



Points of Interest:

- President's Message.
- Parkes Golden West Oldtimer.
- Announcing the 30th SAM Champs, 2012.
- Vets report from David Owen.
- Model Craft "Vee Dee" review.
- Making a winch-line parachute.
- Accommodation will be tight at Canowindra in 2012.
- Bits and Pieces.
- The Back Page.

BULLETIN

No. 171

July - August

2011

WORTH NOTING:

SAM versus NSW Free Flight Society - From Peter Scott, SAM 1788 President: SAM free flighters have challenged the Free Flight Society to a Vintage Power contest on the 18th December, 2011, at the Richmond FF Field. A BBQ will be held as it is the NSWFF Christmas Bash. If you are interested in taking part please give me (Peter Scott) a call. Telephone 02 9624-1262.

Vintage Free Flight Rules.

People have asked about the vintage power free flight rules. Well they are the same as the MAAA rules with one small exception, if you want to use a 1.5cc diesel you may use any Burford plain bearing 1.5 cc engine. This is our only mod as it was perceived that it was difficult to find a competitive diesel of this era.

Basically:

- The model has to be a design that was published before the end of December, 1956.
- It has to use a period engine.
- It cannot be scaled up or down and the capacity of the engine must be no greater than that shown on the plan or construction article.
- Engine run 15 seconds.
- Three flights of three minutes gets you into the fly off.

Any questions phone Peter Scott (02 9624-1262) or Basil Healey (02 4341-7292)

EASTERN STATES GAS CHAMPS - WANGARATTA

1st-2nd October, 2011 at Wangaratta MAC Flying Field.

Saturday, 1.10.2011 9.30am Entries Please

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

Sunday, 2.10.2011 9am Tomboy - finishes at 10am sharp.

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

*** All comps will be run to MAAA Rules ***

Catering on field by Wangaratta Club.

Book accommodation ASAP.
Try
Gardenvue Lodge Motel
Phone 03 5722-1050
Accommodation is tight.

INFORMATION - Basil Healy - 02 43417292.

COOTAMUNDRA OLDTIMER WEEKEND

22-23 October, 2011 at the State Flying Field - Cootamundra.

Saturday, 22.10.2011 9.30am - Gordon Burford Event and Oldtimer Nostalgia (to be run concurrently - enter either event but not both) followed by '38 Antique and then Oldtimer Duration.

Dinner will be organised when we get the numbers.

Sunday, 23.10.2011 9.30am - Oldtimer 1/2A Texaco followed by Oldtimer Texaco.

NOTE: No on-field catering but BBQ facilities/tea & coffee making will be available.

INFORMATION - Basil Healy - 02 43417292.

Duration Times is the official Bulletin of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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Committee Members: Grant Manwaring Ian Connell

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UPCOMING OLDTIMER EVENTS FOR 2011.

October	1-2	Eastern States Gas Champs	Wangaratta	Basil Healy	02 4341-7292.
October	22-23	Oldtimer Weekend - State Flying Field	Cootamundra	Basil Healy	02 4341-7292.
November	12-13	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	02 6543-5170.



From the President: We are all looking forward to the next contest in Wangaratta. Note the Burford/Nostalgia dual contest. I will be flying Nostalgia as I think we get too few of this event. Note:- Accommodation is tight for this weekend as there is a big Basketball contest. All cabins at the three parks are booked.

Parkes was really good - see my report in this issue. Please try to get to some of these, at the moment, smaller events, including Muswellbrook, Wyong and Yass. All good events on good fields but we need numbers to make them great events.

The committee has decided that the Muswellbrook event will have a vintage glider competition. So, if you haven't got one, start building. Maybe there is a space in this contest for a nostalgia glider - say up to 1955? Think about it.

New models now available from Brown: Free flight - Veron Cardinal. (Same rules as FF Tomboy) \$40 special price - kit.

Control Line - Keil Kraft Champ (Easiest build in the world - for .75 or MP Jet) \$30 for kit.

I think there might be a place and a special prize from me for one built for an ED Bee, built as per plan. Just a thought!

After Wangaratta, Cootamundra is next on the calendar. We booked this as Lithgow was cancelled. We will run Antique, Burford/Nostalgia and Duration on Saturday, Tomboy, $\frac{1}{2}$ A Texaco and Texaco on Sunday. A dodger re Cootamundra has already been circulated.

We had a committee meeting on the field at the Parkes Oldtimer to discuss next year's Canowindra event. We will have another committee meeting at the Wangaratta Oldtimer event. Paint your tips white or yellow, Peter Scott.

Reports - Golden West Oldtimer Competition - Parkes.

From Peter Scott: This event shows great promise for the future with reasonable attendance from the old timer tragics and an increased participation from locals. The weather was cool but mainly dry. Lift was not in great supply. The venue was perfect.



Saturday was underway with the Burford event. Everyone flew P.B. motors. I flew my Jaded Maid; the motor was not that good but got into the fly-off. Condo, again, beat us all with his Spoofer - I think his new, bigger version is going to be unbeatable! Grant Manwaring came second with the Eliminator and Basil, with the Dixielander was third.

Next up was the '38 Antique class. I flew a Powerhouse with a Cunningham Blue Streak and while the engine went well and the model flew nicely, the height gained was nowhere near enough. 80 seconds would have needed to be 150 seconds to stand a chance. Grant Manwaring made it to first place with the GB 5cc diesel powered RC 1. Alan Brady was second with a Red Zephyr powered by an OK super 60 that climbed astonishingly quickly and got to enormous height and I think he even had to shut down the motor early to be able to see it. I came third but I don't think I'll use that motor/model combination again.

Duration was our next event. I flew a standard Playboy with a Saito 62. This is an easy to use and fly combination. David Beake flew a 115% Playboy with Dooling 60 spark and was easily the winner. Condo, second, flew the stunningly fast Playboy with a Profli up front and Darren Lidford was third with the safe combo of a standard Playboy with a 4stroke OS 56.

We all went to the services club that evening and had a very congenial time.

Sunday was Tomboy time first up. Tim Wright won this convincingly from Basil Healy while I ran in third. It made a change from chasing Condo and his Frog 100.

Then it was $\frac{1}{2}$ A Texaco and Brown won this with his Baby Bomber. I think the conditions really suited a lightly loaded model. Ian Harman was second with a Li'l Diamond and I flew another Li'l Diamond into third place. I



need a better motor, though on one occasion it ran for 4 minutes! No rhyme nor reason in those motors.

The Texaco event was fun for me. I flew a 7½ pound Super Buccaneer with a Forster 99. It behaved very well but I landed out twice, trying to get the last 15seconds required. Probably would be better ½lb lighter and in more lifty or turbulent conditions.

Basil won this event with his Lanzo Stick/Enya 60 faithful. David Beake was second with the old Bomber/OS60 FS combo and Dave Brown third with his Lanzo Stick and Marden spark motor.

From CD - Peter (Condo) Smith:

Well, Parkes is over again, and it was pleasing to see that last years experiment of letting members fly any OT they had in Duration to get a taste of the competition, has paid off. This year there were four Parkes members in Duration, and all did well and had a lot of fun.

