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## BULLETIN No. 166 SEPTEMBER-OCTOBER 2010

#### WORTH NOTING:

#### MUSWELLBROOK OLDTIMER WEEKEND CANCELLED.

The Muswellbrook Oldtimer Weekend scheduled for 13th-14th November has been cancelled due to unforeseen circumstances. The club organiser apologises for any inconvenience.

However it seems that a number of Oldtimer Fliers will be at Muswellbrook on 13th-14th November testing and practicing for the forthcoming 64th MAAA Nationals at Dalby, Qld., which are scheduled for 29th December, 2010 to 7th January, 2011.

For more information about the Nationals check out: <http://maaanationals.com> or contact Michael Snabaitis on 0417 879416.

#### WYONG RIVER M.A.C. OLDTIMER WEEKEND.

Due to a late Easter in 2011 this event has been moved from January to 19-20 March, 2011.



SAM 270 Western Australia gather for their 2010 Annual Tomboy Rally on 26 September. Report in this DT.  
Rear Row L to R: Rob Rowson, Richard Sutherland, Kevin Hooper, Ken Wansbrough, Rod McDonald, Rob Bovel.  
Front Row L to R: Ian Dixon, Troy Latto, Garry Dickens.

At the rear, wishing he had a Tomboy, is Alan Trott, SAM 270's oldest member, just 82 years young!



Grant Manwaring's 150% "Archangel" R/C Oldtimer Glider. Wingspan is 108" and it is a real pleasure to fly. R/C Oldtimer Glider will be run in a new time slot at the 2011 Canowindra SAM Champs, that being Easter Friday morning, prior to ½A Texaco with a view of achieving more activity in this event. Grant has more information re this event inside this Duration Times.

Duration Times is the official Bulletin of SAM 1788

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### UPCOMING OLDTIMER EVENTS FOR 2011.

February	5-6	Alan Brown Oldtimer Texaco Shield	Orange MAC	Stewart West	02 6331-9822.
February	20	Geoff Shaw Memorial Oldtimer Texaco	Goulburn	Paul Marshall	02 4821-5869.
March	19-20	Diesel and Texaco Oldtimer Weekend	Wyong Rivers	Basil Healy	02 4341-7292.
April	21-25	SAM 1788 Championships	Canowindra	Peter J. Smith	0423 452 879.



#### From the President:

During the recent school holidays I had the pleasure of introducing the twelve year old son of the local hobby shop proprietor to actually building a model aeroplane.

It is a sign of the times in our "time-poor" society that this young lad, who holds his R/C Power Bronze Wings, has throughout his flying career flown nothing but "ready to fly" aircraft.

In one day I had him construct a Hangar Rat and an indoor chuck glider. I also had him hand starting my Mills 75. He had never seen a diesel engine running before and is now

dead keen to get his hands on one.

Suffice it to say that he is coming back for several days during the Christmas school holidays for further instruction on how to build a Tomboy. I think we have another "convert".

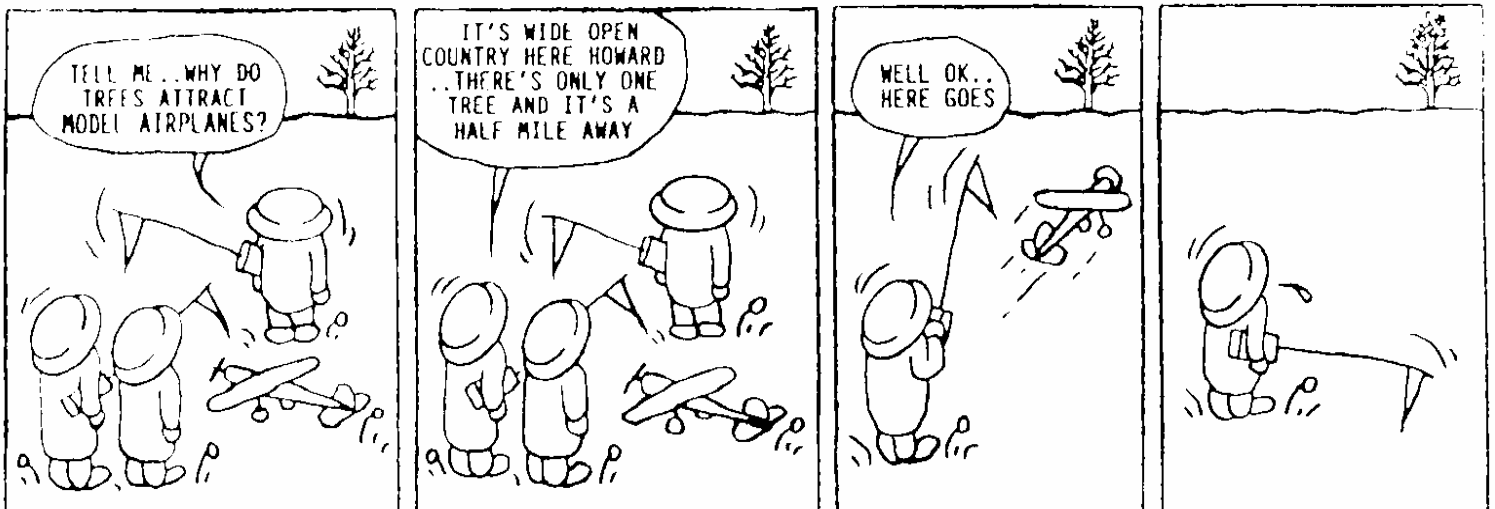
Elsewhere in this issue Grant Manwaring has written an article on Oldtimer Gliders. He has been actively promoting this event for some months now so please read his article which contains details of various designs and where the plans can be obtained.

Oldtimer glider is not a high pressure event and can be flown with any of your older R/C radio systems. Winches will be provided for launching so that does away with needing a fit and athletic runner for hand towing.

Please give consideration to building a model for this event.

Plans listed in the last issue of Duration Times have been selling steadily with about 15% sold so far. Why not purchase a few for future building. There are a number of designs which will give a Bomber or a Playboy a scare in competition. Be adventurous, build something different!

Basil Healy.



## RON MOULTON - 2010

The world-wide aeromodelling community was saddened by the recent death of R.G. (Ron) Moulton, who passed away on the morning of the 8th of October, aged 86 years.

Ron was extremely well-known as the face of Aeromodeller for well over 60 years. His 'Model Aero Engine Encyclopaedia', first published in 1958 and reprinted in later years, instantly became the standard engine text for so many aeromodellers. It was a comprehensive guide to model aircraft engines in those days before real specialisation became the norm.

