

### Points of Interest:

- Upcoming Oldtimer Events.
- From the President.
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- International Model Airplane Plans Co-Op.
- Limited Height Oldtimer from Lou Amadio.
- Golden West Oldtimer, Parkes report.
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**BULLETIN No. 165**

**July - August**

**2010**

### From Kevin Dodd, MAAA Inc. Secretary.

"I have received a phone call from the daughter of Jack Dunkerton, MAAA Life Member AUS 8, to say that Jack had passed away over the weekend 28-29 August, 2010. Jack was in his 90's and had suffered ill health for a number of years."



### 64th MAAA Nationals - Dalby, Queensland.

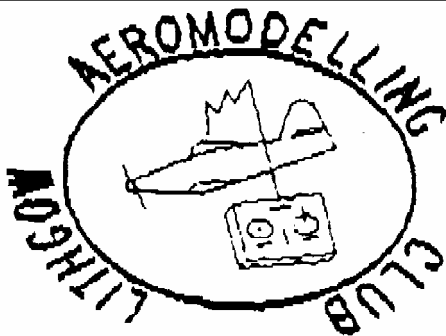
29/12/2010 to 7/1/2011 - Bulletin #3 for the forthcoming Nats was circulated on 1st September, 2010.

An info web page has also been set up by the Nats Committee:  
<http://maaanationals.com/>

The Oldtimer Event will be flown at the old Dalby Club Field which is located on Cecils Plains Road, about 6klm from Dalby.

Entries close on 15 November, 2010.

RC Contest Director: MICHAEL SNABAITIS 0417 879416 [cfi@maa.org](mailto:cfi@maa.org)



**Glenn Simmons  
Memorial  
Oldtimer Weekend**

Saturday 23rd October, 2010

9.50am briefings, 1<sup>st</sup> Round 10am

MAAA Rules apply to all events

'38 Antique, then Gordon Burford, then Duration  
Saturday Night Out, at Zig Zag Motel 02 6352 2477

Sunday 24<sup>th</sup> October, 2010, 9.30am

1/2A Texaco followed by Texaco

Country BBQ and Canteen on field both days.

Sponsored by:

Kelletts Hobbies and Model Draughting Services

Contact Dave Brown - 02 6355 7298 or [daveb@ix.net.au](mailto:daveb@ix.net.au)

### **EASTERN STATES GAS CHAMPS - WANGARATTA**

2-3 October 2010.

Saturday, 2.10.2010

9.30am Entries Please

'38 Antique, then Burford, then Lunch followed by Duration.  
Dinner to be organised when we get numbers.

Sunday, 3.10.2010

9am Tomboy - finishes at 10am sharp.

10.15am - 1/2A Texaco, then Lunch followed by Texaco.

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

Catering on field by Wangaratta Club.

INFORMATION - Peter (Condo) Smith - 0423 452 879.

Duration Times is the official Newsletter of SAM 1788

## SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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Email for Duration Times - [iwa@internode.on.net](mailto:iwa@internode.on.net)

### UPCOMING OLDTIMER EVENTS FOR 2010

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:

Your committee has been hard at work with preparations for the 2011 SAM Championships. There are going to be some changes to the program which we have used in the previous years.

The first change is to bring Oldtimer Glider forward to a slot between 8.30am and 10.30am on Good Friday.

The reason for this is to give the event more exposure. The previous slot on Easter Monday afternoon was when most flyers wanted to pack up and head home.

Contestants in Oldtimer Glider who have other models that require processing are advised to have somebody else present their models at processing while they are competing. Processing will still be available on the Thursday before Easter for early arrivals.

The next change will be to hold the trophy presentation at an on-site barbecue on Easter Sunday evening. This will have a more extensive menu than the previous Saturday evening barbecues.

Saturday evening will now be an evening free of any organised activity. It will however, provide an opportunity to meet and greet your fellow contestants.

Plans - Plans - Plans!

Recently SAM 1788 received a donation of about 100 Oldtimer Plans from the NSW Free Flight Society (sorry, no Bomber or Playboy plans).

The committee have decided to make these available to members for the sum of \$10 each including postage, regardless of the size of the plan or the number of sheets.

These plans range from a ½A size Topper to the enormous 1937 Fiske-Handley Texaco Winner. A full list of the plans available appears opposite in this newsletter.

In the last few weeks I have attended two competitions in the west of NSW where the attendance was less than I would like to have seen. Remember, we put these competitions on to give you a chance to fine tune your models for the SAM Championships and to expose Oldtimer flying to clubs around the State.

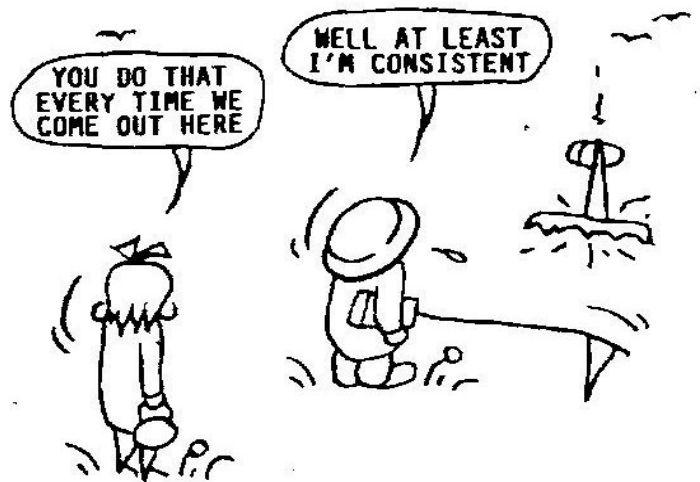
Basil Healy. President.

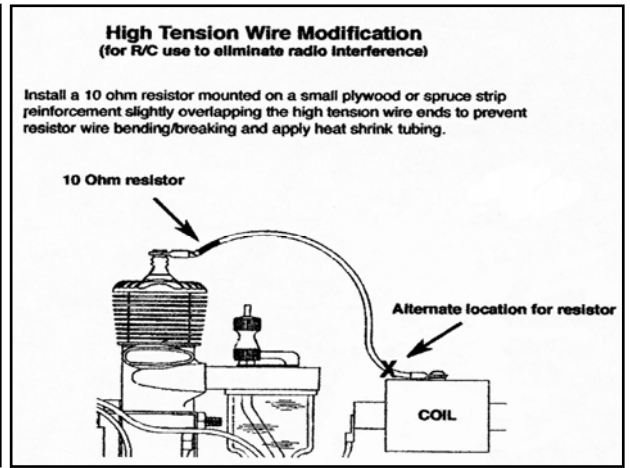
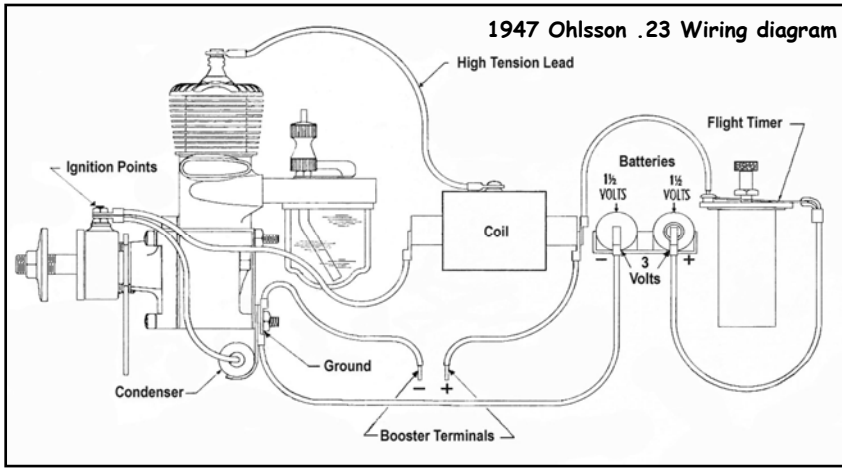


