



Points of Interest:

- President's Report
- 29th SAM 1788 Champs at Canowindra - Reports, Results, Photos, etc.
- Western Australia Report.
- Wyong River Oldtimer Report.
- Hunter Valley Champs Oldtimer.
- Anderson Spitfire hints.
- Electric Oldtimer - Lou Amadio.
- The Back Page.

BULLETIN No.169
March - April
2011

WORTH NOTING:

The 29th SAM 1788 Champs at Canowindra was a great five days of flying, fun and fellowship. The weather was almost perfect for all five days - only a couple of hours of breezy weather as a front went through on the Friday (during ½ A Texaco) caused any concern. The rest of the time was warm, sunny and very pleasant. After the past dry years it was great to have beautiful green grass! The "Interstaters" were in attendance in force and managed to do very well, showing up local members on a number of occasions. Queensland had a clean sweep in Oldtimer Duration, and figured in the top three in Oldtimer Texaco, '38 Antique, Oldtimer Standard Duration, Oldtimer ½ A Texaco, and Oldtimer Nostalgia. Victoria and ACT also figured in the top three in a few events. NSW - What happened?

Please note that the FARCON event scheduled for August will not be run this year. The Committee is currently considering some new events for 2012, one of which will take the place of FARCON or will be a revamped FARCON event. It is also hoped to get back to holding an event at the MASNSW State Flying Field at Cootamundra in 2012. The Oldtimer Glider fliers are also keen to stage one or two events during the year to compliment the annual event at Canowindra. Keep an eye on Duration Times for further information.

A big thank you once again to Paul and Kim Farthing for hosting our Champs at Bogwood and to all the other members and wives for their work and assistance in the staging of the Champs. Thank You All.



BELCONNEN & YASS MODEL AERO CLUBS

Old Timer Class Competition - 14th & 15th May, 2011

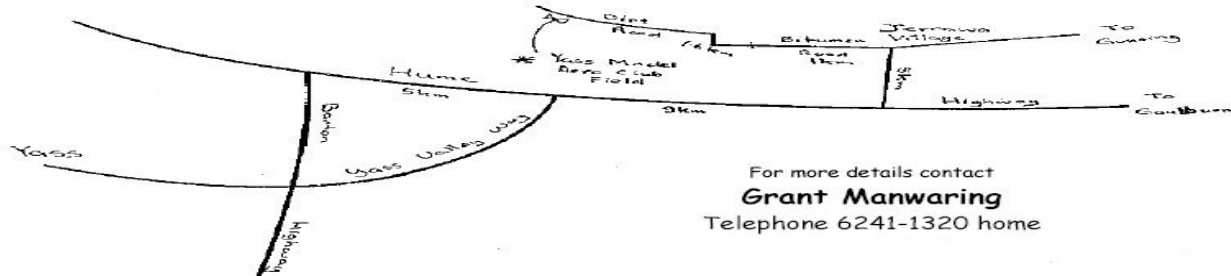
At Yass Model Aero Club Field - Jerrawa via Yass

SATURDAY 10.00am - Burford Event SUNDAY 9.30am - ½ A Texaco
1.30pm - Duration 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

DURATION TIMES

Duration Times is the official Bulletin of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Peter Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Vice President:	Jim Rae	40 Garden Circle, Merimbula. NSW. 2348.	02 6495-3530.
Secretary:	Basil Healy	4 Casuarina Close, Umina. NSW. 2257.	02 4341-7292.
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.

Committee Members: Grant Manwaring Ian Connell

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

UPCOMING OLDTIMER EVENTS FOR 2011.

May	14-15	Belconnen MAC Oldtimer	Yass	Grant Manwaring	02 6241-1320.
June	11-13	SAM 84 Vintagents Championships	Calvert Field, Qld.	Mick Walsh	07 3849-6991.
June	18-19	New England Gas Champs	Tamworth	Basil Healy	02 4341-7292.
July	23-24	Golden West Oldtimer Competition	Parkes	Basil Healy	0423 452 879.
August	27-28	Oily Hand Diesel Weekend	Cowra	Andy Lockett	02 6342 3054.
October	1-2	Eastern States Gas Champs	Wangaratta	Basil Healy	02 4341-7292.
October	22-23	Lithgow Oldtimer Weekend	Lithgow	Dave Brown	02 6355-7298.
November	12-13	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	02 6543-5170.



From the President: The Easter weekend at Canowindra just couldn't have gone better as far as flying weather and organisation was concerned. As the incoming President I would like to thank the last committee for their efforts, Condo Smith really organised the paperwork well, David Owen put a lot of effort into the Phantom contests, plus all the helpers - Well Done!

Our CD's also organised the events well. My past gripes about late starts and rounds that catered to lax individual flyers are now no longer relevant. May it continue.

The one bad part of the weekend was the Annual General Meeting. The committee put the effort in for a whole year on your behalf. You the members. To find that the members can't be bothered to turn up at the A.G.M. to vote and support them is a slap in the face. The non-members at the meeting were nearly as many as the 1788 members. This is simply not good enough! Next year I expect a solid turnout - no excuses accepted.

Talking of next year, the organisation has started! The 30th is going to BIG. Basil, our new hon. Secretary, is on the case. We have already had offers of CD participation.

Due to the no-show of 'Nuns on the Run' at Canowindra this year, the donations you made will be going to the Canowindra Hospital. They did a fine job on the two prop jobs over the weekend. I suggest that people paint the tips of their props white or yellow. This shows the arc of the prop - important to know when fingers are around. So easy to forget in the heat of the moment.

Peter Scott. President.

A useful idea from Hank Baaer SparkerV2@aol.com

I find that just putting a small piece of fuel tubing on the NV allows me to use a very small, 3 inch screw driver to do the adjusting--And because the tubing is soft, you don't have to be exactly in line with, or even engage the slot of the NV--The tubing will grip the screwdriver--Picture show tubing on a Cox O9.

.....Hank on the Bay.



Oily Hand Diesel Days

Cowra MAC

27th-28th August, 2011



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

**WINNERS AT THE
29th SAM 1788 CHAMPS
CANOWINDRA
2011**



Old Timer Glider



1/2A Texaco



R/C Tomboy



Oldtimer Texaco



'38 Antique



Std. Duration



Oldtimer Duration

**2011 Champion of Champions
Mick Walsh
SAM 84 - The Vintagents
Queensland.**



29th CANOWINDRA 2011

Society of Antique Modellers of Australia Inc.
SAM 1788

Minutes of Annual General Meeting 2011

Held at the C.W.A. Hall, Blatchford St, Canowindra.
22nd April, 2011.

Meeting Opened: 8pm Chairman: President Basil Healy

Members in Attendance: Basil Healy, Gail Scott, Peter Scott, Peter J Smith, David Owen, Ian Connell, Bob Marshall, Grahame Mitchell, Jim Rae, Don Southwell, Grant Manwaring, Brian Dowie, Brian Payne, Linda Payne, Ian Avery.

Apologies: Geoff Potter, Dave Brown, Steve White, John Diduszko, Mike Masters, I Harman.

Visitors: Kevin Fryer.

Adoption of Minutes: The Minutes from the 2010 SAM 1788 Annual General Meeting, published in Duration Times No. 163 be accepted. Moved D Owen, Seconded Brian Payne. Carried.

Business Arising from these Minutes: Nil.

Correspondence Received:

1. Letter tabled from Wangaratta Club re booking fee for club field for the Eastern States Gas Champs and approx numbers for on field BBQ.

Correspondence Out: Nil.

Business Arising from Correspondence:

Reply Letter to confirm our Eastern States Gas Champs OT comp and advise of approx numbers for the BBQ on both days. Agreed to pay \$320 for field and toilet hire.

Moved Peter Scott, Seconded Grant Manwaring. Carried.

Reports:

• President - Basil Healy.

This year has been little different from the preceding year with out membership level steady.

Participation levels in competitions was slightly down on previous years but the standard of flying remains high. The three competitions sponsored by SAM 1788, namely our SAM 1788 Championship, the Eastern States Gas Champs and the New England Gas Championships, were all favoured with reasonable weather although competitors in 1/2A Texaco at Wangaratta found the wind more than a little trying.