Darren Lynford acquitted himself very well with a 3rd place in the fly off. A just reward considering his maiden playboy flight last week, ended... Well let's just say it ended suddenly. They are very hard to fly when things work backwards.

Two Parkes members also built Tomboys since last year, with Craig Thornton burning the midnight oil last week trying to finish his. It had its maiden flight on Sunday, much to Craig's delight, looks nice in transparent red, and very, very light, a full ounce plus lighter than Beaky's new Tomboy which is no mean feat. Guess that means I have to build a new one also.

John Watson (the provider of well cooked food to those who were there), has started a Burford model, and I have lent him a motor for it, so watch out next year.

The first junior in a long time has arrived in Old Timer. His Name is Tim Wright, so memorise it as you will be seeing his name in the results for a long time if his Parkes results are any guide. I spent a bit of time with him and his flying is very good. So you have been warned.

He also has good building skills as his Burford model was nice and flew well. I am sure he listened to his mentor, Basil Healy. Well done to both Basil and Tim. If anyone has an un-used Playboy perhaps you might donate it to Tim for Duration, as he has a good engine but the Feather Merchant is not really a Duration model.

In closing I would like to thank those who rang or emailed their intentions to fly, and I would also like to thank the following Parkes Club members for their help and making the effort to build models for 2011. Elizabeth and John Watson, Craig Thornton, Robbie Hart, Darren Mann, Darren Lydford, Brendon Lydford, Bruce Emmett, Kay and Kevin Peckham, and Les Symonds. All these members were involved in the weekend in some way, whether cooking, flying of just there to help. Their help and hospitality was very much appreciated by all. Hope to see you all on the flight line next year.



Golden West Oldtimer Competition

Parkes NSW - 23 and 24 July, 2011.

Hosted by Parkes Miniature Aero Club Inc. Nelungaloo Field

RESULTS

Oldtimer '38 Antique.

1.	Grant Manwaring	ACT	RC-1/GB500	2492
2.	Alan Brady	NSW	Red Zephyr/OK Super 60	2383
3.	Peter Scott	NSW	Powerhouse/Cunningham 60	762
4.	Tim Wright (Jnr)	NSW	Pixy/ED Comp Spec	360
5.	Peter J Smith	NSW	Standby/Madewell 49	WNS
5.	David Beake	ACT	RC-1/OK Super 60	WNS
5.	Basil Healy	NSW	Skycharger/Orwick 64	DNS

Oldtimer Gordon Burford Event.

1.	Peter J Smith	NSW	Spoofem	PB	1402
2.	Grant Manwaring	ACT	Elininator	PB	1295
3.	Basil Healy	NSW	Dixielander	PB	1286
4.	Tim Wright (Jnr)	NSW	Spager	PB	990
5.	David Beake	ACT	Jumping Bean	PB	900
6.	Peter Scott	NSW	Jaded Maid	PB	848
7.	Ian Connell	NSW	Zoot Suit	PB	300

Oldtimer Duration.

1.	David Beake	ACT	Playboy 115%/Dooling 61 Spk	2246
2.	Peter J Smith	NSW	Playboy 106%/Profi 40	1995
3.	Darren Lydford	NSW	Playboy/OS56FS	1977
4.	Potter/Brown	NSW	Playboy 112%/ TT 46	1947
5.	Grant Manwaring	ACT	Playboy/YS53FS	1771
6.	Peter Scott	NSW	Playboy 112%/Saito 62FS	1734
7.	Darren Whalan	NSW	Playboy/OS52FS	1530
8.	Graig Thornton	NSW	Playboy/OS25	1157
9.	Ian Connell	NSW	Playboy/OS62FS	1075
10.	Tim Wright (Jnr)	NSW	Feath. Merchant/Saito 56FS	993
11.	Ian Harman	ACT	Playboy/Magnum 52FS	838
12.	Basil Healy	NSW	Megow Chief/YS53FS	820
13.	John Watson	NSW	Playboy/Magnum 52FS	213

Oldtimer ½A Texaco.

1.	Dave Brown	NSW	Lanzo Bomber	1882
2.	Ian Harman	ACT	Little Diamond	1859
3.	Peter Scott	NSW	Stardust Special	1836
4.	David Beake	ACT	Stardust Special	1784
5.	Basil Healy	NSW	Atomiser	1575
6.	Tim Wright (Jnr)	NSW	Atomiser	1521
7.	Grant Manwaring	ACT	Little Diamond	1466

Oldtimer Texaco.

1.	Basil Healy	NSW	Lanzo Stick/Enya 60FS	3022
2.	David Beake	ACT	Lanzo Bomber/OS60FS	2892
3.	Dave Brown	NSW	Lanzo Stick/Marden 60 Spk	2779
4.	Alan Brady	NSW	Lanzo Bomber/OS60FS	2774
5.	Tim Wright (Jnr)	NSW	Lanzo Bomber/OS40FS	2355
6.	Grant Manwaring	ACT	Lanzo Bomber/OS60FS	2714
7.	Steve White	NSW	Lanzo Stick/OS40FS	1722
8.	Peter Scott	NSW	Sup.Bucneer/Forster 99Spk	1200
9.	Peter J Smith	NSW	Bomber/Forster 99Spk	565
10.	Geoff Potter	NSW	Lanzo Bomber/OS61FS	493
11.	Ian Harman	ACT	Lanzo Bomber/Enya53FS	DNF

Tomboy Event.

1.	Tim Wright (Jnr)	NSW	MPJet	654
2.	Basil Healy	NSW	Mills .75	494
3.	Peter Scott	NSW	Schlosser 1cc	429
4.	Ian Connell	NSW	MPJet	397
4.	Grant Manwaring	ACT	Mills .75	397
6.	David Beake	ACT	Mills .75	337
7.	Peter J Smith	NSW	Frog 100	300
8.	John Watson	NSW	MPJet	281
9.	Craig Thornton	NSW	MPJet	168



Tim Wright - A future Champion - at Parkes OT



Grant Manwaring, - 1st in '38 Antique, Ian Harman helping.



Steve White, assisted by Dave Brown - 7th in Texaco.



In the background is a current champion - David Beake from Canberra - 2nd in Texaco. In the foreground is a champion in the making - Tim Wright - 5th in Texaco.



Red Zephyr/OK Super 60 on spark. Alan Brady - 2nd '38 Antique.



Left: "Don't worry, Brown, Basil is still way up there." Basil Healy - 1st in Texaco, Dave Brown - 3rd in Texaco.

Golden West Oldtimer Competition
Parkes



Condo - 1st - Gordon Burford Event.

Parkes members John Watson and Craig Thornton with their Tomboys.



Great flying field at Parkes - Club house and a new amenities block almost completed.



Parkes flier Darren Lydford - 3rd in Duration, Craig Thornton assisting.



Announcing the SAM1788 30th COMMEMORATIVE OLDTIMER CHAMPIONSHIPS 5th - 9th April, 2012 at Canowindra, NSW.

The following information is provided for members and friends planning to attend the 30th SAM Champs at Canowindra, Easter, 2012.

