



Points of Interest:

- Coming Events.
- President's Report - Basil Healy.
- Canowindra Champs 2010 Reports, Results.
- Gordon Burford Tribute - David Owen.
- Phantom Shield Report - David Owen.
- Vale David Boddington 1943-2010.
- Comparison of Lightweight Covering.
- About Coloured Silk - Charlie Reich.
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BULLETIN No. 163

March - April

2010

DURATION TIMES



Tomboys - Canowindra - 2010

NEW ENGLAND GAS CHAMPS - TAMWORTH

19-20 JUNE, 2010.

TARMAC Inc Club Field, Oxley Highway, Somerton.

Located in grounds of Somerton Race Course (35Klm from Tamworth towards Gunnedah)

Saturday 10am -Burford Event followed by O/T Duration.

Saturday Night - Dinner

Sunday 9.30am - ½A Texaco followed by O/T Texaco.

Further Information contact Peter (Condo) Smith - 0423 452 879

BELCONNEN & YASS MODEL AERO CLUBS

Old Timer Class Competition - 15 & 16 May 2010

At Yass Model Aero Club Field - Jerrawa via Yass

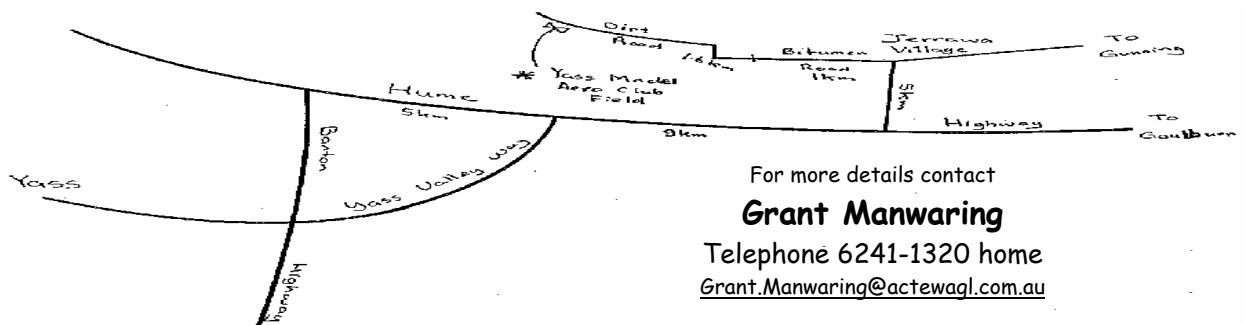
**SATURDAY 10.00am - Burford Event
1.30pm - Duration**

**SUNDAY 9.30am - ½A 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

Duration Times is the official Newsletter of SAM 1788

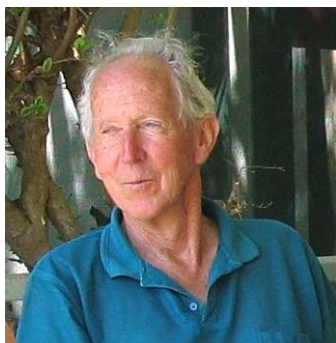
SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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

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

UPCOMING OLDTIMER EVENTS FOR 2010

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	Golden West Oldtimer Competition	Parkes	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.



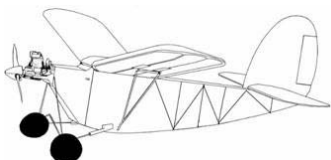
From the President: This is the third time that I have been elected to this position. The first being twenty-five years ago this month. Looking back at the achievements that have been made in that period I am of the opinion that they have all been for the betterment of the Society as a whole. The first issue of the SAM Newsletter, as it was then known, was typed up on a manual typewriter without even a correcting ribbon. How different from this issue, composed on a computer, with automatic spell checking!

In my first tenure as President, rules were a contentious issue and we worked very hard to make them a user friendly item that was acceptable to the majority of our members. No matter how hard you try it is impossible to please everybody. Today we have a set of nationally agreed rules that seem to please the majority of flyers. The rules change procedure is rather involved, but it is a democratic process. I am glad to have been part of the process of introducing this procedure.

Membership numbers of SAM 1788 are nowhere near what they were twenty-five years ago, but this can be attributed to the formation of SAM Chapters in other States and the fact that people are working longer hours with less leisure time to devote to building models. The availability of a "ready-to-fly" Lanzo Bomber kit has been a boon to people in the latter category. Our membership numbers have been stable for a few years now but we still need younger members. Us old fogies can't go on forever!

Finally a word or two about the recent SAM Championships. The weather was almost perfect for the five days of flying. (I cannot say the same for the Tuesday after the Champs when a cold, gusty wind blew up with occasional light showers of rain!) Paul Farthing and I spent quite a bit of the day searching for an OS 60FS which was knocked out of Alan Brady's Bomber in a mid-air collision. We eventually found it almost completely buried in the ploughed paddock some 45 metres from where the models crashed. The only items visible above the ground were the propellor and spinner nut. It was very difficult to spot until you were within a couple of metres of it. No doubt Alan is very glad to know that it has been recovered.

May all your flights be thermal assisted.
Basil Healy.



Oily Hand Diesel Days
Cowra MAC
28-29 August, 2010.



at
Milroy Field
(Bangaroo Quarry Road
off Canowindra Road)

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

Information: Ian Cole
02 6342-4162 or 0427 015 792

CANOWINDRA - 2010

Society of Antique Modelers of Australia Inc.
Minutes of Annual General Meeting 2010
 Held at C.W.A. Hall, Blatchford St, Canowindra
 2nd April, 2010.

Meeting Opened: 8pm **Chairman:** President Paul Farthing.

Visitors: Nil,

Members in Attendance: Brian Payne, Robert Smith, David Owen, David Beake, Lynne Payne, Jim Rae, Peter Scott, Gail Scott, Peter van de Waterbeemd, Peter J Smith, Paul Farthing, Basil Healy, Grahame Mitchell, John Diduszko, Andrew Diduszko.

Apologies: Ian Avery, Harold Stevenson, Ian Connell, Jim Hardy, Grant Manwaring, Mike Masters.

Adoption of Minutes: The minutes of the last AGM of S.A.M. 1788 Australia as published in Duration Times #157 be accepted. Moved David Owen, Seconded Grahame Mitchell. Carried.

Business arising from the Minutes: None.

Correspondence In: None.

Correspondence Out:

1. To Parkes MA Club regarding there running an Old Timer Comp at their field in July 2010.

Business arising from Correspondence: Item 1 Corro Out to be dealt with in General Business.

Reports:

President's Report - Paul Farthing:

Many thanks to the committee members for all their help and work behind the scenes, to make the club and all events run smoothly, especially to Ian for the work involved in producing the newsletter and especially in correlating my reports.

Thanks to you the members of SAM for your support, whether NSW or Interstate. The support has been great over the last several years.

The SAM movement in NSW is strong and should grow in time. Always remember it is a hobby so let's enjoy it and not have disputes and arguments. Rules are in place to make our hobby equal for all, a level playing field, so read them and understand them and let's fly and have fun.

Due to other commitments I have to resign as president of 1788, but will remain an active member and competitor.

1788 is financially stable and running smoothly, so support the committee and other members to keep it moving ahead.

Lastly, thanks again for all your support.

Vice President's Report - Basil Healy:

This past year has been fairly uneventful for me and the new MAAA Oldtimer Rules (2009) have come into use and running well. Thanks to all members who assisted with input to the MAAA Oldtimer Rules Sub-Committee. It was very much appreciated.

SAM 1788 Members attended the 63rd MAAA Nationals at Albury and acquitted themselves well in all events.

It has come to notice that MASNSW may be about to revive the Coota Cup at the State Flying Field at Cootamundra. Any further information will be reported in Duration Times when known.

Treasurer's Report - Gail Scott:

The Treasurer passed out copies of the Financial Report and the Analysis of Oldtimer Competitions for 2009-2010 to members in attendance at the meeting. The reports were then summarized by the Treasurer for the benefit of the members and questions answered. Copies of these reports are attached to these minutes.

The Treasurer recommended that the existing Fee Structure remain for 2010-2011.

Canowindra CD Report:

Total of 42 entrants, 1/2A Texaco 25, Nostalgia 15, Gordon Burford 26, Oldtimer Texaco 35, '38 Antique 19, Oldtimer Duration 26, 2cc Duration 16, Standard Duration, R/C Tomboy 16, C/L Phantom

Racing 18, Free Flight 7, Free Flight Tomboy 3. All in all a very good roll up in all events.

Free Flight Report - Peter Scott: What a superb SAM Championships. Super weather, very friendly.

The Freeflight contest was truly very good with nine contestants, and I was looking forward to a fly-off, but Peter Smith's new Stomper's motor cut short on one of his flights. Also, Ian Dixon, who was looking very competitive, dropped a flight.

Paul Farthing brought back even the farthest flying model on his farm quadbike - mostly at breakneck speed holding the model aloft. Why was it not like that when I only flew Freeflight? In fact I heard someone complain that they weren't getting enough exercise!

The Freeflight Tomboy was also run, not many entries but good times. David Owen won this event with a flight of 373 seconds off 3cc of fuel. Again, thank you Paul.

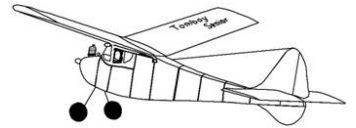
The Phantom event was contested by a lot of people, I think about 16 entries. My 'ace' card, the Comp Special went really well, but took so long to get into the air it didn't cut the mustard. Now if it had been hand launch...

Vintage Freeflight results:

1. Peter Scott	540 secs.
2. Ian Dixon	466 secs.
3. Peter R. Smith	411 secs.
4. Basil Healy	378 secs.
5. Jim Rae	337 secs.
6. Geoff Potter	266 secs.
7. Bruce Ramsay	214 secs.
8. Grahame Mitchell	155 secs.
9. Rex Brown	5secs.

Freeflight Tomboy results:

1. David Owen	373 secs.
2. Geoff Potter	240 secs.
3. Peter Scott	237 secs.



Controline Report - David Owen:

The C/L events for the SAM Championships this year consisted of the usual C/L Rally plus the running of the Phantom Trophy over a period of two consecutive days.

The Rally attracted several fliers who took advantage of the well-prepared flying circle and the excellent weather conditions. Participation was not as great as in previous years, though this could be partly explained by the increased interest this year in Phantom.

Phantom attracted 18 entries, a few of which were multiple entries from the same competitor.