Ron is credited with introducing control-line flying to Britain, following his return from duty in South Africa during WW2. Always an innovative designer and enthusiastic modeller, Ron was a prominent personality at the much-loved Vintage Days at Old Warden. His 'hospitality tent' was mecca for International visitors such as Gordon Burford and myself and he never failed to treat all with good humour, tea and cake.

Ron was insistent on accuracy in published articles and took me to task in no uncertain terms on the occasion I referred to the late Harold Kemp, the designer of the Kemp diesels, as 'Harry'. He insisted no one called Harold, 'Harry'! On another occasion, he chastised Gordon Burford, a great old friend of his, for failing to recognise Frank Ellis as the Elfin designer. This was at the time Gordon built his replica Elfins. The truth was, though, that Gordon had never heard of Frank Ellis.

My wife, Celia and I met Ron on several occasions in the last twenty or so years and are greatly saddened by his passing. We were privileged to spend a day and evening with him only a couple of months ago. Though frail, he was in good spirits when we left him at his home in Bushey, where he had lived for many years with his late wife, Betty.

We would like to convey not only our condolences, but those of the Australian aeromodelling community, to Ron's son and daughters and his extended family.

David and Celia Owen.



Ron Moulton, alongside the statue of Geoffrey de Havilland at Hatfield, August 2008 .



Ron Moulton at St. Albans on 5 June 2010, camera around neck, mug of tea and windsock in background surrounded by model aeroplanes!

Bob, a handsome dude, walked into a sports bar around 9:58 pm. He sat down next to a blonde at the bar and stared up at the TV. The 10pm news was coming on. The news crew was covering the story of a man on the ledge of a large building preparing to jump.

The blonde looked at Bob and said, "Do you think he'll jump?" Bob said, "You know, I bet he'll jump.." The blonde replied, "Well, I bet he won't." Bob placed a \$20 bill on the bar and said, "You're on!"

Just as the blonde placed her money on the bar, the guy on the ledge did a swan dive off the building, falling to his death.

The blonde was very upset, but willingly handed her \$20 to Bob, saying, "Fair's fair. Here's your money."

Bob replied, "I can't take your money. I saw this earlier on the 5 pm news, and so I knew he would jump."

The blonde replied, "I did too, but didn't think he'd do it again." Bob took the money.

## Western Australia Report.

From Troy Latto

### AWA Burford Duration State Championship - 15 August 2010.

Clear skies and light winds were the order of the day as five pilots lined up for the State Gordon Burford Duration Titles at the WAMAC field in Cardup. CD Gary Dickens provided a relaxed but comprehensive brief and the first round got under way at 10:00am.

For those not familiar with the Burford event, All aircraft must be radio assisted vintage or nostalgia types powered by 2.5cc Taipan or Sabre diesel engines manufactured by Gordon Burford. Pilots get a 35 second (ballraced) or 40 second (Plain bearing) engine run and must achieve a five minute maximum flight time. There are four rounds flown with the lowest score deducted. If there is more than one pilot with 3 maximum scores, there is a flyoff, with the longest flight declared the winner.

Despite the almost ideal conditions, lift was difficult to find and all five pilots struggled to make their maximum allocated time. Rod Macdonald had some engine problems and had to retire after round 2 with a broken fuselage. Greg McLure showed some early form but retired after round 1. Ian Dixon, Troy Latto and Richard Sutherland then slugged it out for the top 3, with Richard and his plain bearing powered "Ambition" emerging victorious in the flyoff, followed by Ian Dixon and his ballraced "Swiss Miss". Troy Latto filled out the final placing with his plain bearing "Zoot Suit".

### SAM 270 - WA Tomboy Rally - 26 September, 2010.



This year's WA Tomboy Rally was held at WAMAC Field, Cardup, on 26 September 2010, and attracted nine flyers from clubs all over the metro area. Winds were strong from the southeast most of the morning and a lot of competitors struggled in the challenging conditions. Early flights were short - some times barely reaching the 4 minute mark - before the air warmed slightly during the morning and the times increased accordingly. At one stage the lead was swapped 4 times in a matter of 5 minutes! Kevin Hooper put in a 5 minute flight, Troy Latto beat that by 18 seconds, Rob Rowson then smashed that mark with 9 minutes before Ian Dixon over-ran the lot with a commanding 10 Minute flight. That mark remained unbeaten and Ian ran out the winner, retaining the Tomboy Trophy for the third year running!

It was great to see that the Tomboy Rally attracted members from other clubs particularly the newest Tomboy, Rob Bovell, making his debut into the old timer movement, a great Bon Homme was enjoyed by all. Thanks to Gary and Angela Dickens for running the event and to all participants for coming out and showing that you don't need to spend a pile of dough to have a pile of fun!

WA Tomboy Rally - 2010.  
Results - Best Flight in Seconds.

- |                       |     |
|-----------------------|-----|
| 1. Ian Dixon          | 612 |
| 2. Rob Rowson         | 570 |
| 3. Les Isitt          | 558 |
| 4. Troy Latto         | 538 |
| 5. Gary Dickens       | 408 |
| 6. Kevin Hooper       | 307 |
| 7. Rob Bovell         | 241 |
| 8. Ken Wansbrough     | 173 |
| 9. Richard Sutherland | 87  |



### Antique '38 Blowout at Meckering - 10 October, 2010.

In what can only be described as "unseasonably hostile" conditions, 10 intrepid old timers - and their aircraft - made the journey to Meckering 2 hours East of Perth for the '38 Antique. This was to be our third and final trial event before it officially joins the pantheon of AWA state competitions.

The day dawned under cloudy but comparatively wind free skies until the heavens opened mid morning and stayed that way for most of the day - bringing gusty WNW winds up to 25 knots along for the ride. Everyone assembled at Guy Kelly's paddock to kick the ground and stare balefully at the heavens while the wind whistled around our ears. Mark Sherburn bravely put up his Dixielander free flight for a test run and spent the next 10 mins chasing it downwind after a short engine run. This did not bode well for the rest of the afternoon. After a lunch spent huddling behind cars, the bloody minded amongst us decided to try our luck.

Troy Latto resumed his titanic struggle with the OK Super 60 powered RC-1 that refused to start no matter how much he swore at it. Eventually it burst in to life and he managed a short test flight but it was the last time the



Ian Dixon

engine ran successfully for the day. This was probably just as well, considering how that the RC1 only weighs 4lb and has a 1092 sq in wing area that would have seen it blowing toward Kalgoorlie as the wind really got up later in the afternoon.

