DURATION TIMES

BULLETIN
No.170
May - June
2011

Points of Interest:

- Golden West Oldtimer Comp at Parkes.
- Belconnen/Yass Oldtimer report/results.
- Cox matters.
- Canowindra comment - Don Southwell.
- R/C Oldtimer Glider - Grant Manwaring.
- Electric Oldtimer NEFR report - Lou Amadio.
- New England Gas Champs, Tamworth, report.
- Brown Jnr engines - Jim Hainan.
- Megow Stardust Review - Richard Sutherland.
- The Back Page.

A SPECIAL THANKYOU AND REFLECTION

I would like to take this opportunity to express a sincere and special thanks to Peter Condo Smith for his efforts in having to forfeit the Texaco event on the Saturday at the SAM 1788 Champs over the Easter weekend, making his car and services immediately available to transport me to the local Canowindra Memorial Hospital following my injury as a result of accidentally having my fingers sliced by my model aeroplane propeller, and for maintaining a presence with me for the many hours that followed while I received treatment.

I would also like to thank the other people that offered assistance immediately after the accident but unfortunately I was aware of the seriousness of my injuries and there was little you would have been able to do for me. Thanks also to my local ACT club mates for packing up my gear/plane and securing it in my vehicle.

The injuries to two of my fingers were serious slashes with a more serious almost amputation cut of the end of one finger back to almost the first knuckle. This cut extended through breaking the bone. Another cut on this same finger sliced off the tip half way back up my finger nail. Not a pretty site when I arrived at the Emergency Department. One of the local doctors on call (Dr O'Ryan) arrived and tended to my injuries stitching them up the best he knew he could. He gave me no guarantees that the end of my finger back to the first knuckle would make it particularly if it became infected.

After weeks of visits to doctor specialists for evaluation, opinions and treatment rooms for dressings I can report that my fingers are doing well, all be it that the tip is a little shorter, the nerves have been severed but the rest has joined/healed back on as well as can be expected and the bone has grafted back together without any other surgical intervention. This speaks highly of the skill, expertise and initial treatment that I received from the local attending doctor at the Canowindra Memorial Hospital. It seems fitting that SAM 1788 Australia makes an annual donation to this Hospital for the support it provides to the local community and visitors at large like me.

Why so much detail about my injury..... The reflection of all this should be a wake up call to all of us who fly models that they are very dangerous and just a momentary lapse in concentration can be very painful, costly and even life changing. Ensuring that propellers have white tip markings are a very cheap but obvious way to assist in avoiding these types of accidents. Taking a little more time and care when flying time-restricted events will also ensure our safety.

Last of all I would like to thank all of you who phoned me in the weeks following my accident to check on my welfare. The mateship and camaraderie of modelling is alive and well and that is why I love getting away to events when I can. Until I see you at the next event.

Safe flying and good health
GEOFF MALONE
SAM 1788 Australia member, and Belconnen Model Aero Club member, Canberra, A.C.T.

Texaco at Canowindra - 2011

Duration Times is the official Bulletin of SAM 1788

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UPCOMING OLDTIMER EVENTS FOR 2011.

July	23-24	Golden West Oldtimer Competition	Parkes	Basil Healy	0423 452 879.
August	27-28	Oily Hand Diesel Weekend	Cowra	Andy Luckett	02 6342 3054.
October	1-2	Eastern States Gas Champs	Wangaratta	Basil Healy	02 4341-7292.
November	12-13	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	02 6543-5170.

From the President:

I missed Tamworth but all reports say it was a very good event. I notice that Top Gun was the indefatigable Jim Rae. Jim always has a four hour journey to get to the starting point of the rest of us. His enthusiasm to attend not just the big contests but the smaller ones as well is an example to us all. He always, like Basil, tries to build something a bit different - remember the 1/2A flying wing? I suppose people will be eying up the Lion Cub now that Jim has shown how well it flies.

Browny has been given two new designs of models to cut kits for. These are for next year's Canowindra.

The control liner is a Keil Kraft Champ, which is very, very easy to build - a couple of hours maybe. It's a profile trainer with great lines and flies very well. David Owen and I agreed it should be powered by a Mills .75 or a MP Jet .6

The other is a free flight model, the Cardinal. Sheet sides - easy to build cabin model. This will, hopefully, boost numbers for the Tomboy free flight event. Maybe call it the TomCard FF event!

The next Oldtimer contest is Parkes. Please do your best to attend. It's not too far and with good weather it will be great. Burford, '38 Antique and Duration on Saturday with the two Texaco events on Sunday.

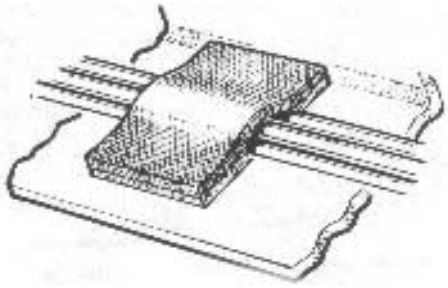
See you there. Peter Scott.

From Dave Brown:

Glenn Simmons Old Timers Event at Lithgow.

We have lost the field for Old Timers at Marrangaroo, and looks like our Memorial Old Timer weekend has run it's course, can you update the events calendar in Duration Times, I have also told MASNSW.

Neat Wiring



Stick a piece of Velcro to a suitable place on your fuselage, then neatly arrange your wires on it, and trap the wires on it with the mating Velcro piece.

Wire connections that are held firmly are less likely to fracture.

Oily Hand Diesel Days
Cowra MAC
27th-28th August, 2011

COWRA MODEL AIRCRAFT CLUB

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

Golden West Oldtimer Competition - Parkes

23-24 July, 2011 - Parkes Miniature Aero Club Inc. - Nelungaloo Field

** Program: Saturday Gordon Burford, '38 Antique, Duration.
Sunday Tomboy (45 min round), ½A Texaco, Texaco.

** On field catering - Please call Condo (0423 452 879) or Email (peter_condo@yahoo.com.au) with your intentions by 19th July, 2011.

** Must bring 2011-2012 MAAA Licence or written proof of payment of fees.

** Motel - Spanish Lantern (02 6862 3388) Corner Peak Hill Road and Pioneer Street.

** Get together on Saturday Night.

For further information contact Peter (Condo) Smith on 0423 452 879.

Belconnen & Yass Model Aero Clubs Old Timer Competition

Once again Belconnen Model Aero Club held its annual Old Timer class competition at the Yass club field at Jerrawa on 14 & 15 May 2011. Weather conditions on Saturday were very windy, Sunday nearly perfect. A good attendance from both BMAC members and from other NSW clubs. Burford class was the only event flown on Saturday due to the adverse wind conditions.

