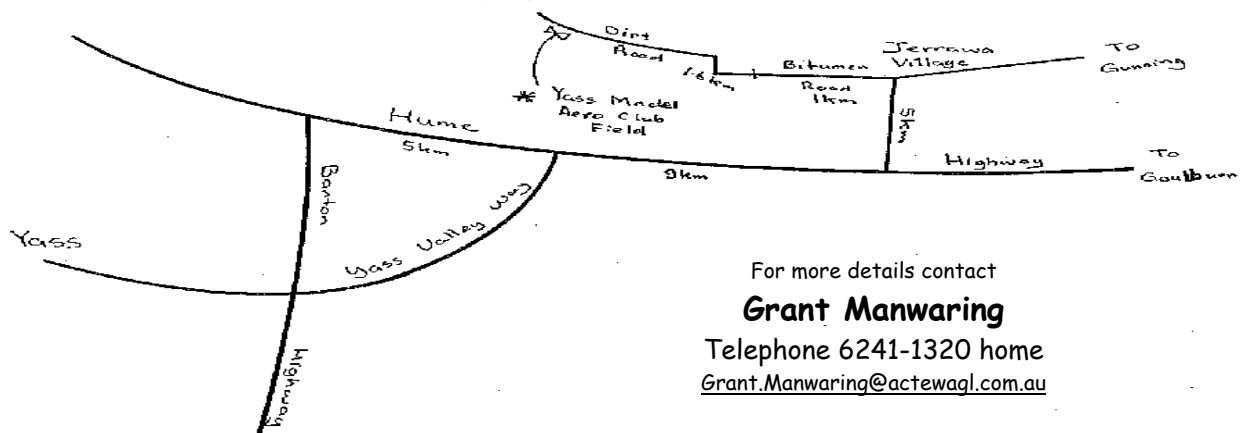
**SATURDAY 10.00am - Burford Event  
 1.30pm - Duration**

**SUNDAY 9.30am - 1/2 A Texaco  
 12.30pm - Texaco**

**\*\*\* TOMBOY SPORT EVENT, flown over both days \*\*\***

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

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



For more details contact  
**Grant Manwaring**  
 Telephone 6241-1320 home  
[Grant.Manwaring@actewagl.com.au](mailto:Grant.Manwaring@actewagl.com.au)

Duration Times is the official Newsletter of SAM 1788

## SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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

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### UPCOMING OLDTIMER EVENTS FOR 2010

|          |       |  |                      |                     |                |
|----------|-------|--|----------------------|---------------------|----------------|
| April    | 1-5   | 28th SAM 1788 Australia Championships Oldtimer | "Bogwood" Canowindra | Peter Smith         | 0423 452 879.  |
| May      | 1-2   | Veterans Gathering 2010                        | Muswellbrook         | Simon Bishop        | 02 6543-5170.  |
| May      | 15-16 | Belconnen MAC Oldtimer                         | Yass                 | Grant Manwaring     | 02 6241-1320.  |
| June     | 12-14 | Queensland Oldtimer State Champs               | Dalby                | Richard Hart        | 07 3857-4302.  |
| June     | 19-20 | New England Gas Champs                         | Tamworth             | Peter (Condo) Smith | 0423 452 879.  |
| July     | 24-25 | Coota Cup (Provisional)                        | TBA                  | Peter (Condo) Smith | 0423 452 879.  |
| August   | 21-22 | FARCON Oldtimer                                | Cowra                | Peter (Condo) Smith | 0423 452 879.  |
| August   | 28-29 | Oily Hand Weekend                              | Cowra                | Andy Luckett        | 02 6342 3054 . |
| October  | 2-3   | Eastern States Gas Champs                      | Wangaratta           | Peter (Condo) Smith | 0423 452 879.  |
| October  | 23-24 | Lithgow Oldtimer                               | Lithgow              | Dave Brown          | 02 6355-7298.  |
| November | 13-14 | Muswellbrook Oldtimer                          | Muswellbrook         | Simon Bishop        | 02 6543-5170.  |



**From the President:** Happy New Year! Well, this is my first opportunity to wish the Membership Happy New Year, isn't it? I hope you have been using your holidays etc. over the past couple of months to get those models ready for Canowindra.

Speaking of Canowindra Champs, Bogwood has had some nice rain and everything is very green at the moment. Last week you wouldn't have parked your car where you did at last year's champs or for that matter flown control line on the circle..... It was all under water! Dams are full and all around here people are well pleased.

I am also very pleased to be able to report that Ian Connell has finally come home from hospital about a fortnight ago and is slowly on the mend. Basil Healy has visited him and said Ian is very weak but full of spirit and itching to get back amongst us. But that's OK as long as he continues to improve and get back to his old self then everyone will be cheering!

Arrangements for our Champs at Canowindra are progressing well. Condo is doing a great job in his role of SAM Champs Co-Ordinator and I take this opportunity to remind everyone that closing dates for entries is 26th March, 2010. Officially there will be no late entries accepted, however if there is a very special reason for a late entry, and it will have to be very special, I will oversight such late entries and look after the paperwork for Condo. He has more than enough to look after without the worry of late entries. So speak to me please or better still get your entry in by the 26th. We'll give it back (with fees) if you can't come.

Also I would like to remind everyone that this year's champs will be flown to the 2009 MAAA Oldtimer Rules which can be accessed on the MAAA Web Page. Just Google MAAA and click on rules. There have been some changes in these rules.

From all reports there are quite a few Inter-Staters attending this year's Champs and I am most pleased about that. I look forward to meeting all the new (and old) faces and I know that they will be made most welcome at Canowindra. Don't forget Free Flight and the other activities on Thursday 1st April, This is always a relaxing and enjoyable day for all.

Safe Flying and lots of Thermals, Paul Farthing.



TO GET YOUR ENTRIES IN FOR  
THE SAM 1788 CHAMPIONSHIPS  
AT CANOWINDRA  
THIS COMING EASTER  
COMMENCING THURSDAY 1st APRIL  
( Entries Close 26th March, 2010. )

## 2010 SAM CHAMPS UPDATE

Phantom Racing at SAM Champs this Easter at Canowindra. *From David Owen. < owendc@tpg.com.au >*

The Phantom Shield was contested at Canowindra for the first time last year. We had a total of thirteen entries in the three classes, with the winners name in each class engraved on the shield.

As advised in DT159, the rules have been simplified with regard to engine categories:

- Class 1 Remains unchanged and is open to any Phantom powered with a piston-ported diesel such as a Mills, ED Comp Special or Deezil. The fastest time in this class in 2009 was 44.44 mph.
- Class 2 Class 2 is now for any plain bearing diesel and the fastest time last year was 62.61 mph.
- Class 3 Class 3 is for any single or twin ball-race diesel with the same previous exceptions of specialist schneurle-ported types such as the Fora and similar engines. The winning time last year in this class was 60.81 mph.

This year there will be one overall winner. That will be the contestant that raises last year's time in any class by the greatest percentage increase compared to all classes.

Indications are that this year's event will be hotly contested by a contingent from Queensland.

The basic rules remain as before: \* Maximum engine capacity is 2cc.

- \* Diesel only.
- \* Minimum line length handle grip to model centre is 35 feet / 10.67 metres.
- \* Timing from a standing start over twelve (12) laps.

Phantom Racing will be flown on Thursday afternoon and Friday morning.

### The Fun Events at Canowindra.

*From Peter Scott*

Thursday morning, 8am sharp, will see the start of the SAM Freeflight event. This is not a time set to inconvenience lazy, old me who can't get out of bed - it's to try and get the lightest winds and, hopefully, keep retrievals to a minimum. We will have a retrieval system in place, so the excuse that you can't walk more than 20ft will cut no ice.

Vintage Freeflight rules have changed so that any model up to 1957 fitted with any 1½cc non-schnurle motor made before 1970 is eligible. Bit late to start building now - but a weekend will see a Stomper built. Any questions call me - (02) 9624 1262.



Freeflight Tomboy will be run in conjunction with FF Vintage Duration.

Rules are as follows:

- \* Up to 1cc engine for small wing model, 1 1/2cc for big.
- \* 3cc of fuel only to be allowed. (suggest - nay, strongly suggest a DT timer)
- \* Longest flight out of three flights will count.

Radio Tomboy will be run on Thursday afternoon. 3cc of fuel - 1 hour only to put in the longest flight. Once again we hope for a big entry. Competition in this 'fly for fun' class will be fierce!



Interest in the Phantom Racing class is almost embarrassingly high. The amount of people wanting to fly this 'fun' event - some with two models - is going to require some strict organisation.

So, be prepared, don't leave it until the day to sort out your Phantom - we won't have time. Put in a flight then clear away your gear so that the next person can have a go. If time permits you can put in another flight.

## 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**.

**\*\* 2009 MAAA Oldtimer Rules will apply \*\***

## 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 3.4.2010

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.