Greg McLure and his perky little mills 1.3 powered Megow Flying Phantom braved the conditions and flew very well. Ian Dixon cranked up the Anderson Spitfire on the nose of the big Powerhouse and put in a couple of solid flights. His Forster powered Quaker Flash

also had an outing and showed promise for future events. Rob Rowson chose to keep the Diesel powered Miss America on the ground but was seen attempting to fly the 1920 "Sinbad Special" during a break in the showers. Gary Dicken's lovely E.D Diesel "Miss Fortune X" saw the light of day but wisely didn't fly - a very pretty model well built by Gary.

At the end of the day, only two pilots were able (read "game") to fly in the preposterously awkward conditions and record competition scores. It became a "penetration battle" as once the engine was shutoff at the allocated time, the combination of a light and draggy airframe and strong wind meant a ship-load of down elevator was required to prevent the aircraft from landing in a backyard in Alice Springs. Greg McLure was up and down in a flash, recording a 4 minute flight from a 3 minute engine run before declaring his day finished. Ian Dixon put the power house up with a 2 minute engine run resulting in a 4min 4 second flight and was treated to the spectacle of 5 creaky old blokes sprinting across the paddock to prevent his model "Tumbleweeding" across the paddock on landing - successfully I might add!

Ian's flight time made him the winner, but both pilots deserve Kudos for attempting to fly at all. Next year, Antique 38 will be an official AWA State Event and we look forward to running it in more ideal conditions.

Greg McLure



Rob Rowson



Gary Dicken



Rob "Sinbad" Rowson



## R/C Old Timer Glider 2011 SAM Championships

From Grant Manwaring.

As advised in the last Duration Times in the "From the President" segment, the Old Timer Glider event has been rescheduled to a new timeslot on Good Friday morning, flown between 8.30 and 10.30am prior to 1/2 A Texaco. This will allow the event to have more exposure and hopefully attract more participation in the event.



To encourage more entries in this class I have put together a list of Old Timer Glider plans, some full size and others are from magazine articles and can be scaled as required. The full size plans can be printed, and scaled if needed and posted to contestants at cost. Basil Healy can also assist with scaling of plans from the magazine articles.

Opposite is some pictures from an early plan list showing the style of gliders which are candidates for R/C Oldtimer Glider.

Dave Brown, Model Draughting Services, can provide laser cut partial kits from the glider plans we have available. This will save time during the building process. The plans he has available at present are DG-67, Leprechaun, Ivory Gull and Archangel. He can also cut to your plan if needed.

If any SAM member has other plans that could be made available we would like to hear about them and add these designs to the list.

Please note the cutoff date for R/C Old Timer Glider, this is "Designed, kitted or published before 31<sup>st</sup> January 1950", contestants should check this as part of their model selection. A list of plans available is as follows:

### Full Size Plans:

Dragon, MF-7, Ghibli, Nibbio 10, I-Bepi, Archangel, Thermalist, Leprechaun, Ivory Gull, Sunspot, DG-67, Super Sunbug, Jasco Floater.

### Magazine Articles/Plans:

I-Aola 22, DF-C, Piuma-64, Movo-27, Jige 213, Asso, Scuola, Modello B, LN-15, MG-19, DG-23, Cumulug, Nord 2.

Generally the magazine articles/plans are Italian designs, A4 size from magazine articles and will need to be scaled to a suitable size. Some building structure design may be required if you select one of these designs. Basil Healy will assist with scaling as required.

For the flying at Canowindra, three electric winches will be available, and also a good quality bungee if required. This should ensure we can get through four rounds in the time available. If there is sufficient interest and flyers would like to test-fly and try the winches I would consider arranging a suitable venue and day to suit, probably in early 2011. We can refine this at a later date.

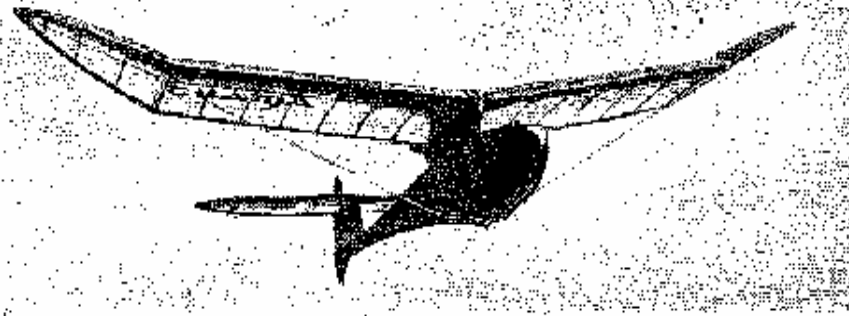
I encourage members to consider this event and build a model for next SAM Champs, plans are available, the models are fairly quick to build. Both myself and Basil Healy will provide whatever assistance we can in providing plans and advice on suitable models.

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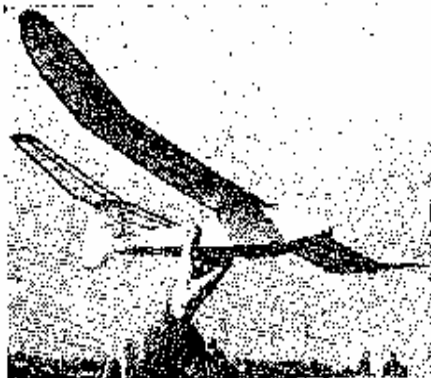


**LEPRECHAUN**

*By R. A. Twomey*

This low-aspect ratio sailplane is remarkable for the astounding performance achieved straight from the design board. First flight was 20 min. 20 secs. and the original had more flights of over 1/4 hour than under to its credit. Span 103 inches. G/870

Price J



**IVORY GULL**

*By P. F. L. Gosling*

Probably the most popular glider design we ever published. Many hundreds of this model have been built and successfully flown. First class performance. Span 50 inches. G/148

Price D



**HOTSPUR II**

*By R. H. Warring and W. Dean*

A flying scale model glider with many interesting constructional details. Flies as well as it looks. Span 48 inches. G/144

Price F



**WACO HADRIAN**

*By O. G. Lee*

A fine flying scale model of the famous troop-carrying glider, and with a good performance. Span 50 inches. G/218

Price D

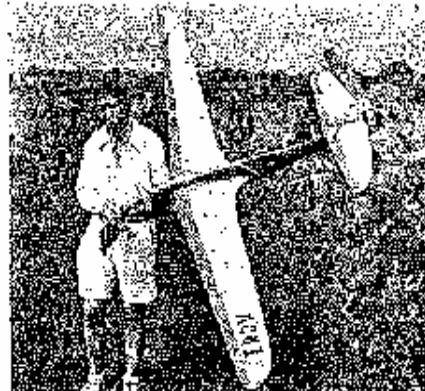


**CELESTIAL HORSEMAN**

*By L. G. Temple*

A super detailed model of the designer's full-size sailplane. Of intricate construction, this model is a test of the advanced builder, and is of superb appearance. Span 124 inches. G/118