The reason we hold this event at the Yass field is because we can obtain a 2000' height clearance, in advance for the weekend through CASA. I am not able to obtain this level of height clearance at any of the flying sites in the ACT. This height clearance is necessary due to the heights achieved by these models, notably the Texaco models. Some testing by Wayne Harris over the weekend using an on-board altimeter confirmed heights of 1500 – 1600' at the end of the motor run are fairly common for these models.

After a pleasant dinner Saturday night at the Yass Motel, flying got underway Sunday with 11 entries in 1/2A Texaco, 8 made it to the fly off in nearly ideal conditions. Once again Don Southwell showed how it's done, followed by Jim Rae and Bob Smith, good to see Bob back at it again after a rest.

Texaco produced 17 entries with CD Geoff Malone in charge of proceedings. Pleasing to see the good turn up from BMAC members for this event. Only 3 made the fly off after an enjoyable days flying. The fly off saw David Beake 1st, Grant Manwaring 2nd and Chris Chalker 3rd. A good result for the home club under Team Leader Mike Masters.

Thanks to the competitors for supporting this event, and to the Yass Model Aero Club for the preparation and use of the field. Also to our helpers on the BBQ, Max Rixon, Warick Budd, Ron Barnes, Mike Masters and Frank Byrne. This help is absolutely essential in running any event, especially one away from your own field. The efforts by all involved are appreciated and add to the enjoyment of the sport.

RESULTS:

Gordon Burford

Jim	RAE	Amazoom	Taipan plain		821
Peter R.	SMITH	Ollie	Taipan plain		781
Grant	MANWARING	Eliminator	Taipan plain		518
Alan	BRADY	Stardust Spl	Taipan BB		413
Don	SOUTHWELL	1941 Lil Diamond	Taipan plain		DNS
Robert	SMITH	Faison	Taipan BB		DNS
Basil	HEALY	Dixielander	Taipan plain		DNS

1/2a Texaco

Don	SOUTHWELL	1942 Stardust Spl	1080	770
Jim	RAE	Pine Needle	1080	729
Robert	SMITH	1941 Lil Diamond	1080	693
David	BEAKE	1942 Stardust Spl	1080	600
Grant	MANWARING	1941 Lil Diamond	1080	558
Dave	BROWN	1938 Bomber	1080	553
Basil	HEALY	Atomiser	1080	548
John	BRADBURN	1942 Stardust Spl	1080	427
Ian	AVERY	1936 MG	1080	395
Geoff	MALONE	Lanzo Racer	1080	161
Geoff	POTTER	1942 Stardust Spl	737	

Texaco

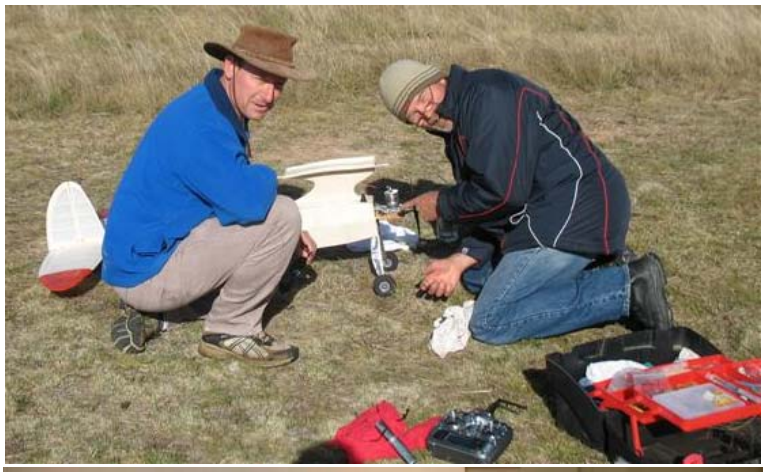
David	BEAKE	1938 Bomber	OS 60 4/	1800	1050
Grant	MANWARING	1938 Bomber	OS 60 4/	1800	920
Chris	CHALKER	1937 Lanzo Stick	Marden 60 Spk	1800	863
Basil	HEALY	75% Dallaire	ASP 32 d	1740	
John	BRADBURN	1938 Bomber 85%	OS 40 4/	1645	
Dave	BROWN	1938 Flamingo	O&R 60 Spk	1595	
Ian	AVERY	80% Bomber	OS 40 4/	1434	
Jim	RAE	Krupp	Enya 46 4/	1394	
Roy	BRAY	1938 Bomber	TT 54 4/	1173	
Ron	BARNES	1938 Bomber	OS 40 4/	912	
Steve	WHITE	1938 Bomber	OS 40 4/	582	
Paul	FARTHING	1938 Lanzo Bomber	OS 60 4/	577	
Wayne	HARRIS	1938 Lanzo Bomber	OS 60 4/	522	
Mike	MASTERS	1938 Lanzo Bomber	Enya 53 4/	464	
Don	SOUTHWELL	1938 Bomber 60%	Saito 40 4/	356	

Above Left: Grant Manwaring assists Basil Healy with his Burford Dixielander. Above: Bob Smith prepares his Burford FAISon with assistance of Dave Brown. Left: Texaco in full flight and perfect weather.

New Model - 115% Playboy with Dooling 61 on spark - by David Beake.

On Saturday at the Belconnen and Yass Oldtimer competition flying was suspended after lunch due to the strong winds being encountered.

David Beake from the Belconnen Club took advantage of this and un-veiled his latest creation, a 115% Playboy powered by a very nice Dooling .61 which is set up to run on spark. David sought the assistance of past SAM 1788 President and host of the SAM 1788 Champs at Canowindra, Paul Farthing, to get the engine set up as Paul has previously run Dooling engines.



After successful engine runs at the field it was decided that pressure was required and upon returning to the overnight accommodation at Yass Motel, work on the engine commenced to fit a pressure nipple. Assistance was also rendered by SAM 1788 Secretary Basil Healy, who reduced the nipple bore by the traditional method of solder and a fine wire, and a number of others including John Bradburn, Alan Brady and Bob Smith.

Sunday morning back at the flying field the engine was again run, with pressure, and all the activities of the previous afternoon and evening proved to be successful.

All in all a very entertaining afternoon for all, including those who were offering advice and suggestions whilst watching the Rugby on the tele.

COX .049 Matters.

From Mike Myers mikemyersgln@charter.net

In the case as Uncle Eut has been known to say, every minute of engine run time is a minute that you don't have to glide.

We used the same approach in FF 1/2 A Texaco out here in Southern California. SCIF rules allowed 8ccs of fuel (a stock Black Widow tank); SCAMP rules allowed 15 ccs. So most of us were chasing the question of how to get the longest motor run possible. Sal Taibi--as always ---had a different idea. He used a pretty thirsty Cox Tee Dee .049 and punched it up as high and as fast as he could. Some days he won, but mostly he lost to fellows chasing the long motor run.