Society of Antique Modelers of Australia Inc.  
SAM 1788.

## Annual General Meeting 2010.

C.W.A. Hall,  
Blatchford Street,  
Canowindra.

7-15pm, Friday, 2nd April, 2010.

## AGENDA

### President's Welcome:

Visitors: Apologies:

**Minutes SAM 1788 Australia Annual General Meeting**  
held at Canowindra on 10th April, 2009,  
As circulated in Duration Times No. 157.

### Business arising from Minutes.

Adoption of AGM Minutes.

Correspondence In and Out.

### Reports:

President's Report.  
Treasurer's Report.  
Canowindra CD Report.  
Free Flight Report.  
Control Line Report.  
Other Reports.

### Election of SAM 1788 Executive for 2010-2011.

President.  
Vice President.  
Secretary.  
Treasurer.  
Committee Member.  
Newsletter Editor.  
Public Officer.

### Setting of Fees 2010-2011.

### General Business.

Sam Champs for 2011.  
Sam 1788 events Calendar.  
Other General Business.

### Meeting Closed.

Carl was noticeably nervous during the hand-launch endurance event...



## MILLS .75 MEMORIES

By Mike Myers mikemyersgln@charter.net

Twenty-six or twenty-seven years ago I was doing a great deal of travel to Europe and Africa - usually arranging to fly from LAX to Heathrow and thence to wherever I was going, We always took a one day / one night break before going on; Did not want to be jet-lagged when we met with our prospective partners.

That gave me an opportunity to visit Michael's Models in North Finchley - a London suburb on the north side of London. "Michael" of Michael's Models in North Finchley lay in wait for me - and most of the rest of his customers - fobbing off whatever "boxes" of engines and models he had. He sold me some of the most outlandish combinations of CO2 motors and models known to man - he should have been horse-whipped for doing that to a then newby modeller. Michael was from East Asia - and was what the Brits, in their palmier days in India, called a "box wallah". He sold boxes - didn't give a tinker's toot what was in them. He would have made a good clerk in some of today's so-called "hobby stores" where the "box wallah" syndrome is frequently on display.

But I digress. Michael also sold me, over the course of several visits, eight or nine Indian Mills .75s - made by Aurora Motors. The pound was down to slightly more than one U.S. dollar, so things were cheap at the time. The quality of those "Curry Mills" varied widely. Three of them severed or fractured their conrods within fifteen minutes or so of running. I say "severed" because the counterweight on the crank looked like it had been chewed out by some aluminium eating beaver - leaving a very sharp edge on the counterweight. These days I probably would pull the crank and file that sharp edge off - but that sort of "fitting" wasn't part of my experience at the time.

So I was left with half a dozen runners - and a great fear of breaking crankshafts etc. I'd been told (erroneously) that diesels were quite tender and were easily broken in mis-handled. And of course I didn't know when, or if, I'd next be back to London to buy some more.

I had a Plecan Tornado sport FF airplane that flew like a charm with a Mills .75 - and a field that was a fairly short Sunday morning drive from my home. So, not wanting to break any of my Mills, I set the Tornado up to take some Plexiglass plate motor mounts on engine bearers in the power area. If the plane crashed, then the Plexiglass plate would break rather than the engine. Such was the thought process. I flew that Tornado maybe 15 times in a morning - the flight pattern was always the same. Fill the stock tank with diesel, fire it up and let her go. Walk to the landing spot, fill the stock tank, fire it up again and let her go. Just for grins, I'd change engines from time to time (easy to do since all the Plexiglass plate mounts had the same bolt pattern).

On those flights, I'd time the engine run (a measure of fuel efficiency) and tach the motor (a measure of power). I later had some original Mills .75s to use and compare. Imagine my shock when the best Mills .75 I ever had (at least at the time) was a Curry Mills! All of the tolerances and mis-tolerances added up. The motor not only ran longer on the stock tank than any Mills I'd had to that date - but it ran faster!

My original Mills came in a distant third. On the other hand, my original Mills was better than four of my surviving Curry Mills.

I'd say that if I really wanted the best possible Mills .75, I might pay for a Doonside Mills. Ivor F, down in Australia, is a good engine builder - and I don't think anything leaves his shop that isn't right. On the other hand, you might "stick in your thumb" in the Curry Mills pot and pull out a real plum of an engine.

English Mills  
Mk I



English Mills  
Mk II



Irvine Mills  
Mk I



Indian Mills



Doonside  
Mills Mk II



Russian  
Doonside Mills



**R/C Tomboy.**

|                  |     |
|------------------|-----|
| 1. Peter Scott   | 785 |
| 2. Jim Rae       | 569 |
| 3. Basil Healy   | 569 |
| 4. Brian Payne   | 530 |
| 5. George Car    | 345 |
| 6. Stewart Clark | 207 |

**Wyong River MAC  
Oldtimer  
Weekend  
16-17 January, 2010.**

**2cc Oldtimer.**

|                |                           |     |     |
|----------------|---------------------------|-----|-----|
| 1. Peter Smith | Lil Diamond/AE 1.5 D      | 900 | 529 |
| 2. Jim Ray     | Jumpin Bean/Taipan 1.5pbD | 900 | 432 |
| 3. Peter Scott | Lil Diamond/Elfin 1.5 D   | 862 |     |
| 4. Basil Healy | Sunstreak/Taipan 1.5br D  | 800 |     |
| 5. George Carr | Poxy                      | 81  |     |

**Gordon Burford.**

|                |                          |     |  |
|----------------|--------------------------|-----|--|
| 1. Peter Scott | Zoot Suit/Taipan PB      | 900 |  |
| 2. Jim Rae     | PAA Packet/Taipan BB     | 859 |  |
| 3. Peter Smith | Spoofem/Taipan PB        | 824 |  |
| 4. Brian Payne | Lil Diamond/Sabre 250 PB | 756 |  |
| 5. Basil Healy | Dixielander/Taipan PB    | 600 |  |
| 6. George Car  | Dixielander/Taipan BB    | 591 |  |
| 7. Ian Avery   | Blitzkreig/Taipan PB     | 217 |  |

**1/2A Texaco.**

|                |                  |      |     |
|----------------|------------------|------|-----|
| 1. Ian Avery   | MG               | 1080 | 581 |
| 2. Jim Rae     | Pine Needle      | 1080 | 565 |
| 3. Basil Healy | Atomiser         | 1080 | 560 |
| 4. Peter Smith | Lil Diamond      | 952  |     |
| 5. Peter Scott | Lil Diamond      | 400  |     |
| 6. George Car  | Stardust Special | 19   |     |

**Texaco.**

|                |                      |     |  |
|----------------|----------------------|-----|--|
| 1. George Car  | Standby/APS61FS      | 600 |  |
| 2. Peter Smith | Bomber/OS60FS        | 600 |  |
| 3. Basil Healy | 75% Dallaire/ASP32 D | 565 |  |
| 4. Peter Scott | 85% Bomber/GB50 D    | 526 |  |
| 5. Jim Rae     | 75% Dallaire/ASP30FS | 426 |  |



Brian Payne gets away with his Lil Diamond in Burford Event. Condo launching and Lynne Payne timing.



Trophy presentations by Basil

Weather was very pleasant on Saturday and until just after Texaco started on Sunday at which time a large thunderstorm erupted on the field and sent everyone scurrying for their cars and the finish of flying for the weekend. It was a great weekend and Wyong is to be congratulated on their hospitality with BBQ lunch laid-on and a very pleasant Saturday evening at Basil Healy's home. All who attended had a great time. The competition was keen but relaxing with the events flown. Thoroughly recommended to all as a must attend for next year. Thanks Wyong.

**Gorilla Fold-up Trestle from Bunnings.**

An interesting and practical modification of a "Gorilla" fold-up trestle from Bunnings by Stewart Clark from WRCS. Stewart disassembled the trestle (drilled out the pop rivets etc) and reduced its length. He used the surplus pieces and some extra square aluminium tube to make the tail-wheel rest. This slides in and out to suit the model. Model restraint poles were also added and covered in pipe lagging foam tube. A wooden rail is slipped into the trestle groove to make wheel chocks for the model. Holes are drilled in the bottom of the legs to allow pegging to the ground for larger models. The legs are height adjustable. The best part is that the whole thing folds up to a fairly small package for transport in the car. And it can still be used as a trestle when painting the house!



Good one Stewart!

## TRIMMING A MODEL.

From Al Lidberg. A.A. Lidberg model plan service. aalmps@aol.com

Tissue [colored] over white polyspan should work OK.

Design Master rattle can paint 'can' run under masking tape edges, but then so can any colored paint.

Four ideas: [I started writing this note with just 2.]