FULLSIZE PLANS FOR SALE \$10 EACH (including postage in Australia)

Name	Designer or Kit Manufacturer	Copies on Hand
Airtrails Sportster Yankee	Shereshaw	2 Copies
Aristocrat	Weiss	
Baby Fleetster	Cleveland	
Baby Quaker	Megow	
Berryloid Winner	Coovert	
Buccaneer 36	Berkeley	
Buccaneer 48	Berkeley	
Buccaneer "B" Special	Berkeley	2 Copies
Buccaneer Standard	Berkeley	
Buccaneer Super	Berkeley	
Cadet	Megow	
Cadet	Shereshaw	
Champion	Korda	2 Copies
Cloud Buster	Lindberg	
Cloud Clipper	Denny	
Cloud Cruiser	Shereshaw	
Cloudster	Cleveland	
Clipper Junior	Comet	
Clipper Mk. II	Comet	
Commander	Megow	2 Copies
Connecticut Yankee	Albatross Model Airplane Co	
Crisoer	Ohlsson	
Cumulus	Shereshaw	
Denny Plane	Denny	
Denny Plane Junior	Denny	
Eaglet	Scientific	
Ensign	Scientific	
Flagship	Scientific	
Flea	Scientific	
Fleetster	Cleveland	
Flying Aces Stick	Effinger/Petrides	
Flying Phantom Junior	Bennett	
Go Getter	Weathers	2 Copies
Golden Eagle	Konefes	
Gull Wing	Lindberg	
Gull Wing	Mountjoy	
Hornet	Taibi	
Interceptor	Goldberg	
Javelin	Consolidated	
JiHerbug	Lindberg	
Junior 60	KeilKraft	
Kapitan	Pilar	
Little Vagabond	Harris	
Mercury	Comet	
Meteor	Grant	
Miss Arpiem	Kowalik	2 Copies
Miss Delaware	Kowalik	
Miss San Diego	Weathers	
Miss Tiny	Modelcraft	4 Copies
Molecule	Garami	2 Copies
Musketeer 54	Berkeley	
Musketeer Standard	Berkeley	
Natsneez	Norman	
Nig-Nog	Smith	
Nimbus	Shereshaw	
Oriole	Pothier	

Name	Designer or Kit Manufacturer	Copies on Hand
Pacemaker 50%	Ohlsson	
Pacer	Taibi	
Pacific Ace	Modelcraft	
Pacific Coaster	Weathers	
Piper Cub Coupe	Capital	
Pioneer	Shereshaw	
Polly	Shereshaw	
Privateer (Flying Boat)	Berkeley	
Quaker Flash	Megow	
Ranger	Megow	
Record Hound	Struck	
Record Breaker	Lanzo	
Record Breaker ½ A	Lanzo	
Red Zephyr	Scientific	
Scrappy	Heit	
Scorpion	KeilKraft	
Scorpion Major	Bunch	
Scout	Modelcraft	
Sky Baby	Modelcraft	
Sky Charger	Lindberg	
Sky Rocket	Walden	
Sniffer	Midwest	
Spook	Snyder	
Spook 48	Snyder	
Strato Streak	Garami	
Streamliner	Bassett	
Taylor Cub J2	Aircraft	
Taylor Cub	Davidson	
Taylor Cub J3	Peerless	
Texaco Winner	Fisk-Handley	
Thor	Andersen	
Topper	Murray	8 Copies
Tubby	Weathers	
Vagabond	Winter	
Vanguard	Drobshoff	
Varsity	Scientific	
Viking	Cleveland	
Winged Victory	Weathers	
Yankee	Taibi	
Zenith	Lackey	
Zombie Super	Goldberg	



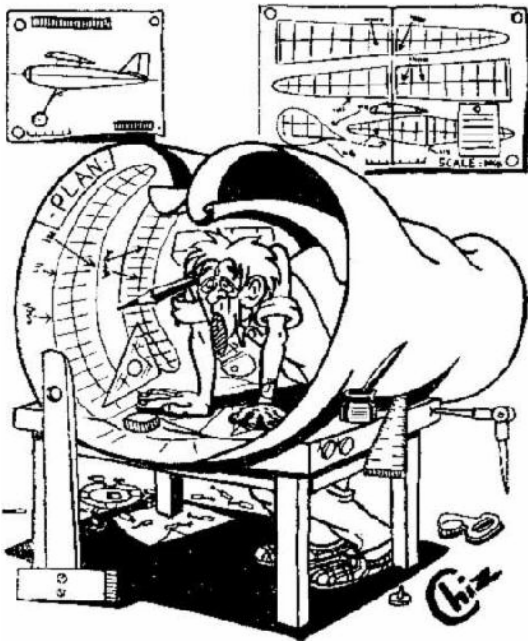
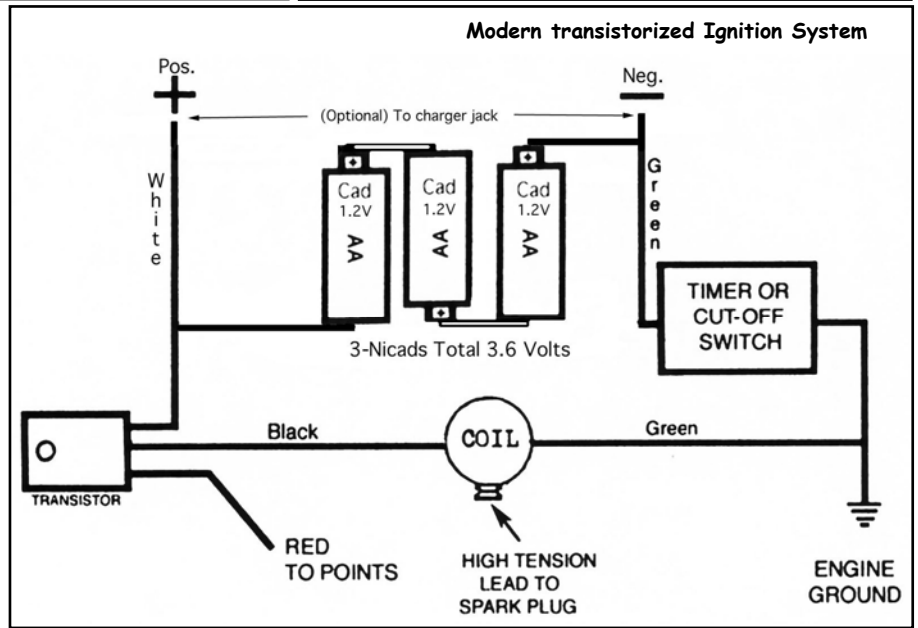


### Modern Ignition System

This system is designed to provide a hot spark, minimize radio interference, eliminates the need for a condenser and virtually eliminates pitting of the points. This ignition utilizes three 1.2V rechargeable NiCad batteries or one CR-123 (non rechargeable) Lithium 3-volt camera battery.