Support for the three Classes was strong, with 2 entries in Class 1, 12 entries in Class 2 and 4 entries in Class 3. All entrants flew very well, with substantial speed increases in all Classes compared to the previous year. The final winning results were as follows:

Class 1:	Allan Laycock	44.44mph (2009)	48.11mph (2010)	8.26% increase
Class 2:	Peter (Condo) Smith	62.61mph (2009)	69.31mph (2010)	10.70% increase
Class 3:	Peter J. Smith	60.81mph (2009)	66.23mph (2010)	8.91% increase

Thus Peter (Condo) Smith is declared the outright winner of the 2010 Phantom Trophy.

As joint event organizers, Peter Scott and David Owen will discuss changes to the event both to maintain and increase further interest and to iron out the few anomalies which occurred during the running of this year's event.

Other Reports:

At the invitation of the President, David Owen formally advised the Meeting of the death of Gordon Burford on Friday, 12th March and spoke for some minutes about Gordon's valued contribution to SAM 1788 and to the Australian aeromodelling community. David noted that Gordon had been a very popular member of SAM 1788 and that he was always delighted to assist others with engine related matters, as well as offering considered advice to the SAM Committee when important issues were discussed. David then gave a brief overall summary of Gordon's fortunate life, touching on his love of engines and his lifelong desire to advance our hobby.

Gordon will be sadly missed by all who knew him and, on behalf of SAM 1788, David will pass on to the Burford family the condolences of all our members.

David Owen gave a small report on the Taipan engine he is building.

Moved John Diduszko that all the reports be adopted., Seconded Brian Payne. Carried.

Election of SAM 1788 Executive for 2010-2011:

The Chairman invited David Owen to occupy the chair for the conduct of the Election of SAM 1788 Executive for 2010-2011. All current Executive Members then vacated their positions. David thanked the retiring Executive Members for their efforts over the past year. The following election took place:

President: Basil Healy.
Moved Paul Farthing, Seconded Peter Scott. Carried.

Vice President: Peter Scott.
Moved Gail Scott, Seconded John Diduszko. Carried.

Secretary: Peter J Smith.
Moved Peter Scott, Seconded Gail Scott. Carried.

Treasurer: Gail Scott.
Moved Paul Farthing, Sec. Grahame Mitchell. Carried.

Newsletter Editor: Ian Avery (subject to acceptance).
Moved Jim Rae, Seconded David Beake. Carried.

Committee Members: Paul Farthing.
Moved Basil Healy, Seconded David Beake. Carried.
Jim Rae.

Moved Peter Scott, Seconded Brian Payne. Carried.

Public Officer: Peter Scott.
Moved Basil Healy, Seconded Gail Scott. Carried.

The Chairman then welcomed the new members of the Executive and invited them to take up their positions. Basil Healy then occupied the position of Chairman for the remainder of the meeting.

Setting of Fees for 2010-2011: No change in fees, as recommended by Treasurer. Moved John Diduszko, Seconded David Beake. Carried.

General Business:

1. David Owen requested that the SAM Engine committee test his new reproduction 2.5cc Burford engine. A letter with details of engine to be sent to the Engine Committee by David Owen.

2. Peter Scott moved that a \$500 donation be made to Paul Farthing for expenses etc. in preparing the fields for the SAM Champs. Seconded Peter van de Waterbeemd. Carried.

3. David Owen moved that the SAM 1788 Australia Inc. Annual General Meeting at Canowindra commence at 8pm in future years. Seconded Peter Scott. Carried.

4. Jim Rae moved that the 2011 SAM Champs be held at Bogwood, Canowindra, over Easter 2011. Seconded David Owen. Carried

5. Sam 1788 events Calendar for 2010-2011:
New England Gas Champs, Tamworth, June 2010.
Possible Oldtimer Event at Parkes, July 2010.
Farcon Cup, Cowra MAC Field, August 2010.
Eastern States Gas Champs at Wangaratta, October 2010.
2011 SAM Champs at Canowindra, April 2011.

6. From Correspondence Out: Meeting was appraised re letter from SAM 1788 to Parkes club regarding possible OT comp in July. Meeting endorsed this proposal. Further information to be published in Duration Times when outcome is known.

Meeting closed: 9-15pm.



Society of Antique Modelers of Australia Inc. Income and Expenditure Statement FOR YEAR 1ST FEBRUARY 2009 TO 31ST JANUARY 2010

<u>INCOME:</u>	<u>2009/10</u>	<u>2008/9</u>
Membership (adult/jnr/family)	\$ 1570.00	\$ 1873.00
SAM Speaks	\$ 875.00	\$ 735.00
MAS NSW- affiliations	\$ 1137.00	\$ 1393.00
Stickers	\$ 66.00	\$ -
Covering	\$ 975.00	\$ 1300.00
Canowindra Income 2009 (see over)	\$ 3355.00	\$ 3266.00
Canowindra Income 2010	\$ 240.00	\$ -
Tamworth Entry Fees	\$ 472.00	\$ 490.00
Farcon	\$ 292.00	\$ 283.00
Eastern State Gas Champs.	\$ 607.00	\$ 472.70
MAS NSW Refund	\$ 100.00	\$ -
Interest on Term Deposit	\$ 63.51	\$ 257.25
	<u>\$ 9752.51</u>	<u>\$ 10069.95</u>

<u>EXPENDITURE:</u>		
Bank Fees	\$ 96.30	\$ 71.40
Duration Times - Postage/stationery	\$ 328.08	\$ 493.40
Duration Times - Photocopying/printing	\$ 826.05	\$ 1203.00
Duration Times - Editors Expenses	\$ 73.42	\$ 95.20
Postage & Stationery	\$ 154.30	\$ 366.03
Canowindra Expenses	\$ 3188.20	\$ 3492.00
Tamworth Expenses	\$ 330.00	\$ 144.00
Farcon	\$ 302.40	\$ 270.00
Eastern States Gas Champs.	\$ 439.00	\$ 374.85
Stickers	\$ 80.00	\$ -
Aero Sports Affiliation	\$ 1169.00	\$ 1678.00
Dept Fair Trading	\$ 42.00	\$ 65.00
SAM Speaks	\$ 864.80	\$ 1098.86
Nitro & Covering	\$ 3362.72	
Add: opening stock	\$ 402.00	
Less: closing stock	\$ 3300.00	
	<u>\$ 464.72</u>	<u>\$ 2257.80</u>
	<u>\$ 8358.27</u>	<u>\$ 11609.54</u>

NET PROFIT/(LOSS) FOR THE YEAR \$ 1394.24 (\$ 1539.59)

Cheque Account 1 st Feb 09	\$ 4152.98
Term Deposit 1 st Feb 09	\$ 6059.83
Petty Cash 1 st Feb 2009	\$ 143.95
Covering stock 1 st Feb 09	\$ 402.00
	<u>\$ 10758.76</u>

TOTAL SOCIETY FUNDS
as at 31ST JANUARY 2010 \$ 12153.00

<u>REPRESENTED BY:</u>	
Cheque Account 31 st January 2010	\$ 2585.71
Term Deposit 31 st January 2010	\$ 6123.34
Petty Cash 31 st January 2010	\$ 143.95
Stock of covering	\$ 3300.00
	<u>\$ 12153.00</u>



Analysis of SAM 1788 Contests for 2009.

<u>CANOWINDRA 2009</u>		\$
<u>Income:</u>	Entries	935.00
	Dinner	1420.00
	BBQ	900.00
	Donation	<u>100.00</u>
		3355.00
<u>Expenses</u>	Trophies	468.60
	Field Hire	400.00
	Dinner	1419.60
	BBQ	<u>900.00</u>
		<u>3188.20</u>
	PROFIT	\$ 166.80

<u>TAMWORTH 2009</u>		
<u>Income:</u>	Entries	472.00
<u>Expenses:</u>	Trophies	230.00
	Field Hire	<u>100.00</u>
		<u>330.00</u>
	PROFIT	\$ 142.00

<u>FARCON 2009</u>		
<u>Income:</u>	Entries	292.00
<u>Expenses:</u>	Trophies	202.40
	Field Hire	<u>100.00</u>
		<u>\$ 302.40</u>
	LOSS	\$ 10.40

<u>EASTERN STATES GAS CHAMPS. 2009</u>		
<u>Income:</u>	Entries	607.00
<u>Expenses:</u>	Trophies	231.00
	Wangaratta Club	200.00
	Refund	<u>8.00</u>
		<u>\$ 439.00</u>
	PROFIT	\$ 168.00

OVERALL PROFIT 2009 CONTESTS \$ 466.40



Top: Paul Farthing - retriever for all. Above: Dave Owen and 50 year old FF Tomboy. Below: West Aussies Ian Dixon and Troy Latto.



**From Condo
SAM Champs
Co-Ordinator.**

Hi, just a short note to wrap up the SAM CHAMPS.

Thanks to those who took the time to pre-

enter, it worked well.

The taking of names for the dinner and BBQ worked to a certain extent, but people still turned up on the presentation night expecting a meal, even though they hadn't bothered to let anyone know they wanted to come. A different system will be tried next year.

To help reduce processing more I will ask entrants to send all details of their models etc. next year on the entry form.

The champs went off without any major drama, the weather played ball, so hope you all enjoyed them.

Thanks to the people who offered to CD.

Many thanks. Condo.

P.S. Don't forget SAM1788 has SamSpan for sale, contact me for your requirements. \$8 metre.



28th SAM 1788 AUSTRALIA CHAMPIONSHIPS CANOWINDRA 1st - 5th APRIL, 2010.

RESULTS



BURFORD DAY



'38 ANTIQUE DAY



Above Middle: Mike Rankin with his $\frac{1}{2}$ A Texaco.
Left: Ian Dixon with his Dixielander at Vintage FF day.

Ian and Troy Latto came all the way from Western Australia. They shipped some very large model boxes to Melbourne then flew over to Melbourne, hired a van and drove to Canowindra. Then the reverse to go home. Hope they enjoyed the trip! Great to see you!

R/C Tomboy.

1.	Ian Dixon	WA	Irvine Mills .75	999.
2.	Mick Walsh	QLD	CS Mills .75	997.
3.	Peter (Condo) Smith	NSW	Frog 100	947.
4.	David Beak	ACT	Mills .75	698.
5.	Jim Rae	NSW	Doonside Mills .75	686.
6.	Brian Laughton	VIC	MP Jet	582.
7.	David Owen	NSW	MP Jet	502.
8.	Rex Brown	SA	Mills .75	435.
9.	Brian Payne	NSW	MP Jet	429.
10.	Peter R. Smith	ACT	MB Heron	398.
11.	Basil Healy	NSW	Mills .75	390.
12.	Grant Manwaring	ACT	Irvine Mills .75	377.
13.	Don Howie	SA	CS Mills .75	364.
14.	Grahame Mitchell	NSW	Doonside Mills	362.
15.	John Diduszko	NSW	MP Jet	207.
16.	Paul Farthing	NSW	MP Jet	116.
17.	Troy Latto	WA	Aurora Mills .75	78.
18.	Peter Cutler	QLD	MP Jet	36.