- Shoot the DM colour paint pretty dry - i.e. from a greater distance so it can dry a little before it hits the surface. In this way, it won't be as wet on/near the tape edge and should have less tendency to run under. Design Master isn't going to be very shiny anyway, so plan on shooting some clear dope, Krylon, or fuel proofer on top if you want some gloss.
- Get the 3M blue vinyl 1/4" or 1/8" tape. This stuff seems to seal better than any paper-type masking tape.
- Use vinyl electrician's tape to mask for trim. [note that these 2 vinyl tapes don't need the wrinkly texture that paper tapes need in order to tolerate bending]
- Seal the edge of tape with clear dope. Use a small brush so you won't make a large blob under the colour paint.

Test these methods somewhere other than on your new favourite model. You may find that thin blue tape plus a doped edge works even better.

As a side note, Design Master is **not** resistant to Aerodyne's Diesel fuel as I discovered with my latest Tomboy when cleaning it up after the first few flights. Scrubbing it down with Simple Green cleaned it up and then Minwax polyurethane rattle can varnish was applied. The model is now a couple of years old and looks about as good as it did when the Minwax stuff was newly applied.

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## RUST REMOVAL.

From Ralph Cooke. rcooke@bak.rr.com

The Phosphoric Acid in Cola drinks lowers the pH to about 2.5-2.8, this is acid enough to work on the Iron Oxide, but will not pit the metal. Your naturally occurring stomach acid is less than 2.0 so your stomach will handle the Cola drinks OK.

For rust removal for any application, I now use Evap-O-Rust, it chleats the Iron Oxide with no damage to any metal. I purchase it by the gallon from Harbor Freight, for use in my Oil Service business, my race car applications, and for various model engine problems, its great "stuff".

After use, I wash the parts off with water, then use "PB Blaster" penetrating oil on bolts, studs, etc.. If I use Evap-O-Rust on bearings or a rusty piston/cylinder, I just spray with WD-40 to displace water, then oil with "Rislone" or a good quality "Gun Oil".

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## An Engineer and a Programmer

A programmer and an engineer are sitting next to each other on a long flight from Los Angeles to New York. The programmer leans over to the engineer and asks if he would like to play a fun game. The engineer just wants to take a nap, so he politely declines and rolls over to the window to catch a few winks.

The programmer persists and explains that the game is real easy and is a lot of fun. He explains "I ask you a question, and if you don't know the answer, you pay me \$5. Then you ask me a question, and if I don't know the answer, I'll pay you \$5." Again, the engineer politely declines and tries to get to sleep.

The programmer, now somewhat agitated, says, "OK, if you don't know the answer you pay me \$5, and if I don't know the answer, I'll pay you \$100!" This catches the engineer's attention, and he sees no end to this torment unless he plays, so he agrees to the game.

The programmer asks the first question, "What's the distance from the earth to the moon?" The engineer doesn't say a word, but reaches into his wallet, pulls out a five dollar bill and hands it to the programmer. Now, it's the engineer's turn. He asks the programmer, "What goes up a hill with three legs, and comes down on four?"

The programmer looks up at him with a puzzled look. He takes out his laptop computer and searches all of his references. He taps into the Airphone with his modem and searches the net and the Library of Congress. Frustrated, he sends e-mail to his co-workers--all to no avail.

After about an hour, he wakes the Engineer and hands him \$100. The engineer politely takes the \$100 and turns away to try to get back to sleep. The programmer, more than a little miffed, shakes the engineer and asks, "Well, so what's the answer?" Without a word, the engineer reaches into his wallet, hands the programmer \$5, and turns away to get back to sleep.

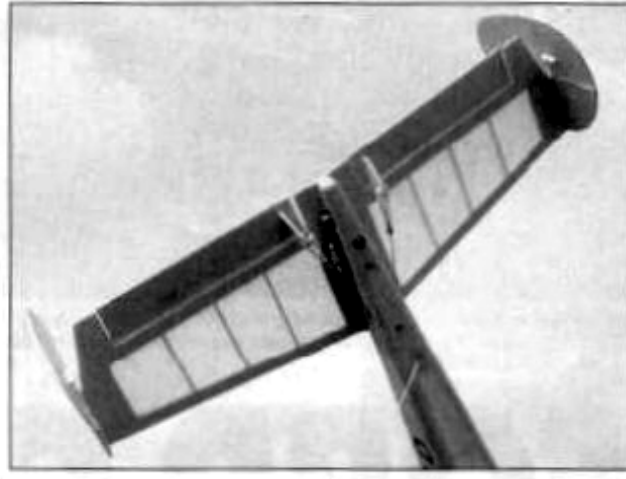
# for small R/C models

Here is a neat twin rudder linkage system devised by Geoff Dunmore for his 'Wyvern' model, designed initially for free flight over forty years ago.

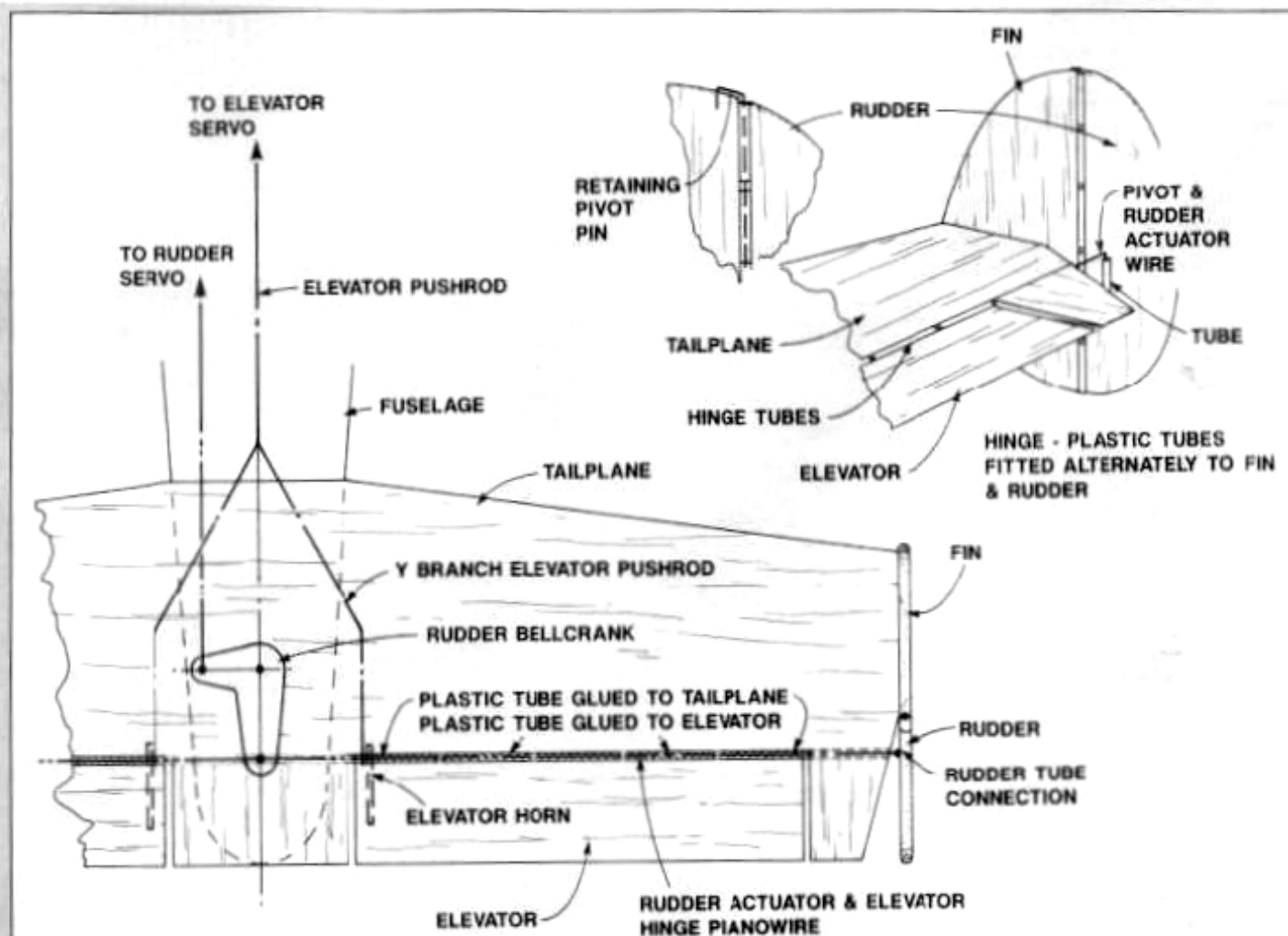
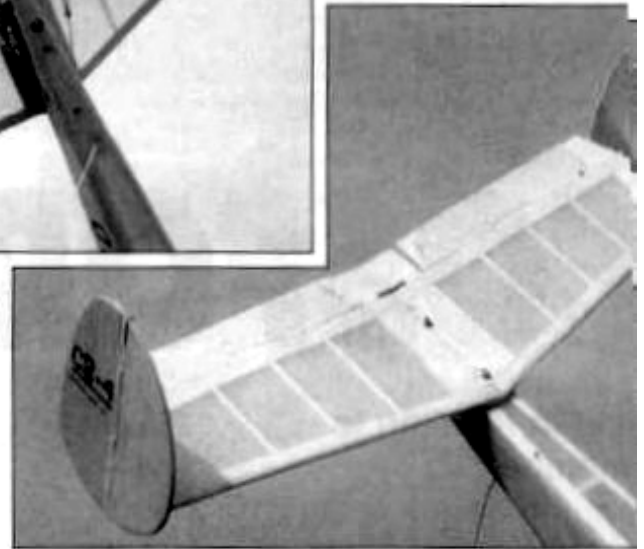
**A**lthough not a scale design the system Geoff has used on the model would be highly suitable for small scale twin fin designs, particularly for indoor types. The 'Wyvern' is a Mills .75 powered aeroplane, but I would think that this linkage could be used for designs of up to .15 power, or twins using two .10s.