The committee have met on a number of occasions to discuss administrative matters and the Engine Committee carried out further comparison testing on David Owen's Taipan 2.5 replica engine, a test that occupied the better part of a day.

On a personal level, I have received numerous phone calls from members regarding how to get the best out of their engines and models and am pleased to say that I have not had any negative feed-back on the advice given.

After 29 years of Old Timer flying it gives me great pleasure to pass on the gems of wisdom acquired the hard way by trial and error.

I am currently mentoring a 12 year old boy and he is learning very quickly. Watch out for him in 2012.

Your committee already have some innovative ideas for the 30th SAM Champs next year.

• Treasurers Report. Tabled. Moved Gail Scott, Seconded: Peter Scott. Carried. (See report elsewhere in this DT). Treasurer recommended that SAM 1788 Fees remain unchanged for 2011-2012. Noted by meeting.

• Canowindra CD Report:

Good entries and 48 people for the dinner.

Glider - 9

'38 Antique - 20

Std Duration - 18

1/2A - 26

Duration - 33

Tomboy - 18

Burford - 29

Texaco - 40

Phantom - 20

Nostalgia - 13

2cc - 12

Moved Peter Smith, Seconded Brian Payne. Carried.

• Free Flight Report - Peter Scott.

Once again we enjoyed good weather for our free flight activities. I am happy with the way the events ran even though we were a little restricted by the wet ground conditions which necessitated moving down the hill to an adjacent paddock which contained a large tree. Of course more than one model decided to say hello to the tree, mine included. All enjoyed themselves however and we are encouraged to continue with our FF activities in coming years. If anyone is thinking of having a go you will be very welcome. Don't hesitate to contact me if any help or advice is needed. Result will be reported in DT.

• Control Line Report - David Owen.

Control Line activities this year consisted entirely of the Phantom racing with 20 entrants, and unfortunately no other classes of C/L was flown. A detailed report and results will be printed in Duration Times.

It is hoped to further expand the C/L activities next year with the introduction of another class in Phantom racing and a revival in the C/L Rally by more active promotion of this side of our activities next year.

Election of SAM 1788 Executive for 2011-2012:

The current Executive stepped down and Mr David Owen took the chair with Peter Smith to record decisions.

President:

Basil Healy nominated but declined nomination.

Peter Scott - Moved Gail Scott, Seconded Basil Healy. Accepted nomination. No other nominations - declared elected.

Vice President:

Jim Rae - Moved Peter Smith, Seconded Peter Scott. Nomination accepted. No other nominations. Declared elected.

Secretary:

Peter Smith - Moved Peter Scott, Seconded Bob Marshall. Reluctantly accepted nomination.

Basil Healy - Moved Grahame Mitchell, Seconded Gail Scott. Accepted nomination.

Secret ballot held and Basil Healy declared elected.

Treasurer:

Gail Scott, Moved Don Southwell, Seconded Jim Rae. Accepted nomination. No other nominations. Declared elected.

Newsletter Editor:

Ian Avery, Moved Gail Scott, Seconded Jim Rae. Accepted. No other nomination. Declared elected.

Committee Members:

Nominations: Peter Smith - Declined nomination.

Grant Manwaring, Moved David Owen, Seconded Basil Healy Accepted nomination.

Ian Connell, Moved, Gail Scott, Seconded, B Healy, Accepted nomination.

No other nominations. Grant Manwaring and Ian Connell declared elected.

Public Officer:

Peter Scott, Moved Basil Healy, seconded Ian Connell. Accepted nomination. No other nominations. Declared elected.

New committee took up their positions - Chairman Peter Scott. Former Secretary completing the recording of the minutes.

Setting of Fees:

Moved Gail Scott, Seconded Jim Rae, that SAM 1788 fees remain unchanged for 2011-2012. Carried.

2011-2012 Fees will be:	Senior (Email DT)	\$15.
	Senior (Printed DT)	\$25.
	Junior Member	\$5.
	Family Member	\$5.
	SAMSpeaks Magazine (USA)	\$40.

General Business:

1. SAM 1788 30th SAM Champs - 2012. Moved Jim Rae, Seconded Don Southwell that a formal approach to be made to Mr P Farthing re the running of the 30th SAM Champs on his property. After short discussion the motion was Carried.
2. Setting the Program for the 30th Sam Champs in 2012. After a short discussion, it was moved by Grant Manwaring, Seconded by Grahame Mitchell, that the elected committee be tasked with producing a program for 2012 and report to members. Carried.
3. Peter Smith advised he will not be running the FARCON CUP this year (2011). Noted by meeting.
4. A discussion ensued on how to attract members to attend the AGM. No answer was forthcoming.
5. Moved Don Southwell, Seconded Bob Marshall that remuneration to Mr. Paul Farthing for SAM Champs field expenses be set at \$500. Carried.
6. Talk by Kevin Fryer on safety on the field. Noted by meeting. Moved Peter Smith Seconded Grahame Mitchell that if a model is let go with the radio switch off then that round is a zero score for the pilot. Not carried - motion lost.
(It should be noted that this rule already exists in the Oldtimer Rules. See Rule 5.4.1.5.U.)

Meeting closed: 9.42pm Minutes signed by P Smith and G Scott.

Society of Antique Modellers of Australia Inc.
SAM 1788
ANALYSIS OF SAM CONTESTS FOR 2010.

<u>CANOWINDRA 2010</u>			<u>2009</u>
<u>Income</u>			
Entries	1,433.00		
Raffle	315.00		
Donation	<u>140.00</u>	\$ 1,888.00	
<u>Expenses</u>			
Trophies	532.40		
Field Hire	500.00		
Postage & Stat	39.45		
CWA hall hire	40.00		
Oil	<u>19.90</u>	\$ 1,131.75	
	Profit	\$ <u>756.25</u>	Profit \$ 166.80
<u>TAMWORTH 2010</u>			
<u>Income:</u>			
Entries		\$ 372.00	
<u>Expenses:</u>			
Trophies		\$ <u>202.40</u>	
	Profit	\$ <u>169.60</u>	Profit \$ 142.00
<u>FARCON 2010</u>			
<u>Income:</u>			
Entries		\$ 200.00	
<u>Expenses:</u>			
Trophies	202.40		
Field Hire	<u>100.00</u>	\$ 302.40	
	Loss	\$ <u>102.40</u>	Loss \$ 10.40
<u>EASTERN STATES GAS CHAMPS. 2010</u>			
<u>Income:</u>			
Entries		\$ 744.00	
<u>Expenses:</u>			
Trophies	231.00		
Wangaratta Club	<u>100.00</u>	\$ 331.00	
	Profit	\$ <u>413.00</u>	Profit \$ 168.00
<u>PARKES 2010</u>			
<u>Income:</u>			
Entries		\$ 288.00	
<u>Expenses:</u>			
Trophies	185.00		
Field Hire	<u>100.00</u>	\$ 285.00	
	Profit	\$ <u>3.00</u>	—
OVERALL PROFIT 2010 CONTESTS		\$ <u>1,239.45</u>	2009 \$ 466.40