The NiCad's are most often used as they have a flatter discharge curve and are rechargeable. Booster batteries are usually not required with this system. *Note: transistor wire colors can vary, follow the wiring Instructions with your unit.*

Solid State Transistorized Ignition Unit  
Source:  
<http://www.modelflight.com/larrydavidson.html>



## The International Model Airplane Plans Co-operative

What is it? - A cooperative effort to digitally record against loss as much of the history of model aviation as possible and make the information available to modelers worldwide at a minimal cost to support expenses.

Many thousands of model airplane plans, 3-views, magazines, books, stories construction hints, etc., have been published over the years. These records tend to be discarded rather than preserved. Admittedly, only those of us interested in model aircraft care about this loss. That's why when an old-time model builder catches that last thermal, often his collection of plans, kits, engines, and other model related items end up discarded or on some garage or jumble sale table.

The aim of the Plans Co-op is to preserve this history and to make it available to model builders worldwide who otherwise would not have such access.

The initial effort involves digitally scanning model plans and preserving them as PDF files which can be read by nearly all computers and printed out as full size plans for building the models. We are starting with older plans first as these are the most likely to be lost if not preserved. Eventually we will progress to conserving newer designs.

A comprehensive catalogue is being prepared but this is a BIG project with an estimated 10,000 or more plans and 3-views being anticipated in the initial listing.

Please be patient and in the meantime just send your requests for plans. We probably have what you are looking for.

\*\*\* FULL SIZE PLANS - USA: [cardinal.eng@grics.net](mailto:cardinal.eng@grics.net)

## ELECTRIC OLDTIMER REPORT

From Lou Amadio [lou\\_amadio@ozemail.com.au](mailto:lou_amadio@ozemail.com.au)

### New EOT contest for 2011

#### Height Limited Old Timer (HLOT)

Height Limited Old Timer is an adaption of height limited electric glider (HLEG) and came about as a suggestion from 3 times Electric Duration champion Gary Andrews. Gary lamented having to buy the latest high performance batteries each year to stay competitive. By its nature, a height limited event contains the power race because you have up to 30 sec to climb to a set height. Duration models may be eligible but a dedicated HLOT competitor would consider the weight savings from using the MINIMUM power to climb to height in the time allowed.

#### What's wrong with Duration?

Nothing really. In fact it is my favourite EOT competition mainly due to the rapid climb rate to thermal height. However, the Duration rules which size the battery to the model wing area (much like sizing an IC (gas) motor to wing area) were formulated using Nicad cells. These days, everyone is using LiPo batteries for competition. You may have noticed that LiPo cells have been getting better in their "C" rating. Whereas my original LiPo cells were rated at 20C, the latest cells are capable of 45C. So, modern cells of a given capacity are now able to deliver more than twice the power to the motor. This impacts on the rating of the motor and the speed controller.

#### Height Limiter - an additional complication?

By its very nature Duration will always demand the very best equipment to allow you to compete at the sharp end of the field. This is where the height limited contest comes in. Current limiters such as the Soaring Circuits CAM unit automatically cut the power to the motor at a pre-determined height or after 30 seconds, whichever comes first. HLOT rules will be a single motor run and a task time of 7 minutes. The motor cannot be restarted after cutoff or a zero score applies.

*Note: For safety reasons, it will be possible to restart in an emergency - eg forfeiting a score to retrieve a model from a downwind situation.*

#### What will it cost?

A basic limiter, such as the Soaring Circuits CAM unit, is available from Greg Potter in South Australia for a cost of \$75 ([gpotter@opalibusiness.com.au](mailto:gpotter@opalibusiness.com.au)). A new HLOT model, even with the cost of the limiter, will be cheaper to set up because of the reduced power requirements of HLOT competitions. For example, my 70% Lanzo Bomber in Duration mode flew with 700 watts and a power loading of 685 watts per Kg. When converted to HLOT, the Lanzo now has 350 watts per Kg with a bonus weight saving of 4 ounces. With half the amps needed, a smaller and cheaper motor, ESC and battery will do the job.

We are hoping that competitors who are interested in a "Duration style" event will embrace his new competition and start modifying/building models for the 2011 season.

Rules for electric old timer can be found on the AEFA website at:

[http://www.aefa.dreamhosters.com/files/Electric\\_Old\\_Timer\\_Rules\\_2011.pdf](http://www.aefa.dreamhosters.com/files/Electric_Old_Timer_Rules_2011.pdf).



My 70% Lanzo Bomber is now fitted with a height limiter with a saving in weight afforded by reduced power requirement.



The CAM height limiter is small and light. It fits between the ESC and Rx to automatically cut the motor at a set height.



# Parkes Golden West Old Timer Competition

24-25 July 2010 From Peter J Smith (Condo)

The new comp on the calendar went off without a hitch. The weather was every bit as good as Tamworth. A good roll up for a new comp so a big thanks to those who made the effort to come to Parkes. The field was well presented and the local club members kept us well fed and watered. We enjoyed a nice relaxing dinner at the services club on Saturday Night.

Only one bearded one turned up to this weekend. As many flyers turned up on Friday we went out to a local club for dinner. The locals were selling raffle tickets, at 2 for a \$1. 1st prize was a \$50 open order, 2<sup>nd</sup> prize was \$30 meat tray and third was a haircut at a local salon. Well first was not won by any of us, second was not won by any of us, so before the third prize was drawn all of the modellers who had tickets handed them to Scotty. Alas, he didn't win and still has his beard.

To encourage the locals to fly OT we asked them to fly any old Timer aircraft in our duration event to give them the thrill of competition. Three members flew which was pleasing. They also had two electric playboys out of 9 bought from Brownly finished, and they flew all weekend.

All in all a very enjoyable weekend. To be run again in 2011. so put it on your calendar for 2011. A heartfelt thanks to the Parkes club for their efforts, thanks guys.

**Results:**

**Gordon Burford Event.**

1. Peter R Smith	ACT	Ollie	PB	900	1703
2. Jim Rae	NSW	Amazoom	PB	900	1428
3. Peter Scott	NSW	Jaded Maid	PB	900	1344
4. Basil Healy	NSW	Dixielander	PB	900	1255
5. Bob Marshall	NSW	Lil Diamond	PB	900	1250
6. David Beake	ACT	Jumping Beam	PB	900	1219
7. Grant Manwaring	ACT	Eliminator	PB	900	927
8. Peter J Smith	NSW	Spoofem	PB	DNF	



**Oldtimer Duration.**

1. David Beake	ACT	Playboy 112%	McCoy 60 Spk	1260	2304
2. Peter J Smith	NSW	Playboy 106%	Profi 40	1260	2067
3. Peter Scott	NSW	Playboy 112%	McCoy 60 Spk	1260	2039
4. Grant Manwaring	ACT	Bomber 85%	Saito 62 FS	1260	1934
5. Ian Avery	NSW	Bomber 80%	Saito 56 FS	1260	1804
6. Basil Healy	NSW	Megow Chief	YS 53 FS	1260	1260
7. Jim Rae	NSW	Lil Diamond	Supertigre 34	1260	1260
8. Craig Thornton	NSW	Playboy	OS 25	1260	1260
9. Bob Marshall	NSW	Bomber 75%	OS 52 FS	1248	
10. B Preisig	NSW	Playboy	Magnum 52 FS	771	
11. Darren Lydford	NSW	Spacer	LA 46	Guest Flyer.	