You did four things to get that run: 1. If flying a reed valve Cox (you could use any 1/2 A engine) get the tank with the smallest venturi possible. Cox venturis ran from about .058 up to .092. You naturally got a longer motor run with a small venturi because the engine couldn't "drink" as much. 2. Lower the compression of the engine a bit--I ran Cox .049s with as many as 6 head gaskets. 3. Use lower nitro fuel. 4. . Swing the biggest prop that would get the airplane off the ground. Bigger props meant that the engine turned slower. At some point the engine was turning so slowly that it would not get the airplane off the ground. [The rules required ROG]. I could get a Cox .049 to run almost 13 minutes on 8 ccs of fuel swinging a nylon Topflite 12 x 6---but that wouldn't generate enough thrust to get the airplane off the ground.

Pushed that way the Cox was sensitive to atmospheric conditions. So when I went to a 1/2 A FF Texaco contest I took along a box of propellers. All were drilled and bushed to fit a 5 x 40 propscrew--using a 3/32 Goldberg wheel collar as the bushing. They ranged in size from a 7 x 3 up to a 11 x 4--with lots of 8 and 9 inch props in the mix. I'd start with a prop that I thought might be too big to ROG the airplane--then work down in size until I could get one that would just get the airplane off the ground. I could almost always get it off the ground with the old black Cox 9 x 2--and on some days could get it off with a 10 inch prop (not many--but some).

From Jim Rae. jsrae@netspeed.com.au

Dieselize your Cox: An interesting occurrence at Belconnen-Yass Competition. At the start of 1/2A Texaco Don Southwell was attempting to get his Cox .049 running with the assistance of Jim Rae. They could get it to fire and run out the prime but as soon as the glow lead was removed it would stop. After about 15 minutes Jim had to go and get his own model ready so the position of assistant was taken over by Geoff Potter. Geoff and Don struggled with the recalcitrant engine for about another 15 minutes. They did everything they could think of; cleaned the needle valve, changed heads, etc. Then someone, possibly Dave Brown, commented that it sounded just like a diesel, so they checked the fuel. Don had grabbed the wrong bottle and had been trying to run the thing on diesel fuel. After they cleaned it out it ran like a charm, so well that Don won the event.

Canowindra 2011 - Observations from Don Southwell.

My Observations of Canowindra 2011 (by one who spends more time watching than flying)

Weather:- Almost to perfection, except that Friday was rather windy to fly 1/2 A Texaco, but very good for the other events. Some said that there was more downers than uppers. However the birds were helpful at times.

Contestants:- Down in numbers, but a great bunch of interstate visitors (border protection was a little slack as Julia was in China.)

Field:- Good and green, but more mowing needed to maintain a 30 meter clearance and ensure adequate take off area depending on the wind direction.

Glider Event:- This was a useful example of how the event is run and the help needed to man the winches. Also the Key-board is necessary in the launching area.

Running of Events:- The CD should not be a contestant. The use of 2.4 has reduced frequency clashes and a time limit per round ensures smooth running with ample time for all events, however this year there were no lengthy fly offs Fuel fiasco in Texaco should not have happened. Engines should not be running at the start of rounds or fly-off.

AGM:- Poor attendance (needs a special attraction) also SAM Constitution should have been there. More ideas and discussion needed from the members on plans for the 30th Anniversary next year. Welcome to the new management team, lets hope they meet regularly. Thanks Condo for your efforts as Secretary for the past two years.

While these are my views on the 2011 SAM Champs, you may not agree with me but that is now history and we need ideas for next year. The following is provided for discussion.

1. Name badge for every contestant and team member.
2. All results should be on display.
3. A gazebo should be purchased for use on the field for CD, time sheets, peg board etc.
4. On field catering is essential.
5. The Saturday Night BBQ should be held as it is the best social interactive event.
6. Safety – Safety - Safety. All contestants must be more vigilant with equipment, models, on the ground and in the air.
7. Pre-entry is essential but details of each model is not necessary.

R/C Old Timer Glider

From Grant Manwaring.

I found the turnout and interest in the Old Timer Glider event at this years SAM 1788 Championships at Canowindra very encouraging. The entry of 10 contestants, 5 newly built models was good to see. There were plenty spectators having a look, some saying they would have a glider for next year. It augers well for the success of the event for the future, especially at the 30th SAM Champs in 2012.

Congratulations to Grahame Mitchell, first place with the Sunbug. Worth noting is that 7 of the 10 flyers all achieved at least one maximum flight time of six minutes. This in the early morning conditions shows these gliders have real potential.

In running the event, we also learnt, or were reminded of a few lessons on whole to do things. Both winches will have new line for next year, a minor mod to the turnaround for one. Also we need to have some more help on the field to help with line returns and other duties. This I will take on board in preparing for next year.

I will also be looking to run another, possibly two glider test days, probably late 2011 and early 2012, at a central location so we can get together for testing, using the winches. These days will be fairly low key, some testing, help with trimming and also flying some rounds to the current rules. Winter is with us now so is a good time for building so you have the new glider ready to go.

Once again both Basil Healy and myself can help with plans, I have listed these previously in Duration Times, check this out in the back issues. Also Dave Brown can cut partial kits for your glider. He has a number of glider plans scanned on file.

I have included the magazine article and plan for the Thermalist, full size it spans 11'6". Thanks to Mike Adams for making this available. I have a full size and 75% size plan for this that I can make available if required. We also have a photo as well, and I know of another one under construction.

Contact Details:

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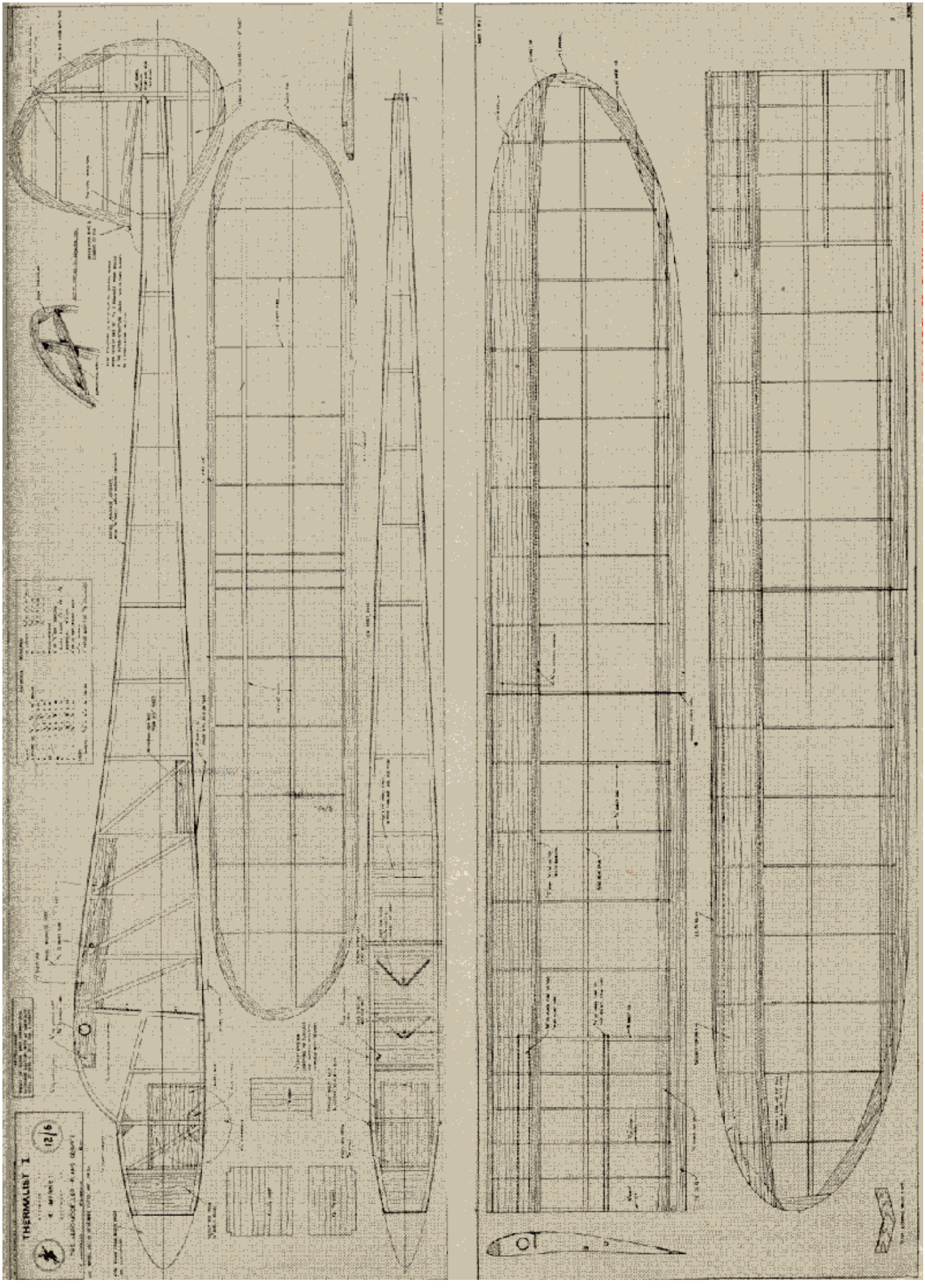
2 Carey Street
Wallerawang NSW 2645
Email: daveb@ix.net.au
Telephone: 02 6355-7298

David Beake shows off his newly completed Thermalist R/C Oldtimer glider.

Covering is Polyspan, weight 5lb.

Should be a good performer.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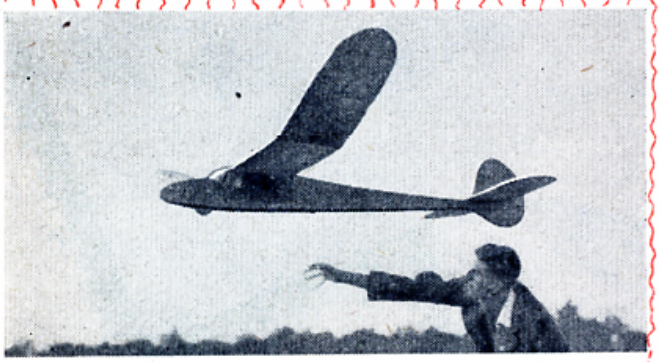


F.A.I. MAXIMUM ELEVEN FEET FIVE INCHES SAILPLANE CONTEST GIANT

BY R. MINNEY

THE imposing contest record of this huge model culminates in the magnificent aggregate of 2093 secs., for two flights that gave Bob Minney first place in the International Sailplane Contest at Eaton Bray against such opposition as Fillon, last two years' winner, and Cheurlot, who also had an over 30 minutes aggregate.

Fuselage. Two sides of the fuselage are built in the normal way out of ¼ inch square medium balsa. Then the main fuselage former is positioned and the rear of the fuselage brought together, the cross struts are put in and the nose former fitted.

The items such as weight box, wheel cover, dethermaliser box, sheeting, etc., are positioned next.

At this point the fuselage is laid aside and construction commenced on the wing.

The ¾ inch square L.E. is shaped and laid down flat on a plan, also the T.E. As the wing is so large it is necessary to build it up in 4 pieces. The small number of ribs are cut en-bloc out of 3/32 inch sheet and cemented in position. The main T spar is then constructed and slotted into the rib tops. At this juncture the wing structure is removed from the plan, and the rear spar of ¼ inch square cemented in position. Rib members 1–6 inclusive should have holes drilled for paper tubes rolled to take a 5/8 inch diameter aluminium tube and a 3/16 inch diameter dural tube. The tubes are the next part of the construction. These are rolled and cemented in position. Next, before the outboard panels are fixed to their respective centre sections, the wing fixing is built.

Two more paper tubes are rolled for the fuselage and two airfoil sections cut out of ¼ inch sheet—one for each side of the fuselage. These are pinned roughly in position, the dowels fitted, and the centre sections fitted. These are then lined up, with correct incidence, etc., and the paper tubes and airfoil section cemented permanently into position.

The cabin windows are then glazed and the wing fixing strengthened with struts across the fuselage. The whole fuselage is covered with 1/16 inch balsa sheet, hard at the nose, soft at the tail, with the grain running crossways. The nose block is shaped and fitted, and the 4½ inch airwheel fitted.

The fin is built up flat on plan and the "thickness" added later. This fin is best made a fixture to the fuselage and the under fin is then covered with 1/32 inch sheet. A wire support from the front of the fin to the fuselage completes the fuselage construction.

Wings. These are continued by building the outboard sections, the T spar continuing to the tip. The outboard sections are then fastened to the centre sections at the correct dihedral and two 1/8 inch ply dihedral braces fitted to each wing. The leading edges are sheeted with 1/32 inch hard balsa, and the inside top of the T.E. sheeted with 1/16 inch sheet.

Tailplane. The construction of this is very simple, with its flat underside and large rib spacings.

Covering. The fuselage was sanded and covered with one layer of rag tissue. The fin was treated in the same manner.

The wings and tail were covered with rag tissue and given one coat of thin dope.

The second layer of tissue on the wings and tail was orange English tissue. This could only be applied with tissue **cement** as paste would not stick to the dope underneath. This second covering was steam shrunk and doped with one coat of thick dope, and one of banana oil or varnish.

The fuselage was given two coats of clear dope and two coats of "Cates-by's" brushing cellulose, black. The fin was similarly treated.

Flying. The model balances under the rear main spar, and should require about 1 lb. of lead in the nose. The all-up weight should be about 4 lbs.—well above F.A.I. weight.