Oldtimer $\frac{1}{2}$ A Texaco.

1.	Peter (Condo) Smith	NSW	Lil Diamond	1080	3639.
2.	Mick Walsh	QLD	Kerswap	1080	3512.
3.	Rob Smith	NSW	Lil Diamond	1080	2748.
4.	David Beake	ACT	Stardust Special	1080	2602.
5.	Kevin Fryer	VIC	Stardust Special	1080	2443.
6.	Jim Rae	NSW	Pine Needle	1080	2410.
7.	Peter Scott	NSW	Lil Diamond	1080	2257.
8.	Dave Brown	NSW	Stardust Special	1080	1469.
9.	Geoff Malone	ACT	Lanzo Racer	1080	1411.
10.	Barry Barton	VIC	Stardust Special	1080	1321.
11.	Grant Manwaring	ACT	Lil Diamond	1080	1210.
12.	Rex Brown	SA	Stardust Special	1080	1203.
13.	Don Howie	SA	Red Ripper	1080	1051.
14.	John Diduszko	NSW	Lanzo Racer	1080	292.
15.	Geoff Potter	NSW	Stardust Special	1080	DNF.
16.	Grahame Mitchell	NSW	Stardust Special	1036	
17.	Dave Paton	QLD	MG	1013	
18.	Brian Laughton	VIC	Albatross	1009	
19.	Ian Dixon	WA	50% Lanzo Bomber	993	
20.	Mike Rankin	QLD	NZ Texaco Winner	991	
21.	John Bradburn	NSW	Long Cabin	957	
22.	Basil Healy	NSW	Atomiser	924	
23.	Troy Latto	WA	Lil Diamond	899	
24.	Paul Farthing	NSW	Stardust Special	360	
24.	Warren Hathaway	QLD	$\frac{1}{2}$ A Fox	360	
26.	Steve Gullock	VIC	Playboy	105	
27.	Peter R. Smith	ACT	Valkyrie	DNF	
27.	Brian Dowie	VIC	Lanzo Bomber	DNF	
27.	Bruce Ramsay	VIC		DNF	

Oldtimer Nostalgia.

1.	Peter (Condo) Smith	NSW	Swayback/K&B 40	1260	543.
2.	David Beake	NSW	Swayback/K&B 40	1260	372.
3.	Brian Laughton	VIC	Pencil/K&B 40	1260	320.
4.	Ian Dixon	WA	2xStomper/OS40H	1260	106.
5.	Grant Manwaring	NSW	Eliminator	1260	6.
6.	Mick Walsh	QLD	Kiwi/OS15	1247	
7.	Grahame Mitchell	NSW	KV62/OS25	1158	
8.	Basil Healy	NSW	Sunstreak/K&B40	1122	
9.	Dave Paton	QLD	Korda P'house/K&B40	1100	
10.	Dave Brown	NSW	Civvy Boy/Merco61	998	
11.	Jim Rae	NSW	Goldust/OSMax29	894	
12.	Peter van de Waterbeemd	NSW	Spacer/K&B40	840	
13.	Rex Brown	SA	Stomper	196	
14.	Geoff Potter	NSW	Eliminator/OS40	DNF	
14.	Peter Scott	NSW	Jaded Maid/OS25	DNF	

Oldtimer Gordon Burford.

1.	Peter (Condo) Smith	NSW	Spoofem	PB	900	2668.
2.	Grahame Mitchell	NSW	Dream Weaver	PB	900	2620.
3.	Rob Smith	NSW	FAISon	BB	900	2397.
4.	Steve Gullock	VIC	Swiss Miss	BB	900	1627.
5.	Brian Laughton	VIC	Dixielander	PB	900	1324.
6.	Mick Walsh	QLD	Perdido	PB	900	1174.
7.	Peter R. Smith	ACT	Ollie	PB	900	1100.
8.	Peter Scott	NSW	Zoot Suit	PB	900	1065.
8.	Gary De Chastel	QLD	Dream Weaver	BB	900	1065.
10.	Ian Dixon	WA	Swiss Miss	BB	900	995.
11.	Jim Rae	NSW	Amazoom	PB	900	665.
12.	David Beake	ACT	Queen of Hearts	PB	900	646.
13.	Basil Healy	NSW	Dixielander	PB	900	500.
14.	Kevin Fryer	VIC	Atomiser	PB	900	469.
15.	Dave Paton	QLD	SOS	BB	900	457.
16.	Grant Manwaring	ACT	Eliminator	PB	900	280.
17.	Rex Brown	SA	RC1	PB	900	249.
18.	Troy Latto	WA	Kiwi-A	PB	814	
19.	Peter Cutler	QLD	Swiss Miss	PB	772	
20.	Allan Brady	NSW	SOS	BB	469	
21.	Wayne Harris	QLD	Spacer	PB	300	
21.	John Diduszko	NSW	Eliminator	PB	300	
23.	Geoff Potter	NSW			DNF	
23.	Barry Barton	VIC			DNF	
23.	Dave Brown	NSW	Crescendo	PB	DNF	
23.	Brian Dowie	VIC	Swiss Miss	BB	DNF	

Oldtimer Texaco.

1.	White/Brown Team	NSW	Lanzo Bomber/OS 40	1800	6780.
2.	David Beake	ACT	Lanzo Bomber/OS 60	1800	5046.
3.	Mick Walsh	QLD	Lanzo Racer/OS 60	1800	3223.
4.	Paul Farthing	NSW	Lanzo Bomber/OS 60	1800	1831.
5.	Kevin Fryer	VIC	85% Bomber/Irvine 40 D	1800	1138.
6.	Basil Healy	NSW	75% Dallaire/ASP 32 D	1800	1020.
7.	Garry De Chastel	QLD	Flamingo/OS 60	1800	723.
8.	Troy Latto	WA	85% Bomber/OS 52	1800	592.
9.	Peter R. Smith	ACT	Valkyrie/OS 60	1800	587.
10.	Rob Smith	NSW	Lanzo Bomber/OS 60	1800	532.
11.	Wayne Harris	QLD	Lanzo Bomber/OS 60	1800	508.
12.	Steve Gullock	VIC	85% Bomber/Enya 53	1800	495.
13.	Grant Manwaring	ACT	Lanzo Bomber/OS 60	1800	435.
14.	Ian Dixon	WA	Powerhouse/ASP 61	1800	429.
15.	Mike Masters	ACT	Lanzo Bomber/Enya 53	1800	420.
16.	Peter van de Waterbeemd	ACT	Lanzo Bomber/Enya 61	1800	359.
17.	Geoff Malone	ACT	Lanzo Racer/Enya 53	1800	239.
18.	John Diduszko	NSW	Lanzo Bomber/OS 40	1800	68.
19.	Michael Rankin	QLD	Lanzo Bomber/OS 61	1800	18.
20.	Dave Paton	QLD	75% Dallaire/ASP 32 D	1800	16.
21.	Geoff Black	QLD	Flamingo/Saito 65	1800	
21.	Warren Hathaway	QLD	Lanzo Bomber/Saito 65	1800	
21.	Peter Scott	NSW	Rec.Brker/Forster 99 Sp	1800	
24.	Rex Brown	SA	Lanzo Bomber/Enya 60	1791	
25.	Peter Cutler	QLD	Lanzo Bomber/OS 60	1725	
26.	Jim Rae	NSW	75% Dallaire/ASP 30	1644	
27.	Barry Barton	VIC	Anderson Pylon/OS 60 D	1635	
28.	John Bradburn	NSW	75% Dallaire/OS 40	1573	
29.	Dave Brown	NSW	Lanzo Stick/Marden 60 Sp	1199	
30.	Allan Brady	NSW	Lanzo Bomber/OS 60	600	
31.	Peter(Condo)Smith	NSW	Lanzo Bomber/OS 61	600	
32.	Brian Laughton	VIC	Lanzo Bomber/OS 48	DNF	
32.	Geoff Potter	NSW		DNF	
32.	Laurence Chetter	QLD	85% Bomber/OS 56	DNF	
32.	Brian Dowie	VIC		DNF	
32.	Bruce Ramsay	VIC	Miss Philly IV/Enya 60	DNF	
32.	Grahame Mitchell	NSW	Dallaire/Enya 60	DNF	
32.	Ian Avery	NSW	80% Bomber/OS 40	DNF	



Scorer and CD Team Beryl and Don Southwell.
Basil Healy's Texaco model.



Oldtimer '38 Antique.

1. Mick Walsh	QLD	W.Westerner/And.Spit.	1800	3411.
2. Peter(Condo)Smith	NSW	Standby/Madewell 49	1800	3140.
3. David Beake	ACT	Lanzo RC1/OK Super 60	1800	1205.
4. Grant Manwaring	ACT	Lanzo RC1/Burford 5cc D	1800	1075.
5. Dave Brown	NSW	Flamingo/O&R 60 TDrop	1800	817.
6. Peter Scott	NSW	Lanzo RC1/Whirlwind D	1800	739.
7. Troy Latto	WA	Lanzo RC1/OK Super 60	1792	
8. Basil Healy	NSW	Lanzo RC1/Sparey 5cc D	1776	
9. Brian Laughton	VIC	Lanzo RC1/OK Super 60	1726	
10. Jim Rae	NSW	Rambler/ED Hunter 346 D	1725	
11. Dave Paton	QLD	Cal.Chief/EDHunter 346 D	1716	
12. Don Howie	SA	Miss FortuneX/Elf 249 D	1660	
13. Ian Dixon	WA	BG Special/O&R 60 TD	1617	
14. Allan Brady	NSW	Lanzo RC1/Burford 5cc D	1551	
15. Peter Cutler	QLD	Lanzo RC1/Burford 5cc D	1501	
16. Rex Brown	SA	Westerner/OD Super 60	1380	
17. Barry Barton	VIC	Cal.Chief/DC 350 D	704	
18. Steve Gullock	VIC	Polly/Burford 5cc D	59	
19. Kevin Fryer	VIC	Red Zephyr/OK Super 60	45	
20. Geoff Potter	NSW			DNF

Oldtimer Duration.