Society of Antique Modellers of Australia Inc.
SAM 1788

Income and Expenditure Statement

For year 1 February 2010 to 31 January 2011

<u>INCOME:</u>	<u>2010/11</u>	<u>2009/10</u>
Membership (adult/jnr/family)	\$ 1,284.00	\$ 1,570.00
SAM Speaks	\$ 840.00	\$ 875.00
MAS NSW- affiliations	\$ 1282.00	\$ 1137.00
Stickers	\$ 15.00	\$ 66.00
Covering	\$ 2,432.35	\$ 975.00
Canowindra Income 2009	\$ 2,548.00	\$ 3,595.00
Tamworth Entry Fees	\$ 372.00	\$ 472.00
Farcon	\$ 200.00	\$ 292.00
Eastern State Gas Champs	\$ 744.00	\$ 607.00
Parkes	\$ 288.00	\$ -
MAS NSW Refund	\$ 50.00	\$ 100.00
Interest on Term Deposit	\$ <u>98.45</u>	\$ <u>63.51</u>
	\$ <u>10,153.80</u>	\$ <u>9,752.51</u>
<u>EXPENDITURE:</u>		
Bank Fees	\$ 72.70	\$ 96.30
Duration Times - Postage/stationery	\$ 337.23	\$ 328.08
Duration Times - Photocopying/printing	\$ 450.69	\$ 826.05
Duration Times - Editors Expenses	\$ 83.00	\$ 73.42
Postage & Stationery	\$ 98.30	\$ 154.30
Canowindra Expenses	\$ 2,004.70	\$ 3,188.20
Tamworth Expenses	\$ 202.40	\$ 330.00
Farcon	\$ 302.40	\$ 302.40
Eastern States Gas Champs	\$ 331.00	\$ 439.00
Parkes	\$ 285.00	\$ -
Stickers	\$ -	\$ 80.00
Aero Sports Affiliation	\$ 1,134.50	\$ 1,169.00
Dept Fair Trading	\$ 47.00	\$ 42.00
SAM Speaks	\$ 851.20	\$ 864.80
Fuel	\$ 40.00	\$ -
Covering	\$ -	\$ 4,64.72
Sundries Laminator	\$ 23.90	
Wreaths	\$ 130.00	
Trophy reps	\$ 30.60	
Scanning	\$ <u>7.20</u>	\$ -
	\$ <u>191.70</u>	\$ -
	\$ <u>6,431.82</u>	\$ <u>8,358.27</u>
Net Profit for the year	\$ 3,721.98	\$ 1,394.24
Cheque Account 1 Feb 2010	\$ 2,585.71	
Term Deposit 1 Feb 2010	\$ 6,123.34	
Petty Cash 1 Feb 2010	\$ 143.95	\$ 8,853.00
Total Society Funds 31 January 2011	\$ <u>12,574.98</u>	
<u>REPRESENTED BY:</u>		
Cheque Account 31 January 2011	\$ 6,133.39	
Term Deposit 31 January 2011	\$ 6,221.79	
Petty Cash 31 January 2011	\$ <u>219.80</u>	
	\$ <u>12,574.98</u>	

29th SAM 1788 Championships - Report from Basil Healy.

Thursday 21 April: Free Flight started with a couple of changes to the launch point due to the light and variable drift bringing THE tree and fences into the drift direction of the models. Peter Scott found THE tree with his Tomboy then proceeded to get his van bogged when he drove it on a longer retrieve. Bob Marshall discovered that Tomboys do not glide very well when fitted with floats. The last freeflights of the morning drifted in a different direction again with most landing in a thistle patch. Ouch!

In the afternoon R/C Tomboy attracted thirteen starters with most recording three or four flights in the allocated period. Lift was scarce and most of the flights were in the 5-6 minute bracket.

Friday 22nd April: Old Timer Glider got under way a few minutes late with two winches providing the launches. A few line breaks occurred but were quickly repaired and the battery on one winch had to be replaced. Unfortunately a frequency mix-up resulted in Jim Rae's Fugitive crashing but the damage is repairable. Grahame Mitchell proved that big gliders take a lot of beating with his 12 foot Sunbug. There were a lot of spectators, many of whom promised to build gliders for 2012.

$\frac{1}{2}$ A Texaco followed with 22 starters. The breeze had got up by now and many of the fliers found it difficult to climb AND get up-wind. The result was a gaggle of models almost directly overhead. Only nine made it to the fly-off in contrast to previous years when 75% of the field did so.

Nostalgia was held in the afternoon and attracted nine starters. Highlight of the event was when my throttle servo failed during the climb resulting in about a minute of high speed circling until the engine ran out of fuel. The model was not damaged at all during the wild circling. I build strong wings!

Control Line: On Thursday and Friday the control line fliers were going round and round with much enthusiasm. This year saw only the Phantom Racing but there were 20 entries, more than last year, which is encouraging. Some very well finished models with a wide range of engines were to be seen and with another class to be added to the Phantom racing it will even more interesting next year.

Saturday 23rd April: Gordon Burford got off to a good start with 19 starters in almost perfect conditions. 18 made the fly-off.

After a lunch break Texaco got under way attracting 31 starters, 12 of whom made the fly-off. Surprisingly the first two places were not taken by Lanzo Bombers, proving that there are other designs which are competitive.

Sunday 24th April: '38 Antique attracted 14 starters, 9 of whom made the fly-off. Designs flown were many and varied and so too were the engines used ranged from an Anderson Spitfire to a DC350 diesel.

Duration followed with the usual plethora of Playboys, interspersed with a few Bombers. A design to watch in future contests is Jim Rae's Lion Cub with its straight and quick climb. 12 fliers made it to the fly-off.

Sunday evening we gathered at the Canowindra Bowling Club for the presentation dinner, catering for which was done by the Cowra MAC. Highlight of the evening was the presentation of the Spirit of SAM trophy to Dave Sampson for his efforts during the flying field preparation and as cook at the barbeque each lunch time.

Monday 25th April: Standard Duration only attracted 11 entries but the quality of flying was high with 8 making the fly-off. Radio range problems caused my Big Gull to crash providing the only excitement for the morning.

2cc Old Timer attracted 8 entries with 3 making the fly-off. A problem with fuel tubing prevented Ian Connell from competing in the fly-off.

Finally a special thanks to all who assisted in running the comps.

29th SAM Championships Results.

Free Flight Vintage Power.

1. Peter Scott	NSW	Little Auid	465.
2. Basil Healy	NSW	Stomper	432.
3. Geoff Potter	NSW	Fifteen	318
4. Jim Rae	NSW	Heckler	313.
5. Peter R Smith	ACT	Stomper	293.
6. David Owen	NSW	Zoot Suit	68.

Free Flight Tomboy.

1. Peter R Smith	ACT	Indian Mills.75	307.
2. David Owen	NSW	Mills 75	277.
3. Geoff Potter	NSW	MPJet	225.
4. Bob Marshall	NSW	Russian Mills.75	48.
5. Peter Scott	NSW	MPJet	10.

R/C Tomboy.

1. Peter J Smith	NSW	Frog 100	778.
2. Basil Healy	NSW	MPJet	657.
3. Jim Rae	NSW	PAW 80	637.
4. Dave Markwell	SA	MPJet	599.
5. Mike Moore	QLD	MPJet	577.
6. Peter Scott	NSW	Schlosser 1cc	542.
7. Peter R Smith	ACT	ME Heron	518.
8. Don Southwell	NSW	MPJet	487.
9. David Owen	NSW	MPJet	385.
10. Grant Manwaring	ACT	Mills.75	359.
11. Ian Connell	NSW	MPJet	353.
12. Grahame Mitchell	NSW	Mills.75	265.
13. Don Howie	SA	Mills.75	256.
14. Mike Walsh	QLD	CS Mills .75	DNF.
14. Bryan Payne	NSW	MPJet	DNF.
14. Bob Marshall	NSW	MPJet	DNF.

Old Timer Glider.

1. Grahame Mitchell	NSW	Sunbug	920
2. Paul Farthing	NSW	Ghibli	835
3. Grant Manwaring	ACT	Archangel	811
4. Basil Healy	NSW	MF-7	787
5. Peter Scott	NSW	Dragon	722
6. Ian Avery	NSW	Bush Whacker	690
7. Don Southwell	NSW	Thermal Sniffer	594
8. Ian Connell	NSW	Jasco Floater	590
9. Geoff Potter	NSW	Frog Prince	532
10. Jim Rae	NSW	Fugitive	530

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

1. Brad Turner	QLD	Bomber	1080	539.
2. Ian Connell	NSW	Little Diamond	1080	464.
3. Jim Rae	NSW	Pine Needle	1080	463.
4. Dave Markwell	SA	Stardust Spec	1080	429.
5. Dave Brown	NSW	Bomber	1080	400.
6. Mike Moore	QLD	Playboy Cabin	1080	372.
7. Kevin Fryer	VIC	Atomiser	1080	320.
8. Barry Barton	VIC	Stardust Spec	1080	274.
9. Geoff Malone	ACT	Lanzo Racer	1080	205.
10. Mike Walsh	QLD	Kerswap	1003	
11. Don Howie	SA	Red Ripper	983	
12. Ian Avery	NSW	M.G.	873	
13. Peter Scott	NSW	Little Diamond	653	
14. Grant Manwaring	ACT	Little Diamond	629	
15. Dave Paton	QLD	M.G.	549	
16. Brian Dowie	VIC	Bomber	430	
17. John Bradburn	NSW	Little Diamond	360	
17. Ian Harman	ACT	Little Diamond	360	
17. Brian Payne	NSW	Stardust Spec	360	
20. Don Southwell	NSW	Stardust Spec	254	
21. John Diduscko	NSW	Lanzo Racer	177	
22. Bob Marshall	NSW	Little Diamond	144	
23. Paul Farthing	NSW	Atomiser	DNF	

Nostalgia.