- Venue is unchanged - "Bogwood" has, once again, kindly been made available for our championships by Paul and Kim Farthing. All the usual events will be run along with one or two new "fun" events. Festivities will open with the usual free-flight activities. There will be the traditional BBQ at Bogwood on Easter Saturday night and the Presentation Dinner on Sunday night.
- To celebrate the 30th SAM Champs there will be a number of special items available as mementos including a special metal badge, commemorative decals and suitably embroidered dress shirts. A souvenir program is also planned.
- Invitations have been extended to International SAM members to attend the Champs and, to assist them, SAM 1788 will endeavor to help them with travel arrangements and accommodation if required.
- A number of Interstate Oldtimer fliers have indicated their intentions to attend including contingents from Western Australia, South Australia, Victoria and Queensland. Not sure about Tasmania or New Zealand.
- It is hoped that members will join in the celebrations by campaigning or displaying models which they used in the early years of SAM 1788. So get out your old "retired" models from storage, refurbish them if necessary and join in the fun. There will be special prizes awarded for your efforts.
- Down memory lane - SAM 1788 would like to create a collage of photos and memorabilia from the early years of Oldtimer activities in Australia and to that end are requesting members to dig out any photos from their collections which depict this period or some special event or highlight of SAM 1788. These photos/documents/press cuttings and reports etc. should be sent to the SAM Treasurer, Gail Scott, please. Gail will be co-ordinating the preparation of the collage and a CD will be produced and a copy presented to all participants at the 30th SAM Champs. All photos and materials will be returned to the owners.
- Additional "fun" events include the introduction of the "Champ" class into the CL Phantom Racing, FF Cardinal prize offered by our President and an indoor Helicopter Challenge using the infra-red helicopters that most of us have at home.

So please do try and join us in 2012 and help us to celebrate the SAM1788 30th Oldtimer Championships and make it a truly Commemorative Champs and an event to remember.

For further information please contact Basil Healy on 02 4341-7292 or Peter Scott on 02 9624-1262.

2011 VETERAN'S GATHERING at MUSWELLBROOK on 30th April & 1st May.

From David Owen.

The 'Vet's Revitalized' I would call it this year! Following a massive effort by a small group of Muswellbrook District Model Air Sports (MDMAS) members, the 2011 event was rewarded with a great turn-out and wonderful weather. Earlier problems with the clubhouse and other amenities are past, with a new building and further proposed improvements meeting with everyone's approval.

There is a new field orientation which seemed to go well and the Club has tightened some aspects of safety regulation. Night-flying provided an ethereal backdrop as darkness descended on happy fliers. The Dinner, provided by a local firm, Tuckerbox Catering, was held on the field on Saturday evening. Good food and service and nice surroundings. Many agreed it was the best Dinner since those iconic evenings up at the Hilltop Restaurant, now a distant memory. Simon Bishop and his team are to be congratulated on a wonderful weekend.

Control-line (two circles), free-flight and radio control were all flown simultaneously on their own designated areas of the Muswellbrook field. Modellers flew, or walked around and looked at others flying, or chatted amicably with old and new friends. Interesting models were to be seen everywhere one looked and there was the usual selling of modeling items from car boots.

Simon's 'Cool Hobbies' trailer was well-stocked with contemporary modeling goods and I hope he did well.

There did seem to be some younger modelers present too, which bodes well for the future. Adrian Bryant and Brian Allcock, both now in their '90s, still enjoy flying and were to be seen on the field many times over the weekend. Both these fine older modelers are now seen in the company of younger flyers who have willingly accepted the role of drivers and helpers. I think this is a marvelous thing to do and I have no doubt that the benefits are mutual.

The C/L model chosen for 2011 was the Hearn's Hobbies Gladiator. I did see four examples of this compact, medium-sized stunter on the field, though there may have been more. Des Slattery's Gladiator appeared more than adequately powered by an OS Max-111 35 and flew more like a combat model than a stunter.

The F/F model for this year was the

The usual ballot was conducted to determine the models for next year, 2012. I thought it was a disappointing vote, as only fifteen modelers bothered to have their say. However, the result was clearly in favor of Geoff Pentland's Kawasaki Hien stunter. The Hein is a particularly nice flapped design for lighter plain-bearing engines in the 2.5-3.5cc range. The F/F

choice is the Model News Piper Cub J3, a 42" sport free flight model for up to 1cc engines, designed by Noel Shennan. Both excellent choices, in my opinion, and they will be popular for next year. Unfortunately Noel passed away this month (August). I have no doubt he would have been delighted to see the Muswellbrook skies filled with Cubs next year.

Once again, Dave Brown is offering partial kits and drawings for the Hien and Cub. Both are available now at \$50 + postage, special



Model News Binatang, a cute little cabin model of 30" span. There were as many as nineteen of these on the field and three things were readily apparent. Firstly, they need to fly left/ left and they do so in C/L-like circles. Secondly, they need no more power than a Cox Pee Wee or a Schlosser .25cc diesel; a Dart is an overkill, as I found out. Lastly, the Binatang is not a great R/C model. A few of the bunch were set-up as R/C, but I found mine was an incredibly touchy model to fly. So, to reduce the stress level, I removed the Rx and battery and converted mine to a well-behaved free-flyer!

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prices until Dec this year and I again take the opportunity to thank Browny (daveb@ix.net.au) for his support.

Celia and I had a great time at the Vet's, the highlights for me being the F/F on the Sunday morning and catching up again with old friends and meeting some new ones. I didn't get my C/L model out of the car, but promise to do better next year and hope to see everyone in good health in 2012. If you have not been to a Vet's, why not make it for 2012. There is no age limit!



A bevy of Binatangs!

NEW Mini-Phantom model for Canowindra 2012. From David Owen.

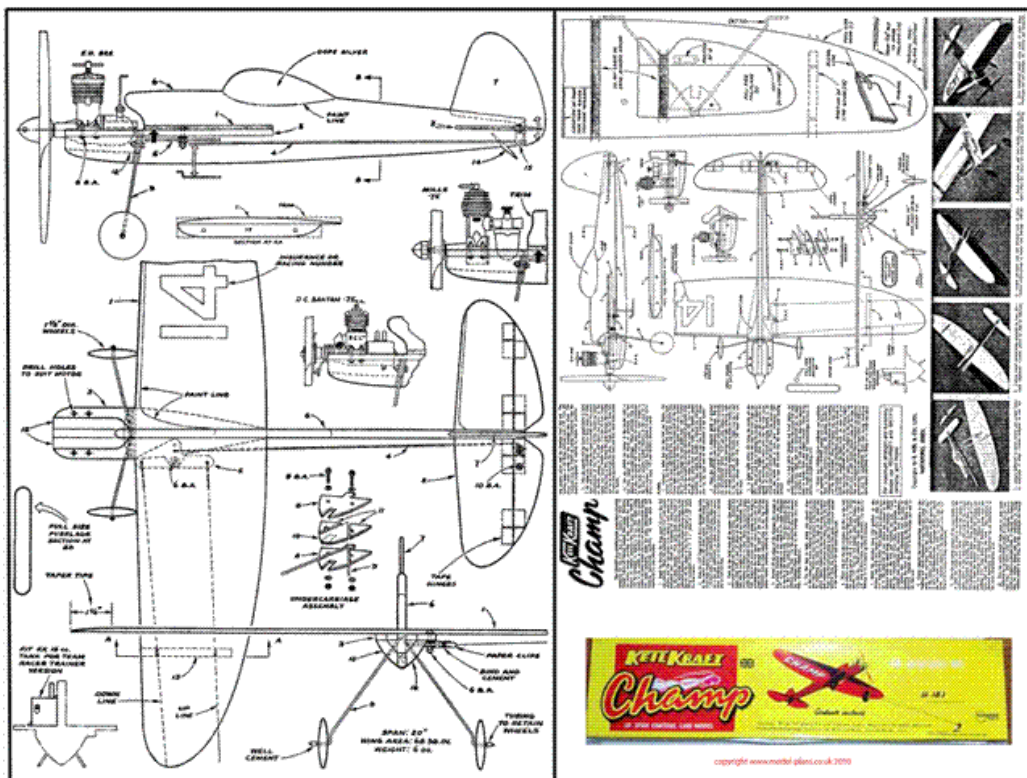
To maintain interest in the popular Phantom Shield at the SAM 1788 Champs, a much smaller and simpler model will be flown in its own Class next year.