1. Warren Hathaway	QLD	105% Playboy/Y5 63	1260	1345.
2. Paul Farthing	NSW	85% Bomber/Dubjett 40	1260	1146.
3. Kevin Fryer	VIC	111% Playboy/OS 46	1260	1079.
4. Peter(Condo)Smith	NSW	Stardust Spec/Nelson 45	1260	1052.
5. Peter Cutler	QLD	85% Bomber/Y5 63	1260	1042.
6. David Beake	ACT	115% Playboy/McCoy 60 Sp	1260	996.
7. Don Howie	SA	Lanzo Bomber/Enya 53	1260	961.
8. Peter Scott	NSW	Playboy Sen/McCoy 60 Sp	1260	780.
9. Garry De Chastel	QLD	Playboy/Y5 63	1260	545.
10. Dave Brown	NSW	85% Bomber/Saito 56	1260	524.
11. Mick Walsh	QLD	St'dust Spec/McCoy 60 Sp	1260	495.
12. Grant Manwaring	NSW	Lanzo Bomber/Saito 62	1260	487.
13. Basil Healy	NSW	Megow Chief/Y5 53	1260	434.
14. Steve Gullock	VIC	75% Dallaire/OS 52	1241	
15. Jim Rae	NSW	149% Lil Diamond/ST 34	1235	
16. John Bradburn	NSW	85% Bomber/Saito 62	1200	
17. Troy Latto	WA	85% Bomber/OS 52	1189	
18. Dave Paton	QLD	105% Playboy/Y563	1183	
19. Barry Barton	VIC	Lanzo RC1/OS 46 2S	1099	
20. Grahame Mitchell	NSW	Playboy/OS 40H 2S	1093	
21. Ian Dixon	WA	180% Kerswap/Magnum 61	1053	
22. John Diduszko	NSW	Playboy/Magnum 61	908	
23. Geoff Black	QLD	85% Bomber/OS 52	903	
24. Geoff Potter	NSW	Playboy Senior/Enya 53	351	
25. Rob Smith	NSW	Playboy/Saito 56	344	
26. Rex Brown	SA	Scram/MDS 40 2S		DNF
26. Bruce Ramsay	VIC	Miss Philly IV/Enya 60		DNF
26. Brian Laughton	VIC	Playboy/Irvine 36		DNF
26. Michael Rankin	QLD			DNF
26. Ian Avery	NSW	80% Bomber/Saito 56		DNF

Vintage Freeflight.

1. Peter Scott	NSW	Stomper/Elfin 149	540 secs.
2. Ian Dixon	WA	Dixielander/Alag X3	466 secs.
3. Peter R Smith	ACT	Stomper/Russian Elfin 149	411 secs.
4. Basil Healy	NSW	Stomper/Elfin 149	378 secs.
5. Jim Rae	NSW	Heckler/Taipan 1.5	337 secs.
6. Geoff Potter	NSW	Fifteen/Elfin 249	266 secs.
7. Bruce Ramsay	VIC	Sup.Phoenix/McCoy29Stunt	214 secs.
8. Grahame Mitchell	NSW	Profile Madcap/Mills 1.3	155 secs.
9. Rex Brown	SA	Stomper/Elfin 149	5 secs.

Freeflight Tomboy.

1. David Owen	NSW	Indian Mills .75	373 secs.
2. Geoff Potter	NSW	MP Jet	240 secs.
3. Peter Scott	NSW	MP Jet	237 secs.

Oldtimer Standard Duration.

1. Peter(Condo)Smith	NSW	Playboy/Magnum 36	900	608.
2. Steve Gullock	VIC	Playboy/OS 40H	900	547.
3. Grahame Mitchell	NSW	Playboy/OS 40H	900	480.
4. Ian Dixon	WA	180% Star Spec/OS 40H	900	469.
5. Grant Manwaring	ACT	85% Bomber/OS 40 FSR	900	448.
6. Troy Latto	WA	85% Bomber/OS 40H	900	418.
7. Mick Walsh	QLD	Playboy/K&B 40	900	413.
8. David Beake	ACT	Playboy/OS 40H	900	386.
9. Jim Rae	NSW	Airbourne/OS 40H	900	241.
10. Dave Paton	QLD	Record Breaker/OS 40H	897	
11. Dave Brown	NSW	85% Bomber/K&B 40	882	
12. Basil Healy	NSW	Feather M'chant/OS 40H	706	
13. Geoff Potter	NSW			DNF
13. Peter Scott	NSW	85% Bomber/K&B 40		DNF
13. Rex Brown	SA	Lanzo Racer/K&B 40		DNF
13. Peter Cutler	QLD			DNF
13. Warren Hathaway	QLD	85% Bomber/OS 40H		DNF
13. Don Howie	SA	85% Bomber/OS 40H		DNF
13. Paul Farthing	NSW	Playboy/OS 40H		DNF

Oldtimer 2CC.

1. Rex Brown	SA	Jumping Bean/TaipanTyro	900	309.
2. Mick Walsh	QLD	Perdido/Enya 09	900	279.
3. David Beake	ACT	Jumping Bean/TaipanTyro	900	185.
4. Grant Manwaring	ACT	Eliminator/TaipanTyro	900	157.
5. Peter Scott	NSW	Lil Diamond/Elfin 149	889	
6. Ian Dixon	WA	Kiwi-A/TaipanTyro	885	
7. Peter Smith	NSW	Lil Diamond/AE 149	844	
8. Jim Rae	NSW	Jumping Bean/Taipan 149	768	
9. Basil Healy	NSW	Sun Streak/Taipan 149	241	
10. Troy Latto	WA	Kiwi-A/TaipanTyro		DNF
10. Geoff Potter	NSW			DNF
10. Dave Brown	NSW	Crescendo/TaipanTyro		DNF
10. Dave Paton	QLD	Playboy/Enya CX11		DNF
10. Bruce Ramsay	VIC			DNF
10. Brian Laughton	VIC			DNF
10. Steve Gullock	VIC	Polly/MVVS 149		DNF

Oldtimer R/C Glider.

1. Grant Manwaring	ACT	Archangel	226.
2. Jim Rae	NSW	Thunderking	246.
3. David Beake	ACT	DG67	225.
4. Basil Healy	NSW	MF7	50.
5. Rex Brown	SA	Frog Prince	DNF
5. Geoff Potter	NSW		DNF

Control Line Phantom Racing.

The final winning results were as follows:

Class 1:	Allan Laycock		
	44.44mph (2009)	48.11mph (2010)	8.26% increase
Class 2:	Peter (Condo) Smith		
	62.61mph (2009)	69.31mph (2010)	10.70% increase
Class 3:	Peter J. Smith		
	60.81mph (2009)	66.23mph (2010)	8.91% increase

Thus Peter (Condo) Smith is declared the outright winner of the 2010 Phantom Trophy.



Bruce Ramsay recently came back to the SAM Champs after about 25 years and plans to come more often in the future! Great to see you back, Bruce!



Two of Ian Dixon's (Western Australia) models: 80% Kerswap/Magnum 61 (Duration) and BG Special / O&R 60 TD ('38 Antique).

SIX RETIRED IRISHMEN.

Six retired Irishmen were playing poker in O'Leary's apartment when Paddy Murphy loses \$500 on a single hand, clutches his chest, and drops dead at the table. Showing respect for their fallen brother, the other five continue playing standing up.

Michael O'Connor looks around and asks, 'Oh, me boys, someone gots to tell Paddy's wife. Who will it be?'

They draw straws. Paul Gallagher picks the short one. They tell him to be discreet, be gentle, don't make a bad situation any worse.

'Discreet???' I'm the most discreet Irishmen you'll ever meet. Discretion is me middle name. Leave it to me.'

Gallagher goes over to Murphy's house and knocks on the door. Mrs. Murphy answers, and asks what he wants.

Gallagher declares, 'Your husband just lost \$500, and is afraid to come home.'

'Tell him to drop dead!' says Murphy's wife..

'I'll go tell him.' says Gallagher.



SCOOP !

Fifty (50) year old Tomboy wins Tomboy event at 2010 SAM Champs. Built in April 1960, this Tomboy has been re-covered three times. Shown in float configuration, as it won the F/F Seaplane Event at the Goulburn Nats in 1979-1980. Cheers, David Owen.

Golden West Oldtimer Competition - Parkes

24 & 25 July 2010

Parkes Miniature Aero Club Inc

Nelungaloo Field

(GPS: 33d 08m 38s South 147d 59m 55s East)

Saturday 10am: Burford and Duration.

Sunday 9am: ½A Texaco and Texaco.

Bring along your Tomboy too.

Contact: Peter (Condo) Smith - 0423 452 879



A TRIBUTE TO THE LATE GORDON BURFORD (1919-2010)

presented to the SAM 1788 AGM on 2nd April 2010 by David Owen (VH2198, SAM 3002)

Gordon Burford passed away on the 12th March, 2010, following a fall at his home in Currumbin, Queensland. He will be greatly missed by all who knew him, who knew of him, or who merely flew models with his engines. He was a very popular member of SAM 1788 and was always delighted to assist others with engine related matters, as well as offering considered advice to the SAM Committee when important issues were discussed.

Gordon was Australia's premier model engine designer and manufacturer. The thousands and thousands of engines he produced and sold under the GB, GeeBee, Sabre, GloChief and Taipan names encouraged and sustained aeromodelling in this country for over 50 years.

He was a modeler too, starting with rubber in the early 1930s and progressing to become a very competitive Indoor and Wakefield flyer prior to the Second World War, along with his lifelong friend, Boyd Felstead. Following the war, Gordon (VH-155) pioneered control-line flying in South Australia, alongside other luminaries such as Bill Evans, Jack Black and Mal Sharpe.

He was a well-known and respected free-flight contestant for many years, before turning his interest to old-timer flying in the mid '70s. He built specialist engines for old-timers and was always on hand to offer advice and assistance to other modelers. Gordon was known around the world for his engines and modeling expertise, having made several overseas trips to England, France, Italy and the US.

Gordon Burford was born in Adelaide, South Australia, on the 3rd August 1919. He grew-up during the Depression years, aiding his father who was a beekeeper. In 1942, Gordon married Josie Harding, spending the war years as an aircraft instrument fitter. Following the end of WW2, Gordon could see an opportunity to manufacture model aircraft engines in Australia and purchased a lathe, a tool and cutter grinder and a hone. He initially made just three 5cc diesels, based on the Sparey design which had recently been published in England. Two further 5cc diesel designs followed, based on the very successful American Drone engines. By the mid '50s, Gordon had built thousands of Sabre diesel and glow engines, most being sold on the local market. These engines introduced so many young and old Australians to the joys of aeromodelling and elevated Gordon's small firm to International attention.

In 1957 he adopted the Taipan and GloChief names for his engines. His son Peter was now working full-time with his father and was to contribute his own design and manufacturing ideas. Production of Burford engines increased dramatically in the '60s and '70s, with well over 100,000 engines being built at the Gordon Burford and Co. Pty. Ltd. factory at Belfast Street in Grange, South Australia.