Darren Lydford from the Parkes Club.

**1/2 A Oldtimer Texaco.**

1. Peter Scott	NSW	SD Special	1080	2039
2. Ian Avery	NSW	MG	1080	1839
3. Grant Manwaring	ACT	Lil Diamond	1080	1817
4. Jim Rae	NSW	Pine Needle	1080	1752
5. David Beake	ACT	SD Special	1080	1705
6. Peter R Smith	ACT	Valkyrie	1080	1376
7. Basil Healy	NSW	Atomiser	735	
8. Bob Marshall	NSW	Lil Diamond	720	

**Oldtimer Texaco.**

1. Grant Manwaring	ACT	Bomber	OS60 FS	1800	2908
2. Peter J Smith	NSW	Bomber	Enya60 FS	1800	2815
3. David Beake	ACT	MG Cabin	OS60 FS	1800	1898
4. Basil Healy	NSW	Dallaire 75%	ASP32 Diesel	1738	
5. Ian Avery	NSW	Bomber 80%	OS40 FS	1628	
6. Peter Scott	NSW	Power House	Orwick64 Spk	1551	
7. Jim Rae	NSW	Krupp Special	Enya46 FS	1052	

**Tomboy.**

1. David Beake	ACT	Mills 75	14m	43s
2. Peter J Smith	NSW	Frog 100	10m	31s
3. Ian Connell	NSW	MP Jet	10m	9s
4. Peter R Smith	ACT	Heron	9m	39s
5. Peter Scott	NSW	Schlosser	7m	27s
6. Basil Healy	NSW	Mills 75	4m	49s



The ACT Team - David Beake assisted by Grant Manwaring



David Beake with his new Texaco model - MG Cabin/OS60FS



Jim Rae and Krupp Special.



CD Condo



Basil Healy's hangar.



Parkes Club Flying Field..

## TOMBOY UPDATES

From Keith MacDonald. keith@aoxa.com

Perhaps you've missed all the discussion from the Land of the Brits on the "Tomboy Senior".

There is an English magazine of note, namely "Radio Control Model Flyer". It is/was edited by David Boddington. In the May, 2008 issue David introduced the concept of the "Senior", an improved model of the Vic Smeed Tomboy, enlarged to 48" wingspan and powered by the Mills 1.3 engine. (Actually, he says it is for any 1.3 to 2.0 engine). He stated that it evolved from the success of the Tomboy 3 radio control competitions, but to "aid" us old types that have problems seeing the smaller Tomboy 3's, he developed his "Senior" event.

He went on to say in the article that it is similar in construction to a 36" Tomboy, but increased in size by 30% and has 1/4" wood rather than 3/16", less dihedral, engine bearers extended back to the second bulkhead, the sheeting omitted under the nose to allow easier access to the engine bolts for offset adjustments, reduced the undercart height by 1/2", wing centre section top sheeting extended one bay each side and the nose area reinforced with 1.5 mm ply side panels.

For sport flying, he suggested any '10' or '15' glow, or equivalent diesel, but for competition must be a Mills 1.3 diesel with a standard tank. Any Mills, Indian Aurora, Irvine or other replica, but no modifications to the engines are allowed. A Graupner 9"x4" grey propeller is to fitted, an operable fuel cut-off is optional. 2½" diameter balloon wheels are to be fitted and the model is to be fabric covered, i.e. "tex" materials, nylon, etc.

These rules were introduced to give, as far as possible, an equal start, model wise, in the competition and to place the emphasis on flying skills plus a bit of luck!"

There is a plan attached to the article, as well as a more detailed description of the building changes, but it should give you a clearer idea of the "Senior" Tomboy. The plan number is "The Tomboy Senior Plan, (MF 213), price in English Pounds, £2.95 plus £2.00 shipping, overseas.

In the April 2010 copy of RCM Flyer, on the last page of the magazine, is David Boddington's column, 'Touchdown', in which he proposed another Tomboy class, the "Major".

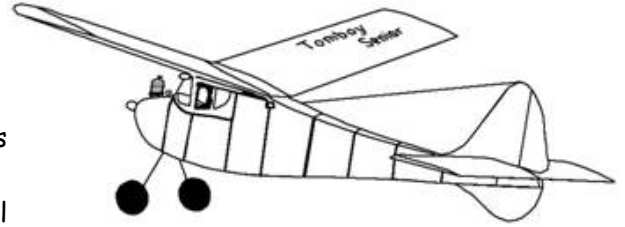
The Major is for the third size of the Mills engine, the Mills 2.4 diesel. Boddo said he has enlarged the plan (number MF 213 by 133%, giving a wingspan of 60" and keeping to the same lines proportions and construction techniques.

The reason? He's found that even the "Senior" can climb out of the range of his eyes on a good day! He mentioned that the Mills 2.4 diesel does not have the integral tank as the Mills .75 and 1.3, so he suggests any tank, but with the use of a fuel cut-off so the timer can call out the time and by a third servo, cut-off the engine.

On the structure for the "Major" Boddo said, "Where there are pronounced curvatures to the fuselage longerons, I prefer to use two laminations, and with the general dimensions of the framework being 5/16" square, these laminations become 1/8" and 3/16" by 5/16". Keep the tail surfaces and rear fuselage as reasonably light as possible, the short noses of the Tomboys often result in requiring ballast in the nose. 10swg is a little light for the undercarriage, but 8swg is too heavy. If you can, use 9swg, if not, keep to 10swg and make gentle landings."

He further states he built a 2 X Tomboy (72" span) for his grandchildren, but says that a 96" Tomboy Titan is getting a bit off!

Since David has passed away after he wrote this article, the magazine may not be publishing the plan for the "Major", but having put it into print may encourage many to do the 133% plan enlargement and provide a possible three sizes of "Tomboys".



From Charlie Reich sam1781@bellsouth.net

## Ignition Engine Fuel for the 21<sup>st</sup> Century

**Texaco Events:** There are two basic old-timer events. For the true old-timer events known as Texaco, a mixture of gas and oil is the common fuel used. This is the same fuel as used in the first original ignition engines. A Texaco event allows a certain amount of fuel based on the overall weight of the model. The flight is launched and the engine runs until the fuel tank is empty. The longest flight wins the event. A gas-oil mix burns slower, therefore the engine consumes less fuel, offering a longer engine run time, just what is required for a Texaco event.