1. Mike Walsh	QLD	Hyphen/K&B 40	1260	480.
2. Peter J Smith	NSW	Swayback/K&B 40	1260	461.
3. Mike Moore	QLD	Nationalist/OS40H	1260	420.
4. Dave Paton	QLD	Powerhouse/K&B 40	1260	243.
5. Grant Manwaring	ACT	Eliminator/OS40H	1190	
6. Dave Markwell	SA	Spacer/K&B 40	1172	
7. Peter Scott	NSW	Ultra Hogan/OS40H	1084	
8. Geoff Potter	NSW	Swayback/K&B 40	804	
9. Basil Healy	NSW	Sunstreak/K&B 40	786	
10. Bob Watson	SA	Playboy/OS40H	DNF	

10. Dave Brown	NSW	Civy Boy/Merco 61	DNF
10. Jim Rae	NSW	PAAPacket/OS 25	DNF
10. Don Southwell	NSW	Stomper/K&B 40	DNF
10. Grahame Mitchell	NSW	KL-56/OS 40H	DNF

Gordon Burford Event.

1. Peter J Smith	NSW	Spoofem/PB	900	581.
2. Peter R Smith	ACT	Ollie/PB	900	526.
3. Brian Dowie	VIC	Pencil/PB	900	514.
4. Ian Connell	NSW	Spacer/PB	900	478.
5. Jim Rae	NSW	Amazoom/PB	900	474.
6. Mike Moore	QLD	Nationalist/BB	900	457.
7. Mike Walsh	QLD	Calypso/PB	900	426.
8. Steve Gullock	VIC	Swiss Miss/BB	900	425.
9. David Owen	NSW	Eliminator/Owen Burford	900	419.
10. Grahame Mitchell	NSW	Dream Weaver/PB	900	414.
11. Peter Scott	NSW	Stomper/PB	900	412.
12. Dave Markwell	SA	Dixielander/PB	900	385.
13. Warren Hathaway	QLD	Dixielander/PB	900	385.
14. Grant Manwaring	ACT	Eliminator/PB	900	362.
15. Dave Paton	QLD	Stardust Spec/PB	900	343.
16. Ian Harman	ACT	Little Diamond/PB	900	330.
17. Bob Marshall	NSW	Little Diamond/PB	900	256.
18. Gary de Chastel	QLD	Dream Weaver/BB	900	253.
19. Don Southwell	NSW	Little Diamond/PB	859	
20. Geoff Potter	NSW	Dixielander/PB	DNF	
20. Roy Watson	SA	Atomiser/	DNF	
20. Alan Brady	NSW	Stardust Spec/BB	DNF	
20. Brian Dowie	VIC	Swiss Miss/BB	DNF	
20. Kevin Fryer	VIC	Atomiser/PB	DNF	
20. Don Howie	SA	Jaded Maid/PB	DNF	
20. Greg McLure	WA	Ollie/BB	DNF	
20. Brian Payne	NSW	Little Diamond/PB	DNF	
20. G Black	QLD	Swiss Miss/BB	DNF	
20. Mike Masters	ACT	Eliminator/PB	DNF	

Oldtimer Texaco.

1. Geoff Black	QLD	Flamingo/Saito 654S	1800	1374.
2. Mike Walsh	QLD	Lanzo Racer/OS 604S	1800	1149.
3. Steve Gullock	VIC	Bomber/Enya 534S	1800	1114.
4. Dave Markwell	SA	Bomber/OS 604S	1800	1011.
5. Peter Scott	NSW	Rec. Breaker/Forster 99	1800	1010.
6. Brad Turner	QLD	Bomber/OS 614S	1800	963.
7. Basil Healy	NSW	75% Dallaire/ASP 32D	1800	939.
8. Mike Moore	QLD	Airborne/Saito 654S	1800	836.
9. Steve White	NSW	Bomber/OS 404S	1800	744.
10. Grant Manwaring	ACT	Bomber/OS 604S	1800	586.
11. Dave Brown	NSW	Bomber/ThunTiger54 4S	1800	502.
12. Bob Marshall	NSW	Bomber/OS 604S	1800	462.
13. Geoff Potter	NSW	Bomber/OS 404S	1800	- .
14. Paul Allen	QLD	85%Bomber/Saito 564S	1798	
15. Dave Paton	QLD	80% Bomber/OS 36	1788	
16. Warren Hatherway	QLD	Bomber/Saito 654S	1763	
17. John Bradburn	NSW	85% Bomber/OS 404S	1739	
18. Jim Rae	NSW	Krupp Bowden/Enya 464S	1690	
19. Ian Harman	ACT	Bomber/Enya 534S	1660	
20. Peter R Smith	ACT	Valkyrie/OS60 4S	1649	
21. Peter Cutler	QLD	110% Bomber/OS60 4S	1613	
22. Gary de Chastel	QLD	Flamingo/OS60 4S	1515	
23. Mike Masters	ACT	Bomber/Enya53 4S	1476	
24. Andrew Diduscko	NSW	Bomber/Enya40 4S	1318	
25. D Sampson		Bomber/OS60 4S	1301	
26. Grahame Mitchell	NSW	Dallaire/Enya60 4S	1168	
27. Roy Bray	ACT	Bomber/Enya53 4S	1069	
28. Alan Brady	NSW	RC-1/OS60 4S	1017	
29. Geoff Malone	ACT	Lanzo Racer/Enya53 4S	913	
30. Barry Barton	VIC	Bomber/	415	
31. Peter J Smith	NSW	Bomber/Forster 99 Spk	379	
32. Ian Avery	NSW	80% Bomber/OS 40 4s	204	
33. Bob Watson	SA	Bomber/OS60 4S	DNF	
33. Kevin Fryer	VIC	85% Bomber/Irvine 40 D	DNF	

33. Don Southwell	NSW	Airborne/OS61 4S	DNF
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'38 Antique.

1. Mike Walsh	QLD	W'ner/Anderson Spit	1800	1413
2. Peter J Smith	NSW	Standby/Madewell 49	1800	1233
3. Jim Rae	NSW	Rambler/ED 346 D	1800	1083
4. Dave Markwell	SA	RC-1/OK Super 60	1800	985
5. Mike Moore	QLD	Powerhouse/GB 5cc D	1800	904
6. Dave Brown	NSW	Flamingo/O&R60 SP	1800	888
7. Peter Scott	NSW	RC-1/Madewell 49	1800	833
8. Dave Paton	QLD	Calif.Chief/ED 346 D	1800	628
9. Basil Healy	NSW	RC-1/Sparey 5cc D	1800	502
10. Kevin Fryer	VIC	Red Zephyr/McCoy60	1800	
11. Ian Avery	NSW	Fly/Quaker/Madewell 49	1784	
12. Barry Barton	VIC	Calif.Chief/DC 350 D	1658	
13. Peter Cutler	NSW	RC-1/GB 5cc D	1635	
14. Bob Marshall	NSW	QuakerFlash/ED346 D	799	
15. Alan Brady	NSW	Red Zephyr/Brown Jn.	378	
16. Geoff Potter	NSW	Powerhouse/OK Sup60	DNF	
16. Grant Manwaring	ACT	RC-1/GB 5cc D	DNF	
16. Greg McLure	WA	Bantam/Mills 1.3 D	DNF	
16. Brian Payne	NSW	RC-1/GB 5cc D	DNF	
16. Don Southwell	NSW	Eaglet/GB 5cc D	DNF	

Oldtimer Duration.