The initial tests provide no great difficulties, the glide being slow and flat. When towing up remember that the model is fully strong with plenty of area so that a strong pull may be applied to the towline—of **string**—without fear of the wings breaking. The only hook so far used has been the front, the rear one being kept for dead calm days.

Electric Oldtimer at the Easter 2011 National Electric Flight Rally

From Lou Amadio. lou_amadio@ozemail.com.au

Winner of Electric Duration, Gary Andrews.

Electric oldtimer competitions are gaining in popularity at national events. This year's Easter Rally at Wangaratta witnessed the best turnout so far. All four OT classes were well supported and one (height limited) was an inaugural event.

Victoria always seems to have perfect model flying weather at Easter and this year was no exception. The flying field was only minutes from town, had great facilities and was a testament to the dedication of local club members.

Peter pine was the main organizer for the NEFR but special thanks must go to Peter Henderson of Patonga for promoting EOT all year and keeping everyone informed. Peter also collates the results for the EOT Postal contest each month. Postal events give you the opportunity to setup a model and practice events throughout the year at your local field. Contact Peter if you wish to become involved. Email: peterhenderson4@bigpond.com

2011 Rally Results

Electric Oldtimer Duration (35 sec max motor run, 10 min task)
Twelve competitors started and most managed to get into the fly-off so in the end it was down to pure thermal skills. Gary Andrews is becoming a bit of a legend having won 4 major national events. Motor run times were between 11 and 35 sec to complete the 10 min task. Geoff Burling's 105% Playboy was in with a chance until destroying itself in the fly-off – suspect radio failure. Mal Pring, a renowned thermal pilot, managed to beat larger models with a relatively small 66% Playboy.

1st Gary Andrews (3rd year running) – 100% Playboy. 2nd Mal Pring – 66% Playboy. 3rd Peter Pine – Record Hound.

Happy winner of Height Limited Oldtimer, Lou Amadio

Height Limited Oldtimer (single motor run to 200metre, 7 min task)
This was an inaugural event and rewarded with 9 starters. Models were fitted with a simple limiter that cut the motor at 200 metres (or after 30 sec). This simple gadget contains the power race (evident in Duration events). Only 3 pilots made it into the fly-off so I was assured of a place! My first 1st in OT.
1st Lou Amadio – 70% Bomber. 2nd Mal Pring – 66% Playboy. 3rd Phil Stevenson – 100% Playboy.

Electric Oldtimer Texaco (battery 60mAh/Oz, 10 min task)
10 started. The best support for this event ever, most likely due to the one-off dispensation that allowed oldtimers to start. Electric models are getting bigger – Geoff Burling's winning Lanzo Bomber was the largest model at the Rally. I flew my smaller Bomber in dual-contest mode as reported in an earlier DT article. The height limiter was permanently installed but made little difference to Texaco. Mal Pring kept nibbling away at first but was not able to get there.

1st Geoff Burling – 100% Bomber (55 min in the fly off). 2nd Mal Pring – 66% Playboy. 3rd Lou Amadio – 70% Bomber.

Electric 1/2A Texaco Oldtimer (2S-460mAh or 3S-300mAh, 10 min task)
One of my favourite contests - small models are cheap and easy to build but winning is not easy. 12 starters, 9 made the fly-off. The 1/2A models had near perfect conditions and the winner had to be decided by a most unusual method – remaining capacity in the battery pack on landing.

1st Phil Stevenson – Playboy (4% more battery charge). 2nd Mal Pring – Stardust Special. 3rd Lou Amadio - Playboy.

This year Peter Henderson introduced the idea of adding a pilots score encompassing **all Oldtimer events.** The results were close.

1st O/A Mal Pring with a score of 5800, a 1 point margin over 2nd!
2nd O/A Laurie Baldwin with a score of 5799
3rd O/A Peter Henderson (did not place in any events but entered all)

Notable features of the EOT events.

- Largest number of starters ever:
  Duration = 12; Height Limited = 9;
  Texaco = 10; 1/2A = 12.
- Fly-offs were required in all events due to excellent flying conditions. Texaco fly-off conditions saw all competitors down early, but in 1/2A two contestants agreed to land from height at close to 1 hour. The remaining battery capacity was measured with Phil Stevenson having 4% more so was deemed the winner!
- Two competitors, Peter Everitt and John Voak, flew over from WA and went back with lots of ideas to promote to the local OT pilots!
- With the advent of 2.4GHz radios we were able to launch up to 12 Oldtimers at the same time - a sight to behold.

A final thanks to CD Peter Henderson for promoting and running EOT.

Above: Electric Oldtimer Texaco winner Geoff Burling.
Below: Electric Oldtimer Duration fliers.

Below: W.A. Electric Oldtimer fliers Peter Everitt with his Electric Record Hound and John Voak with his Electric ½A Texaco model.

From "flyingkiwi" and Australia C/L News:

An easy method of bending thin walled brass & aluminium tube, without a proper bending tool, is to insert 2 mm trimmer (strimmer) line. Bend tube to shape required, then warm tube with a hair dryer or heat gun and pull the line out. Tough enough to prevent tube collapse, nylon will stretch and slide out easily when warmed.

From Dave Brown - Model Draughting Services. daveb@ix.net.au

For your contacts and circulation for Muswellbrook Vets Gathering 2012.
I have the Kawasaki Hein (Control Line model) ready to go now, got the plan a week or so ago. Have done the ribs and u/cart spar, formers, doublers, flaps and the all the tails.
Will be $45 plus plan $5, plus post, until New Year, then will go up to $65, plus plan and postage.

New England Gas Championships 18-19 June, 2011.

From Basil Healy.

Things did not look too promising for the New England Gas Championships with heavy rain early in the preceding week and fairly strong winds during our trip to Tamworth on Friday afternoon. Saturday morning dawned clear and sunny with a light breeze from the south-west so we all proceeded out to the flying field at Somerton where we started to mark out the landing zone and collect entries for the Gordon Burford Event which got under way at a little after 10am.

Flying carried on quite normally until late in the fourth round when the wind strength increased dramatically and damaged Dave Paton's Stardust Special on landing, putting him out of the fly-off. The fly-off was short with three of the four models failing to make 5 minutes, but Jim Rae eked out a little over 6 minutes to win the event.

A show of hands of the contestants as to whether we should fly Duration delivered a resounding NO! So we spent the afternoon chatting and watching Dave Brown fly his electric ducted fan Panther. Saturday evening was spent at Joe McGuire's Family Hotel where we all had a pleasant evening socializing.

Sunday morning dawned clear and bright with no wind so we headed for the flying field early. At this point I decided to try to get all three of the remaining events in by reducing them to three rounds each with two rounds to count towards the fly-off.