The clever part with Geoff's idea is that the rudder piano-wire pushrods, from the bellcrank to the rudders, also act as the hinge pivot for the elevators. Hinges for the elevator consist of short lengths of plastic tubing glued alternately to the elevators and tailplane. The pivot/actuator wires are taken from the bellcrank through the pieces of tubing and out to the rudder location. Here it is bent at right angles and fits into a short length of tubing secured to the inside of the rudder. The fin/rudder hinge is made in a similar fashion, the hinge pin retained by being bent over at the top and pushed into the fin. To fit the rudder actuating wire to the rudder tubing it is necessary to remove the rudder from the hinges, slot the wire into the tubing and then re-hinge the rudder.

Elevator operation is through a 'Y' yoke pushrod to external elevator horns. Because of the type of hinges used it should be possible to pre-decorate the surfaces before final hinging; but do make sure that all surfaces are moving really freely. This is particularly important if micro or mini servos are being used. With the use of separate pushrod connections on the elevators this system is also suitable for dihedral, or anhedral, tailplanes.



*It should be possible to adapt this system for small scale models, but don't try it on high powered twin rudder designs.*





## FROM GRANT MANWARING

< Grant.Manwaring@actewagl.com.au >

These are the photos I promised of two, new, Oldtimer Gliders, belonging to Dave Beake and me.

Mine is a 150% Archangel, built from the original plan. Wingspan is 9 foot. It was flown successfully at the Goulburn Oldtimer event, early in the morning before the wind came up, which, unfortunately, caused all comp flying for the rest of the day to be cancelled. Launching was with a bungee.

Dave's model in the same as what Paul Farthing flies. It is an Italian DG67 design. It looks good and is good weight. David didn't make Goulburn so it still has to be test-flown.



I am hoping we can get Vintage glider up this year at Canowindra with enough entries. I feel it would be a nice event and both Dave and I are looking forward to competing.

I have also just about finished a Phantom as well. There seems to be a fair bit of interest in this event as well.

## From Sergio Montes montes@iinet.net.au

While searching for compressed air motors in old issue of *Flight* magazine, I found this little snippet. This is in England, December 1914, and Dope (as we know it) had been invented quite recently.

### *Dope Dangers.*

An inquest was held at Marylebone on Saturday concerning the death of Gilbert Moody, 36, french polisher, of Queen's Park, Paddington, who had been employed at the Aircraft Factory, Hendon. According to the evidence deceased for several weeks had complained of illness, and eventually was medically treated for jaundice. Later, he was removed to the Middlesex Hospital, where he died on the 15th inst. It was stated that deceased had been engaged in applying dope to the wings of aeroplanes, and had frequently complained of the smell from the dope. Dr. Bernard Spilsbury, pathologist, of St. Mary's Hospital, who made a post-mortem examination, stated that death was due to syncope from an acute and mysterious disease of the liver. Dr. Wilcox, of the Home Office, said he had made investigations, and had carried out experiments upon white rats with quantities of the dope. The effects of the dope had made the rats drowsy, and on being killed the animals were found to be showing signs of quite extensive liver disease. The dope contained tetrychlor-ether, methylated spirit, benzine and other ingredients. The cause of Moody's death was syncope from disease of the liver, due to the action of the tetrychlor-ether. This was the first case of that description reported.

On behalf of the factory it was stated that the necessary pre-cautions for the protection of employees would immediately be taken. The jury returned a verdict in accordance with the medical evidence.

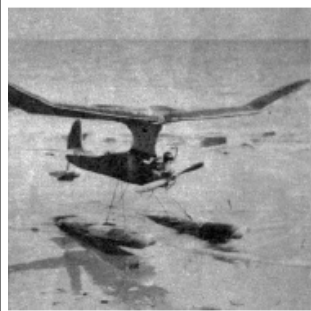
# Latest in Float Design

BY DICK EVERETT

Now is the time of year that a young man's fancy turns -- to seaplanes.  
But before you hie yourself off to the nearest lake, look over these valuable tips.



An ideal design for splashing around with a minimum of damage. The aerodynamic setup looks excellent. The "sea-wings" or sponsoons provide lateral stability on water.



The author with a gas job fitted with floats as detailed in article. Note float at tail.



AT every hydro meet there are always those who don't get off -- in fact, the great majority of those who enter fail to make the official flights. Your writer had this experience at the 1940 meet, for he thought, as do a lot of fellows, that all you had to do was to put a pair of floats on your ship, and if it floated it would get off. The contrary seems to be true, for even though the ships are record-breakers on land, they often won't get off the water. After one disastrous day at the meet, ducking the models and cleaning out the motors, taxiing along the water for twenty seconds, et cetera, a very determined and wiser contestant prepared for the next meet weeks in advance.