1. Dave Paton	QLD	105% Playboy/OS61 4S	1260	1149
2. Mike Moore	QLD	105% Playboy/OS37	1260	898
3. Mike Walsh	QLD	S'dust Spec/McCoy 60Spk	1260	876
4. Dave Markwell	SA	Bomber/Dubjet 40	1260	804
5. Jim Rae	NSW	130% Lion Cub/Saito56 4S	1260	780
6. Warren Hathaway	QLD	105% Playboy/YS63 4S	1260	771
7. Ian Connell	NSW	Playboy/Saito 62 4S	1260	768
8. Don Howie	SA	85% Bomber/Enya 53 4S	1260	765
9. Geoff Black	QLD	Bomber/OS52 4S	1260	750
10. Gary de Chastel	QLD	Playboy/YS63 4S	1260	722
11. Kevin Fryer	VIC	111% Playboy/OS46	1260	667
12. Steve Gullock	VIC	Dallaire/OS32 4S	1260	522
13. Brad Turner	QLD	Playboy/OS37	1260	
13. Peter J Smith	NSW	S'Dust Spec/Nelson 45	1260	
15. Dave Brown	NSW	Bomber/Saito 56 4S	1255	
16. Barry Barton	VIC	RC-1/OS46	1203	
17. Grahame Mitchell	NSW	Playboy/Sup.Tigre 34	1199	
18. John Bradburn	NSW	85% Bomber/Saito62 4S	1179	
19. Peter Scott	NSW	110% Playboy/McCoy60Sp	1170	
20. Geoff Potter	NSW	110% Playboy/T.Tiger 46	1112	
21. Ian Avery	NSW	80% Bomber/Saito56 4S	1085	
22. Andrew Diduscko	NSW	Red Zephyr/Enya 40 4S	917	
23. Peter Cutler	QLD	85% Bomber/YS63 4S	830	
24. Brian Dowie	VIC	Playboy/OS40 4S	824	
25. Paul Allen	QLD	Hayseed/YS63 4S	524	
26. Alan Brady	NSW	85% Bomber/YS63 4S	DNF	
26. Ian Harman	ACT	Playboy/OS56 4S	DNF	
26. Grant Manwaring	ACT	Playboy/YS53 4S	DNF	
26. Don Southwell	NSW	110% Playboy/McCoy 60	DNF	

Oldtimer Standard Duration.

1. Warren Hathaway	QLD	Playboy/Sup.Tigre 40	900	621
2. Grahame Mitchell	NSW	Playboy/OS40H	900	528
3. Dave Paton	QLD	80% Bomber/OS40H	900	450
4. Peter J Smith	NSW	106% Playboy/Mg'num 36	900	394
5. Peter Scott	NSW	S'dust Spec/K&B40	900	369
6. Steve Gullock	VIC	Playboy/Enya 30	900	307
7. Jim Rae	NSW	Lion Cub/OS40LA	900	304
8. Mike Walsh	QLD	Bomber/K&B40	900	234
9. Geoff Potter	NSW	Playboy/OS40H	900	
9. Dave Markwell	SA	Kerswap/Webra 40	900	
9. Don Howie	SA	85% Bomber/OS40H	900	
12. Ian Avery	NSW	Playboy/OS40H	747	
13. Basil Healy	NSW	Big Gull/OS40H	491	
14. Grant Manwaring	ACT	Bomber/OS40H	DNF	
14. Dave Brown	NSW	85% Bomber/K&B 40	DNF	
14. Don Southwell	NSW	Airborne/OS40H	DNF	

14. Mike Moore	QLD	Bomber/OS40H	DNF	
14. Paul Allen	QLD		DNF	
2cc Old Timer.				
1. Peter J Smith	NSW	Lil Diamond/AE 1.5 D	900	774
2. Jim Rae	NSW	Jump'Bean/Taipan 1.5 D	900	651
3. Ian Connell	NSW	Creep/Taipan Tyro D	900	
4. Peter Scott	NSW	Stomper/Oliver Cub	861	
5. Grahame Mitchell	NSW	Apache/Taipan Tyro D	859	
6. Mike Walsh	QLD	Calypto/HB12 Glo	838	
7. Steve Gullock	VIC	Polly/MVVS 1.5 D	595	
8. Dave Markwell	SA	Playboy Cabin/Cox 09	202	
9. Geoff Potter	NSW	D'lander/Taipan Tyro D	DNF	
9. Grant Manwaring	ACT	E'inator/Taipan Tyro D	DNF	
9. Don Southwell	NSW	Crescendo/Tpan Tyro D	DNF	
9. Bob Marshall	NSW	Gas Bird/MVVS 2cc D	DNF	

Champion of Champions 2011. Mick Walsh QLD.



29th SAM Champs Canowindra. Contest Director's Concluding Report.

Entries went well and were up on par with previous years.

I would like to thank Mr Geoff Potter and Beryl and Don Southwell for their help over the last twp SAM Champs. Geoff, Beryl and Don actually seek me out and ask if they can CD individual events for me which is much appreciated. I thank them for their support.

I would also like to thank Ian Avery for his help with the printing and various other task he undertook during my tenure as Sectary.

I would also like to thank the Cowra Club for their sterling effort for the presentation dinner. Thank you.

The Champion of Champs is MICK WALSH from Queensland.

Congratulations Mick!

Peter Smith.



Address to SAM Champs dinner by David Owen, on presentation of the Gordon Burford Memorial Trophy 24th April 2011

Mr. President,

It gives me great pleasure to be invited to present this magnificent trophy to the memory of my friend, Gordon Burford.

This handsome trophy was made by Basil Healy, who knew Gordon for longer than most of us and was one of Gordon's many valued friends.

Next year will be our 30th Championships. Gordon's association with SAM 1788 goes back to its very origins and the first SAM Championships, held at Goulburn in 1983. Gordon was an enthusiastic competitor in the intervening years, right up until the last few years of his life.

SAM Championship events gave him great pleasure and he usually had something new to show, fly and discuss. His presence at the AGM was always accompanied with wit, constructive comment and wise advice.

The very popular GB event was promoted to maintain interest in his 2.5cc diesel engines, which were the backbone of many modeller's introduction to this hobby. The GB Event was Gordon's favorite and it gave him great pleasure to see people still flying his Sabre and Taipan diesels.

I am very proud to present this Trophy in his memory, to the winner of the 2011 SAM Championships GB Event, Peter 'Condo' Smith.

This is not the first time an event has been held, or a trophy presented, in memory of Gordon. Some years ago, while he was very much alive, Gordon was invited to a Free Flight event in South Australia, only to find it was designated a Gordon Burford Memorial event! Congratulations, Peter.



PHANTOM RACING at the SAM CHAMPS, CANOWINDRA Easter 2011

From David Owen.

The Phantom racing format we have adopted for the SAM 1788 Champs at Canowindra each Easter continues to be a success. This year saw the slight re-shuffle of engine categories and the introduction of a new Class Four for Schneurleported engines.