Most original ignition engines, in the old days, used a blended mixture of 3 parts pure white gas to 1 part of 70-weight motor oil (3 to 1 mix). White gas is no longer available, and due to the various chemical compositions in mod-



ern gasoline blended for different climates, it may be necessary to experiment with different brands of local gas to find the best and longest running fuel. Use the lowest octane rated Regular blend of automobile gasoline.

The 70-weight motor oil is no longer readily available in local markets. You may be able to order a case of 70 weight Pennzoil aircraft grade oil through a local oil distributor. The stock # is 2579. Local airports may also be a source, however, 60-weight oil is available through local Harley-Davidson motorcycle shops and is now commonly and successfully used in the old engines. Do not use any of the modern synthetic oils exclusively as they don't offer the proper lubrication for the old model engine metallurgy and bearings used. For the oil mix it is recommended to use either the 60W HD oil - or Klotz BeNOL 2-Stroke Racing Castor oil usually available at Japanese motorcycle shops.

In the old days many modelers used a 3 to 1 fuel mix of white gas and castor oil. Be aware that castor oil doesn't blend well with gasoline unless it has been polymerized, a sort of cooking process, which also de-gums and lowers the viscosity. SIG's Baker brand castor oil has not been polymerized. The label on the castor oil container will tell you if it mixes with both methanol and gasoline. Maxima brand Castor 927, and currently Klotz brand BeNOL 2-Stroke Racing Castor, both blend with either gas or alky. Many of the Japanese motorcycle shops carry Klotz products. The Klotz products can also be ordered from Towers Hobbies, catalogued under Fuel & Fuel Accessories - After Run Oils.

Many modern contest flyers use Coleman lantern Fuel, readily available in one-gallon cans at sports stores or Walmart's camping supply department, and use the 60W Harley Davidson oil or polymerized castor oil, in a 3 to 1 mix. The gasoline or Coleman fuel mixtures will not affect the old original engines plastic gas tank.

The above fuel blends are primarily used for Texaco events. These mixtures burn longer to a tank-full (better gas mileage) than the following methanol based LER fuel blends.

**LER (Limited Engine Run) Events:** LER events only require relatively short bursts of power. For this event modern day competitors commonly use a fuel blend of straight Methanol and a lubricant in a 3 to 1 mixture. The Methanol adds a little more power by adding more oxygen to the combustion fuel mix and it runs cooler. This mixture burns faster than the original gas-oil mix and uses more fuel per comparable flight time than a gas-oil mix.

Many SAM Champs contestants use FAI glow fuel (FAI fuel has no nitro added) in the LER (Limited engine run) events. Red Max brand is one suggested brand as they will custom mix it for your ignition engine with a castor/synthetic oil blend. Be sure to specify that your FAI fuel contains at least 20% to 30% castor oil in the lubricant mixture. Some fliers mix their own fuel using a 3 to 1 mix of Methanol and Klotz KL-100 Super Techniplate Oil, which is a blend of 20% castor and the rest synthetic. Methanol is usually available in a small quantity from a local racecar driver or from a local racetrack pit crew. Be aware that the Methanol based fuels will melt the old/original plastic fuel tanks. A replacement metal fuel tank or modern glow fuel tank must be used.

**Tip:** If ignition engines are new to you, or you're just getting your old fires rekindled here's a suggestion. On a newly acquired ignition engine, mount it on a test block and install a glow plug. Forget the ignition system for now. Obtain some of the aforementioned FAI fuel (don't use fuel with nitro added), and the proper fuel tank, and get the engine set up and running properly. Once you're comfortable with the starting and needle valve settings, now it's time to hook up the ignition system, add the Gas or Coleman fuel 3-1 mix, and run her just like in the good old days.



Oil for Spark Ignition engines.

**From Charlie Reich** sam1781@bellsouth.net

The first R/C Nats event was held in 1937, won by Chet Lanzo using his "Stick" design.

1937 "RC Gas Model". Chet's third RC model design, and 1937 National's winning version, was his 108" w/s "RC Gas Model" also now known as the Lanzo Stick RC. Originally there was a cabin type structure attached by rubber

bands to the fuselage to support the wing. The cabin enclosed the radio gear mounted in the fuselage and was removable to allow access to the early tube-type radio equipment, as the receiver required constant tuning and adjustment just prior to a flight.

Chet became annoyed at the inconvenience of the detachable cabin inhibiting ready access to the radio tuning. The original cabin/stick design was modified just prior to the 1937 Nat's and featured wire cabane struts to support the wing above the stick fuselage. He replaced the cabin with wire cabane struts to allow easy access to the radio for fine-tuning just prior to launch. The radio was located in the fuselage under the wing, between the wing's cabane struts.

The Nat's winning model used wire cabane struts, not the cabin version that was pictured as the winning design in the magazine and newspaper articles at that time. A Baby Cyclone .35 ignition engine powered the model. The receiver, rudder actuator and batteries weighed 1-3/4 lb with an overall model flying weight of 6 lbs.



Chet Lanzo's original 1937 Nat's winning R/C (rudder only) "Stick" with Baby Cyclone .359 ignition engine. Wingspan was 108".

Lanzo's 1937 RC Nat's Winner



Son Andy and dad Larry Latowski's R/C Cabin Stick Texaco model, powered with an OS .60 open rocker glow engine.



Tom Ryan's Texaco diesel powered Cabin Version of the R/C "Stick".

## From Jack Hiner. [j.hiner@comcast.net](mailto:j.hiner@comcast.net)

Folks,

Just got off the phone with Jay Burkart back from flying electric events at the Tennessee SAM contest. He asked me to post the following on SAM Talk.

Jay was flying Electric Texaco event using BEC and two cell Li-Poly in the model. He is using the Hitec Aurora 9 2.4 GHz system that has telemetry from the model to the transmitter. After some 40 minutes Jay's transmitter started beeping. The two cell Li-Poly voltage was dropping rapidly and Jay was around 2,000 foot altitude. The Aurora 9 transmitter gives a voltage read out of the on board battery pack. He dove down to prevent a fly away and will no longer use BEC for Electric Texaco.

BEC can also be a problem with Ni-Cd packs in the LMR event. I remember Mike McIntyre in a two man fly off with Luther Peters in LMR running out of battery when both guys got strong lift and long flights in the fly off. Mike was lucky and his model landed on the field but with some damage.

Paddy's fingers Paddy was working at the fish plant in Cork when he accidentally cut off all 10 of his fingers. He went to the emergency room in Cork's hospital. The doctor looked at Paddy and said, 'Lets be avin' da fingers and I'll see what oi can do'. Paddy said, 'Oi haven't got da fingers.'

'Whadda ya mean you haven't got da fingers? Did ye not know it's 2010! We's got microsurgery and all kinds of incredible techniques. I could have put dem back on and made you like new! Why didn't ya bring da fingers?!?'

And Paddy said, 'How was I 'spose to pick dem up???!!!'

# Wire Bending.

From AL Lidberg aalmps@aol.com

Having to bend some serious 5/32" wire for the Powerhouse landing gear, I asked for advice a week or so ago. Someone sent me the attached excerpt from a Flying Models mag so I thought I'd try this method. It works nicely!

Before you head out to the shop, bear with me for a minute or so - and I'll share some wisdom. You know: that's what we acquire while we learn and make mistakes.