Price H

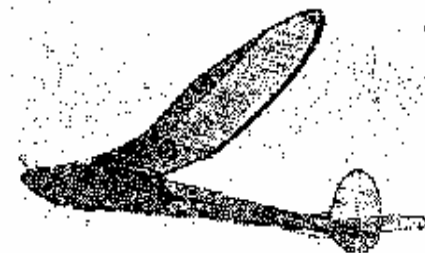


**FILLON'S CHAMPION**

*By E. Fillon*

Superb design by France's leading aeromodeller. Tapering wing and elliptical dihedral, high tail and auto rudder. This model has put up some amazing performances. (On two sheets.) Span 111 inches. G/250

Price K



**SUNSPOT**

*By R. Yasbick*

Outsize ultra-lightweight sub-rate of easy construction, and winner of many contest honours. (Weight 2 3/4 lbs.) Span 120 inches. G/283

Price K

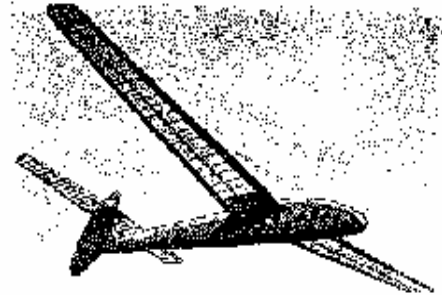


**ARCHANGEL**

*By L. Osbajels*

A ruggedly designed sailplane, ready to stand up to hard knocks in rough weather flying. High performance. Span 72 inches. G/368

Price F

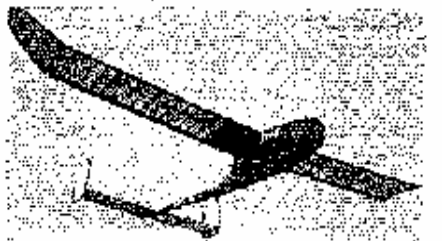


**MOBY DICK**

*By E. Smith*

Shoulder wing high performance contest sailplane, utilising laminar flow wing section. Span 82 1/2 inches. G/310

Price G

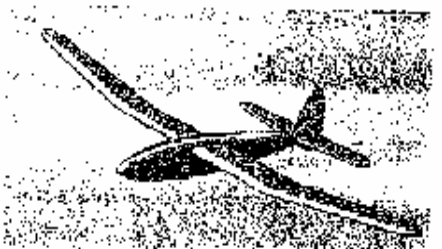


**SAINT**

*By M. Richards*

A high performance "suitcase" type sailplane, of easy construction. Span 57 inches. G/302

Price D



**ATALANTA**

*By R. H. Warring*

A contest type sailplane with graceful lines, this model won many contests in its time. Span 52 inches. G/105

Price D



**THERMALIST**

*By R. Minney*

Large size sailplane. Cabin type slabnet, constant chord wings with elliptical tips. Span 137 inches. G/206

Price K



## Eastern States Gas Champs - Wangaratta

2nd & 3rd October, 2010.

Report from Peter (Condo) Smith.

Well what a difference a lot of rain makes, I have a theory and will elaborate later. As usual, Grahame Mitchell and I headed down to Wang on Friday morning, and I must say it was a nice drive. Nothing like green grass and yellow canola to brighten up the country side. The trip home was equally as nice and good to see the trees that were burnt last year have green shoots again.

Saturday was nice and calm and the briefing was held. There were many Victorians there this year, out-numbering us NSW men and women. It was really pleasing to brief a large group of flyers for a change. We had to book for the evening get together and 34 people attended at the Pincet Hotel, and from all accounts was a very friendly night.

'38 Antique - Eleven fliers this year which was very pleasing, even better was the standard, as seven fliers got the required three maxes. Two RC1s with diesels in the top three, hmmmmmmmm.

Burford followed with fifteen entries. Eleven different models made the fly off, which was short. 7min.24sec. or so being the winning time.

Lunch was a nice BBQ hosted by the Wang club, and for once all talking seemed to abate as every one hoed in. Lunch done, it was time for my favorite event,

Duration - Nineteen fliers started the event and thirteen made the fly off. There were that many models in the air at one time that I lost mine and flew someone else's for a couple of minutes. I had plenty of time to reflect as I paddled in ankle to knee deep water retrieving the bloody thing. Twice I have knocked the nose off it! Maybe it's telling me something! (maybe I should change my favourite event to '38 Antique)

### Sunday

Daylight saving, !@#\$\$!

Tomboy was an a NSW and ACT event. Where are the Victorian Tomboys?

$\frac{1}{2}$ A Texaco started at 10.15am or so and had nineteen entries. The weather was tricky and a few people got caught out and found themselves down wind and in trouble with a little light model. Most survived, but two vanished, maybe in Bermuda, although I read that there were funny lights seen in China lately? The tricky conditions meant only eight made the fly off. A tad over seven minutes was enough to win it.

Lunch again by the club and enjoyed by all.

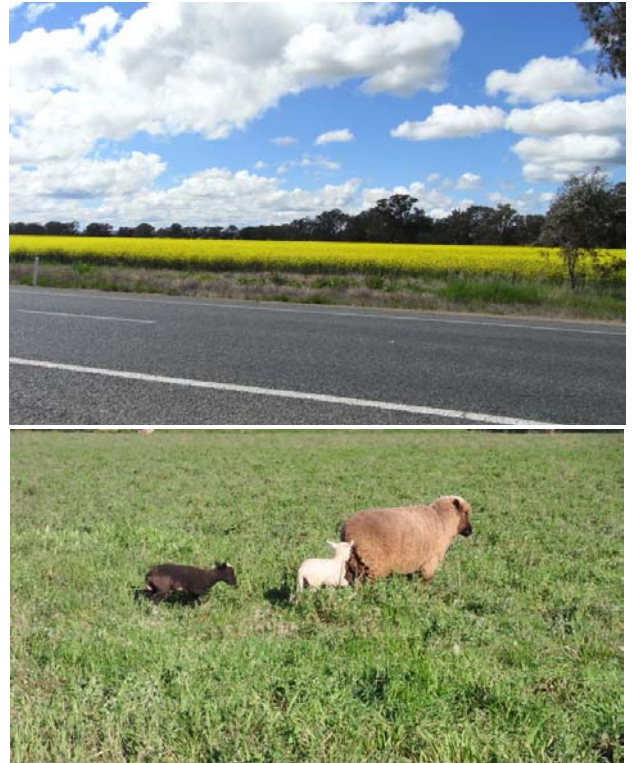
Texaco - by now the wind was getting up and a few elected not to fly so ended up with seventeen flying. The weather was tricky and maxes were hard to get in some rounds. As a result only five made the fly off, with the winner doing twenty minutes plus.