This is the KeilKraft Champ, a sheet balsa trainer with a profile fuselage.

The Champ was a very popular kit in the '60s and would be fondly remembered by British beginners to c/l flying. It has no cowl, no canopy, no spinner and was designed for 0.75 to 1cc diesels.

We are going to fly the Champ on the same 35' lines and to the same contest procedure we use for the larger Phantom. To keep the concept very simple, engines will be confined to the Mills .75cc in any of its variants and replicas, including the Boddo Mills, as well as the popular MPJet 0.60cc diesel. It will be mandatory to use the integral 3cc tank fitted to this type of engine. This combination will easily do 12 laps and does simplify the model itself.

So, if you have put off building an entry for the Phantom Shield, here's a model that is very easy to build and fly and can use the very same engine most are using in Tomboy. You probably don't even need to buy another engine. Dave Brown has prepared partial kits with plans for the Champ and these are available now for \$30 plus postage. What could be easier?

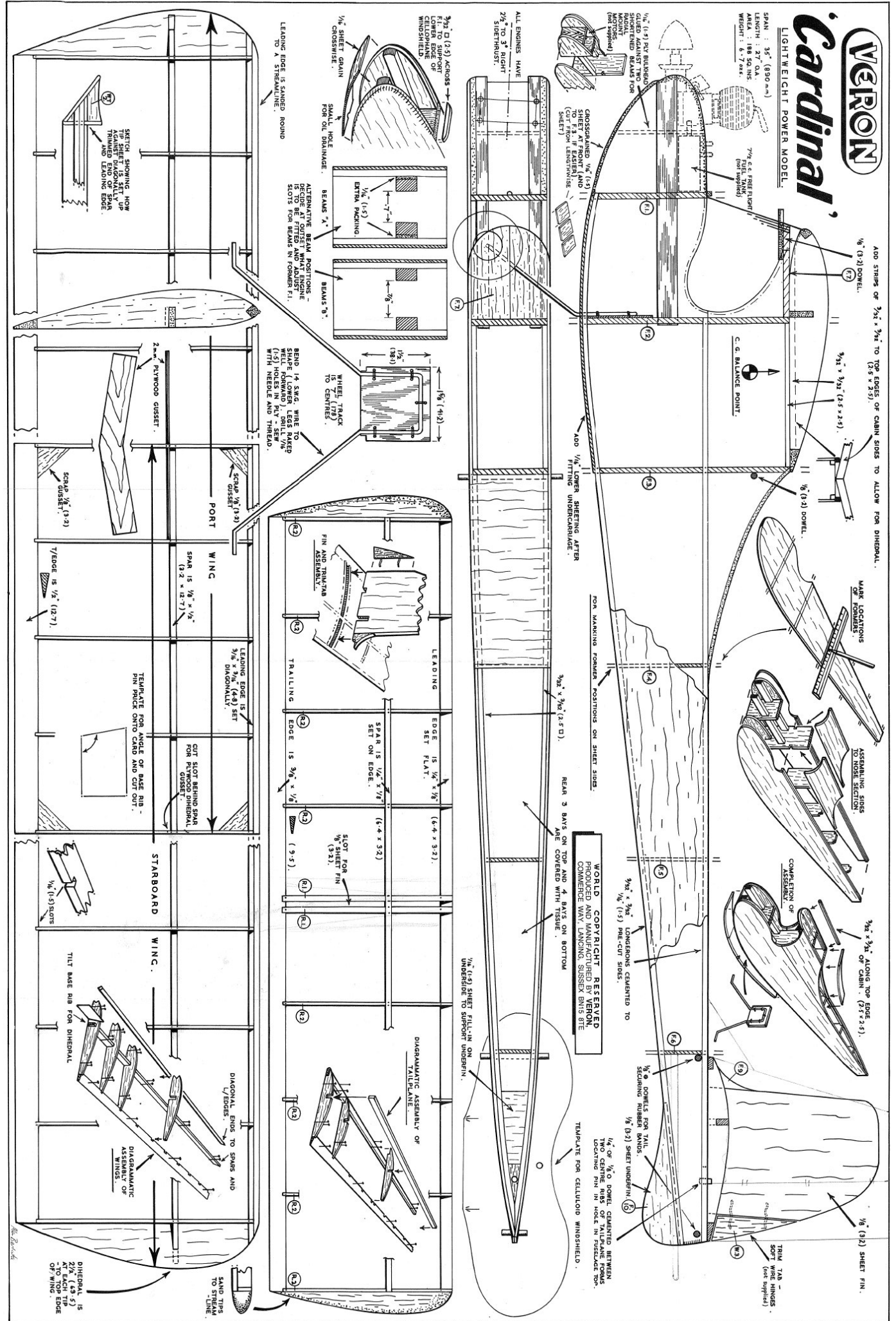


VERON

Cardinal

LIGHTWEIGHT POWER MODEL.

SPAN : 35" (890 mm)
 LENGTH : 27" O.A.
 AREA : 188 SQ. IN.
 WEIGHT : 6-7 oz.



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 PRODUCED AND MANUFACTURED BY VERON,
 COMBIDGE WA, AUSTRALIA. SHEETS 1 & 2

TRIM TAB -
 SOFT (Not supplied)

1/2" or 3/8" DOWEL SCHEDULE
 BETWEEN
 LOCATING PIN IN HOLE IN PUSHLOD TOP

TEMPLATE FOR CELLULOID WINDSHIELD.

MARK LOCATIONS
 OF FORMER.

ASSEMBLING SIDES
 IN ASSESSMENT

COMPLETION OF
 ASSEMBLY

3/8" x 3/8" ALONG TOP EDGE
 OF CABIN . (2.5 x 2.5)

1/8" (3.2) SHEET FIN.

1/2" of 1/8" DOWEL SCHEDULE
 BETWEEN
 LOCATING PIN IN HOLE IN PUSHLOD TOP

TRIM TAB -
 SOFT (Not supplied)

1/2" of 1/8" DOWEL SCHEDULE
 BETWEEN
 LOCATING PIN IN HOLE IN PUSHLOD TOP

ADD STRIPS OF 3/32" x 1/4" TO TOP EDGES OF CHAIN SIDES TO ALLOW FOR DIMERIAL.