½A Texaco got off to a start shortly after 9am and was completed by 11am, a tribute to the contestants for keeping going. We then elected to fly one round of Texaco before calling a lunch break. After lunch the remaining two rounds were flown followed by the fly-off. This became a three way battle between David Beake, Paul Farthing and Steve White, all of who exceeded 19 minutes.

The we got out our Duration models but due to the late start only 8 contestants remained four of whom made the fly-off. This resolved into a two way battle between Jim Rae and Dave Brown with only eleven seconds deciding the winner.

All in all it was a good week-end and we all went home tired but happy.

Results:

Gordon Burford Event.

1.	Jim Rae	Amazoom/BB	1285.
2.	Robert Rutledge	Spacer/PB	1148.
3.	Paul Farthing	Pencil/PB	1127.
4.	Basil Healy	Dixielander/PB	1054.
5.	Dave Paton	Stardust Spl/PB	900.
6.	Graham Mitchell	Dream Weaver/PB	766.
7.	Ian Connell	Spacer/PB	600.
8.	Robert Smith	FAISon/BB	496.
9.	David Beake	Zoot Suit/PB	300.

½A Texaco.

1.	Dave Brown	Bomber	1713.
2.	Jim Rae	Pine Needle	1357.
3.	David Beake	Stardust Spl.	1345.
4.	Gary Whitten	Baby Burd	1278.
5.	Robert Rutledge	Kerswap	1260.
6.	Basil Healy	Atomiser	1242.
7.	Robert Smith	Lil Diamond	916.
8.	Ian Connell	Lil Diamond	720.
8.	Dave Paton	Stardust Spl.	720.
10.	Tim Wright	Stardust Spl.	662,
11.	Geoff Potter	Stardust Spl.	517.
12.	Graham Mitchell	Stardust Spl.	185.

Texaco.

1.	David Beake	Bomber/OS60FS	2394.
2.	Paul Farthing	Bomber/OS60FS	1463.
3.	Steve White	Lanzo Stick/OS61FS	2343.
4.	Dave Paton	85%Bomber/OS56FS	2274.
5.	Robert Smith	Bomber/OS60FS	2196.
6.	Tim Wright	87%Bomber/OS40FS	2002.
7.	Robert Rutledge	Bomber/OS61FS	1885.
8.	Basil Healy	75%Dallaire/ASP32D	1142.
9.	Ian Connell	Record Breaker/OS61FS	1127.
10.	Jim Rae	Krupp Bowden/Enya46FS	1124.
11.	Geoff Potter	Powerhouse/Enya60FS	393.

Duration.

1.	Jim Rae	Lion Cub/Saito56F	1477.
2.	Dave Brown	85%Bomber/Saito56FS	1463.
3.	Robert Rutledge	Playboy Cabin/Saito62FS	1412.
4.	Basil Healy	Megow Chief/YS53FS	1319.
5.	Dave Paton	Playboy/OS61FS	805.
6.	David Beake	115%Playboy/Dooling61	750.
7.	Tim Wright	FeatherMerch./Saito65FS	724.
8.	Geoff Potter	85%Bomber/SupTigre40	702.

Top Gun.

Jim Rae.

Brown Jnr Engines

From Jim Hainan JIMSAM40@aol.com

If you are contemplating the purchase of a Brown Jr. engine on eBay I would like to offer some advice. First of all, there are basically two kinds of Browns, lapped (B models) and ringed (D models). Forget the A models, they are too few around to think about and the C model is generally a ringed model like the D. Just think in terms of B and D models for all practical purposes. Generally a good lapped one is slightly more powerful than the ringed one.

However when you buy a lapped Brown on eBay you have no idea how the compression is on the engine. This is ultra important on the Brown. When the lapped ones lose good compression they are poor runners. What is important to remember is that if you get an engine like this on eBay you are most of the time stuck with it or at best repacking it

and paying shipping charges twice. That is if the seller will take it back, most won't. Finding someone to chrome plate and refit the piston/cylinder is very difficult and if you find someone it probably will be expensive. If the seller won't guarantee that the engine has very good compression I would stay away from it.

When bidding on a ringed Brown (D model) you are much safer. If you receive a ringed D model and the compression is low and performance is poor you can send it to Ringmaster for $25.00 plus postage, (best to send him just the cylinder, piston with rod assembly so he has less work). He will true the cylinder and fit new rings to the piston and for all practical purposes you will have an almost new ringed Brown that will run and start well.

There are two types of timers that Brown used. They both work well. The banjo model may need a shim washer to get the right point setting. No big deal. Another fix for the banjo is to simply lock the timer in about the 1:30 position at the correct distance so that the breaker points have a decent gap and close correctly. Remember the drive washer with the bump on it has to be in the correct position to fire at the right time.

Whether you use gasoline or alcohol fuel is simply a choice. More important is that you have at least twenty-five to thirty percent oil in the fuel mix. Personally, I use alcohol for LER events and gasoline fuel for Texaco events. The needle setting will be a little more touchy with gasoline. Just get used to it. Alcohol fuel gives a little more power and gasoline fuel gives a longer engine run for Texaco events. For Texaco events I restrict the intake about fifty percent and retard the spark about five degrees more than I would use for LER. You can restrict the intake many ways. You can use a piece of dowel with a hole drilled in the centre or fit a custom machined plug, etc. If your intake has the knurled cap on the end use it about half open (experiment). For Texaco I like to use a filter with a separate tank and if you have a stock attached tank, be sure the tank is clean and the fuel strained. Always blow the needle valve out before a Texaco run. That's a mighty small opening. Don't use alcohol fuel in the plastic stock tank.

Props. Another choice of preference. For LER events, I like a 13/6 APC or good wood 13/6. For Texaco you might want to experiment a little. I have seen props of all size used for Texaco. I like a 16/6 wood. However I have also used a 15/6 and 14/6. I recommend a 14/6 for break-in at slightly richer setting and an additional five percent or more oil. A two to one gasoline mixture would be good. An alternate method is to use a glow plug adapter, alcohol fuel with two to one mixture, and run for about a half hour with start and stops ever five to ten minutes. This saves set up time for break-in.

I use Champion or NGK spark plugs, makes little difference. Make sure you have the thick washer for the NGK. For ignition I use both the old fashion coil and condenser system as well the newer transistor type. Makes little difference. Browns like a hot spark so do use a fully charged battery pack for each flight.

One thing though, we won't run out of Browns. There were well over sixty thousand Browns manufactured. So fly Browns with that un-mistakable sound and re-create the powered flight that started powered model airplane flight. Help preserve our model history. A SAM model contest without the Brown event is just inconceivable to me.

See you at the flying field and the Champs.

From Bruce Ramsey

auscanav@bigpond.com

Missed this year's SAM Champs due to family commitments. Hope to make it next year. Joined the Sunbury MAC last December, get down there occasionally, its 40km from my Victorian place. Unfortunately the field is under a Melbourne approach flight step and we have to watch our height. Very long grass around strips due to rain means difficult recovery if ones approach is poor.