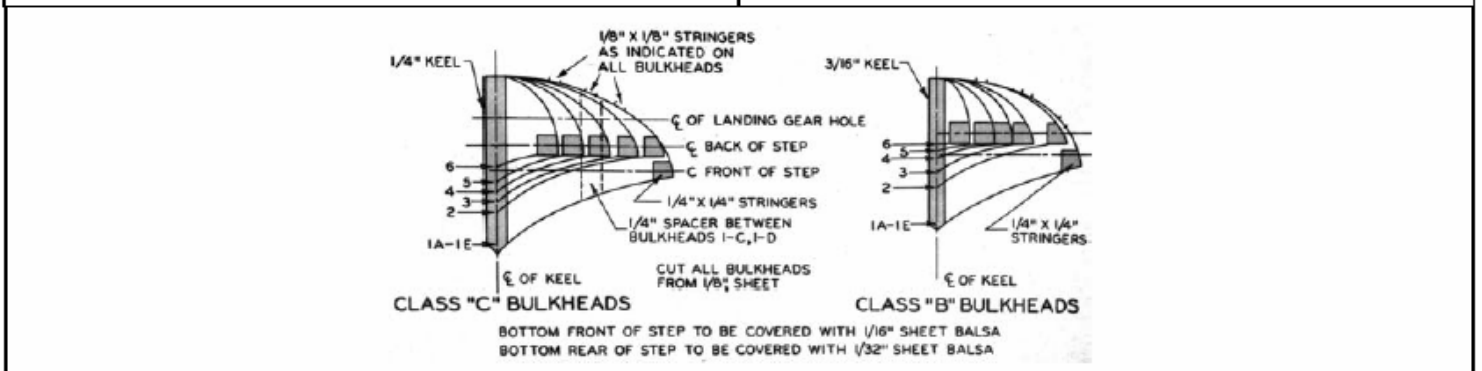
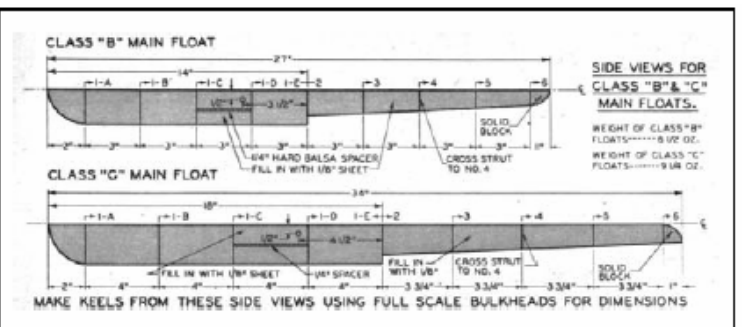
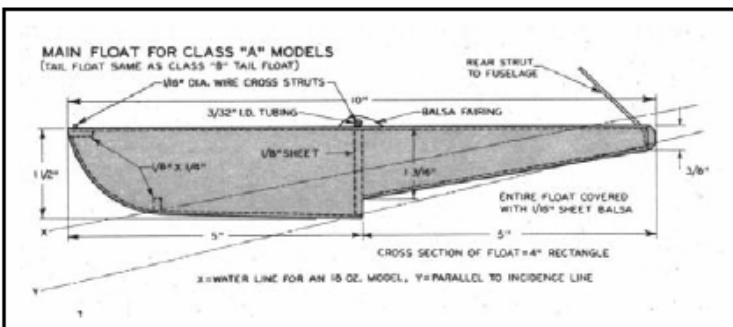
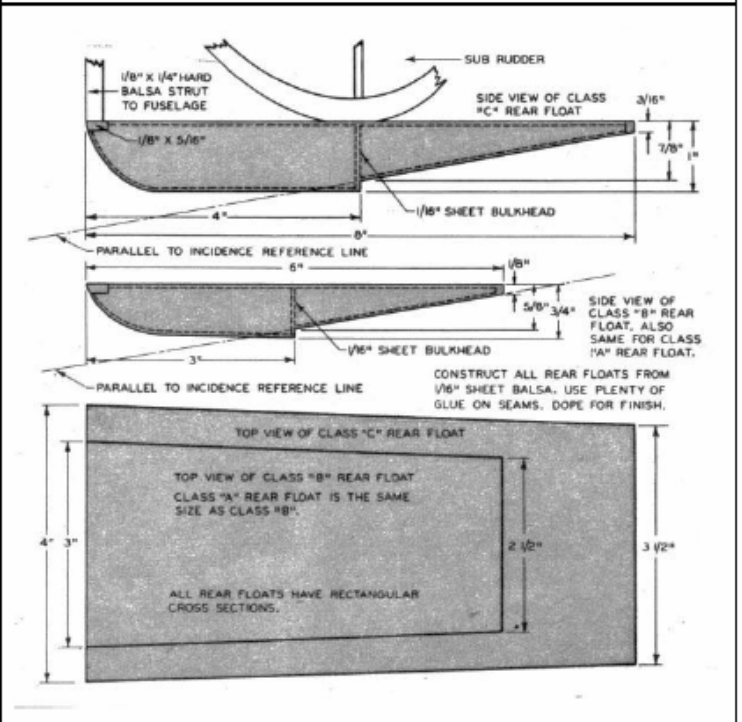
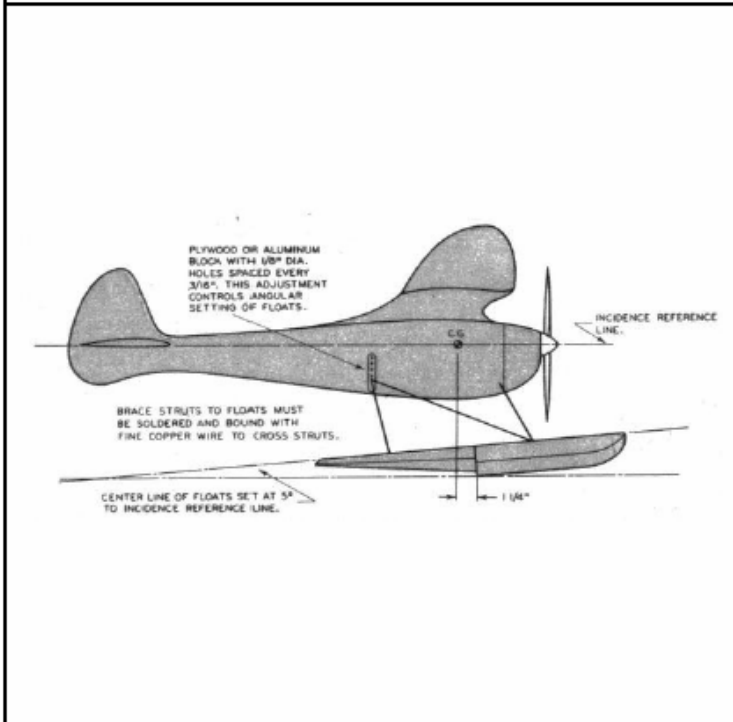
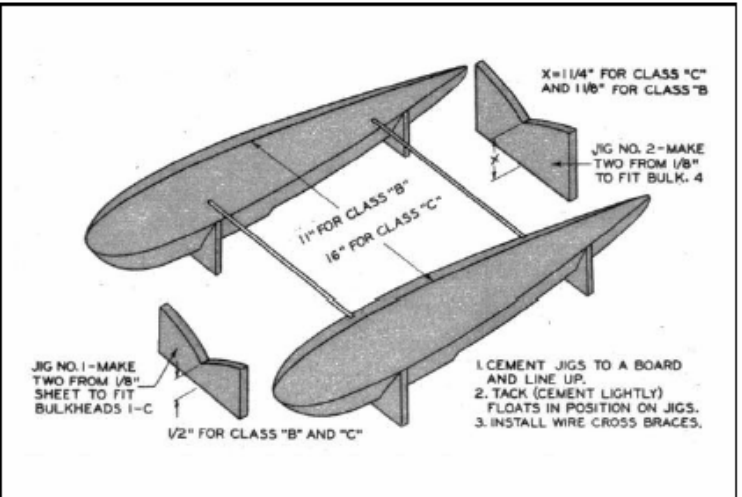
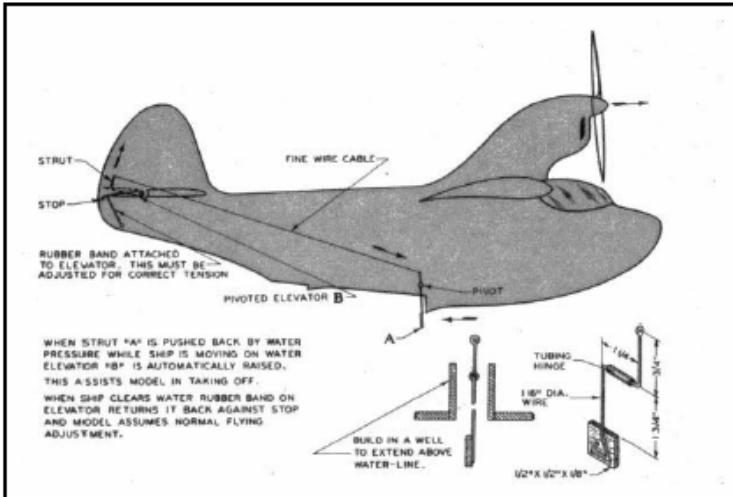
Some of the ideas dreamed up were good and, along with some ideas gleaned from NACA reports and talks with engineers at the field, floats were designed and built. The floats were mounted in a reverse angle contrary to all ships we had seen, for the idea in mind was that the ship had to be practically pulled off the water to keep it well trimmed and also to prevent the ship nosing over, especially on landing. There was still a little trouble, for the ship would not take off every time. The floats were then moved forward, and with this set-up it took off every time. We found that with the floats so far forward the tail would sink in the water, so a small tail float was added. Then came the experimenting. The main thing in mind was a fast, sure take-off, so different angles for the floats were tried. As the angle was increased, the take-off run also increased. After ten degrees we decided it was useless to go any further, so the angle was decreased below the five degrees we started with. But after all these tests it was found, by pure accident, that the five degrees was the best. For rough water it was recommended that the angle be increased to seven degrees to allow the front of the float to clear the chops.

All the ships which had the above ideas worked swell in the contest. They won three of the four first places, a free round trip by plane to the Nationals for the writer for high time in the meet. Since the construction of the floats follows the trend, we will not go into it in detail except to enlighten on the points which are important. The floats are constructed upside down with the keel perpendicular to the work board. Since you have two floats, it is a good idea to make them both at once, so instead of cutting out one part, make two of each. The floats were covered with sheet while fastened to the board to eliminate chances of their getting out of line. The jigs shown are worth their weight in gold, for they allow you to line up the floats perfectly and will stop a lot of trouble before it gets started. All parts should be sanded very smooth before the covering is applied, which in this case was bamboo paper doped four times and then waxed. The three small floats arrangement was a copy of the rubber jobs and worked beautifully.

Getting back to the floats. On flying boats such as a lot of fellows use, a very simple idea was tried. It consisted of a drag strut extended back to the step with an arm extended into the fuselage connected to the stabilizer with a piece of string. A rubber band was connected to the stabilizer to pull it back in position after the ship had taken off. The basic idea was simple, for since water has roughly eight hundred times the density of air, the strut will drag back while in the water, but once in the air the rubber band will pull the stabilizer back into position. Simple, isn't it? But it really works. For more detail on this, consult the sketch shown.