7/16" x 3/32" (2.5 x 2.5)

3/16" x 3/32" (2.5 x 2.5)

1/8" (3.2) DOWEL.

3/16" x 3/32" (2.5 x 2.5)

3/8" x 3/8" (2.5 x 2.5)

1/8" (3.2) DOWEL.

1/8" (3.2) DOWEL.

C.G. BALANCE POINT.

1/8" (3.2) DOWEL.

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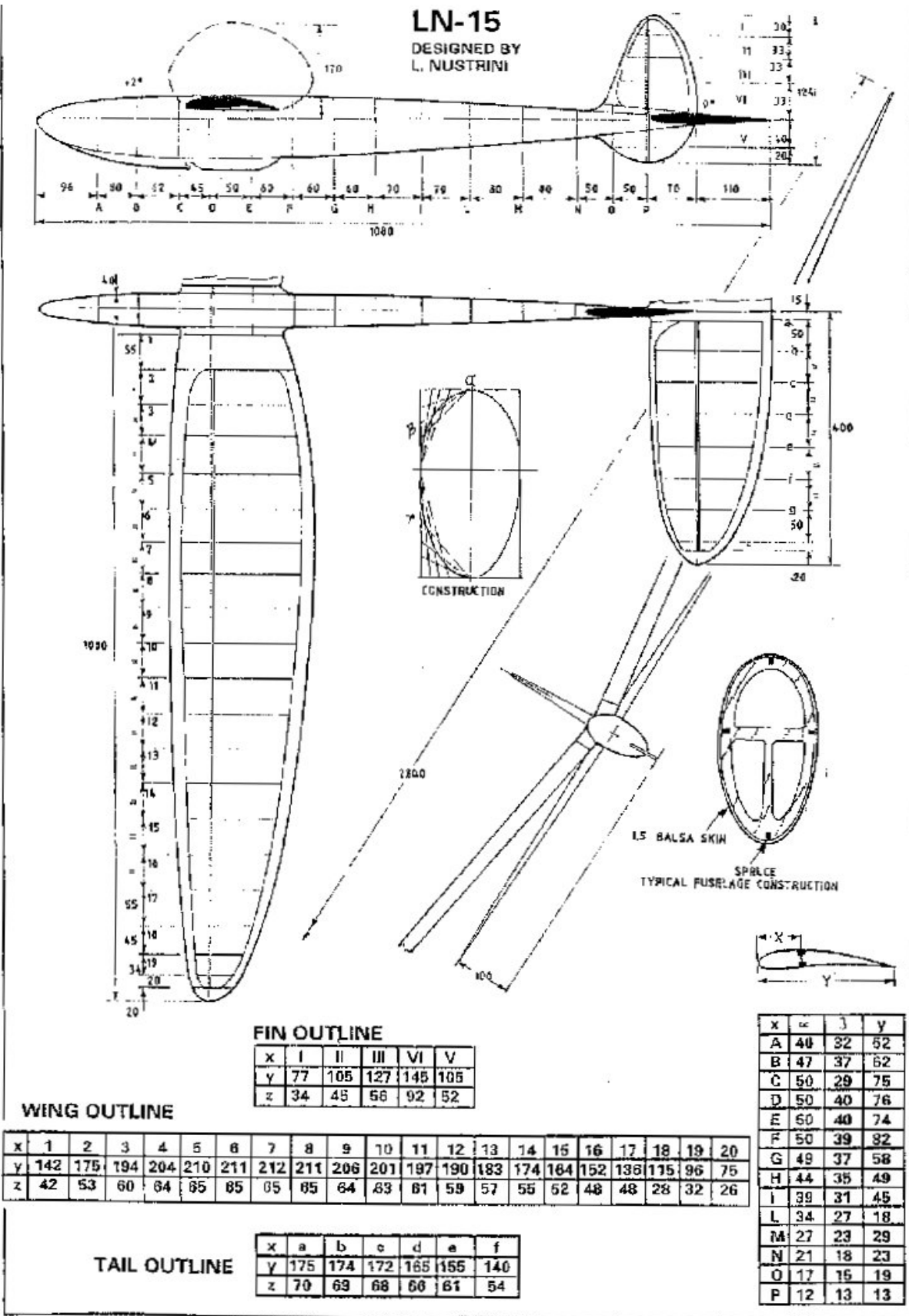
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1/8" (3.2) DOWEL.



Luciano Nustrini's elegant LN-15; this typical Italian sailplane dates from 1946.

Old Timer Glider Update.

from Grant Manwaring.

Here is the plan for the LN-15 glider from 1946 for Duration Times, it might inspire someone as a model to build. I was hoping to have a photo of the Thermalist I am building but will hold it over for next Duration Times and do a small article on the building of it. There is a lot of building in it, but is going together well, I enjoy my building as well.

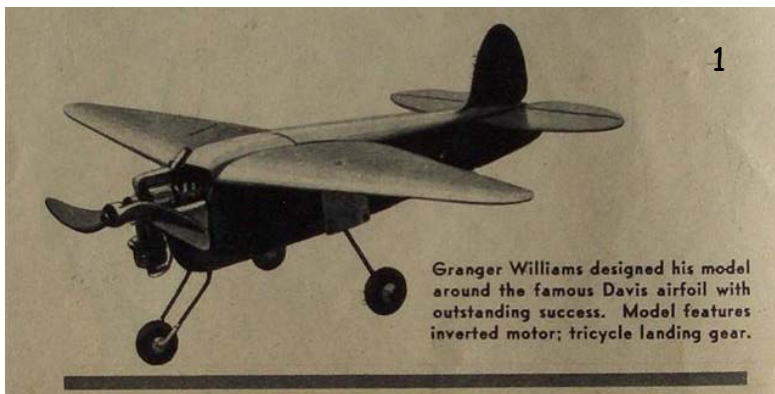
I have spoken to Basil Healy, he should forward you details for a glider event/test day at the Muswellbrook meeting later this year. I will go to this meeting. I now have 1000m of new line for the winches, have arranged with Basil to upgrade both winches at the Cootamundra Oldtimer weekend and I will bring a measuring wheel do this. Basil will also get a new battery organised. I am also upgrading my turnaround. This should put us in a good position for next year.

I will also be looking at another glider test day early in 2012, at a central location.

MODELRAFT "VEE GEE"

From Richard Sutherland.

The Vee Gee was designed by Virgil Clark and Granger Williams (1919-2000). At the time Virgil and Granger operated a small business producing X-Cell props and wet cell batteries (dry cells being unavailable during wartime). Later, in the 1960's, Granger and his brother Lawrence (Larry) formed "Williams Bros" to produce the range of plastic accessories (such as wheels, pilots, engines, machineguns etc) for scale modellers.



Granger Williams designed his model around the famous Davis airfoil with outstanding success. Model features inverted motor; tricycle landing gear.



The Vee Gee evolved over two years of experimentation in the early 1940's. Picture 1 (from Air-Trails Annual) is of a predecessor which shows many of the design elements used on the Vee Gee kit (sharply tapered wing, inverted motor, etc).

The Vee Gee was probably the first mass produced kit with potential for high speeds. The model was initially called the "X-Cell Special", but the kit version was known as the "Williams-Clark Special", and then the "Vee Gee", the name taken from Virgil and Granger's initials.