**My views:** This year was well attended, one of the bigger roll-ups since this competition started, and everyone was happy and smiling. Even Robert Taylor cracked a smile!

The field was well presented and the catering was first rate, so thanks to the Wangaratta Club.

Over the years I have seen many good Texaco engines, but I have to say Robert Taylor has the best one I have seen, a credit to his efforts going back a couple of years. Just a pity he doesn't put it in a Bomber, and then we'd really have to worry!

The Theory I mentioned earlier: Well as it has rained and rained and the grass has grown and grown, it's converted more carbon dioxide into oxygen than in the last seven years or so. So, as people are breathing more oxygen this





year, and I think it's affected us all, because I have no other theory as to why this was the friendliest comp I have attended in goodness knows how many years. Let's hope the grass keeps growing!

LAST BUT NOT LEAST a big thanks to Geoff Potter who CD'd for the whole weekend, and to Grahame Mitchell who did the CD job in Texaco. Thank you.

On the way home Grahame and I went to last Nationals Oldtimer field at Albury. Guess we won't be flying Oldtimer there for a year or so. I thought I saw Farthing fishing there!



**'38 Antique**

1. Peter J Smith	NSW	Standby	Madewell 49	1800	947
2. Grant Manwaring	ACT	RC1	GB 5cc D	1800	884
3. Peter Scott	NSW	RC1	Burford 5cc D	1800	797
4. Lyn Clifford	Vic	Rec, Breaker	Atw Champion	1800	744
5. Robert Taylor	Vic	Cumulus	Madewell 49	1800	696
6. Dave Brown	NSW	Flamingo	O&R 60 TD	1800	dnf
7. Basil Healy	NSW	RC1	Sparey 5cc D	1800	LO
8. Barry Barton	Vic	Calif. Chief	DC350 D	1533	
9. Jim Rae	NSW	Rambler	ED 346 D	1200	
10. Kevin Fryer	Vic	Red Zephyr	OK Super60	510	
11. Chris Lawson	Vic	FA Stick	Amco 35 D	344	

**Gordon Burford**

1. Grant Manwaring	ACT	Eliminator	PB	900	448
2. Peter J Smith	NSW	Spoofem	PB	900	435
3. Peter R Smith	ACT	Ollie	PB	900	414
4. Jim Rae	NSW	Amazoom	PB	900	398
5. Allan Brady	NSW	Stardust Special	BB	900	367
6. Steve Gullock	Vic	Swiss Miss	BB	900	334
7. Peter Scott	NSW	Zoot Suit	PB	900	330
8. Lyn Clifford	Vic	Creep	BB	900	308
9. Basil Healy	NSW	Dixilander	PB	900	278
10. Grahame Mitchell	NSW	Dream Weaver	PB	880	
11. Robert Taylor	Vic	Creep	BB	819	
12. Chris Lawson	Vic	Cyclone	PB	818	
13. Kevin Fryer	Vic	Atomiser	PB	695	
14. Dave Brown	NSW	Eliminator	PB	DNF	
14. Brian Dowie	Vic	Swiss Miss	BB	DNF	

**Duration**

1. Dave Brown	NSW	Bomber 85%	Saito 56	1260	805
2. Peter Scott	NSW	Playboy 112%	McCoy 60	1260	787
3. Brendan Taylor	Vic	Playboy 110%	Dubjett 46	1260	548
4. Chris Lawson	Vic	Playboy	Saito 65	1260	529
5. Lyn Clifford	Vic	Cumulus 85%	YS 63	1260	454
6. Basil Healy	NSW	Megow Chief	YS 53	1260	445

7. Grant Manwaring	ACT	Playboy	YS 62	1260	444
8. Ian Avery	NSW	Bomber 80%	Saito 56	1260	405
9. Barry Barton	Vic	RC1	OS 46	1260	395
10. John Bradburn	NSW	Bomber 85%	Saito 62	1260	360
11. Robert Taylor	Vic	Cumulus 92%	YS63	1260	178
12. David Beake	NSW	Playboy 112%	McCoy 60	1260	C&B
12. Kevin Fryer	Vic	Playboy 111%	OS 46	1260	LO
12. Pat Keely	Vic	Playboy	OS 56	1260	DNF
15. Steve Gullock	Vic	Dallaire 75%	OS 52	1204	
16. Jim Rae	NSW	L'Diamd 147%	ST 34	1172	
17. Allan Brady	NSW	Bomber 85%	YS 63	1128	
18. Grahame Mitchell	NSW	Playboy	ST 34	DNF	
18. Geoff Potter	NSW	Swoose	Enya 53	DNF	
18. Ian Harman	Vic	Bomber	Enya 53	DNF	

**R/C Tomboy**

1. Peter J Smith	NSW	Frog 100	520	677
2. Peter Scott	NSW	Schlosser	503	456
3. Basil Healy	NSW	Mills .75	383	408
4. Peter R Smith	ACT	Heron	256	299
5. Grahame Mitchell	NSW	Doonside Mills	279	136

**1/2 A Texaco**

1. Chris Lawson	Vic	Lanzo Racer	1080	457
2. Grant Manwaring	ACT	Lil Diamond	1080	388
3. Brian Dowie	Vic	Bomber	1080	376
4. Jim Rae	NSW	Pine Needle	1080	354
5. Kevin Fryer	Vic	Stardust Special	1080	344
6. Geoff Malone	ACT	Lanzo Racer	1080	286
7. Peter J Smith	NSW	Lil Diamond	1080	221
8. Ian Avery	NSW	MG	1080	213
9. Steve Gullock	Vic	Playboy	1365	
10. Barry Barton	Vic	Stardust Special	1076	
11. Peter Scott	NSW	Stardust Special	1069	
12. Basil Healy	NSW	Atomiser	975	
13. Peter R Smith	ACT	Valkyrie	919	
14. John Bradburn	NSW	Long Cabin	854	

15. Grahame Mitchell	NSW	Stardust Special	466
16. Greg Lett	Vic		210
17. Dave Brown	NSW	Stardust Special	OOS
17. Robert Taylor	Vic	Stardust Special	OOS
17. Geoff Potter	NSW	Stardust Special	CD