To begin with, I only had one Visegrip and it was an old Sears variation, so went off to Walmart and bought another, the only one they had, in the Stanley brand. I ground the opposite corners from the 2 Visegrips' jaws. With the wire marked for bends, I clamped each Visegrip a bit on each side of a mark. The wire was placed in the first major jaw groove, nearest the open end of the jaws. For bends that must all be in the same 'plane', it is important to remember the up/down angle at which the Visegrips have been placed because each bend will require the same placement. Bending takes place on a plane defined by the major part of the Visegrip handles.

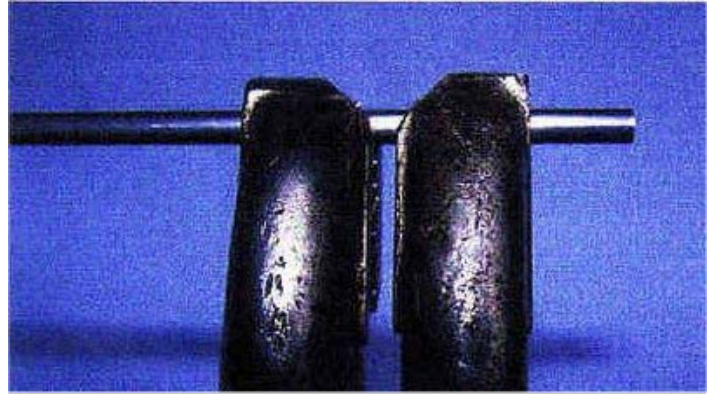
I pulled on the Visegrips and the first thing that happened was that a Visegrip let go! It was the new one and by then, it was obvious what the problem was - this one had curved jaws, such as would be useful for pipe or other round objects, much larger than the wire I wanted to bend. Because the jaws were curved, the first major jaw groove on both the top and bottom had a poor grip on the wire. Because I had ground off the corner of the jaws, I couldn't take the tool back for credit. Determined now to press on with the LG, I got out my little bench vice and tried to bend the 5/32 wire - no joy there as all I could do was to bend it a little as my hands couldn't get enough leverage.

Back on the road to ACE hardware where I found another new Visegrip - the genuine article this time. There was a note saying that they had invented this useful tool in 1924! Ground off the corner from this one and tried again. Now we have something! It does work, and takes surprisingly little hand pressure.

Regarding the 'grind off the corners' exercise: if you want to try bending wire this way, try first without grinding. It might be necessary if one wants a right angle bend, but the Powerhouse bends were all less than 90 deg. The only bends that were difficult were those at the bottom of the rear braces where the parts that join to the main LG were not in the same 'plane' as those of the center portion. It took some visualization to plan the Visegrips' angle for those.

I should point out that even with some space between the pair of Visegrips, there's little space for grabbing the tools so you'll have to get things started with a less-than-perfect grip. Once things start to bend, there's plenty of finger grip room. You may also find that the tools leave some jaw marks on the wire but a little work with a file or Dremel grinder can clean those up. If you start with the no longer common, shiny 'piano' wire, you might not see such marks.

Hope you find this useful!



Charlie Reeves demonstrates how to grind off the inner\upper corners of your pair of Vise Grips (above) in order to more easily bend landing gear for any of your model projects. Charlie is now holding the wire and Vise Grips for the initial bend. Charlie is half way through the bending process (below). Less effort is exerted than you might think in this quick and efficient way of moulding your wire to the shapes you desire. Charlie is now finished with the bend and only slight adjustments are needed to conform to the shapes as drawn on the plans (at bottom). Charlie and Allen chose the 5/32" music wire to show that it can be done. 1/8" music wire or a length of lesser diameter is a mere breeze.



**Easy 1/8" Wire Bending.** I do not own an anvil or a vise but still need to bend very strong and contrary 1/8" music wire into a shape as drawn on a set of plans. I struggled with this until Charlie Reeves made me aware of an easy method of solving that problem. You need to own two sets of Vise Grips or similar tool.

Charlie taught me to grind off one corner of each of the two tools. You should grind off opposing corners of the lips, and the two corners would be next to each other when both tools are held in parallel to each other. The pictures enclosed probably make a lot more sense as "a picture is worth a thousand words".

Decide where the bend should occur and hold both tools about 3/16" apart. Clamp down on the wire just left and right of the marked bend. The tools and your hands should be parallel to each other, and then simply pull the two tools away from the centre. You will be surprised as to how easy it is to bend the 1/8" music wire into the shape you desire. Fit the bent wire over the form drawn on your plans and begin planning your next bend.

If you have some "inside" bends, like the top portion of a *Nobler* main landing gear, then you will need to pre-plan those bends prior to going on to the "outside" bends. Not that 1/8" piano wire is inexpensive, but you can afford to make a few mistakes with your first one. If planned correctly, the wire will not have too many squiggles in it. Place the completed wire over the plan again and "tweak" the metal until it conforms to the shapes you need.

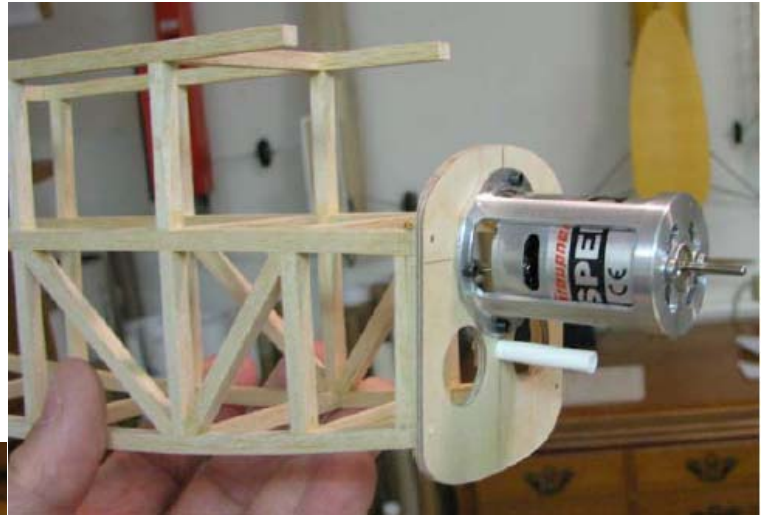
I have mistakenly bent 3/16" wire and thought that I had a tough piece of 1/8" music wire. Was I surprised to find out that the wire was larger in diameter than I had planned to bend? But, I bent it with only some difficulty. Enclosed are several shots of the procedure, as Charlie Reeves performs it.