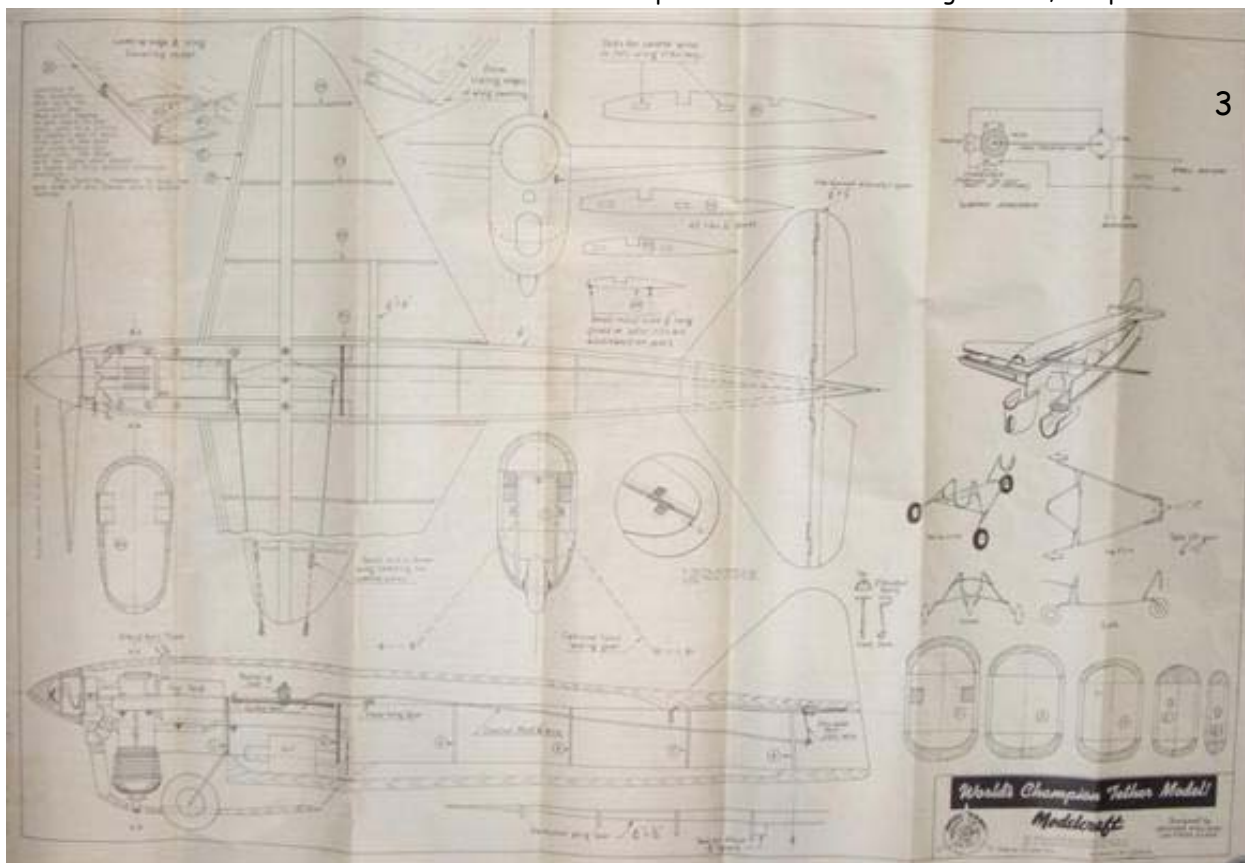
Barney Snyder ran the Modelcraft hobby supply company which kitted the Vee Gee. The comedian Eddie Anderson (1905-1977) who played Rochester on the Jack Benny Show was a keen speed flyer, and I once saw it suggested on a RC discussion forum that he may have been involved in financing production of the Vee Gee kit.

The Vee Gee specifications:

- Span: 18 inches.
- Area: 90 square inches.
- Length: 22 inches.
- Weight: not specified.
- Rotation: Counter Clock Wise.
- Motor: 0.29 cubic inches and larger.

The Vee Gee kit is packaged in a long box (27" x 5") and the box art shows a picture of the model along with a picture of Virgil and Granger with a number of trophies (picture 2). The Vee Gee was heavily promoted with large adverts which started appearing in the US magazines in late 1944. Of course the Vee Gee was built for speed and the kit box states "Officially clocked at 112 mph".

The plan is of good quality and is undated (picture 3). The plan shows a Torpedo 29 ignition motor with a separate tank. Positions for the condenser and coil are also shown. The plan shows a recessed single wheel, or optional tail dragger landing gear.

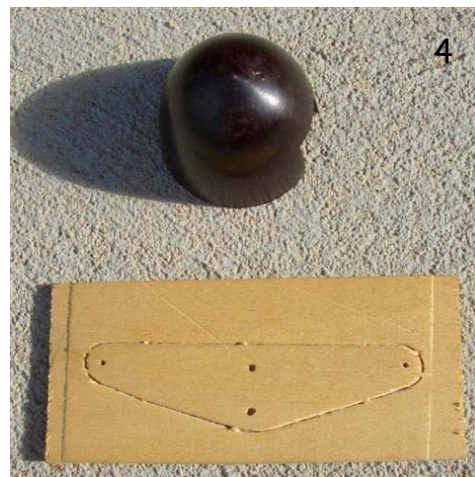


A diagram for a three-wheel takeoff dolly is also shown. The box and plan state that the control system is licensed under Jim Walker's (1904-1958) patent No. 2292416, and the plans show the position of the bell-crank and control rods.

The instructions (printed on the plan) show the connection to X-Cell and state "The motor is then bolted to the motor mount one degree of right thrust.

This is all that is necessary to counteract for torque, with an X-Cell propeller".

At US\$10, the Vee Gee was one of the more expensive control line kits available, yet contained minimal hardware. I imagine some purchasers must have been disappointed with the value for money, but perhaps the performance made up for this. The Vee Gee kit that I have has no wheel, decals, or hinges. It does have a die-cut plywood bell-crank, wire for the undercarriage and pushrod, and a interesting snub nose 1.5 inch Bakelite spinner (picture 4), although the plans shows a pointy balsa spinner.



The fuselage top and bottom is shaped from solid balsa and requires considerable hollowing to finish. The ribs, stabiliser, fin and wing are all die-cut from balsa, however the die-cutting is poor (die-crushing). The wing is built up and fully sheeted. The quality of the balsa is variable, the hollowed fuselage is pretty good, whereas the stabiliser, ribs and wing sheeting is very poor. The quality of the balsa and die-cutting makes some of the parts barely usable.

The top of the fuselage is removable for access, and the wing is bolted to the lower fuselage by two bolts.

The kit includes an additional plan sheet (picture 5) showing the shoe-horning of an Atwood Champion 60 into the Vee Gee. This requires quite a number of changes such as; engine bearers which protrude through the sides, larger cowling (top and bottom), the omission of the single wheel (replaced with a wire skid to protect the spark plug), as well as modifications to the Atwood (cutting and extending the venturi).

Speeds - At the Long Beach meet on 28 May 1944, Granger won Class C with an official speed of 108.1 mph flying his Champion powered "X-cell special". In July 1944 at the Los Angeles meet, the Hornet powered "Williams-Clark Special" won Class C with 112 mph (the speed stated on the kit box), and a Torpedo powered version won Class B with 92 mph.