The models of mine in the club magazine photo are the 1/2A Powerhouse (originally built in 1983) and the Buccaneer Standard (built in 1984) with PAW 29 TBR.

Both aircraft have been repaired and recovered after long storage. The new engine runs beautifully but I was disappointed by the excessive carburettor to crankcase fit and o-ring quality which caused some problems.
Cheers, Bruce Ramsay.

MEGOW STARDUST

A kit review by Richard Sutherland.

During the 1930's, Fred Megow (1900-1977) established the worlds largest model company, the "THE MEGOW CORPORATION". Following the lifting of the WWII wartime restrictions, MEGOW resumed production, however MEGOW never regained its market share and eventually closed in 1949.

The "Stardust" was MEGOW's first U-Control kit and was designated kit UC-1. It was designed in 1945 by Matt Kania (1917-1997) who was employed in 1939 by MEGOW as a designer and draftsman. Matt, whose lifelong interest in aviation was sparked by Charles Lindberg, became MEGOW's Chief Engineer in 1946, and joined PDQ as Chief Engineer and Production Manager in 1948. Matt is probably best known for his "Ringmaster" stunt design of a few years later which was kitted by STERLING for many years.

The Stardust sales literature sent to prospective dealers by MEGOW stated:

> *'To coin a phrase, "THE STARDUST IS A SWEET SALES MELODY", entitled, "MORE PROFITS TO YOU". The Stardust means profits because, firstly the package is toned with colorful, dramatic eye appeal, secondly because this easy to build kit is something vital and new in control line flying'.*

The kit is packaged in a large format box (24.5" x 8.5") and the box art is indeed quite attractive with its large blue and white graphics (picture 1). The similarly boxed "Banshee" free flight kit (picture 2) was also released around this time. Adverts for the Stardust started appearing in the US magazines in late 1946.

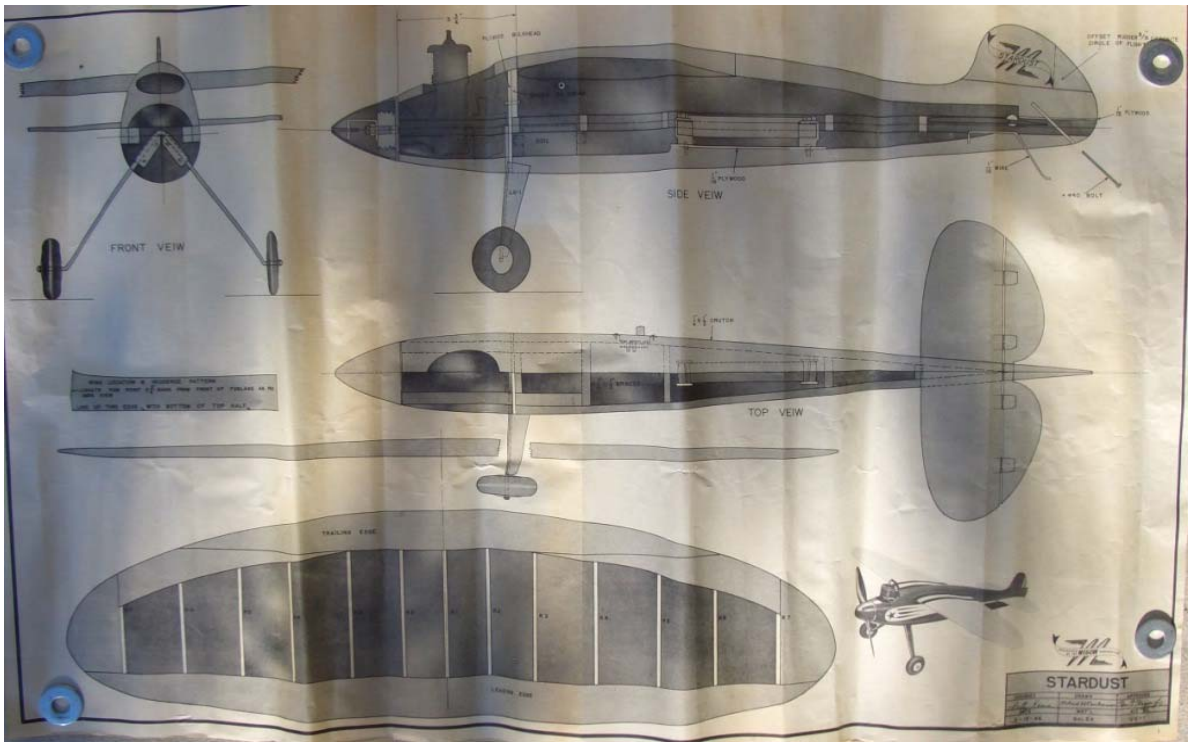
Of course in the early years of control line, speed was king, and the Stardust box proudly listed the speed contests won in 1945, the fastest being with a speed of 94 mph. It was also the Class "B" National Champion (picture 3).

At US$10, the Stardust was one of the more expensive control line kits available, but was touted to be a complete kit with 'lacquer, 6 decals, rubber wheels, glue, dope, hardware, 16 page booklet – everything but engine'. The Stardust kit that I have includes the decals, wheels, hinges, an 8 inch propeller, battery case and ignition switch, but is missing the liquids (dope, glue and lacquer). The plastic battery case holds two pen cells and my example has warped with age. The wheels are the heavy rigid type (as in the Berkeley kits) that would be more at home on a child's toy truck (pictures 4 and 5).

The Stardust specifications:

Span:	26 inches (actually 25 inches on plan).
Area:	125 square inches.
Length:	23.5 inches.
Weight:	24 ounces.
Rotation:	Not specified, but sketches in booklet show Counter Clock Wise.
Motor:	Class B (i.e. 0.20 to 0.299 cubic inches).

Pictures from the top: 1, 2, 4, 5, and 7.



The plan is of good quality and is dated 15/5/1946 (picture 6). The plan shows a rear induction Forster 0.29 ignition motor with an integral tank. Positions for the battery, condenser and coil are also shown.

Details of the control system are not shown on the plan or described in the 16 page booklet. A number of US manufacturers in the 1940's omitted the bellcrank details to avoid paying licence fees to Jim Walker (1904-1958) for use of his patented U-Control system. However, the last page of the booklet does have a sketch which shows a pilot holding a conventional control line handle.

The fuselage was carved from solid balsa on MEGOW's new (at the time) automatic carving machine (which was also used to make a range of solid non-flying models) and the fuselage would require considerable sanding to finish. The wing is built up and fully sheeted. The quality of the balsa is variable, the hollowed fuselage is pretty good, whereas the stabiliser is more like jarrah.