# From Tandy Walker

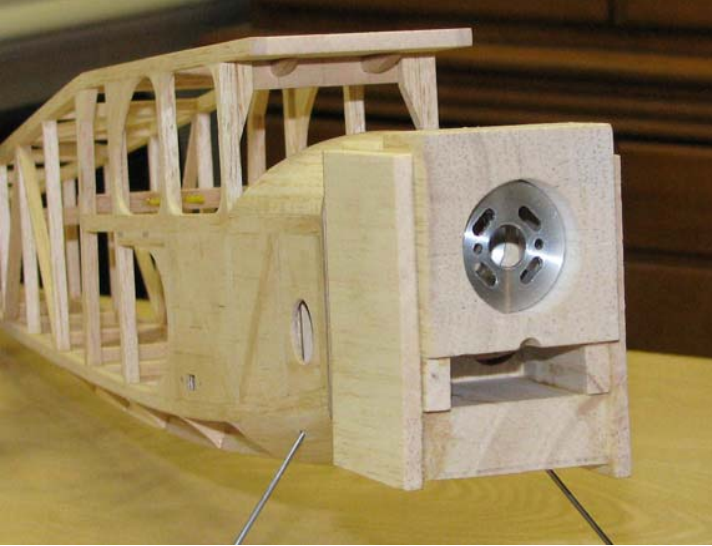
tandyw@flash.net

Rebuild of Cleveland Cloudster.

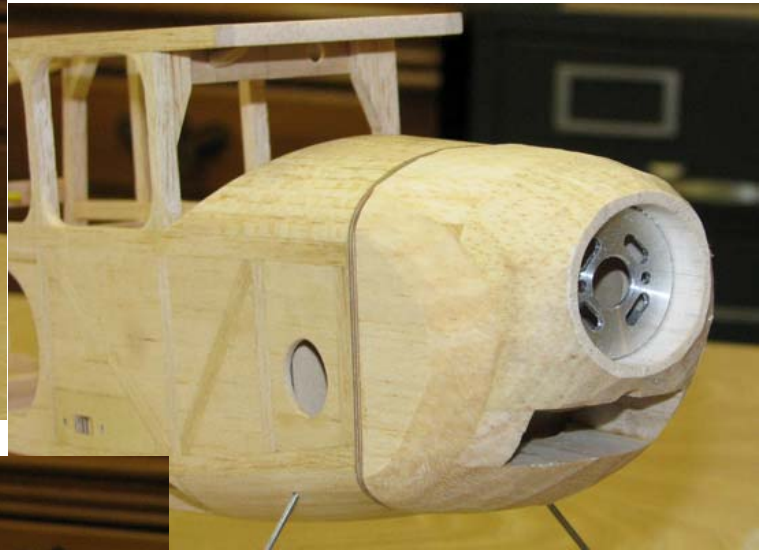
Some of you may know that I built an electric R/C Cleveland Cloudster for the SAM Speed 400 event and lost it on the third flight in a fly-a-way. Well, I have a second Cloudster well under way now. I thought I would post the following series of pictures showing the stages of making and shaping the second Cloudster's cowl.....Tandy



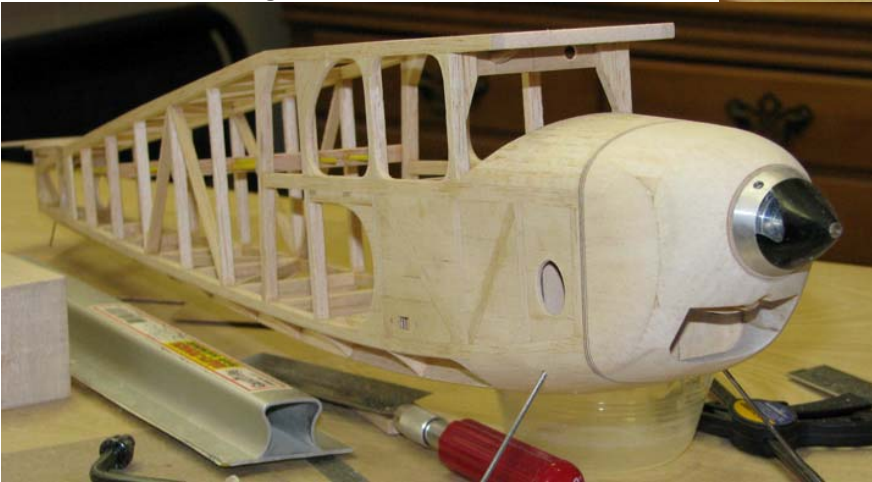
Speed 400 motor installed in aluminium motor mount.



Stage 1 - Glued Blocks



Stage 2 - First Carving



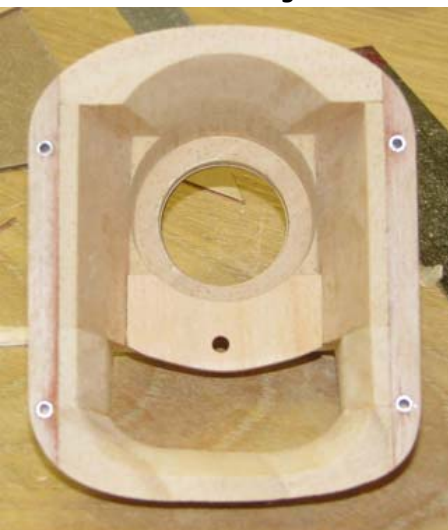
Stage 3 - Sanded to Final Shape



Above: Cowl Removed

Far Left: Inside View

Left: Installed Cowl view from the Front



## From Ivan Poloni (SAM Italy)

ivanpoloni@gmail.com

Dear friends, I returned this morning from Mariarosa Pavullo, where, with Fabbri, Negro, Marcassa and Fats, we attended the rally organized by vintage models WAINER GORZANELLI the beautiful area of St. Dalmazio, Saturday, Aug. 21.

The airfield is about 10 km from the Pavullo Frignano is shared by a model airplane and ultra-light pilots and is very spacious with well-shaven grass runway. A few meters away is a fully equipped restaurant for large parties even dancing.



In the field, we met many friends of both SAM. We admired many beautiful models really cared even finishes and all have flown in weather conditions showing very good performance even exceptional. Lunch was very tasty, abundant and joyful.

Wainer Gorzanelli wanted to honor all very welcome model airplane with local products. Attached are some pictures of this event. Top: Modellers engaged in assembling their models.



The ladies Marcassa, Mersecchi and Mascherpa are in the living room more beautiful than you can imagine.

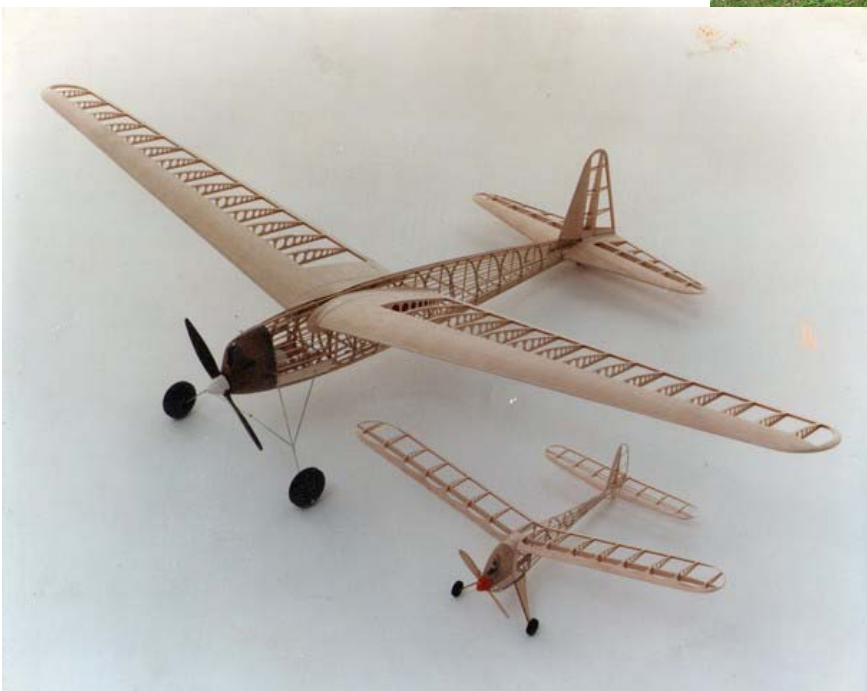
Right: Walter and Rich Marcello Zunica two model airplane DOC, our great friends. Since I intend to spread this event on MODELLING, please friends who attended to send me their best shots. Thanks for your cooperation.