In 1973, Gordon passed the Taipan business to Peter's control, and directed his energies to the interests of Australian aeromodellers, taking the position of Federal Secretary and Treasurer to the Model Aeronautical Association of Australia (MAAA). In this he was very ably assisted by his wife Josie, and they remained in this capacity until 1984. During their tenure, the MAAA was progressed from a relatively small organization to one with access to the Australian Government and an enhanced presence at the annual CIAM Meeting of the FAI in Paris. Gordon loved these overseas trips and forged a long-lasting, personal association with many prominent people in the international aeromodelling scene. Influential people such as Ron Moulton, Peter Chinn, Ron Irvine, Henry Nicholls, John Brodbeck, Duke Fox, Sandy Pimenoff, John Pond and others were now brought up-to-date with the Australian modelling scene, and Australian modellers started to move out into the world as a result of these introductions. That is one of Gordon Burford's greatest legacies.

In 1983, Gordon and Josie were granted MAAA Life Membership for their work with the organization. In 1985, Gordon was awarded the prestigious Paul Tissandier Diploma by the FAI for services to aeromodelling. He was inducted into the MAAA Hall of Fame twice. First in 1983 for services to aeromodelling, and again in 2000 for being a 'Competitor at the 1938 Nationals', the first such national event held in Australia.

Around 1980, Gordon and Josie moved from Adelaide to Currumbin in Queensland and built a unique house to Gordon's design. In the large attached workshop, he built many of the specialist and replica engines for which he was so well-known in later years. After nearly fifty-six years of happy marriage, Josie passed away in 1998. Finally, Gordon embraced CO2, compressed air and electric power and in his latter years flew small models at a local reserve. He never lost his interest in model engines though, and was always ready to discuss and quietly advise people with a similar interest.

On behalf of his many friends in SAM 1788, I have extended our condolences to his sons, Peter, Don, Richard and Mark, to their wives and partners and to Gordon's grandchildren and their families.

Gordon Burford 2005



GB1 5cc Diesel 1947.
The first engine Gordon made. Three were built.



GloChief 29 Mk III Glo engine prototype with desaxe cylinder. Built 1961 but never went into production.

The Phantom Shield, SAM Champs at Canowindra over Easter 2010

From David Owen.

Building on the success of the inaugural 2009 Phantom Shield, this year's field attracted 19 entries, with three fliers entering more than one model. An unfortunate decision by the CD sidelined two of the entries. The rules will be amended for the 2011 event and more rigorously applied. A further two categories are planned, but not finalized in time for inclusion in this Duration Times. DT #164 will carry full rules for next year.

The majority of entrants flew three flights as allowed, the event starting on Thursday morning and continuing over to Friday morning. The grass circle was in excellent shape; the weather mild with very little wind. All models flew well, proving to be very stable and forgiving of heavy-handed fliers who probably pick up the handle no more than once a year! Once again the Phantom Shield attracted a diverse range of engines in the three classes and the resulting times were as follows:

<u>Class 1:</u>	Allan Laycock	ED Competition Special	48.11 mph	8.26% increase
	Peter Scott	ED Competition Special	46.07 mph	
<u>Class 2:</u>	Peter Condo Smith	MVVS 2cc plain beating	69.31 mph	10.70% increase
	Peter van de Waterbeemd	Taipan Tyro	66.40mph	
	Andrew Diduszko	Frog 150R	56.32mph	
	Grant Manwaring	Taipan Tyro	55.83mph	
	Peter Scott	A-M 15	54.69mph	
	Brian Payne	1958 Taipan 1.5cc Mk1	51.50mph	
	Brian Laughton	Elfin 149	50.75mph	
	John Diduszko	Taipan Tyro	46.74mph	
	David Owen	'K' Kestrel 1.9cc	42.35mph	
	Jim Rae	Frog 150 Mk1	39.37mph	
	Graham Mitchell	Taipan 1.5 Diesel	35.98mph	
<u>Class 3:</u>	Peter J. Smith	Oliver Tiger Cub	66.23mph	8.91% increase
	Garry de Chastel	Oliver Tiger Cub	65.15mph	
	Laurie Chetter	PAW 09 TBR	61.37mph	
	Peter van de Waterbeemd	Oliver Tiger Cub	60.14mph	
<u>DNS:</u>	Rex Brown	Cipolla 09 Diesel		
	Jim Rae	Enya 11		
	Geoff Potter	own design TBR Schneurle 2cc		

Having achieved the greatest overall percentage increase in any Class compared to 2009, Peter 'Condo' Smith was declared the overall winner of the 2010 Phantom Shield.

It's anticipated that the winning margins will be even tighter next year, as entrants try to increase the speeds attained this year. Class 1 may offer the best chance. Don't forget that Col. H. Taplin is reputed to have flown an ED Comp Special to 89mph in the early '50s.....Good Luck!

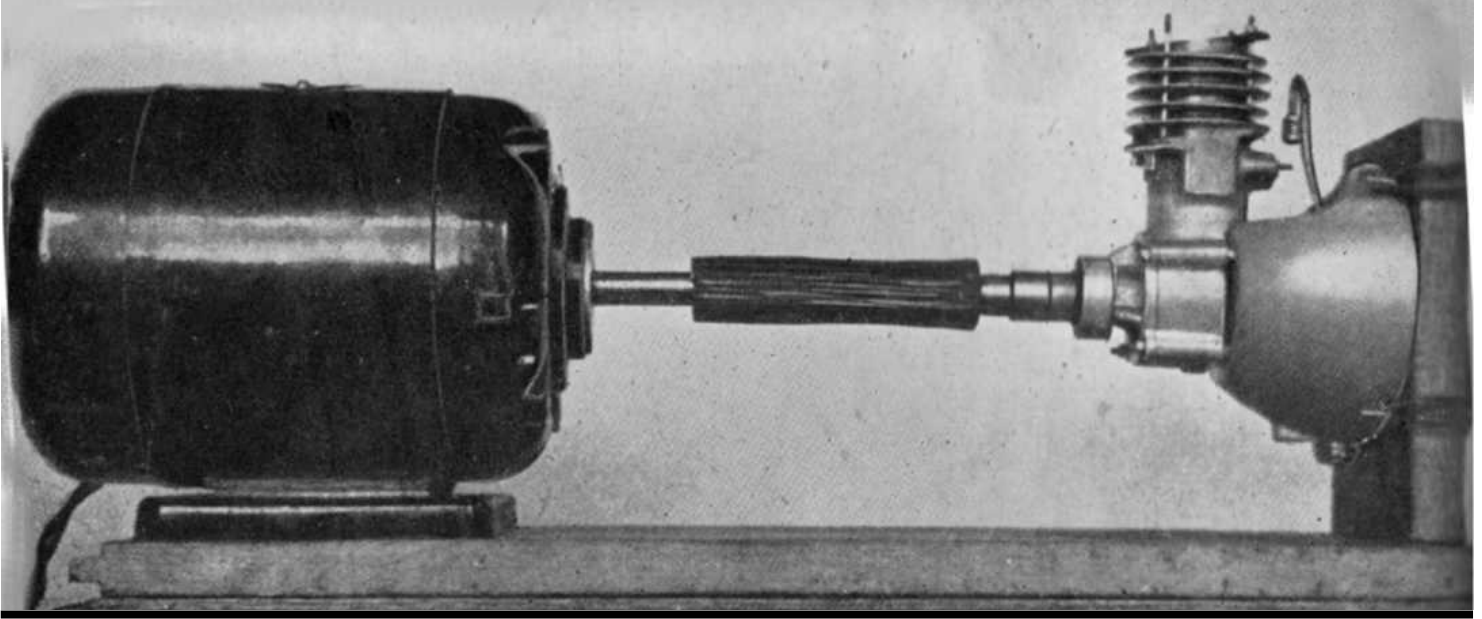


From Sergio Montes

montes@iinet.net.au

Charlie Reich asked whether Col. Bowden's biplane used the Loutrel engine. I believe that is not the case, as the British pioneers had their own large capacity two-stroke engine at the time, the "Comet" 18 cc engine. I also think that it was originally designed for small model boats, thus had plenty of good old English cast iron in its construction. Nevertheless it was widely used in the early and even late 1930's for model aircraft until displaced by better American engines, such as the Brown, Baby Cyclone, etc.

Here is a photo of the Comet engine. It is rather puzzling. The engine is not powering an electric generator, but, on the contrary, it is being powered by an AC motor. What is happening is that the Comet motor is being lapped, by being run for 1-2 hours while fed a mixture of fine grinding powder in oil. That was deemed necessary to "bed" the rings properly and it was reported that considerable power gains were attributed to this procedure. Note that no cylinder head is used in this operation.



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liner 'flying' ahead of a new aircraft's delivery. David was also a keen pilot, flying Provosts and Vampires in RAF service and later flying with the Barnstormers display team, taking over the leadership of the team following the death of his brother Charles.

(Modellers may be interested to note that a mass rally of David's DB Sport and scale designs is planned at the Old Warden May Fly model event on 8/9th May. More information at <http://www.modelair.info/>)

Our thoughts and prayers go out to his family and friends. Perhaps typically David chose a blue sky, CAVOK, morning for his final departure. Happy landings DB.

David Boddington 1943-2010

Sad news to report. David Boddington, leading flying scale model builder, author, magazine editor and designer of the Biggles Biplane BE-2c replica, passed away this morning after a brave battle against cancer.

David is probably best known to aeromodellers who have used his many plans. He was also a pioneer in operating large-scale models for film work including WW1 types for the BBC series Wings and Ruskin Airways DC-3s for the ITV drama series Airline.

More recently a large-scale multi-engined jet airliner was produced for an airline TV commercial to show the air-



A Weight Comparison of some Lightweight Coverings

by Roy Bourke - EMFSO, Canada.

Building a light airframe is as much a concern to the SAM (Society of Antique Modelers) flyer as it is to the electric flyer. SAM competition rules stipulate a minimum wing loading of 10 oz/sq. ft. for most classes (8 oz/sq. ft. for 1/2A Texaco) and many competition flyers, myself included, try to build to minimum weights. Among other strategies, this means using light covering materials.

The "ideal" covering for SAM power models would be a light material, smooth for easy cleaning (power models are messy), resistant to puncturing and tearing (models often land in stubble), with enough stiffness and skin strength to withstand the stresses imposed by a big overpowered Class C ship screaming skyward, offered in colours that are visible at great heights, and easy to repair. In the distant past I covered models with silkspan, silk, jap tissue, and nylon and some of these coverings do exhibit the desired characteristics, but more recently I have succumbed to the convenience of the modern heat-shrinkable coverings in the form of Micafilm, Litespan, Polyspan, Airspan, and most recently Ultracote Lite.