Now for the testing. It is important that the ship be very stable on the water. To help in this problem, small water rudders are attached to the rear end of each float. These will enable the ship to taxi straight on the water and to get off better. It is best to try a little low-power taxiing while adjusting these rudders until the old crate is going straight. After this has been done, you are ready to try a few take-offs. Try opening up the motor a little and getting the ship off. You may find that the ship will oscillate or wallow a little. This is caused by too little rudder area, so add a few square inches of area in tip rudders on the stabilizers. These may be seen in the pictures. It is very easy to get the ship flying if the above procedure is used -- assuming, of course, that it has been flight-tested on land and proven itself satisfactorily airworthy before the addition of floats.

*This article is from <http://www.theplanpage.com/index.htm>*



# 63<sup>rd</sup> M.A.A.A. NATIONALS ALBURY 28/12/2009 - 6/1/2010

## R/C OLD TIMER RESULTS

### 1/2 A TEXACO

|                    |             |      |
|--------------------|-------------|------|
| 1. Dave Markwell   | Stardust    | 2007 |
| 2. Peter Scott     | Lil Diamond | 1796 |
| 3. Chris Lawson    | Playboy     | 1758 |
| 4. Brian Payne     | Stardust    | 1655 |
| 5. Dave Brown      | Stardust    | 1474 |
| 6. Barry Barton    | Stardust    | 1456 |
| 7. Jim Rae         | Pine Needle | 1437 |
| 8. Graham Mitchell | Stardust    | 1430 |
| 9. Robert Taylor   | Stardust    | 1376 |
| 10. Greg Lepp      | Stardust    | 1369 |
| 11. Ian Avery      | MG2         | 1328 |
| 12. Condo Smith    | Lil Diamond | 1255 |
| 13. Peter Smith    | Valkyrie    | 1080 |
| 14. John Diduszko  | Lanzo Racer | 1019 |
| 15. Dave Paton     | MG2         | 943  |
| 16. Don Southwell  | Stardust    | 900  |
| 17. Graeme Flood   | Brigadier   | 860  |
| 18. Basil Healey   | Stardust    | 792  |
| 19. Brian Dowie    | Lanzo       | 237  |
| 20. Kevin Fryer    | Stardust    | 198  |

### STANDARD DURATION

|                    |                  |           |      |
|--------------------|------------------|-----------|------|
| 1. Dave Brown      | Playboy          | OS 40     | 1738 |
| 2. Condo Smith     | Playboy 106%     | Magnum 36 | 1712 |
| 3. Chris Lawson    | Playboy          | Webra 40  | 1326 |
| 4. Dave Markwell   | Bomber 90%       | Webra 40  | 886  |
| 5. Dave Paton      | Bomber 75%       | OS 40H    | 885  |
| 6. Ian Avery       | Bomber 80%       | OS 40H    | 857  |
| 7. Steve Gullock   | East. States Gas | OS 40H    | 823  |
| 8. Graham Mitchell | Playboy          | OS 40H    | 816  |
| 9. Don Southwell   | Airborne         | OS 40H    | 745  |
| 10. Basil Healey   | Feather Merchant | OS 40H    | 703  |
| 11. Peter Scott    | Bomber 85%       | KB 40     | 619  |

### DURATION

|                   |                  |               |      |
|-------------------|------------------|---------------|------|
| 1. Dave Markwell  | Bomber 85%       | Dubjet        | 2994 |
| 2. Condo Smith    | Faison           | Nelson        | 2541 |
| 3. Kevin Fryer    | Playboy 110%     | OS 46         | 2358 |
| 4. Dave Brown     | Bomber 85%       | Saito 56      | 2239 |
| 5. Dave Paton     | Playboy 105%     | YS63          | 2093 |
| 6. Peter Scott    | Playboy 112%     | McCoy 60      | 1639 |
| 7. Ian Avery      | Lanzo Bomber     | Saito 56      | 1609 |
| 8. Barry Barton   | RC1              | OS 46         | 1227 |
| 9. Robert Taylor  | Cumulus 92%      | YS 63         | 1223 |
| 10. John Diduszko | Playboy          | Magnum 61     | 1190 |
| 11. Chris Lawson  | Playboy 110%     | Webra 60      | 1172 |
| 12. Basil Healey  | Megow Chief      | YS 63         | 1049 |
| 13. Gary Ryan     | Kerswap 200%     | ASP 51        | 1010 |
| 14. Steve Gullock | Dallaire 75%     | OS 52         | 1006 |
| 15. Murray Ellis  | Bomber 85%       | Saito 56      | 942  |
| 16. Don Southwell | Bomber 60%       | Saito 40      | 728  |
| 17. Jim Rae       | Lil Diamond 149% | Supertigre 34 | 772  |

### 2 CC

|                  |              |          |     |
|------------------|--------------|----------|-----|
| 1. Peter Scott   | Lil Diamond  | Cox      | 900 |
| 2. Jim Rae       | Jumping Bean | Taipan   | 741 |
| 3. Basil Healey  | Sunstreak    | Taipan   | 710 |
| 4. Chris Lawson  | Foot Racer   | Tyro D   | 592 |
| 5. Condo Smith   | Spacer       | AE 1.5 D | 562 |
| 6. Dave Markwell | Dixielander  | Cipolla  | 504 |
| 7. Dave Paton    | Playboy      | Enya     | 447 |

### TEXACO

|                     |                |                 |      |
|---------------------|----------------|-----------------|------|
| 1. Peter Scott      | Bomber         | GB Diesel       | 3466 |
| 2. Dave Paton       | Dallaire 75%   | ASP 32 D        | 3313 |
| 3. Kevin Fryer      | Bomber 85%     | Irvine 40 D     | 3301 |
| 4. Dave Markwell    | Bomber         | OS 61           | 3101 |
| 5. Steve Gullock    | Bomber         | Enya 53         | 2823 |
| 6. Dave Brown       | Lanzo Stick    | Marden 60       | 1983 |
| 7. Robert Taylor    | Cumulus 105%   | OS 61           | 1800 |
| 8. Jim Rae          | Dallaire 75%   | ASP 34          | 1773 |
| 9. John Diduszko    | Bomber         | Thundertiger 54 | 1771 |
| 10. Chris Lawson    | Record Breaker | OS 60           | 1192 |
| 11. Ian Avery       | Bomber 80%     | OS 40           | 1081 |
| 12. Basil Healey    | Lanzo Stick    | Enya 60         | 1039 |
| 13. Barry Barton    | Anderson Pylon | OS 60 D         | 910  |
| 14. Murray Ellis    | Bomber         | Saito 56        | 799  |
| 15. Peter Smith     | Valkyrie       | OS 60           | 600  |
| 16. Greg Lepp       | Lanzo Stick    | OS 61           | 600  |
| 17. Brian Dowie     | Bomber         | OS 60           | 402  |
| 18. Graham Mitchell | Dallaire       | Enya 60         | 252  |

### GORDON BURFORD

|                    |               |    |      |
|--------------------|---------------|----|------|
| 1. Condo Smith     | Spoofey       | PB | 1287 |
| 2. Jim Rae         | Amazoom       | PB | 1275 |
| 3. Peter Scott     | Zoot Suit     | PB | 1270 |
| 4. Graham Mitchell | Dreamweaver   | PB | 1240 |
| 5. Basil Healey    | Dixielander   | PB | 1239 |
| 6. Steve Gullock   | Swiss Miss    | BB | 1225 |
| 7. Dave Brown      | Crescendo     | PB | 1222 |
| 8. Brian Payne     | Lil Diamond   | PB | 1209 |
| 9. John Diduszko   | Eliminator    | PB | 1208 |
| 10. Dave Paton     | Stardust      | PB | 1201 |
| 11. Peter Smith    | Ollie         | PB | 1200 |
| 12. Kevin Fryer    | Atomiser      | PB | 1173 |
| 13. Chris Lawson   | Cyclonic      | PB | 900  |
| 14. Ian Avery      | Blitzkrieg    | PB | 766  |
| 15. Dave Markwell  | Stardust 125% | PB | 300  |