This year we had a total of 20 entries, a slight increase on previous years. Again, all entrants attempted flights and with only three exceptions, times were posted. There were no broken models and enthusiasm was high, with the expectation that the overall winner would most likely come from Class One. This was the case, as the results below will show:

CLASS ONE

1 st	Bob Marshall	MPJet Super Atom 1,8cc	54.00mph	12.24%
2 nd	Peter J Smith	MPJet Super Atom 1,8cc	52.59	
3 rd	Peter Scott	ED Competition Special	39.86	

CLASS TWO

1 st	Peter J Smith	MVVS 2cc	71.51mph	3.2%
2 nd	Laurie Chetter	MVVS 2cc	69.71	
3 rd	Grant Manwaring	Taipan Tyro 1.9cc	6.46	
4 th	Peter Scott	Frog 150 Bluehead	51.83	
5 th	Brian Payne	Taipan 1.5cc	50.45	
6 th	John Diduszko	Taipan Tyro 1.9cc	50.10	
7 th	Ian Avery	Allbon Javelin 1.5cc	47.33	
8 th	Jim Rae	Frog 150	44.40	
9 th	David Owen	'K' Kestrel 1.9cc	40.74	
10 th	Andrew Diduszko	Frog 150 Bluehead	35.38	
DNS	Bob Marshall	Taipan 1.5cc		

CLASS THREE

1 st	Peter R Smith	Oliver Cub 1.5cc	67.44mph	1.8%
2 nd	Gary de Chastel	CS Oliver Cub 1.5cc	54.98	
DNS	Peter Scott	Frog Viper 1.5cc	-	

CLASS FOUR

1 st	Jim Rae	Enya 11CXD	62.78mph	New Class
DNS	Bob Marshall	FORA 1.5cc	-	

So the result was that Bob Marshall gained the highest percentage increase over 2010 times and is the overall Phantom Champion for 2011. Bob was unlucky to lose a vital engine part in his Class Four entry and Peter Scott was unable to demonstrate the potential his rare Frog Viper diesel promised in Class Two. Jim Rae was the first winner of the new Class Four and his time will be recorded on the Phantom Shield.

Next year promises to again give us all an exciting contest, in addition to which Peter Scott and I are looking at the prospect of introducing a Phantom Mite class. Full details will be published in the next DT after we have built a couple of test models.

Thanks to all who entered for your support and assistance in running Phantom this year.



Left:
Brian Payne
takes a turn at
Phantom timing.

Below:
The Phantom
Line-Up.

Below/Bottom Left:
Peter 'Canberra'
Smith
Grahame Mitchell in
racing mode.



Below:
Peter Scott's ill-fated
Frog Viper model.

Bottom:
Bob Marshall's MPJet
powered
1st Place Phantom.



Western Australia Report From Rob Bovell.

SAM 270 Western Australia - 1/2A Texaco: Sunday the 27th March 2011 saw this years SAM 270 flying season kick off with the club 1/2A Texaco contest. We were presented with near perfect conditions. Clear skies with the thermometer heading for the low 30's and a gentle breeze wafting in from the east.

Seven entrants took part and early flights proved to be good with most pilots able to achieve at least one six minute maximum flight.

Gary Dickens Anderson Pylon was spiralled down a long way out, fortunately the model was recovered intact. Ian (Dicko) Dixon launched his Bomber but didn't switch on the RX. Dicko and Troy were seen giving chase downwind across several paddocks (Cue the Benny Hill music). Again no model damage. I was flying an untested model in my first real contest. Short engine runs and an out of trim model put paid to my day. Managed an out landing in a tree, again no damage. Maybe all the dreaded management training courses were right - "fail to prepare, prepare to fail".

Two pilots managed the required three maximums, forcing a fly-off to decide first and second places. Richard Sutherland was the deserving winner, quietly achieving three maximums from his first three flights and staying aloft the longest the fly-off.

Troy Latto also managed three maximums to make it into the fly-off, but was first down to claim second place. Rumour has it that Dicko is getting the "Repo Man" to repossess his engine. Kevin Hooper must have felt it was a case of 1/2A deja vu, as he just missed the fly-off by 4 seconds to claim third place.

Results:

1	Richard Sutherland	RC1	1080	+ 338
2	Troy Latto	Lil' Diamond	1080	+ 275
3	Kevin Hooper	Stardust Special	1076	
4	Gary Dickens	Anderson Pylon	1020	
5	Rod McDonald	Kerswap	855	
6	Ian Dixon	50% Bomber	592	
7	Rob Bovell	Kerswap	494	

This was my first event as Contest Director and I had a great day. I am now looking forward to the next SAM 270 event, which is Standard Duration.

Finally, I want to thank all those in attendance for their patience and assistance throughout the day.



Anderson Pylon - Gary Dickens



50% Bomber - Ian Dixon



Richard Sutherland and Troy Latto

3cc EXTERNAL TANK for R/C TOMBOY

This is a special tank designed for users of engines, such as PAW, Schlosser and others which do not have integral Mills-style tanks. It holds exactly 3cc of fuel when connected to the spraybar with the tubing supplied.

The tank is filled through a tapered hole in the top and can be readily re-filled after warm-up without exceeding the 3cc competition limit.

For further details, contact David Owen at:

OWEN ENGINES

Phone: (02) 4227-2699,

or email: owendc@tpg.com.au



Wyong River M.A.C. Old Timer Week-End. From Basil Healy.

Saturday dawned overcast and threatening to rain. We arrived at the field just as the rain started. Flying was delayed for an hour until the rain stopped. Meanwhile, the canteen was set up and doing a good business.

Tomboy started at 10am and Peter Scott's first flight was the best of the day. Few flights exceeded five minutes.

Next was the Gordon Burford event with only five starters, but no shortage of talent. They all made the fly-off. Flying was interrupted a couple of times due to short rain showers. A one-hour lunch break once more had the canteen staff busy.

As soon as I called the start of the 2cc Oldtimer event another shower arrived, but fifteen minutes later we were back flying. Conditions were a bit more windy than in the morning and it showed with only Jim Rae making a perfect score.

A pleasant Saturday evening was spent at Amie Marshall's "Chopstix" restaurant where the group occupied two tables.

Heavy rain overnight continued on Sunday morning, but we gathered at the field and presented the trophies for the previous day's events.

Results:

Tomboy.

1. Peter Scott	Schlosser 1cc	568
2. Brian Payne	Mills .75	490
3. Jim Rae	Mills .75	409
4. Tim Wright	MP Jett	314
5. Bob Marshall	MP Jett	282
6. Ian Connell	MP Jett	178
7. John Diduszko	Mills .75	160
8. Basil Healy	Mills .75	0

Gordon Burford.

1. Ian Connell	Spacer	PB	900	444
2. Bob Marshall	Lil' Diamond	PB	900	428
3. Peter Scott	Jaded Maid	BB	900	405
4. Basil Healy	Dixielander	PB	900	402
5. Brian Payne	Lil' Diamond	PB	900	397

2cc Oldtimer.

1. Jim Rae	Jumping Bean/Taipan 1.5 diesel	900
2. Basil Healy	Sunstreak/Taipan BR 1.5 diesel	795
3. Peter Scott	Stomper/Oliver Tiger Cub 1.5 diesel	600
4. Bob Marshall	Creep/Taipan Tyro 1.8 diesel	193

Oldtimer fliers enjoying themselves at Wyong. An interesting grouping of events make this weekend a pleasant and relaxing get together.



Mafia Godfather finds out that his bookkeeper, Enzo, has cheated him out of 10 million bucks. His bookkeeper is deaf. That was the reason he got the job in the first place. It was assumed that Enzo would hear nothing that he might have to testify about in court. When the Godfather goes to confront Enzo about the missing millions of dollars, he takes along his lawyer who knows sign language. The Godfather tells the lawyer, "Ask him where the 10 million bucks is that he stole from me." The lawyer, using sign language, asks Enzo where the money is. Enzo signs back, "I don't know what you are talking about." The lawyer tells the Godfather, "He says he doesn't know what you are talking about." The Godfather pulls out a pistol, puts it to Enzo's temple and says, "Ask him again!" The lawyer signs to Enzo, "He'll kill you if you don't tell him." Enzo signs back, "OK. You win! The money is in a brown briefcase, buried behind the shed in my cousin Bruno's backyard over in Woodbridge! The Godfather asks the lawyer, "What did he say?" The lawyer replies, "He says you don't have the balls to pull the trigger!"

2011 Hunter Valley Championships.

From Basil Healy.

Once more Muswellbrook lived up to its reputation as a windy venue. Fortunately it was not too windy to fly and provided that you landed in the long grass between the mown areas there was little danger of the model being blown over after landing.