For my last sixteen airplanes, I have developed a habit of keeping copious notes during construction, with detailed records of weights of materials used. These include weights of my wing and other frameworks prior to and after covering. Several

of my colleagues have asked me which covering I found the lightest, so I decided to do a quick analysis of the weights of the coverings for which I have some recorded data. But first, my comments on the four coverings that I compared.

Micafilm (by Coverite): A very strong covering, impregnated with omni-directional mica fibers, smooth on one side and fibrous on the other, applied with Balsarite adhesive. I used only clear Micafilm (hard to find in stores): the transparent colours are heavier and solid colours heavier again and the addition of the colour layer kills the shrink ability of the film. This leaves the problem of how to colour the clear film. Dope will stick only to the fibrous side, leaving an outside surface that is impossible to clean. (A colleague of mine colours and trims the covering backwards before applying it to the aircraft. Then he applies the covering colour side in, smooth side out). Micafilm also has a nasty habit of wrinkling in strong sunlight. Sometimes it delaminates under stress.

Litespan (by Solarfilm): A good-looking covering (looks like silk), good choice of colours, easy to trim by covering dark colours over light. It has a definite grain, and is applied with Balsaloc or Balsarite cement. (I have also used Weldbond and a Uhu glue stick). Light colours have good shrink ability, dark colours lousy! Not a very stiff covering, so does not contribute much to torsional stiffness of the structure. Also tends to wrinkle in strong sunlight, but this can be reduced somewhat by adding a couple of coats of butyrate dope to the final covering. Puncture resistance is poor but it is easy to make near-invisible repairs.

Polyspan (Starline International): Looks and feels very much like silkspan, except it is a heat-shrinkable, waterproof polyester fiber. Very strong along the grain, weak across the grain until you put the dope on. Applied with Balsarite, Balsaloc or conventional clear dope. Comes in white only so you have to dope it and I find it needs at least 8 thin coats to fill in the grain but it is tight and really strong after doping, adding a lot of torsional rigidity to the structure. I use about 5 coats of clear nitrate, 1 coat of colour, and 2 coats of clear butyrate but you can also add colour with aniline dye in the dope. I use dark Litespan for trim over the polyspan.

Ultracote Lite (Goldberg): Thermal shrink film, complete with adhesive, approx. 60% of the weight of Ultracote. Comes in transparent colours only (I use only transparent white and violet). Applied in the same way as Ultracote. Covering is tight and stiff, adding considerable torsional strength to the structure. Smooth, easy to clean, relatively puncture resistant but once a tear starts it keeps going. Does not wrinkle in the sunlight.

For weight comparisons, since three of the coverings involve adding adhesive and dope, I decided to look only at the weight of the total covering job after all trimming and finishing, on 16 wings in my records. I subtracted the ready-to-cover framework weight from the final wing weight in each case (in grams), double the wing area (for top and bottom) and calculated the final cov-

Aircraft	Covering Type	Wing Area (sq. in.)	Total Covering Weight (gm)	Covering Weight (gm/100 sq.in)
Baby Playboy	Ultracote Lite	288	14.1	2.45
Thermal Magnet	Ultracote Lite	636	33.1	2.60
Spirit	Polyspan	677	37.9 *	2.80
Lanzo Bomber	Polyspan	1260	114.2	4.53
Kerswap	Litespan	288	19.1	3.32
Puddle Master	Litespan	396	33.6	4.24
Hornet	Litespan	564	47.4	4.20
Buccaneer Std.	Litespan	635	42.8	3.37
Brooklyn Dodger	Litespan	375	24.6	3.28
Westerner	Litespan	245	22.3	4.55
Jr. Playboy	Litespan	430	34.9	4.06
Cabin Playboy	Litespan	475	33.6	3.54
Miss Canada	Litespan	329	26.8	4.07
Speedy Bee	Litespan	475	37.4	3.94
Jr. Playboy	Micafilm	430	27.4	3.19
Flyabout	Micafilm	310	17.1	2.76

* this weight includes the first 4 coats of dope and no trim.

ering weight in grams/100 sq. in. for each wing.

Average weights from the data are:	Ultracote Lite:	2.53 gm/100 sq. in.
	Polyspan:	3.67 gm/100 sq. in.
	Litespan:	3.86 gm/100 sq. in.
	Micafilm:	2.98 gm/100 sq. in.

The variability in the data comes largely from the differing amounts of material other than covering. A heavily planked structure, for example, requires more covering adhesive. Some of the wings are covered on the bottom with black Litespan (heavier). The wings covered in Litespan or Polyspan may have as much as 20% of the area double-covered with a dark trim colour.

However the data seems to show that Ultracote Lite comes out as the lightest of these covering jobs, so that is what I am continuing to use for my competitive endurance ships. It has the added advantage of a smooth surface for clean-up, the transparent white colour aids visibility against a blue sky (it glows as the sun penetrates it) and the covering stays taught in the sun. I'll let you know if it will stand up to the screaming climb of an overpowered "C-Ship" because that's what I am building at present!

Peter Smith,
P.O. Box 898,
PARKES. NSW. 2870.
0423 452 879

FOR SALE

SAMSPAN Covering Material for Sale.

\$8 per meter, plus postage.

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Paul Farthing,
"Bogwood", Lockwood Road,
CANOWINDRA. NSW. 2804.
02 6364-0264.

SAM 1788 OLDTIMER COMPETITIONS FOR 2010.

New England Gas Champs Tamworth.
TARMAC Tamworth.
19/20 June 2010.
Tomboy, Burford, Duration.
1/2A Texaco, Texaco.

Golden West Oldtimer Competition - Parkes.
Parkes Miniature Aero Club Old Timer Comp.
July 24/25 2010
Burford, Duration, [Parkes members comp]
1/2A, Texaco
GPS Coordinates of field:
33 08 38 South, 147 59 55 East.

Farcon Cup
Cowra MAC Field.
Aug 21/22
Tomboy, 2cc, Std Duration.
Nostalgia, 38Antique.

Eastern States Gas Champs
Wangaratta MAC
2/4 October 2010
Tomboy, Burford, Duration
1/2A, Texaco.

For further information contact:

Peter (Condo) Smith,
P.O. Box 898,
PARKES. NSW. 2870.
0423 452 879

ABOUT COLOURED SILK

From Charlie Reich sam1781@bellsouth.net

Regarding colored silk, I recall a fellow a few years ago that offered Japanese silk in several colours. I was recently advised he passed away. I now only have Thai Silk listed in my extensive USA vendor lists (but read on!) Sig used to carry a few colours of Esaki silk, but I don't see it listed anymore on their website.

Dare (<http://www.darehobby.com/accessories/tissue03.htm>) carries four colours of Esaki #3 lightweight silk, weighing - 1.5 gram or .0529 oz per square meter/yard, at \$47.95 per two-sq. yard pack. Colours available are; Red, Sky Blue, White and Yellow. Dare advises they will soon have the heavier #4 silk available (for gassies ?) that weighs 16 gram or .564 oz per square meter/yard.

I do have info on purchasing Esaki silks (http://www.esaki-model.com/english_html/index_english.html) direct from the factory in Japan, and they will ship small orders from individual modelers and air mail it to the USA. This webpage explains all their ordering and payment procedures.

The Esaki Silk webpage shows many more colours available in the # 3 and #4 weights than Dare offers.

(http://www.esaki-model.com/english_html/esakisilk.html)

Esaki's same Japanese Silk home-market webpage is in Kanji - Japanese script. (http://www.esaki-model.com/html/esaki_silk.html)

The Japanese Silk webpage offers a little more info regarding #3 and #4 weights per square meter/yard plus the various size packages available and prices per each in Yen. Below is the two-sq. yard packages and the Yen cost - note that Yen to Dollar value is always fluctuating and dollar prices may vary slightly from webpage Yen listing.

I worked many years for the Mazda Company USA as Vice President of the Parts Division and became familiar with a little bit of their language during my extensive and numerous trips to their factory in Hiroshima and am able to interpret some of their writings.

Esaki's 2 sq. meter/yard packages of # 4 currently cost 2520 Yen - \$ 27.03 and the #3 costs 2415 Yen- \$25.91, plus air parcel post and handling charges.

If you send an email in English to the email address listed in their website with your order requirements they will respond (In English) with availability and a shipped price to the USA in dollars.

Keep 'em Flying! Charlie Reich sam1781@bellsouth.net

Cox Technical Information

From **Martin Hepperle**.
Martin.Hepperle9@MH-AeroTools.de

Replacement screws for Cox engines:

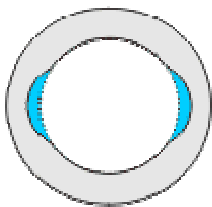
Sometimes it can be difficult to obtain genuine Cox replacement parts. The following table lists some of the screws used on Cox engines.

Note: please check with your engine before you buy: - I will not take any responsibility for errors in the list. If you have additions or corrections I will gladly add them to this page.

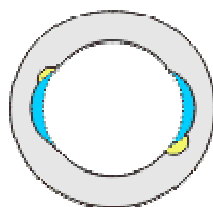
The thread dimensions are the usual US designation of the form "drill# - threads per inch". This means a #2-56 corresponds to a #2 drill and has 56 threads per inch. All screws are of the NC/UNC type.