**Texaco**

1. Robert Taylor	Vic	Cumulus 105%	OS 61FS	1800	1219
2. Chris Lawson	Vic	Lanzo Racer	Saito 50FS	1800	1184
3. Lyn Clifford	Vic	RC1 105%	Enya 60FS	1800	1172
4. Steve Gullock	Vic	Bomber 85%	Enya 53FS	1800	1024
5. Peter Scott	NSW	Power House	Orwick 64S	1800	976
6. Geoff Malone	ACT	Lanzo Racer	Enya 53FS	1748	
7. Basil Healy	NSW	Dallaire 75%	ASP 32D	1690	
8. Dave Brown	NSW	Lanzo Stick	Marden 60S	1680	
9. John Bradburn	NSW	Bomber 85%	OS40FS	1673	
10. Peter R Smith	ACT	Valkyrie	OS61FS	1660	
11. Ian Avery	NSW	Bomber 80%	OS40FS	1508	
12. Grant Manwaring	ACT	Bomber	OS60FS	1217	
13. Peter J Smith	NSW	Bomber	Enya 60FS	1182	
14. Pat Keely	Vic	Cloud King	Magnum 52FS	803	
15. Allan Brady	NSW	RC1	OS61FS	756	
16. Steve White	NSW	Bomber	OS40FS	538	
17. Jim Rae	NSW	Krupp Winner	Enya 46FS	Retired	

**Top Gun 2010**

Grant Manwaring ACT.



Above: Grahame Mitchell planning his strategy for 1/2 A Texaco.



Top: "B<sup>2</sup>" - Barrie Barton, ready to tackle an arduous round of 1/2 A Texaco. Above: John Bradburn with his 1/2 A Long Cabin. Left: Kevin Fryer checking out his very pretty 1/2 A Stardust Special, ably assisted by "B<sup>2</sup>". Kevin has opted for and extended wing version of the Stardust Special.



Anti-Clockwise from the left:  
 Presentation time! SAM 600 President Steve Gullock presents Dave Brown 1st Place trophy for Duration.  
 Next two: Jim Rae assisted by Graeme Mitchell with Jim's 1/2A Pine Needle.  
 Last two: Peter R Smith, aka Canberra Smith, with his 1/2A Valkyrie - there's got to be lift there.... Ah, now I've found it!



**ENGINES, ENGINES, ENGINES .....**

Christmas is fast approaching and any of the following engines would make a terrific gift for someone you know!

I have in stock now:

- \*PAW 55, 049 and 060 BR Diesels, both standard and R/C
  - \*MPJet Classic 0.60cc Diesel (now with 3cc tank included)
  - \*Schlosser TBR 0.25cc and 0.50cc Diesels
- NB: the above engines are all suitable for FF and RC Tomboys
- \*MPJet Letmo 2,5cc and Super Atom 1,8cc replica Diesels
  - \*PAW CT-09 and DS-19BR Diesels
  - \*Various engine spares, tanks, accessories

For full details and prices, please contact me by phone or email:  
 (Local) 02-4227 2699, (Intl) +61 2 4227 2699, owendc@tpg.com.au

Thank you for your support in the last 12 months, and Merry Christmas  
 David Owen, OWEN ENGINES, PO Box 1739, Wollongong NSW 2500

**Lithgow Oldtimer 23-24 October, 2010 - Results**

**'38 Antique**

Peter	J. SMITH	Standby	Madewell 49	1800
David	BEAKE	RC1	OK Super 60	1697
Grant	MANWARING	RC1	Burford 5cc d	1536
Peter	SCOTT	RC1	Whirlwind 60	1345
Basil	HEALY	RC1	Sparey 5cc d	1327
Dave	BROWN	Flamingo	O&R 60	1011

**Gordon Burford**

David	BEAKE	Zoot Suit	Taipan plain	819
Peter	SCOTT	Jaided Maid	Taipan plain	813
Dave	BROWN	Eliminator	Taipan plain	802
Peter	J. SMITH	Spoofem	Taipan plain	730
Basil	HEALY	Dixielander	Taipan plain	212
Grant	MANWARING	Eliminator	Taipan plain	184

**Duration**

Craig	THORNTON	Playboy	OS 32H	1260	757
Peter	J. SMITH	Playboy 112%	McCoy 60	1260	590
Peter	SCOTT	Playboy	Saito 62 4/	1260	585
Grant	MANWARING	Bomber 85%	Saito 62 4/	1260	537
Dave	BROWN	Bomber 85%	Saito 56 4/	1260	501
David	BEAKE	Playboy	McCoy 60	1260	429
Ian	AVERY	E S Gas Champ	O.S.32 2/	1013	
Johnathon	WHELAN	Playboy	ST 45 2/	272	

Due to inclement weather there was no flying on 24 October.

**Lithgow Oldtimer 23-24 October, 2010.**

Weather was sunny until mid-day after which storms approached from the west. A number passed around the flying field but flying was stopped for about 45 minutes due to rain. After the storm passed over flying was resumed and all of Saturday's events were completed. Attendance was disappointing but those who did attend enjoyed the good flying conditions although lift was not readily available until late in the afternoon. Dinner at the Zig-Zag Motel on Saturday night was well attended and was a very pleasant evening. Thanks to Dave Brown and his crew from the Lithgow Club for another good weekend once again.



Clockwise from above: 1. Craig Thornton and Johathon Whelan from Parkes preparing their Duration models. 2. Gordon Burford event flight line in full swing. 3. David Beake and Craig Manwaring from Canberra starting David's RC1 while Grant checking out the air. In the background Peter Scott with Geoff Potter after a flight of Peter's RC1. 4. Duration Flight Line. 5. Presentation of trophies over-sighted by CD Dave Brown.

## Electric Old Timer

From Lou Amadio.

### 1/2A Texaco Upgrade Notes.

For 2011 all electric  $\frac{1}{2}A$  Texaco contests will be run to 10 minute heats (previously 15 min). The reduced flight time has also been matched with a reduction in "fuel" in the form of less energy in the battery pack. So, as of next year, Electric 1/2A Texaco models will be able to use a 2S 460mAh or a 3S 310mAh battery or smaller.

2S 450/460 mAh cells are readily available so if you were to set up a new 1/2A you would use a motor with a Kv (RPM/volt) of 1300 to 1500 together with an 8x4 or 7x4 prop. Current draw from the battery should be around 10A.

However, what if you currently have a 1/2A set up for the old 3 cell packs? These models would typically be fitted with a motor with a Kv ~1000 RPM/v or less. It appears that 3S 300/310mAh packs are not easy to get so your next choice is to revert to a 2S 450/460 pack. If you simply swap the 2S pack into your model you will find that the climb rate is much too low to be of much use in less than ideal conditions.