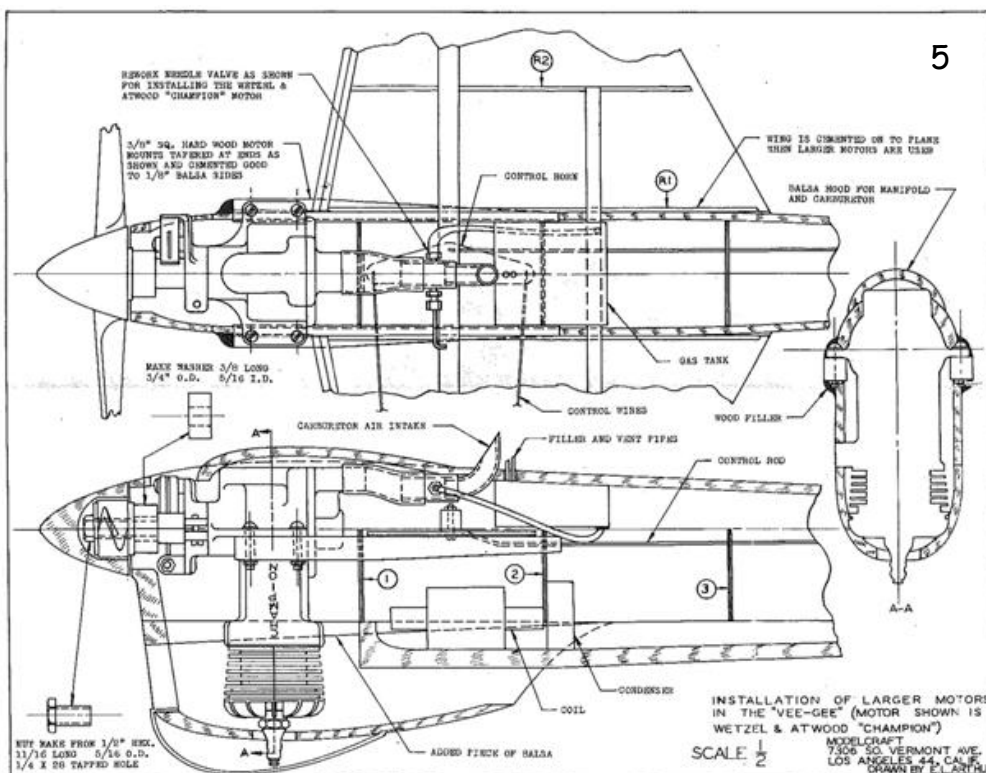
At the 1944 fall championships (sponsored by San Diego Airlines) Granger's Class C record was broken by Clarence Beskin with 112.5 mph, however Granger set new records in both Class A and B using Vee Gees with 73.02 mph and 93.11 mph respectively.

The first adverts for the new Modelcraft "Williams-Clark Special" appeared in the October 1944 issue of Air-Trails along with the X-Cell props used on the model. By the December advert, it was called the "Vee Gee" and advertised along with X-Cell Speed Props. The Vee Gee was popular and adverts claimed "500 a week sold - sales still climbing". Later adverts stated: *Has been clocked at 135 mph (unofficial), then the lines broke!* The speed of 135 mph was with a Hornet, and 110 mph was also reported with a Torpedo, and later kit box's were printed with "135 MPH line model".

With a model doing these sort of speeds, I think it would be hard to feel good about the kits plywood bell-crank!

Over the last ten or so years, I have seen three Vee Gee kits for auction on eBay, and these sold for between US\$40 and US\$128 with an average of US\$73.

General comment on early speeds - In the early days of speed, the rules and timing procedures varied. Even in 1947 the "AMA News" column in Air-Trails reported numerous suggestions including; using only 1/100 second stop watches, increasing the number of laps, using anti-whipping pylons, checking models and engine displacement etc.



In the Oct 1947 issue, the "AMA News" column stated: *During the height of the season, it appeared that applications for new speed records were received in almost every mail. As a result many modellers have expressed an opinion to the Academy that the regulation and requirements for establishment of speed records should be made more stringent so that it "would not be so easy to break a record".*

Clearly variations in timing procedures (no of laps, timing equipment etc) mean that some of the speeds reported in the early years should be taken with a grain of salt.

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.