ENGINE MODEL	ENGINE SIZE	GLOW HEAD	CYLINDER NECK	BACK PLATE	VENTURI	FUEL TANK	PROP SCREW
TD .051	.051					N/A	#5-40 X 1.0
TD .049	.049		17/32-40			N/A	#5-40 X 1.0
TD .020	.020			#2-56 X 1/4		#2-56 X 1/4	#3-48 X 3/4
TD .010	.010						#2-56 X 5/8
DRAGONFLY	.049		17/32-40	N/A	N/A		#5-40 X 1.0
RC BEE	.049		17/32-40	N/A	N/A		#5-40 X 1.0
VENOM	.049		17/32-40	N/A	N/A		#5-40
KILLER BEE	.049		17/32-40	N/A	N/A		#5-40
KILLER BEE	.051		17/32-40	N/A	N/A		#5-40
RR 1	.049		17/32-40	N/A	N/A		#5-40 X 1.0
TEXACO JR	.049		17/32-40	N/A	N/A		#5-40 X 1.0
TEXACO	.049		17/32-40	N/A	N/A		#5-40 X 1.0
BLACK WIDOW	.049		17/32-40	N/A	N/A		#5-40 X 1.0
GOLDEN BEE	.049		17/32-40	N/A	N/A		#5-40 X 1.0
QRC	.049		17/32-40	N/A	N/A		#5-40
QZ	.049		17/32-40	N/A	N/A		#5-40
BABY BEE	.049		17/32-40	N/A	N/A	#2-56 X 15/16	#5-40 X 1/2
PEE WEE	.020		17/32-40	N/A	N/A	#2-56 X 1/2	#3-48 X 1/2
SPACE HOPPER	.049		17/32-40	N/A		N/A	#5-40
STRATO BUG	.049			N/A	N/A		#5-40
THERMAL HOPPER	.049		17/32-40	N/A			#5-40
SPACE BUG JR	.049			N/A	N/A		#5-40
SPACE BUG	.049			N/A	N/A		#5-40
SPACE BUG EARLY	.049			N/A	N/A		#5-40

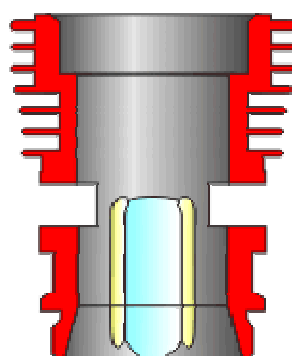
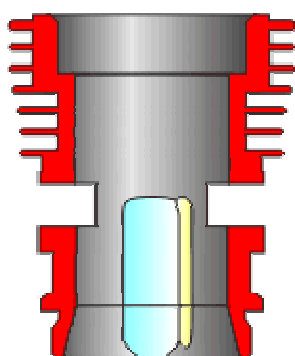
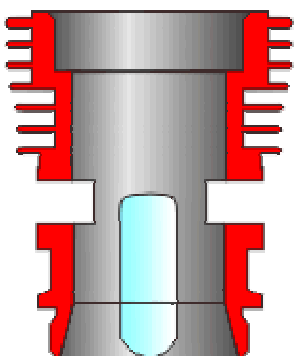
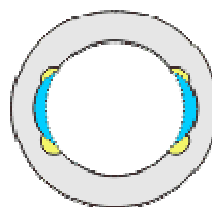
2 transfer flutes
no boost flutes



2 transfer flutes
1 boost flute



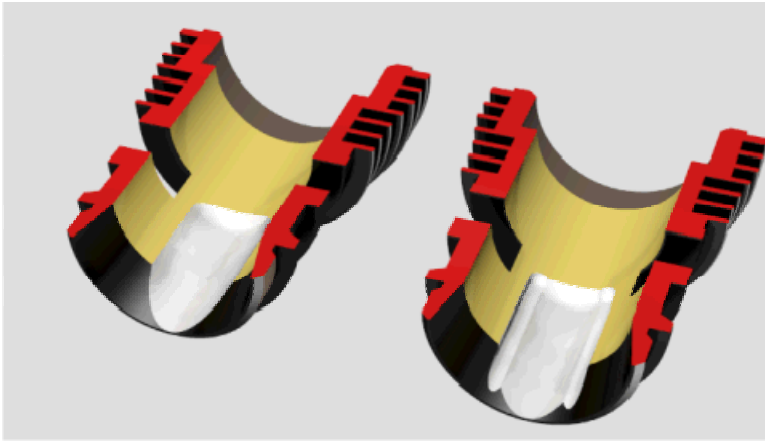
2 transfer flutes
2 boost flutes



Gas transfer systems in Cox .049 engines

The cylinders of these Cox engines came with three different porting systems. These differ in the arrangement and number of transfer channels. Initially these transfer channels were milled with a single milling operation, resulting in a single, wide transfer flute; cylinders could have a single or a pair of two opposing flutes.

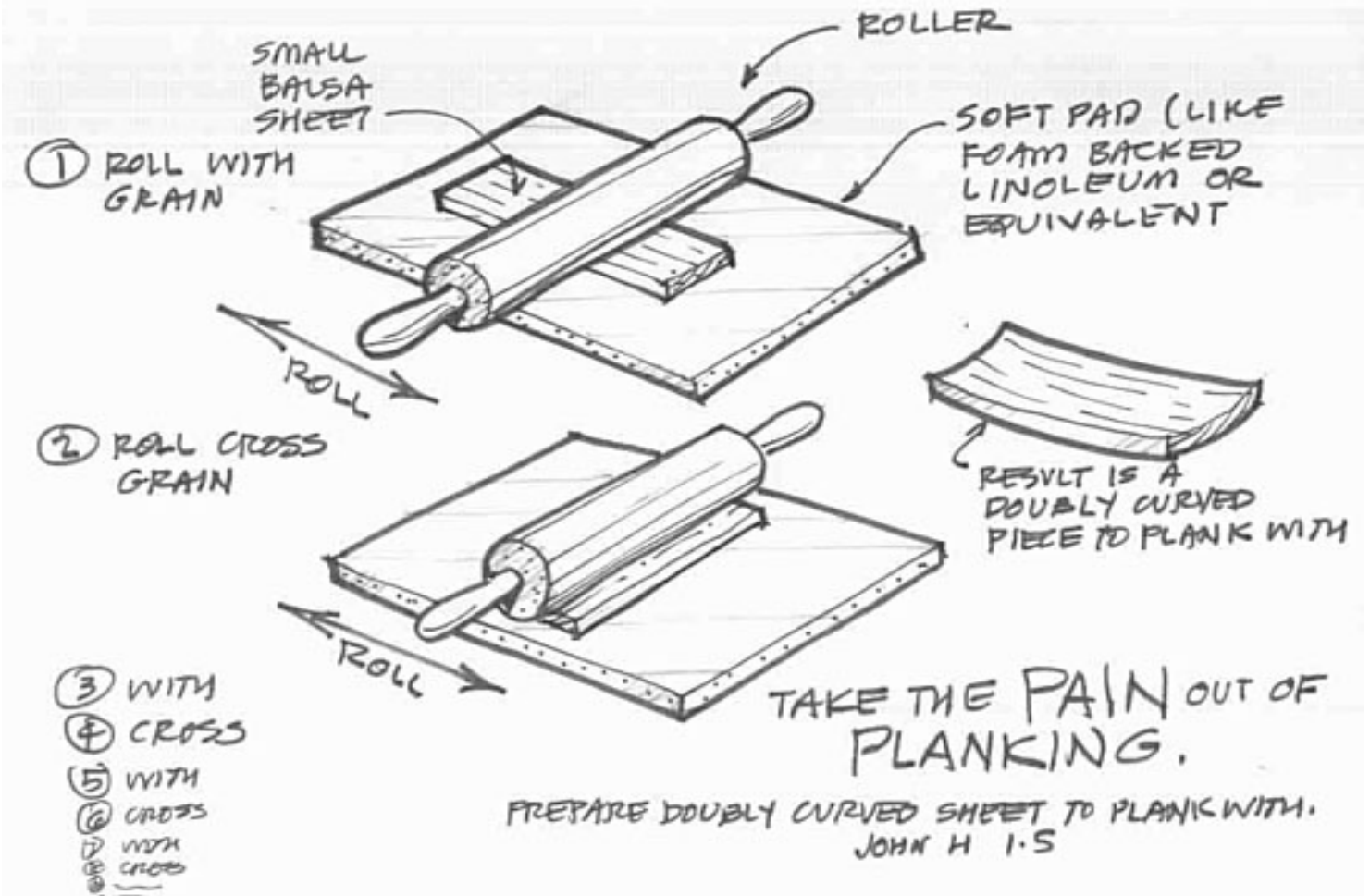
With the development of the Tee Dee and Medallion series it was discovered that the addition of one or two narrow secondary flutes would increase performance notably. Therefore these engines were equipped with either a



single boost flute (the Medallion family) or two boost flutes at each edge of the basic transfer flute. Only some of the Bee family engines were equipped with such cylinders, most noticeable the Venom engine. An additional feature built into the cylinder is the height of the lower edge of the exhaust window. This edge can be machined low enough for the piston skirt to open a slot below the piston when the piston is at top dead center. This is called *sub-piston induction* because the engine can suck in an additional amount of air directly into the crankcase, thus bypassing the carburettor. This works only well as long as no muffler is used. A muffler would lead to the induction of exhaust gas instead of fresh air.

Cylinder #	# of bypass ports	# of boost flutes per port	sub piston induction	tapered bore	used on
#1	2	0	YES	NO	290
#2	1	0	YES	NO	Golden Bee
#3	1	0	later: YES	NO	Mercedes car
#3	2	0	later: YES	NO	
#4	2	2	YES	YES	Tee Dee .049
#5	2	2	YES	YES	Tee Dee .051
#6	2	0	NO	NO	
#7	1	0	YES	NO	
#8	1	0	NO	NO	cars
#9	?	?	?	?	?
#0	2	0	NO	NO	
n.a.	2	1	YES	YES	Venom

A neat tip from the 'mega' model builder John Hunton.



Electric OT at the National Electric Flight Rally.

Barossa, South Australia - From Lou Amadio.

This year the National Electric Flight Rally was held in the beautiful Barossa Valley, South Australia. This was my second trip to SA, the first was to attend the Formula One GP more than 20 years ago! The trip to Barossa was via Hay, noted for its straight roads and incredibly flat country. We amused ourselves by trying to guess the distance to the next corner or by noting that even a few meters rise on the road allowed us to see to incredible distances. The return trip to NSW was a complete contrast. We took in the sights along the Limestone Coast (SA), the Great Ocean Road (Vic) and continued via the NSW coast back to Figtree. In all we traveled 4,300 km in 12 days averaging more than 350 km and 75 photos per day.

Facilities: The Easter Rally was organized and run by the Barossa Valley Model Club in conjunction with the AEFA. The club has facilities to be envied catering for indoor and outdoor activities, covered pits, an immaculate strip and self sufficient with regard to power and water. Events were run over 4 days (Fri-Mon) with heats for most contests repeated each day. Unfortunately, I was only able to attend for 2 days (Sat and Sun) due to other commitments. The rally was well attended and I got to meet more electric enthusiasts and noted the local interest in OT generated by the mostly NSW entrants.

Because of the busy schedule and limited time slots, this year the emphasis was on Duration so this was the only Old Timer event that was run. CD Gary Andrews decided to run as many heats as possible, relying on back-to-back flying. Because of a rather windy Saturday, EOT did not start until Sunday (4 heats) and finished Monday (3 heats). I used the Rally to test a new model height-limiting device. More on this in an another DT article.