Texaco was flown first and resulted in only two maximums being achieved in the whole contest, both by Bob Marshall. Duration followed after lunch in conditions of either massive lift or massive sink. At one stage Peter Scott and my protégé, Tim Wright, were flying at least twice as high as they were at the end of their motor runs. Peter would have given Tim a shake for first place had his last flight counted. But a landing a few feet outside of the defined area resulted in a zero score.

Peter was not having a good week-end having previously broken something within his Texaco engine that allowed the crankshaft to rotate without moving the piston!

Results:

Texaco

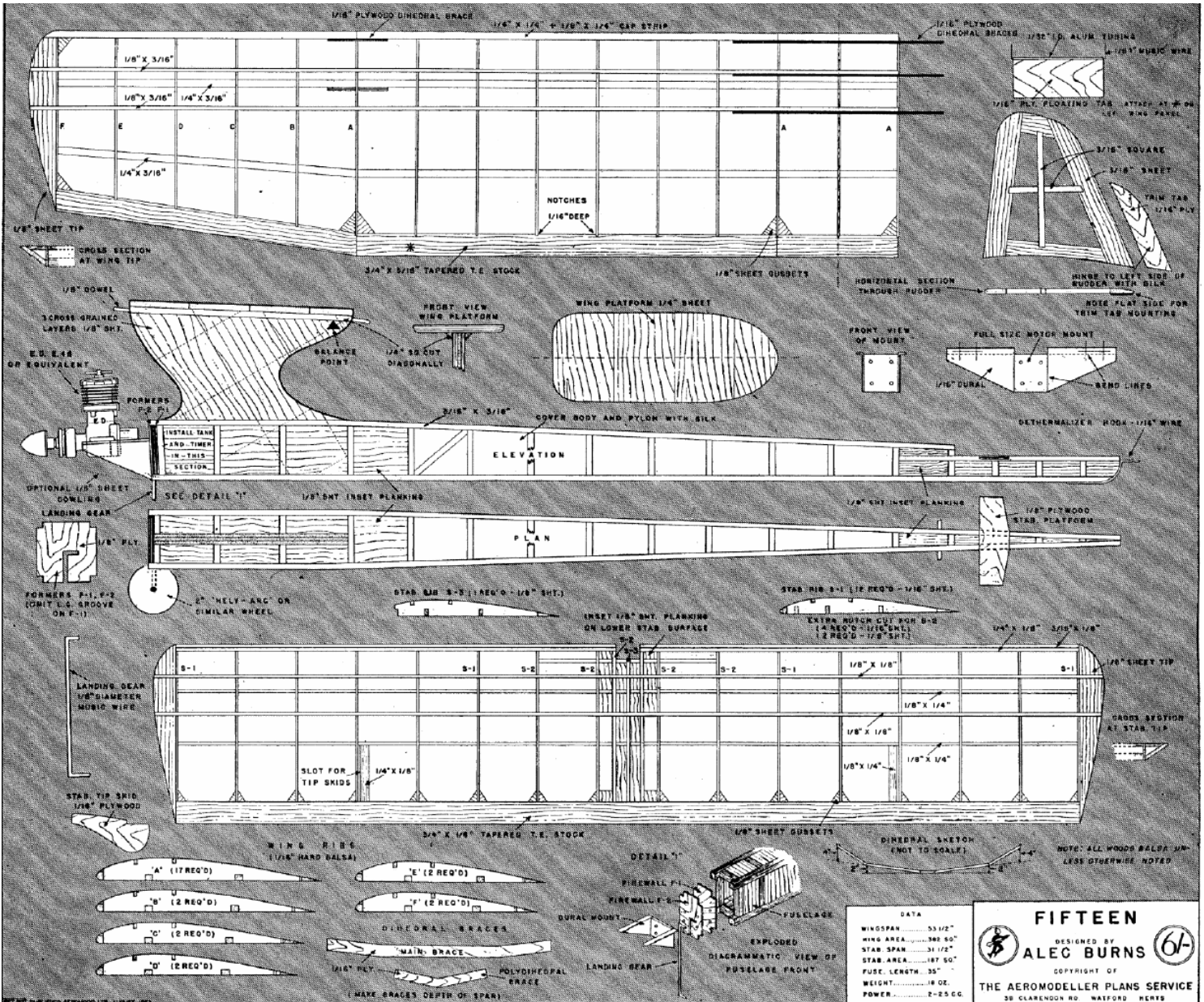
1. Bob Marshall	Lanzo Bomber/OS60 FS	1529
2. Basil Healy	75% Dallaire/ASP32 Diesel	1428
3. Geoff Potter	Powerhouse/Enya60 FS	1332
4. Phil Poole	75% Dallaire/Enya25	829
5. PeterScott	85% Lanzo Bomber/GB5cc D	451

Duration

1. Tim Wright	Feathermerchant/Saito63 FS	1129
2. Basil Healy	Megow Chief/YS53 FS	985
3. Peter Scott	Playboy/Saito62 FS	903
4. Geoff Potter	Lanzo Bomber/Super Tigre 40	287
5. Ian Connell	Playboy/Saito62 FS	DNF

L to R: Phil Poole with his 75% Dallaire. Tim Wright, up and coming OT flier. Pits Area with Geoff Potter and Tim Wright on the sticks. Peter Scott and his Playboy. Winners are grinners - Bob Marshall in Texaco and Tim Wright in Duration receive their trophies from Basil Healy. Good day's flying by all.





Fifteen by Alec G Burns from August 1953 Aero Modeller - A high performance contest design for the International power class. Alec, a 25 years old Topographical draughtsman by profession, resident of Mimico, Ontario, specially keen on freeflight power . . . other interests are radio control, team racing, In my opinion, says Alec Burns, it is the gadget-free model which is the consistent contest winner, and in this viewpoint he has the support of most competition fliers. "Fifteen" (the 2.5 c.c. class is .15 cu. ins. in the U.S.A. and Canada, hence the name) certainly reflects this opinion, for a simpler or more straightforward contest job would be hard to find. The Hogan influence is apparent, and the only gadgets employed are gravity tab, the timer, and the metal engine mount, which offers advantages for simple thrust adjustments. In flight, the model has a vertical climb to the right and left glide circles and has proved particularly safe in windy weather, flicking out at the top of the climb without loss of height. With a motor of up to 2 c.c. it would be a trouble-free introduction to contest-style flying and with a good 2.5 in experienced hands, a threat at any contest. Building procedure is normal, the box fuselage being built in the usual way. Side sheeting (except in tank bay) should be fitted in before removal from plan and the pylon added after being constructed separately. The front former is laminated and the dural motor mount bolted in place, together with the undercarriage, before cementing the former to the fuselage. After installation of tank and timer the front former should be reinforced with liberally-cemented strips of silk. Wing and tail mounts are self explanatory. The pylon and entire fuselage are silk-covered and given seven or eight coats of thin clear dope. Construction of the flying surfaces is also perfectly conventional, but the positive rudder tab is worthy of mention. After attaching the tab to the rudder (left flat at the appropriate place) with a silk hinge, a 10 B.A. bolt is passed through both tab and rudder, packing placed between the two is varied for the right trim, the bolt being tightened to retain the packing. Use Modelspan for covering the wing and tail. After assembly and alignment check, balance the model as indicated, using ballast if necessary. Up to 1/16 inch packing may be used under the LE. or T.E. of wing and tailplane to obtain a slightly stalling left-hand glide. Use a 9½ x 6 prop for windy weather and a 10 x 3½ in flat calm, and make initial power flights with reduced revs. A right-hand climb is required, and sidethrust should not be necessary. If a left turn is evident, fit washers behind the port engine mount. Increase power and aim for a 100 ft. power turn. Slight left rudder may be needed for the glide, but clay added to the gravity tab should remove stalliness. Excess left rudder will call for additional right thrust. The built-in downthrust should take care of any looping tendencies; increase if necessary.

MY #2 ANDERSON SPITFIRE

From Bob Angel. samrcflier@verizon.net

THE PRBLEM was that my #2 Anderson Spitfire engine wasn't performing to expectations compared to #1. Since neither had serial numbers, and looked like twins, I'd long ago stamped them #1 and #2 on the sides of the right lugs. But #2 was turning 2,000 RPM less than my good running #1 using the same prop and fuel. I'd never had the time, inclination, or reason to take #2 apart, but it soon became apparent that if it was to become a runner, something inside needed correction.