The solution is to 'prop up' so that the motor can draw at least 10A. We have found that you need a prop with more diameter AND more pitch, such as a 9x6. The additional pitch makes up for the reduced RPM in switching to 2 cells. The best props of course are the APC SF range. They are light and ideally suited to low power applications.

It is always best to do some field tests to work out the best prop for your model but do take note of the 'C' rating of your batteries. If the cells are old or if the 'C' rating is less than 20, you may be struggling for power and motor run time.

The latest EOT rules can be seen 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)



The Hyperion Z2213-24 on my 1/2A Stardust Special was originally used with a 3S pack but now works well with a 2S pack by using a larger prop -see text.

## Champion Spark Plugs

By Charlie Reich sam1781@bellsouth.net

Before this information is lost to father time I thought it might be informative to display the differences in the original Champion spark plugs installed in the old original ignition engines.

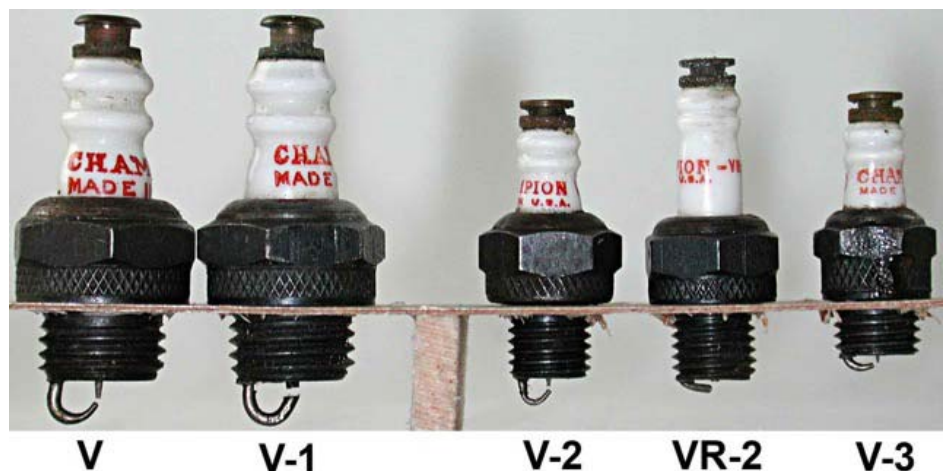
The Champion V was the first plug offered in the first ignition engines, such as the Brown Jr. The plug had 3/8"-24 thread size plug base. The center electrode came out to a fine point. The ground (loop) terminal was .0405 dia. Wrench size 1/2".

The Champion V-1 came out in later production with a slightly larger center electrode ending in a flat tip. The ground (loop) terminal was also larger at .0415 dia. The V and the V-1 can be used interchangeably.

The Champion V-2 is a smaller plug, introduced with the later smaller displacement engines. The plug has a 1/4"-32 thread size base with a 7/32" thread depth. The center electrode came out to a fine point with the standard (Loop) shaped ground. Wrench size 3/8".

The Champion VR-2 was used in the high performance engines such as the McCoy, Dooling and several others. The VR-2 uses the same metal base as the V-2 with 1/4"-32 thread size. The porcelain insulator is taller than the V-2. The center electrode was more recessed, ending in a flat tip. The ground electrode was flat (not looped) to allow clearance for the lesser head to piston clearance on these high compression engines. Wrench size 3/8".

The Champion V-3 was the smallest size plug using a smaller base, but still utilizing the 1/4"-32 thread size with a shorter 1/8" thread depth. Wrench size 5/16".



## From AL Lidberg [aalmps@aol.com](mailto:aalmps@aol.com)

It's interesting that some folks have claimed that the Brooklyn Dodger suffers from a Dutch roll tendency, yet Sal says nothing about that. Note, however, the cautionary note about hard right-turning with left thrust and left rudder. I would have thought that design would naturally climb left.

## TAIBI TRIMMING TIPS

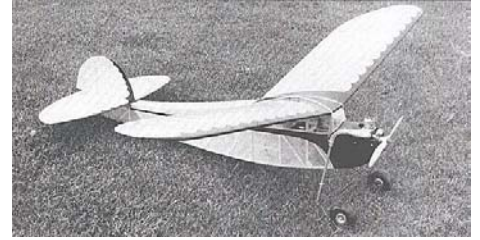
### THE POWERHOUSE.

Average weight, 4 to 5 pounds. Power 60 to .99 size engines.

THRUST: 2 degrees, model may be flown left or right under power. If flown right build in two degrees of right thrust and if flown left, build in two degrees left thrust.

RUDDER: Set entire rudder over 1/8 inch opposite of power turn. For example, if flying with left power turn, add 1/8" right rudder.

FLIGHT: Model may be flown either to the right or left under power. Makes a good ROW model. When flying ROW trim model to fly with wheels and then add 1/16 inch incidence under the leading edge of wing.



### THE HORNET

Average weight 5 to 54 pounds. Power .60 to .99 size engines.

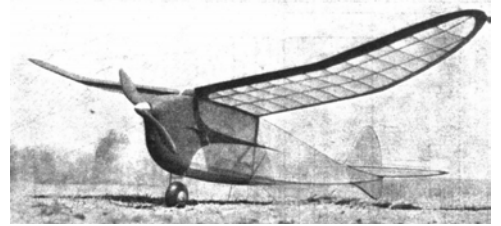
THRUST: Set engine 2 to 5 degrees down, use no side thrust.

RUDDER: Set entire rudder over about 1/8 inch to the right for right turn, increase as necessary to tighten turn.

Stab tilt seems to be effective on this model.

FLIGHT: Model should power to the left & glide to the right. NOT a good ROW model.

The Powerhouse and Hornet both should balance at about 53% to 40% back from the leading edge of the wing.



### THE PACER

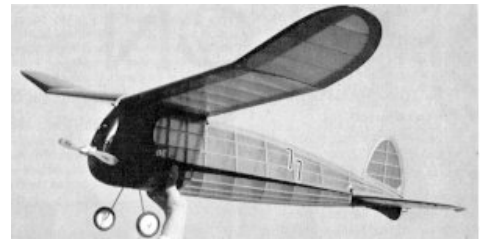
Average weight for "B" model 26 to 50 oz., for "C" model 32 to 55 oz. Power for "B" .23 to .29, for "C" .29 to .55.

THRUST: Set engine 3 to 4 degrees left & 0 to 2 degrees down for both "B" and "C" models.

RUDDER: Set entire rudder over about 1/4" to the left for first flight, increase as necessary to tighten turn.