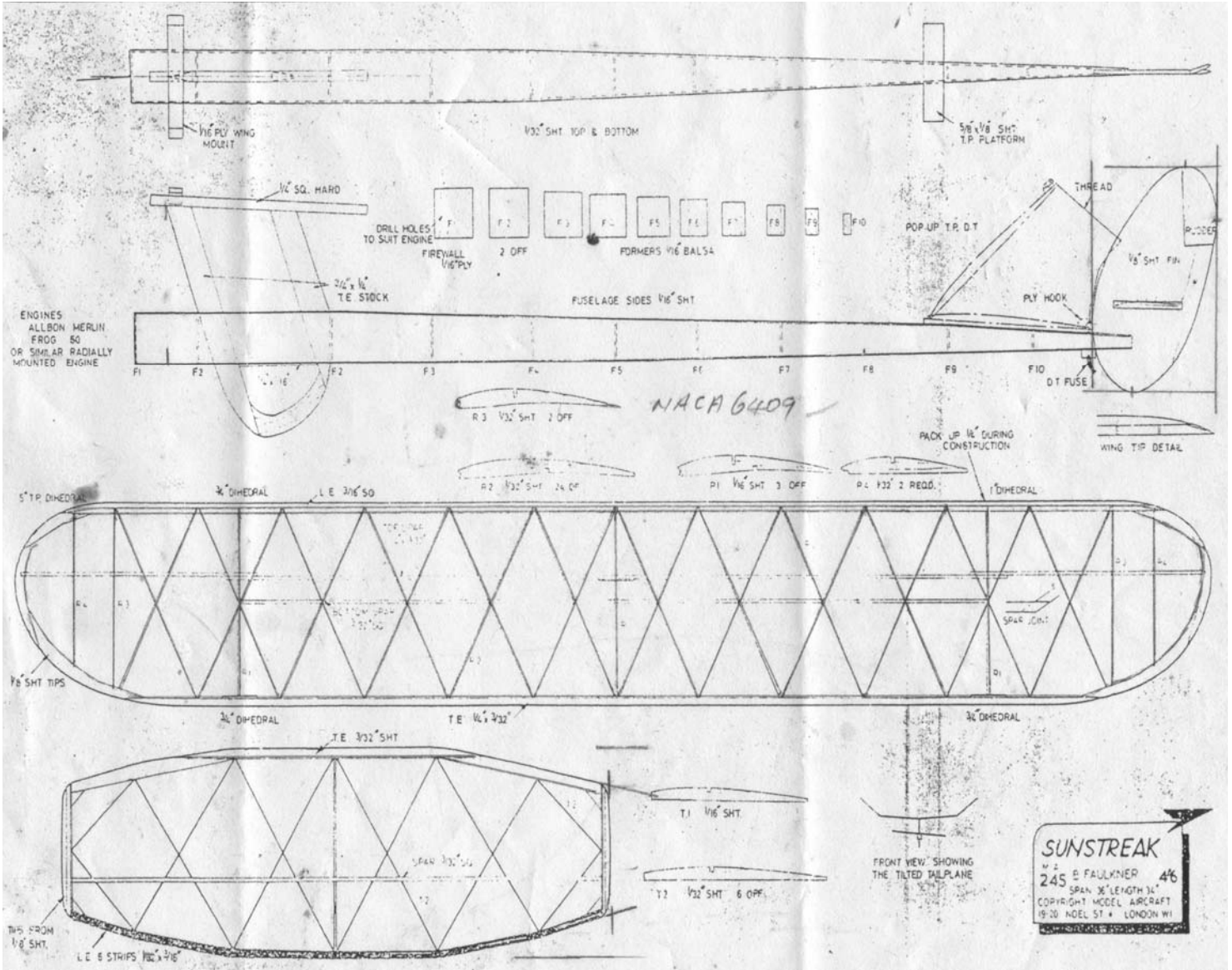
### NOSTALGIA

|                    |              |       |      |
|--------------------|--------------|-------|------|
| 1. Condo Smith     | Swayback     | KB 40 | 1260 |
| 2. Dave Paton      | Powerhouse   | KB 40 | 1135 |
| 3. Chris Lawson    | Playboy 1944 | KB 40 | 1113 |
| 4. Dave Markwell   | Stomper      | KB 40 | 1067 |
| 5. Jim Rae         | Gold Dust    | OS 29 | 1028 |
| 6. Peter Scott     | Jaded Maid   | OS 25 | 1011 |
| 7. Basil Healey    | Sunstreak    | KB 40 | 961  |
| 8. Graham Mitchell | KV 62        | OS 25 | 868  |

### '38 ANTIQUE

|                  |               |               |      |
|------------------|---------------|---------------|------|
| 1. Peter Scott   | RC1           | Whirlwind D   | 3266 |
| 2. Condo Smith   | Standby       | Madewell      | 3142 |
| 3. Dave Paton    | CA Chief      | ED Hunter D   | 3035 |
| 4. Jim Rae       | Rambler       | ED Hunter D   | 2927 |
| 5. Kevin Fryer   | Red Zephyr    | OK Super 60   | 1687 |
| 6. Basil Healey  | RC1           | Sparey D      | 1682 |
| 7. Dave Markwell | RC1           | OK Super 60   | 1641 |
| 8. Steve Gullock | Polly         | Burford 500 D | 1566 |
| 9. Dave Brown    | Lanzo Stick   | Madewell      | 1565 |
| 10. Chris Lawson | ARPM          | DC Wildcat D  | 1002 |
| 11. Ian Avery    | Flying Quaker | Madewell      | 1001 |





**From Basil Healy.**

Enclosed herewith please find A4 size plan of the Sunstreak with which I placed third in 2cc Oldtimer at the MAAA 63rd Nationals at Albury.

The Sunstreak which I used in the 2cc event was a 125% enlargement of the original plan. I also used a 200% enlargement in the Nostalgia event. I can supply prints of both sizes.

Construction is fairly straightforward but care should be taken to use hardwood (western red cedar) for the trailing edges of both wing and tailplane.

Balsa is prone to warping due to the distance between ribs (this was a problem on the free-flight version that I owned and flew fifty years ago!).

Centre of Gravity should be on the wing trailing edge. Use a little right rudder trim for the climb and low rates (50%) under power.

Use full rudder movement on the glide to achieve small circles in small thermals.

Regards,  
Basil.



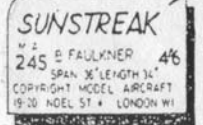
**Yesterday's Hero.**

To be yesterday's hero is a terrible thing,  
Like the majestic swan with a broken wing,  
He sadly reflects on flights gone by,  
The impressive path cut through the sky,  
Soaring high, the envy of all,  
Yesterday's hero is now not so tall.

The mighty will fall, the mouse will turn,  
'Beware of success' all heroes must learn,  
The higher the climb, the faster sink,  
Thermals and down draughts, there is a link,  
Maxes and trophies, the main travail,  
But mateship and fun must always prevail.

Beware the ugly duckling's quack,  
For yesterday's hero will always fight back,  
Our Nationals be the warriors' field,  
We know not what the skies will yield,  
The struggling cygnet will one day become,  
The proud, majestic, formidable swan.

Gail Scott.



## Electric Old Timer at the MAAA 63rd Australian Nationals

5th January 2010, Albury, NSW. - From Lou Amadio.

The main event at the 63rd Nationals was Electric Duration with an entry of 6 competitors, two flying Electric Old Timer for the first time at the national level. Playboys once again dominated the numbers but we also saw a Comet Sailplane, a Buzzard Bombshell and a Kerswap. Missing was the Lanzo Bomber of 2009 Postal Champion Laurie Baldwin who was tied up with family matters.

Conditions started out mild and warm but steadily deteriorated during the day with strengthening wind and heavy gusts. There was no frequency clashes so all pilots were able to fly at the same time, barring equipment problems. As expected, model climb performance had improved, mainly due to the newer high C-rated lithium polymer batteries. This year the top competitors had higher cell counts in their batteries. Even with lower mAHr capacity there were significant performance gains due to improved lithium nano-technology. Interestingly, the new batteries are cheaper and better than those they replaced. Some models showed remarkable climb rates and were a joy to watch in the climb.

As the day progressed, Ted Hall only managed one part-flight with his recalcitrant Kerswap with suspected motor timing problems. Geoff Burling was seen to be performing aerobatics until it was realized that his radio transmitter was intermittently going off air. Geoff also suffered a landing gear failure but managed to keep flying after a hasty repair. Roy Calnan fell behind in the point-score due to insufficient power in his Bombshell.

After four heats it was down to Michael Towell, Gary Andrews, Geoff Burling and Peter Henderson in the fly off. Three competitors took part after Geoff was forced to withdraw with radio failure. The final battle lasted over 18 minutes in gusty conditions with



Michael and Gary flying far downwind in search of lift. Peter ended his flight after nearly 16 min. Not long after, Michael lost control of his Playboy and crashed. This left only Gary in the air who managed to just scrape onto the field from a downwind position after an 18 min 39 sec flight.

**Duration Results:** Defending NEFR champion Gary Andrews finished 1st flying a 100% Playboy, Peter Henderson came 2nd with his magnificent 100% Goldberg Comet Sailplane and Mike Towell 3rd with another 100% Playboy.

**1/2A Texaco:** This year, 1/2A Texaco was run as a demonstration event. The conditions were very challenging for the lighter 1/2A models. Five competitors entered: Peter Henderson with a Dallaire, Lou Amadio with a Playboy, Ted Hall with an RC1, Geoff Burling with a Stardust Special and Ian Avery with a 50% Dallaire.

As the contest progressed, Ian suffered a gearbox failure on his third flight. It was subsequently found to be broken tooth on the pinion. Geoff's Stardust had a major wing failure on his 4th flight. He also missed his second flight while repairing his Duration model so was effectively out of contention. Ted managed all 4 flights but not enough points.