The Contest: The current rules allow 35 sec free motor run for a 10 minute flight. Punitive scores apply if the motor run exceeds 35 sec. Results (6 of 7 heats counted) showed that Gary Andrews (Playboy) is still the man to beat - now 3 times EOT Duration champion. Peter Henderson (Comet Sailplane) keeps improving and managed second place. Third was Victorian Laurie Baldwin with his Lanzo Bomber. As at Albury 2010, the models were noted to climb faster than last year, mainly due to better (higher C-rated) batteries being readily available (and cheaper). More detailed reports on individual models will appear in DT later this year.

Electric OT Duration Results - Easter 2010

1. Gary Andrews	NSW 100% Playboy	2997
2. Peter Henderson	NSW Comet Sailplane	2968
3. Laurie Baldwin	VIC 70% Lanzo Bomber	2954
4. Mike Colston	NSW 90% Playboy	2935
5. Roy Calnan	SA Buzzard Bombshell	2808
6. Gary Ryan	VIC 200% Kerswap	2462
7. Lou Amadio	NSW 70% Lanzo Bomber	1787



Barossa Club Pit Area during the Easter NEFR.



Electric OT Duration Pilots at Barossa NEFR, left to right: Peter Henderson, Laurie Baldwin, Lou Amadio, Gary Ryan, Mike Colston, Roy Calnan and eventual winner Gary Andrews

C/L **Stunt** by allen brickhaus

You can reach **Allen Brickhaus** at PO Box 206, Golconda, Illinois 62938, or via e-mail at abkb801@shawneelink.net

Sooner or later you will have to face baked-on fuel which will cover the head, muffler, or header pipe of your engine. I have used a variety of cleaners and really have been quite happy with most of them. Some of these cleaners warn you to wear gloves, safety glasses, and use in an outdoor area, due to dangerous fumes. But a new product has surfaced on the model scene. It is Dawn Power Dissolver as distributed by Proctor & Gamble.

The pump spray bottle holds 12.8 ounces of liquid and is compatible for use on dishes and the baked-on grease covering cooking pots. Although the product says that it is an eye and skin irritant, it still seems to be a safer cleaner. Though it was originally meant for the kitchen, I found a reference to it on an Internet model forum.

Byron Barker and his wife helped me find the product at an Ace Hardware store in New Albany, Indiana while on a quick trip to the Louisville, KY area. Once I got the Dawn Power Dissolver home, I chose to clean the header pipe on one of my PA .61s. I covered all the open holes on the engine and header pipe end. The product sprays out as a white foam-like liquid, and I covered the header with the foam. I used some folded paper towels to pillow the engine and header until the Dissolver worked its magic. Now I cannot say that the baked-on grease came off with no scouring, but it did make the removal of the dark, cooked-oil residue easier to accomplish.

This product can be difficult to locate. Many of the large Walmart stores carry it. Go to the following website to locate a dealer in your area.

http://www.dawn-dish.com/en_US/productlocator.do



PHOTOGRAPHY: ALLEN BRICKHAUS

Dawn Power Dissolver and two of Allen's Randy Smith PA .61 engines sit on his back deck. Note the baked-on castor oil residue which warranted a test with Dawn Power Dissolver.

About Crockpot Cleaning of Engines From Christopher J. Mikesell taylorcraft1947@yahoo.com

I have found that the antifreeze/crockpot method discolours some aluminium alloys and does nothing to others. For instance, it removed the shine from one of my Ohlsson "60" sideports and left the crankcase a dull grey colour (it also removed the head paint). However, it did not discolour either the case or the bright-finished aluminum parts on a Fox 40 compact after approximately 24 hours of submersion. It also did not noticeably discolour a Supertigre G20 0.23, however, it did leave a strange chalky residue on the engine.

Additionally, I have found nothing better than the antifreeze/crockpot method for freeing stuck piston pins from connecting rod bushings. It takes less than 2 hours (with my mini croc-pot set on high) to free a stuck Ohlsson "60" piston pin from its rod. I have done this three times and have not noticed a discoloration in the rod material (not that it matters, since the rod is inside the engine). Incidentally, I use 50/50 water-prestone mix in my croc-pot.

Additionally, after croc-pot cleaning an engine, I carefully dry, rinse (with WD40), and oil all of the engine parts before reassembly.

About Brake Fluid

While brake fluid is an excellent penetrant, it also attracts moisture. This is a good characteristic in a sealed brake system, where no fluid can get out and no water can get in. Here, any moisture is absorbed into the brake fluid where it causes fewer problems. However, this is bad in a model engine, since the brake fluid absorbs water from the atmosphere, slowly evaporates, and leaves the water behind.

~~ THE BACK PAGE ~~

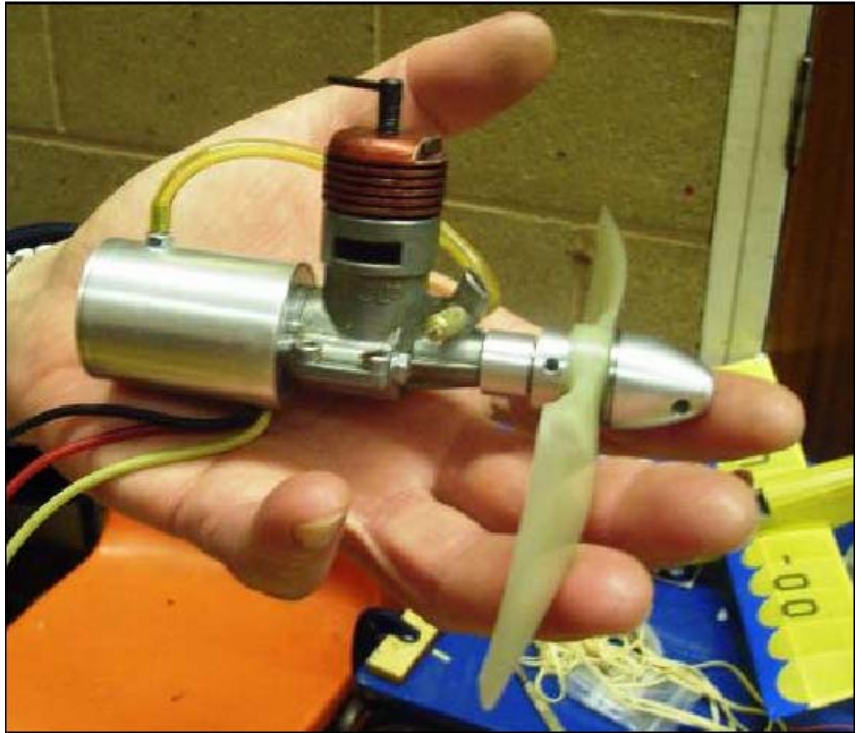
The picture below is a very interesting object, it could be described as the ultimate solution for silencing a diesel engine.

I had just retrieved my lightweight Hanger Rat from a 1-59 flight (I can't get 2min these days) when Colin Shepherd approached me saying "come and have a look at this engine" and he led me across to Jack Prichard.

Jack was holding the DC Sabre above. Colin then passed the engine to me saying "feel the compression on this". I innocently took the motor and did the normal turn it over and it felt all notchy and, as I rotated the prop, I was looking into the port for the piston to see what might be wrong.

I turned the motor over a couple of times and the piston did not appear, the penny had still not dropped. I then noticed the three large wires emerging from what I thought was a big fuel tank. As I recognised the notchiness as the poles of an electric motor, Colin said "it's electric".

Jack had grafted an AXI 2212/20 electric motor on the back of the Sabre and ball raced the shaft which now turns an 8x6 prop at 6,000 rpm. That's all folks - John Andrews.



The Importance of Wearing a Hat - by Peter Hall (From SAM 1066 Clarion)

Although a calm Summer evening is the most desirable flying condition it is a rare bird in our increasingly turbulent climate and so we must depend upon these winter calms to get our trimming done. So I've been out in the ice and cold of Chobham Common to trim Coupes.

About twenty feet up on the burst, the Coupe stopped suddenly, as if it had forgotten something, the prop fell off and the rest floated gently down. The motor which to my surprise in the cold had taken 440 turns and shown good torque had exploded. Half an hour later I had extracted the remains from the motor tube and was nearly up to full turns on the next motor, Bang! (well, snap really, this was not an F1B) - a sudden shocking pain in my head. The motor had broken at the peg end, flown out of the winding tube and landed in my hair. The mass of entangled hair and rubber writhed around then came to rest like a grotesque pigtail anchored to my head at each end. Having your hair pulled as a child is one of the minor growing pains, this was something else. There was something alien about this monstrous leech that had attached itself to my head and was trying to scalp me. What to do? Packing up and going home was out of the question as it would take me an hour and I would not only have to endure the pain but the astonishment of all the people I would meet at my inexplicable hairdo. I fumbled about for my craft-knife and sawed away at the monster until it was in two halves sticking up like a pair of horns, A few hundred yards away three Vintage diehards had spent the last hour or so trying to start their diesels and were still there flicking and cursing. I trotted over to them rehearsing what to say. Ten painful minutes later the monster lay in pieces on the ice.

I reflected that this June'09 Super Sport promising though it is, may be unstable in low temperatures. I also reflected on the effect of having an F1B motor, or worse, a 50 gram or even worse an eight ounce Wake motor round your head like an excruciating turban or fatally, like a giant boa constrictor round your neck. I reflected how fortunate! I was to have three seasoned aeromodellers close by who had quickly understood, acted efficiently and only laughed moderately. Can you imagine approaching a lay man walking his dog, waving your craft knife and inviting him to cut this inanimate thing from your head? For there would be no possibility of an explanation, short of half an hour with a flip-chart and a felt tip pen and every chance that the police would be called.

So the importance of wearing a hat lies, not in preventing 60% of your body heat escaping from your head and not in improving your social mobility, as in the old tag 'if you want to get ahead, get a hat', but in warding off flying motors. As to the type of hat, your knitted bobble much favoured by aeromodellers is clearly unsuitable, they are often hairy and the bobble is vulnerable. I would rule out exotics like fedoras, sombreros, pith helmets, deerstalkers, or anachronisms like the trilby and bowler because you are seeking protection, not making a statement.

After some thought I would recommend the bathing hat as worn by Olympic swimmers, and you might as well include the goggles as well. In these Health and Safety conscious times it might be appropriate to ask the BMFA Technical Committee for their advice.

Postscript: Enough of this jolly banter, there is a serious point here. We are all familiar with the hazards of power models, the problem there is complacency. As a lad, having seen my mate lose an eye to the flying blade off his Mills 1.3, I still wince as I see props whirling close to people's faces as they tune the motor. Rubber models look and sound innocuous but my little accident makes me think. It is probably a very rare event but readers may have tales to tell and I am sure the Editor would be interested. John Thompson tells me that Peter Tolhurst reports an incident in France with an F1B motor. The victim lost a lot of his hair.