A very beautiful models from me, in photo, for you.

Modells built by ARVE MOZZARINI ( my friend is died since 10 year )

bye bye, Ivan  
ivanpoloni@gmail.com





## FARCON Cup Oldtimer Competition.

21-22 August, 2010. From Peter J Smith (Condo)

The FARCON cup was held at the Cowra club field, just outside Canowindra, NSW. The attendance was lower than expected, but the assembled flyers had much fun, and several models are now better to fly, as will be evident next time they fly. The weather was a bit like Victorian weather (different every 5 minutes or so) on Saturday, cold and some breeze, with and a light shower of rain every now and then. Melbourne would be proud. However, Sunday was typical of Canowindra weather, warm and sunny with little or no wind.

### Results:

#### Oldtimer 2cc.

1. Peter J Smith	NSW	Lil Diamond	AE 1.5 D	600	142
2. Jim Rae	NSW	Jumping Bean	Taipan 1.5 D	600	LO
3. Grant Manwaring	ACT	Eliminator	Taipan Tyro D	598	
4. Basil Healy	NSW	Sunstreak	Taipan BR D	531	
5. Peter Scott	NSW	Stomper	Cox TD 09 Glo	519	
6. Ian Connell	NSW	Creep	TaipanTyro D	507	

#### Oldtimer Standard Duration.

1. Craig Thornton	NSW	Playboy	OS32 Heli	600	492
2. Peter Scott	NSW	Stardust Sp.	K&B 40	600	459
3. Peter J Smith	NSW	Playboy 106%	Magnum 36	600	440
4. Grant Manwaring	ACT	Bomber 85%	OS40FSR	600	420
5. Basil Healy	NSW	Big Gull	OS40H	559	
6. Jim Rae	NSW	Lion Cub	OS40LA	300	
7. Geoff Potter	NSW	Playboy	OS40H	DNF	
8. Ian Avery	NSW	Playboy	OS40H	DNF	

#### Oldtimer Nostalgia.

1. Grant Manwaring	ACT	Eliminator	OS40H	1080	908
2. Peter J Smith	NSW	Swayback	K&B40	1080	736
3. Basil Healy	NSW	Sunstreak	K&B40	1080	543
4. Ian Connell	NSW	Spacer	OS40H	1080	494
5. Peter Scott	NSW	Ultra Hogan	OS40H	1061	
6. Jim Rae	NSW	PAA Packet	OS25	942	

#### Oldtimer '38 Antique.

1. Peter J Smith	NSW	Standby	Madewell 49	1800	1095
2. Grant Manwaring	ACT	RC1	GB500 Diesel	1800	777
3. Basil Healy	NSW	RC1	Sparey 5cc D	1800	752
4. Ian Avery	NSW	Flying Quaker	Madewell 49	1800	653
5. Peter Scott	NSW	RC1	Whirlwind	1800	647
6. Jim Rae	NSW	Rambler	ED346 Diesel	1643	

#### R/C Tomboy.

1. Basil Healy	NSW	Mills 75	11min 6sec	1. Peter J Smith.
2. Peter J Smith	NSW	Frog 100	8min 57sec	2. Grant Manwaring.
3. Ian Connell	NSW	MP Jet	8min 47sec	3. Basil Healy.
4. Peter Scott	NSW	Schlosser	8min 3sec	

#### FARCON Cup Top Gun.

1. Peter J Smith.
2. Grant Manwaring.
3. Basil Healy.

Craig Thornton, from Parkes club, blew in on Saturday to claim Standard Duration with an ex-Condo playboy fitted with an OS32 heli motor.

Tomboy was flown both days with Condo the overnight leader, Scotty (who often lands out rather than in) landed out on his second flight on Sunday, way out, up the back of the paddock. Basil kept his head down and plugged away and was rewarded with an 11.06 flight which got him another trophy.

Grant Manwaring finally found out what thermals are for and used one to great effect to win Nostalgia.

Last event, '38 Antique, proved great fun as the weather was nice and maxes were a plenty. I have been chasing a miss in my Madewell 49 for some time now and finally found the problem, the spark plug. 2nd through to 5th were very close but first was a bolter mainly due to the Madewell having the best run it has ever had. Good to have the problem fixed at last.

Couple of new models in attendance, Jim Rae's Lion Cub which looks very promising and Peter Scott with a Cox TD 09 powered Stomper. Basil Healy's Big Gull made it's first competition appearance and impressed all in attendance.

A couple of Harold Stevenson's models were also there to fly, Peter Scott with the Ultra Hogan and Ian Avery with a Playboy for Standard Duration, but which was suffering from engine run problems.

Not sure what will happen next year regarding the FARCON, but pre-entry will be a must. A phone call or email will suffice

Peter Scott and his Stomper.



Jim Rae and his Lion Cub.





# ~~ THE BACK PAGE ~~

Here are the countries, besides the U.S.A., where there are SAM chapters:

Argentina  
Australia  
Canada

Czech Republic  
Denmark  
England

France  
Germany  
Hungary

Italy  
Japan  
New Zealand

Portugal  
Slovak Republic  
Sweden

From Grant Carson. SAM Chapter Coordinator. [wmgcarson@sbcglobal.net](mailto:wmgcarson@sbcglobal.net)

## From Ed Lamb in Bellevue, WA

[edsplace2@comcast.net](mailto:edsplace2@comcast.net)

There have been comments about the lack of post-ings on SAMtalk during the past week. Well I don't usually post that much anyway but my excuse is that I've been hanging out on Lake Coeur d'Alene flying my Scorpion. Most folks don't know that I play with R/C toy airplanes but I do on occasion. The Scorpion is a lot of fun.

Thanks to Eut, GM and others on this forum I settled on the Bunch Scorpion. Bob Holman cut the Kit for the airplane and the floats and I built the thing. My friend Bob Harper took the pictures attached and he had these words to say:

Here's some pictures of Ed and his magnificent Scorpion Major on floats. It's an amazingly good flyer. It lifts off the water quickly, climbs briskly, rolls almost like it had ailerons and is as quiet as an electric. With that tall tail and bunches of dihedral it looks as if it would be a lousy free flight model, especially with a Bunch Tiger for power. But it sure makes a wonderful R/C model.



Tandy Walker's Goldberg Sailplane approaches for landing on an early test/trim flight. Power is McCoy 60 Series 20 on spark. Engine cowl is still to be fitted. One of the Master Builders.