This left only two competitors for the fly-off where Peter Henderson finished 1st flying a Dallaire, landing after 23 min 33 sec, with Lou Amadio 2nd with his Playboy.



From Alfredo Hebron. aherbon@coopenet.com.ar

That brown goop found in the can is the proof that banana oil is not amyl acetate. Amyl acetate is a very volatile pure solvent and once evaporated it does not leave any residue.

In Argentina you still can buy banana oil (Extracto de Banana), in any art or craft shop similar to Michaels in the US.

"Alba" paint company still makes banana oil in 100 cm<sup>3</sup> ( 3.39 fl.oz. ), for around US\$ 2.50. It is almost impossible to send a pair of those jars to Gerald, but my daughter gave to me some recipe to make a home-brew banana oil:

- Amyl Acetate ..... 30 cm<sup>3</sup>
- Acetone ..... 30 cm<sup>3</sup>
- Micro Crystalline Nitrocellulose .... 10 cm<sup>3</sup>

Nitrocellulose is the hard to get component but it could be replaced by nitrocellulose lacquer. Artists use banana oil as a base for painting with metallic powder ( aluminium, gold, etc. )



## GRAVITY

As I sit and watch Old Bill struggle to walk by, it's hard to imagine he was once the apple of his parent's eye. He was six feet tall and strong as a bull, but he picked a fight he couldn't win the day he first met Gravity.

I first met gravity when I was quite young. Every time I tried to stand up Gravity pulled me down again  
That was just gravity's way of saying good day.

Gravity is shy and has many tricks to make you think it is your friend,  
Remember the thrill as gravity pulled your Billy cart down that big hill  
But when you finally had that big spill that was gravity giving you the bill.

Remember your first bike ride, OH what a thrill, gravity soon grabbed you and threw you down  
Where you lay crying, on the ground.

Remember every time you fell down and lost a bit of skin that was just gravity having a grin.  
Every time you kicked a ball gravity was there making it fall.

In our twenties and thirties we spat in gravity's face as we threw ourselves headlong into the human race, but gravity was there behind the scenes chipping away, it was getting ready to say good day.

The forties came and gravity lifted its game, it pulled at our eyes and they became out of round,  
and now we need glasses to see the ground.

It's pulled at our body all of our life and now our back and knees are giving us strife.

Our skin is now wrinkled and our legs bow out. Gravity shore has clout.

Gravity caught up with me again the other day when I was in hospital for a short stay.  
As I shuffled into the bathroom and dizziness overcame me gravity rose up and claimed me.

He banged my head upon the floor.

When I awoke there were doctors and nurses galore, but gravity had evened the score.

He only took a second or two but he knew just what to do.

He punched holes in my two lips and scraped big hunks of skin off my cheek bone and chin he even threw in a black eye just to say hi.

If ever you look back and see pictures of when you were young, you will see gravity has been having fun.  
We fight long and hard to keep gravity at bay, but at the end of the day I fear gravity will have its way.

Condo 8/8/09

## The Winners For 2009 Electric Old Timer Postal Events:

From Peter Henderson.

Electric Oldtimer Duration

- 1st Laurie Baldwin
- 2nd Garry Andrews
- 3rd Peter Henderson

Oldtimer Electric Texaco

- 1st Laurie Baldwin
- 2nd Lou Amadio.
- 3rd Stan Clifton

Electric Oldtimer 1/2A Texaco

- 1st Mike Colston.
- 2nd Lou Amadio.
- 3rd Stan Clifton.

Congratulations to the winners, place-getters and all competitors.  
Peter Henderson.

## ~~ THE BACK PAGE ~~

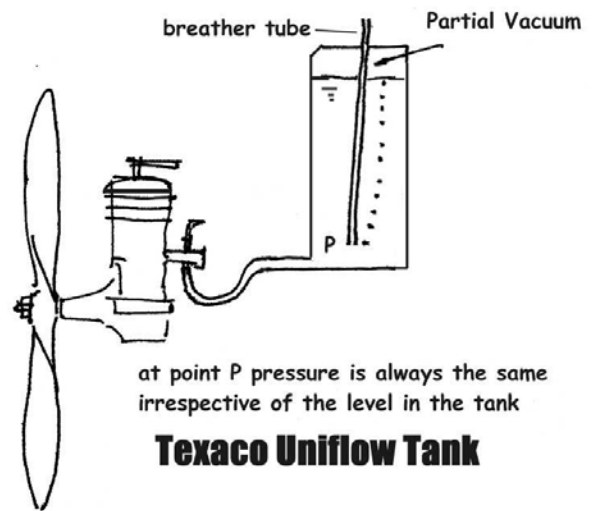
From Sergio Montes montes@iinet.net.au

You may remember some of the excellent photos presented by our friend Mephisto (Lubo Hrnar) of the Texaco models built in the Czech Republic?

I believe many of these models use a form of the Mariotte bottle, an old 18th century invention that keeps constant pressure at the outlet of a container, and is indeed the idea behind the Uniflow tank.

For a Texaco tank the sketch illustrates the principle used. In this application the pressure due to gravity is counterbalanced by the partial vacuum above the surface, so what matters is the relation between the level of the breather tube and the needle valve. You can of course locate the level of the breather tube slightly below the NV level for a slight suction feed.

This is the same idea is used in many practical applications such as water feeder for chickens.



### Servicing Trexler Wheels and Tyres.

The main problem is preventing the inflating tube from becoming sticky and welding itself shut. The tyres can be patched, or punctures glued with CA, but how do you fix the inflating tubes??

From Roy Bourke <roybourke@yahoo.com>

I never leave Trexlers inflated and I never leave the inflating tube twisted or pinched. Periodically I put some talcum powder in a "puffer" or a syringe, and inject the powder into the inflator tube. Also I never blow the Trexlers up with my breath (avoids adding moisture). I use a rubber squeeze pump.



From Greg Tutmark <oliverbrown@wavecable.com>

For years i have been inflating Trexler tyres with silicone spray - plain old NAPA cheap silicone spray - this stuff is mostly propellant - it inflates the tires nicely, does not gum up the filler tubes and even after several years, the tyres still are pliable and inflate easily. Works for me.

From Ed Summers <sumsslm@comcast.net>

If you want to stick with Trexlers, you must deflate them after use, and don't let the models weight sit on any one spot. I have found using silicone spray with a fine tube inserted into the filler tube and give it a short shot of lube, rub the tube, and continue to insert the silicone spray tube into the Trexler filling tube. Eventually they will open. I only use the minimum amount of twisting of the rubber filler tube, and then tuck it in behind the wooden wheel flange.

From Jim Hainen <JIMSAM40@aol.com>

Actually there is no way to repair them. When this happens, throw the tire away. Also after a few years the rubber wheel will become useless. In addition to this these are big fat tires with a lot of drag and if anything, take away from the looks of the model. There are so many good foam rubber tires on the market that replicate the tyres of yesteryear. Now rediscovering Trexlers is, in my opinion, a waste of time and money. I found this out sixty some years ago. Going out to the flying fields in the forties it was a rare sight to see Trexlers.

From Ian McQueen <imcqueen@nbnet.nb.ca>

The instructions that I have seen for Trexlers warn to inflate them only mechanically, not by mouth. The moisture in your breath apparently softens the rubber so it sticks together. I've seen the same happen with latex balloons.

From Gerald Martin <geraldmartin@wtrt.net>

It escapes me now, but I used a tube of goopy injected in to motor-scooter tires that worked great preventing flats from normal type punctures. It would work on Trexlers also, just a little in the tube and squish it around until it's uniformly distributed. For longer life on the outside, use a good coating of ArmorAll. A little pump is available with the wheels as blowing them up like a balloon is detrimental to the rubber.

From Al Lidberg <AALmps@aol.com>

I once 'saved' a couple of small Trexlers with collapsed tubes. What I did was to round off the end of a 1/16" wire then slowly pushed and rotated the wire into the tubes which were lubed with ArmorAll.

Haven't really had much use for Trexlers in Arizona. Once put some on a scale model and got two flat tyres on the first test glide. We have some nasty little stickers, called goat heads, that hide in their parent plant. The tiny holes in the tires got fixed with CA.

Another solution is to peel open a Trexler [there's an overlapped seam where the hub goes]. When the seam is separated, one can stuff the tire with tiny pieces of foam rubber. If you choose to do this, look for the softest foam and shred it as much as possible, otherwise it looks just like a Trexler stuffed with lumpy bumps! The seam can be glued with rubber cement or CA.



From Bob Angel <samrcflier@verizon.net>

I once was able to repair a tiny leak by pulling it open slightly and putting in a drop of CYA with a toothpick. An old trick sometimes used on bicycle tubes. It doesn't seem like the hard CYA would hold on flexible rubber, but it did - at least for a while. Maybe bike tube cement would work even better.