What I found was weird! Dick Fisher had opined that maybe the piston was in backwards, just as Steve Remington had found on his O&R 23 after it was overhauled by a professional. Well Dick was close. The cylinder liner was in backwards, which is worse yet! I'm surprised it ran as well as it did.

A backwards piston with the baffle toward the exhaust side will usually allow starting and running with some reduced performance. But a backwards liner produces a couple of problems. The Anderson was now restricted to just 4 exhaust windows instead of 6 to release the spent gases. And the bypass side now had 6 windows, but two were masked off and useless. The missing two exhaust windows couldn't easily be seen by peeking into the opening, as they're located pretty much around the corner and out of sight. Come to think of it, they also couldn't be seen because they were missing.

But the bigger problem with a reversed liner is that the port timing is messed up and the so-called *blow down* timing is backwards. Normally the exhaust port sits slightly higher than the bypass port in a two stroke. That allows the high pressure exhaust gasses to start escaping before the bypass opens to let the fresh charge in. With the ports reversed, the exhaust gases first start to blow down into the bypass and fight with the incoming fuel charge before the exhaust port opens later.

It seemed an unlikely problem, but if I'd have had any clue about it, I could have looked into the exhaust and noticed the top of the liner's exhaust port sat too low in the case. Also if the engine is assembled normally, you can move the piston all the way down and look across the baffle and see the top edge of the bypass port. Not so with the liner reversed.

So how did the liner get reversed? I'm not guilty as I'd never had it apart. The previous owner didn't do it either. He probably just sold it to me at a collecto because it didn't run well. It was a factory flaw! How so? The liner is keyed into the cylinder and only goes in one way. The cylinder is cast with a small flat on the exhaust side that projects into the circle where the flange of the liner seats. That flange on the upper edge of the liner has a matching flat ground on one side, so the liner will only seat in the case one way. But in this case, the flat on the flange was ground on the wrong side. An assembler would probably have never noticed the reversed ports and just put it together the only way it would fit. Below is the cylinder with the liner removed.

THE FIX was to pull the liner, grind another flat on the opposite side and re-assemble. But removing the liner on a tightly fit and well used Anderson is not a simple chore. The only advice I've ever read about this operation tells you to remove the head and stick a glow plug gasket between the piston top and the top edge of the sleeve on the exhaust side and crank the piston up to break the sleeve loose. This can not only damage something, but it usually doesn't work on a tightly fit, gunked up, and well used engine.

On McCoy engines, I've used long bolts, a closely fitted washer on the bottom of the sleeve, and a pipe or tube slightly larger than the sleeve sitting atop the case. Another big washer goes on top of the tube plus an added nut and you can tighten the nut and draw the liner right up and out.

But the Anderson's sleeve has a severe inside taper on the bottom edge. It's intended to allow easy installation of a ringed piston. The skirt edge is so sharp that even a closely fitted washer might damage it. So I resorted to making an inertia puller, similar to what I've used to remove stuck rear bearings from engine front plates. This is just a hardwood board with holes to allow the liner to drop out of the case from its own inertia when the assembly is slapped down on flat concrete. You can secure the work piece to the board with duct tape, or in this case I put a couple of screws in place and used tight rubber bands. I warmed the case with a heat gun and simply slammed the hardwood down against a sidewalk using a pivoting motion from the rear of the board. The liner came out progressively with about three sharp slaps.

Here's the inertia puller: The hardwood board is about 2 feet long. Forstner bits were used to drill the two concentric flat bottomed holes. At the right we have the cylinder in place before it's strapped down with rubber bands.

Lapped piston Andersons don't have or need that sharp edge on the bottom of the sleeve. Those sleeves would be easy to remove using a bushing driver set. A bushing driver can't work with engines such as McCoy's of course, where the cylinder isn't open at the bottom.

I've seen one Anderson sleeve with flats ground on both sides of the flange, so you could assemble the sleeve backwards any time





you'd like. Maybe the matching cylinder castings also have two flats, although I can see no reason, as the liner isn't going to rotate once it's installed. Another possibility is that the factory ran off a batch of liners with the flat on the wrong side, and salvaged them just as I did by grinding a second flat on the correct side.



RE-ASSEMBLY was routine, except the piston and rings were now reversed in the liner and they needed some break-in before any compression could be felt. The first run restored reasonable compression, but there's still some work to be done to get performance up to par. That leads to another subject:

ANDERSON SPARK TIMING could use some improvement. The timer is well built with very firm detents for advancing the spark. But when I measured things with a degree wheel, I found that each of the 6 detents were 15° apart. That's way too coarse to get a fine adjustment on spark advance. I suspect my #1 engine runs strong because the detent I've been running it in just happens to fall in about the right advance range. The #2 engine just may be out of sync on all of the notches and in the worst case couldn't be set closer than + or - 7.5° from optimum.

THE SPARK ADVANCE FIX: I checked my #1 Anderson with a degree wheel and found that it had been running strong at 39° advance on the full advance notch. I'd started the #2 engine on that same top step and found that it ran hot and erratic, so I backed it off. A later measurement with the degree wheel showed that top step to be 50° advanced, which is way too much. But the next notch back was only 35° which is probably too conservative.

To tune the #2 Anderson's advance for best running I'll probably just remove the plunger and spring that engages the detent notches, and not use them. These engines are safe for starter use anyway, so I can just find the best setting and lock the timer in place with the pinch screw, just as we do with the McCoy 60's. In fact this might be a good idea for any Anderson to maximize performance. This whole adventure with the #2 Anderson was very interesting, but (whimper), why do those odd things have to happen to me?

Electric Old Timer

By Lou Amadio

Is there an electric powered oldtimer in your future?

The subject of Electric Old Timers was first raised in 2006 (DT140) where a draft set of rules were submitted for comment. A couple of IC pilots responded but, in the main, the rules have been formulated by members of the Australian Electric Flight Association. Revised and refined over 5 years, we now have a stable set of rules with a good adaptation of IC events. The EOT rules have some unique elements specific to electric flight. To date, however, EOT is still only contested by AEFA members at the National Electric Flight Rally and the Aussie Nats.

So the question:

Is there an electric powered oldtimer in your future?

I ask this because, for this class of competition to grow, it needs your support. We need you to:

- Built/convert models to the electric rules and fly them at competitions such as Canowindra and other state events.
- Be in a position to tell us your thoughts (good and bad) on the competitions and rules.

We believe that electric power offers some unique advantages such as:

- Quiet flying - minimal public disturbance
- Clean flying - no liquid fuels to worry about
- Cheap readily available components
- Allowance for throttle on/off means pilot can fly model within comfort zone
- Provision for a height limited class contains the "power/cost race"



Electric power for oldtimers: Good clean fun!

So, what is stopping you from having a go? Please direct your comments to me at: lou_amadio@ozemail.com.au.

Current rules can be viewed at: http://www.aefa.dreamhosters.com/files/Electric_Old_Timer_Rules_2011.pdf

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'38 Antique Engines at the 2011 SAM Champs

I always think of '38 Antique as a calm, gentlemanly event, where flyers run many of the nice, old sparkers and diesels of long ago.

It's not always that way, but here is a small sample of some of the engines flown this year.

Shown are examples of the OK Super 60, Wahl Brown Jnr, GB 5cc Diesel, O&R 60 Sideport, Madewell 49, Saprey 5cc diesel and even a Davies-Charlton 350. See if you can recognise them.



Don Southwell's Thermal Sniffer gets away on the winch and the 29th SAM Champs.

This Oldtimer Glider can be cut by Brownly for anyone who wants to fly Old Timer Glider at the 30th Champs in 2012 .

It is an easy build and very good flying model. Great for a relaxing days flying.

So start your Old Timer Glider now to ensure you will be on the winch line at the 2012 SAM Champs.

This Photo is from Ian Harman, Belconnen Club, Canberra.