FLIGHT: Model should power to the right and glide to the left. The Pacer flies in a very tight right circle under power. If the glide is set for a good left turn and no more rudder can be added and if the model still powers to the right too sharply, add additional left thrust. The Pacer is a very good ROW model. No incidence change required.

The back end of the Pacer, fuselage, rudder and stabilizer should be built as light as possible and flown as built. In most cases the balance point will be from 60% to 90% back from the leading edge of the wing.



### THE BROOKLYN DODGER

Average weight 28 to 30 oz., power with a .25 to .35 size engine.

THRUST: The Dodger yaws very sharply to the right on takeoff. Use 2 degrees left thrust and 2 degrees down thrust.

RUDDER: Set entire rudder over 1/16 to 1/8 inch for left glide turn. The rudder power tab should be set over about 1/16" to the left before first flight. About an average ROW model. For ROW, add 1/16" incidence under the leading edge of the wing.

The Brooklyn Dodger and the Winged Yankee should be balanced at 40% back from the leading edge of the wing.



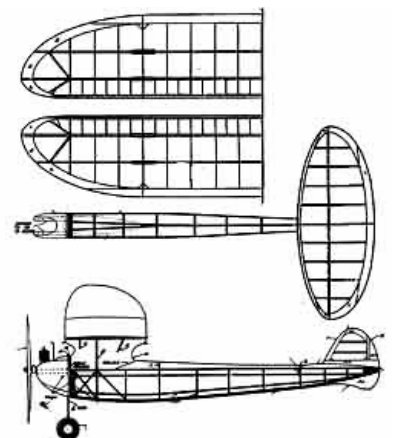
### THE WINGED YANKEE

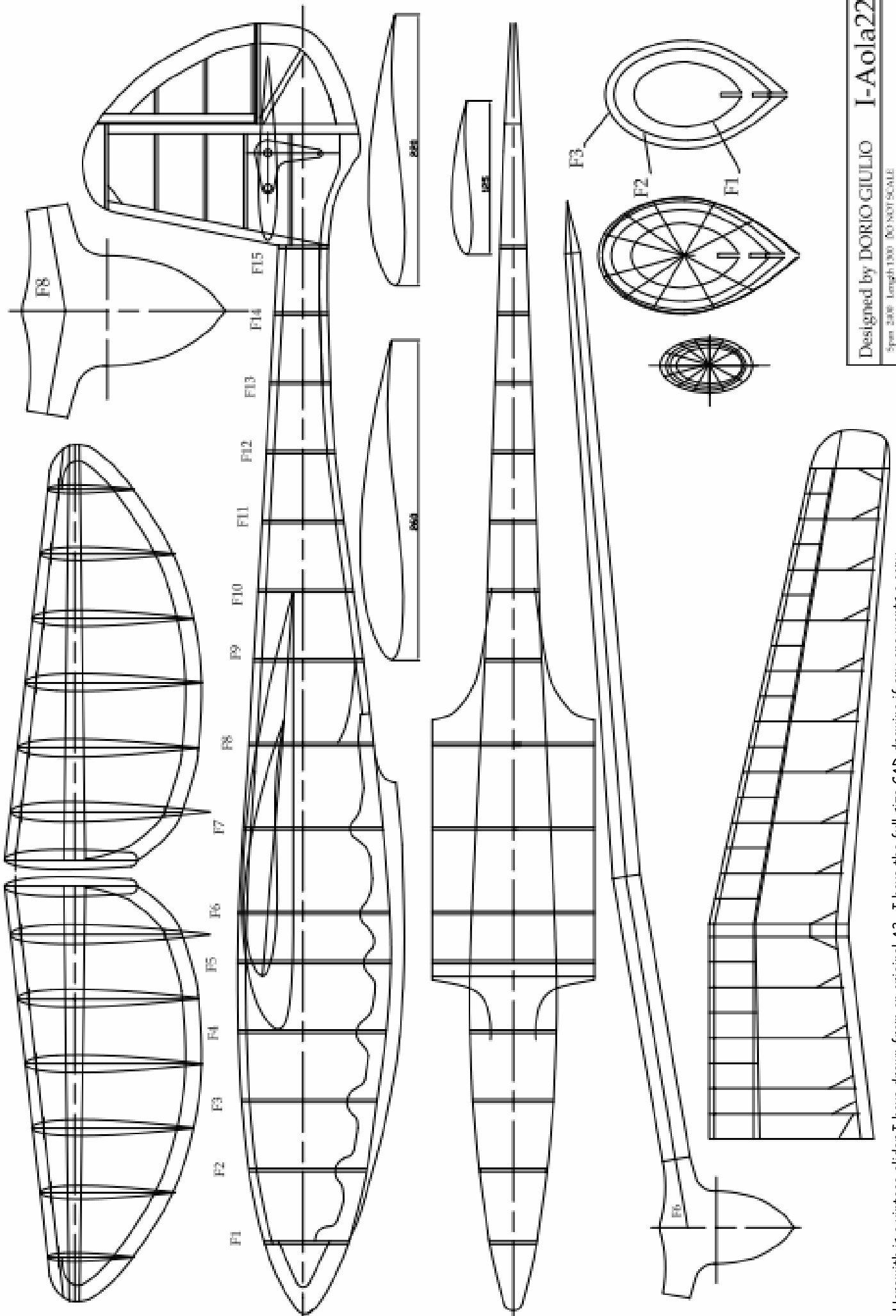
Average weight, 18 to 20 oz., power with a .19 to .25 size engine.

THRUST: No side or down thrust!

RUDDER: Set rudder over about 1/16" for right turn. Stab tilt seems to be effective on this model. Rudder power tab should be at neutral for first flight.

FLIGHT: Model should power to the right and glide left. Makes a good ROW model. Add 1/32" to 1/16" incidence under leading edge of wing when flying as a ROW model.





Designed by DORIO GIULIO I-Ao1a22

Span 2400 Length 1000 DO NOT SCALE  
Designed 1999 Drawn by John Quigley Copy right 2007

Herewith is a vintage glider I have drawn from an original A3. I have the full size CAD drawing if any one wants a copy. I can print it at cost and postage. Cheers, John Quigley john.quigley@tech2u.com.au

~~ THE BACK PAGE ~~



From Ian Dixon, SAM 270, Western Australia.

Here are some images of my latest model, still under construction. It's a 170% Comet Mercury approximately 1050sq inch with McCoy up front.

Tell Condo it was the Tomboy in 2010 and I will be doing my very best to make it Duration in 2012!



Part of the lineup of models, all powered by Gordon Burford engines, at the recent 2010 Gordon Burford Day at Kuringai MFC, St. Ives.