The completed model can be dismantled into two parts which provides access to engine and ignition (similar to a typical speed model) lower fuselage shell with the motor, ignition components; and upper fuselage shell with wings and fin, however, the stabiliser is glued to the lower shell, which would make it necessary to be able to disconnect the bell crank in the top shell from the elevator in the lower shell when dismantling.

I don't know if the speed of 94 mph was achieved with a Forster 0.29, but it seems doubtful.

The Academy of Model Aeronautics (AMA) museum in Muncie, Indiana, features a display of MEGOW products that includes a completed example of the Stardust (picture 7).

Over the last ten or so years, I have seen five Stardust kits for auction on ebay, and these sold for between US$60 and US$255 with an average of US$100. With an initial price of US$10, this represents a modest return of ~4% per annum over the last 55 years – it is probably <u>not</u> wise to invest your Superannuation in model kits!

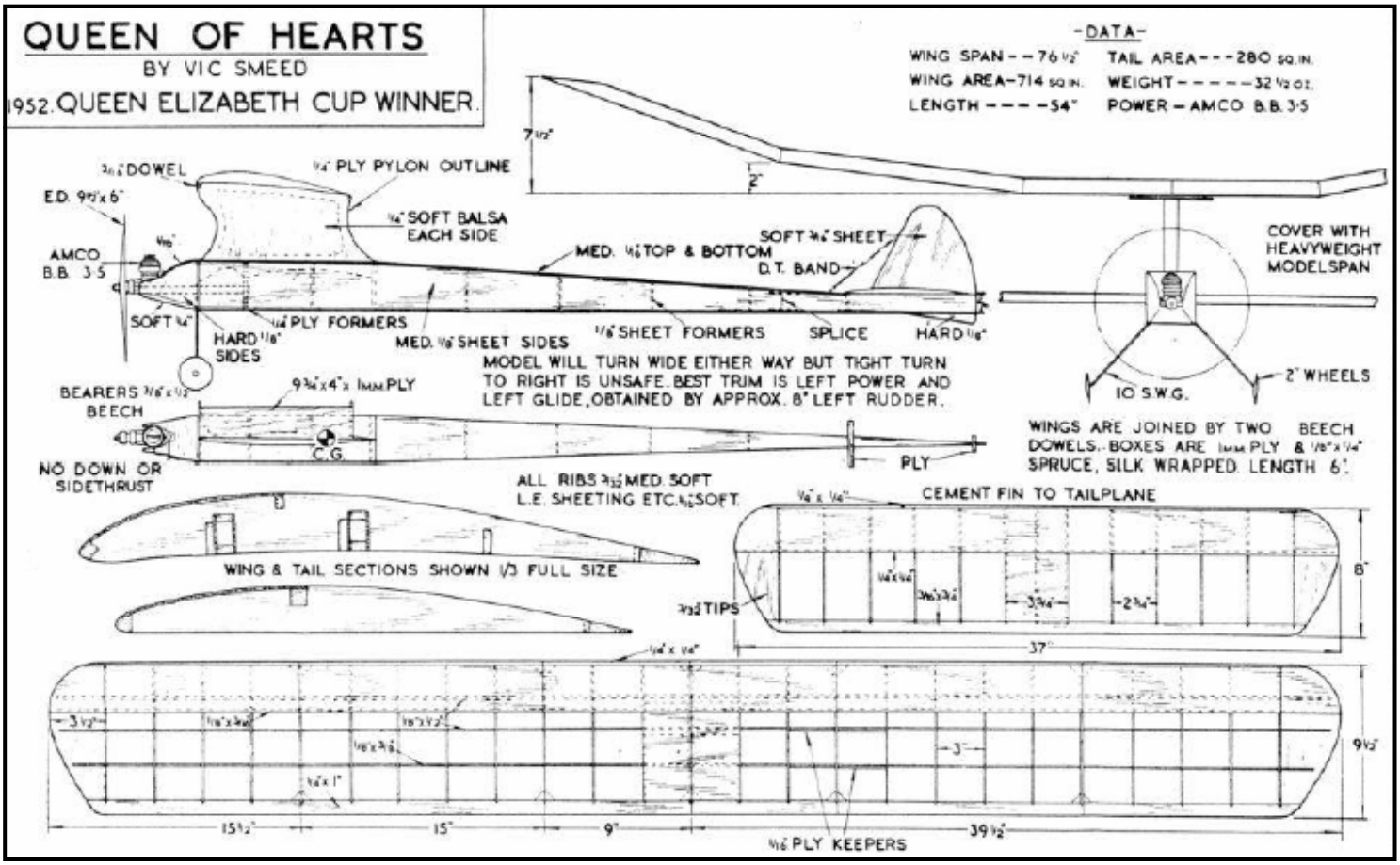
Note: the above information is based on my examination of a second hand (and probably third or fourth hand) kit, and my reading of various modelling literature (old magazines and books etc) over the years, and thus inaccuracies may exist.

VIC SMEED DESIGNS.

From AVANZ News No. 119 - April/May 2011.

I would guess that most of the Vintage fraternity would be aware that Vic Smeed, the well known and liked designer of mainly Free Flight sport power models, died earlier this year. As an acknowledgement of Vic's contribution to our hobby here is a list, (not necessarily comprehensive) of his designs published mainly in Aeromodeller. This list has been taken from that compiled in the Christchurch MAC (New Zealand) club magazine "Torque" with a few additions.

Year	Month	Name
1948	June	Ethereal Lady
1950	November	Tomboy
1952	April	Madcap
1952	Sept/Oct	Simple Design series
1953	July	PAAgeboy*
1954	March	Sea Nymph
1955	July	Golden Wings Glider
1958	December	Chatterbox RC*
1961	January	Band Boy RC
1962	May	Poppet*
1982	February	Miss 38
1984	September	Austrish*
1985	March	Spar ES Vintage Glider*
1985	November	Stormbird Glider*
1986	June	Pomilio*
1986	December	Dolly Bird*
1989	October	Airy Fairy
1991	December	The Milton Special
1993	March	Ballerina
1995	January	Flipper 27*
1950	Aeromodeller Annual	Aprila Rubber
1950	July	Coquette
1951	August	Hell's Belle
1952	September	Cherub
1953	April	Electra RC
1953	October	Pushy Cat
1954	June	Tom Thumb*
1955	October	Merbaby Rubber*
1959	September	Pander e.g. 100 scale
1962	March	Double Delta*
1963	August	Lockheed 60 scale*
1984	March	Pulstar*
1984	November	Mini Minx*
1985	June	Gordon Light's Miss America
1985	December	Poppet*
1986	August	Victoria Parker Vintage Rubber*
1988	October	Courtesan
1990	August	Majorette
1993	February	Banshee Babe*
1993	May	Flying Midget*
1996	December	Pretty Baby
1952	Aeromodeller Annual	Queen of Hearts



Plan courtesy of AVANZ Newsletter Plan Service.