MAKING A WINCH LINE PARACHUTE

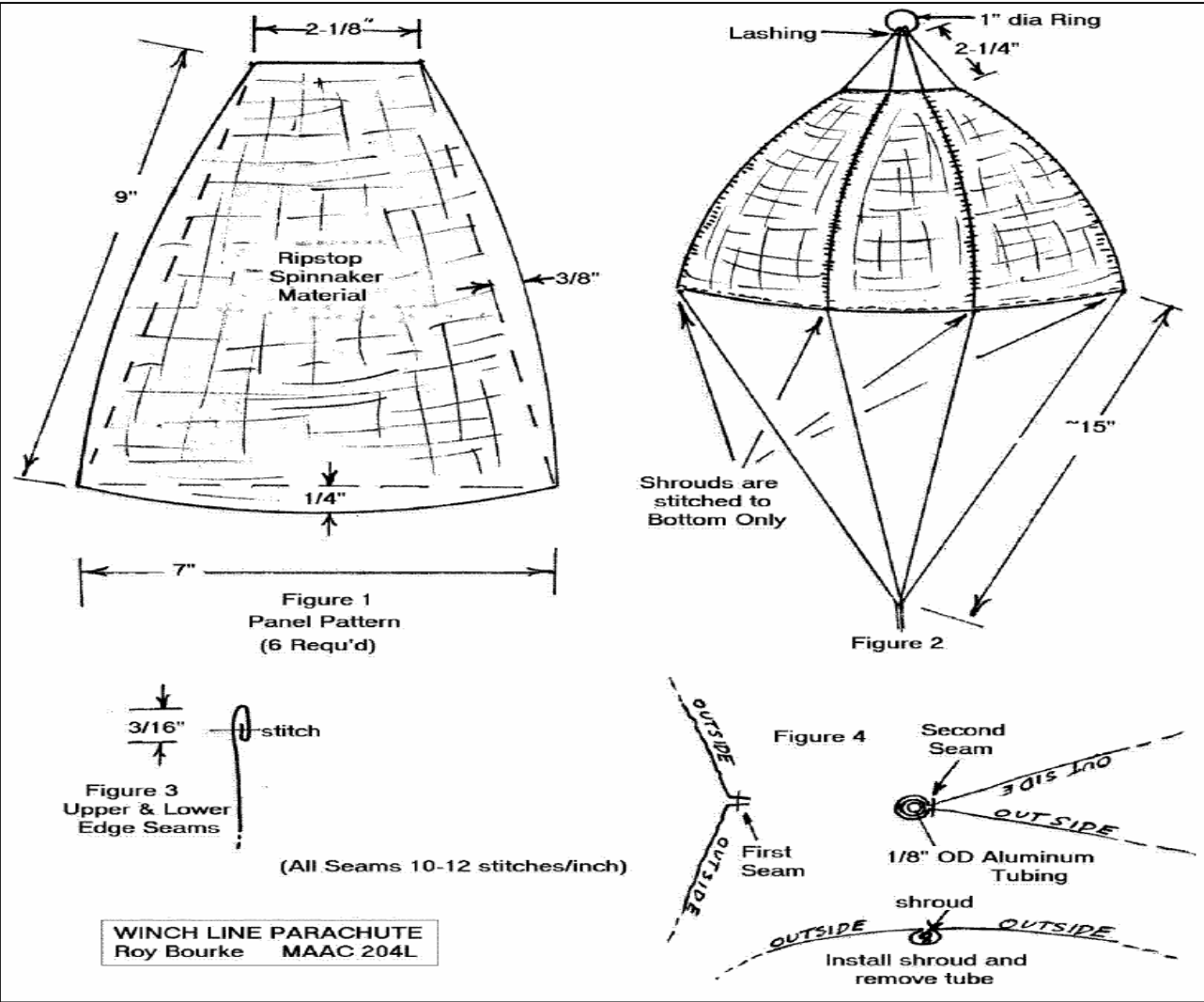
Roy Bourke MAAC 204L

As part of my preparation for the 2003 sailplane flying season, and after having built a winch during the winter, I decided to build my own parachute for the winch line rather than use a commercially available 'chute (a decision I'm still not sure was the correct one!!) Anyone with access to a sewing machine (preferably operated by a wife or girl friend) should be able to make a functional 'chute. The attached sketches and the description below outline the processes I followed, to end up with a six-panel parachute about 12" in open diameter.

The parachute material I used was ripstop nylon obtained from a Fabric Land store, and appears to be about the weight used in light backpacking tents. I believe a slightly lighter ripstop material such as that used in the making of spinnaker sails for sailboats might be a better choice, obtainable from marine supply stores that handle sail-making materials. The pattern for cutting the panels is shown in Figure 1. (The pattern dimensions include appropriate allowances for the seams on all four sides). Six panels are required, of alternating and contrasting colours if you are looking for better visibility. Cutting the panels with a sharp blade is easy if you first make up a cutting template of light aluminum, plastic or other hard material. To prevent fraying, I passed the cut edges of each panel quickly through a flame to seal the edge fibers. Cutting the panels with a hot knife might be a good (and safer) method.

The first sewing task is to create a double-folded seam on the upper and lower edges of each panel, as shown in Figure 3. The material can be hard to handle when trying to keep the double fold in place to sew the seam. It is easier if you glue at least the first fold, and possibly both folds, with glue stick before sewing the seam. The panel side seams form a tube through which the shroud lines will be passed, as shown in Figure 4. Once the first seam is made to join the two panels together, I wrapped the joined material around a length of 1/8" dia. aluminum tubing, and ran the second seam as close to the tubing as possible. Then a shroud line can be passed through the tubing, and the tubing removed and used to form the next side seam. The shroud lines used were three 5-foot lengths of multifilament winch line (Figure 2), each of which was passed up through one seam, through the tow ring, and down through the seam on the diametrically-opposite side of the 'chute, forming two shrouds from each length of line.

The final step is to gather the six shrouds together at the bottom and apply tension to the assembly. While under tension, lash the shrouds together just under the tow ring using lighter nylon line, and mark the position of the bottom of the chute on each line at the same distance from the ring. Then the shrouds can be anchored to the parachute at **the bottom of each shroud seam only**, hand stitching with a stronger thread such as Button and Canvas thread. The lower end of the shrouds can now be tied to a swivel or other hardware for fastening to the winch line.



The resultant parachute is strong and durable, quite suitable for F3J and other larger sailplanes. A big advantage is the ability to change shroud lines periodically. Simply by undoing the hand stitching tying each shroud to the 'chute at the bottom, the shrouds can be removed, the aluminum tubing re-inserted into each seam in turn, and new shrouds can be installed.

From Karl Gies skyland@midrivers.com

The Gary Seckel method of getting ether out of a can of starter fluid works great. I bought a can of John Deere starter fluid, 7.5 ounces and followed the directions below. The only mistake I made was for awhile holding the can almost upside down and then realizing that I was just getting the propellant out. I righted the can up and got almost 6 ounces of ether. Had I not wasted some of the propellant there would have probably been more. I did punch holes in the bottom of the can but it was empty. I must have lost some of the ether in the propellant vapour when I was holding the can almost upside down. I sprayed it into a one gallon can much like a paint can. This is a great method and thanks to Gary Seckel for sharing it with all of us. cheers, cccnh

The Gary Seckel Method of getting the ether out of a can of starter fluid.

Using, say, a 1-pound coffee can, or other wide-mouth container, spray along the inside wall of the can.

Your goal is to have the nozzle close as possible to touching the inner wall. An inch or so is good, so don't worry about it.

The light refraction will LOOK like your ether is going up in vapor. Pour out and measure ether. I end up with more ether than the "net" ounces listed on the ether can. Cap obtained ether.

Because ether can evaporate from less than perfectly-sealed, mixed fuel, people logically assume it is REALLY getting away judging by the refracted light thing.

I had used a 15-year old, un-opened quart of diesel fuel with all ether intact, judging by the full can and uneventful engine runs obtained.

Flying buddy and I ran diesels for about two weeks straight on an expensive torque test stand. We were mixing fuel daily and came to ignore established ether handling lore.

It ended up being a waste of time to:

- A: Refrigerate ether can.
- B: Hold can upside down to eliminate propellant.
- C: Open can with some sort of can opener, etc.

All the above is established lore. The can self-refrigerates when spraying, and feels every bit as cold as a refrigerated can feels. Net ounces obtained is the ONLY result you are looking for. We too had assumed that ether would be lost. It just simply wasn't the case.

Don't know if relevant, but I'm about 630 feet above sea level here. Also, we were long experienced diesel flyers before stumbling on the discovery. In effect, we were just trying to save time and eliminate runs inside to retrieve refrigerated cans.

I make no ratio-mix changes regarding differing brands (purity level) of ether.

Gary Seckel

From Jack Hiner j.hiner@comcast.net

I have always held the can upside down and sprayed out the propellant. Then in the freezer for a couple hours. Punch two holes in the top of the can and pour the contents into a glass container and get 8 fluid ounces every time.

Is it Butyrate or Nitrate Dope?

From Gene Wallock velinak@sbcglobal.net

One simple way to tell is a burn test. Take a dime size glob of the material and place it on a piece of metal. Take another dime size glob of a known Butyrate Dope. Burn the known glob first. Butyrate doesn't burn fiercely. Then, burn the unknown glob. If it burns at the same rate, it's Butyrate. If it burns instantly, it's nitrate.

From Jim Hainen JIMSAM40@aol.com

I have ten Brown Jr. Engines. I have a question that I can't seem to find the answer. The Brown Jr. is piston ported directly in the center of the cylinder. The engine I am puzzled about baffles me. The engine had terrific compression when turned over clockwise and low compression when turned over counter-clockwise. Being a piston ported engine it should not make any difference which way it is turned over, the compression should be the same.

This engine was just overhauled with the cylinder trued and new rings fitted. I broke it in gently with a 14/6 prop on a rich oil mixture of alcohol glow fuel and on a glow plug with adapter.

It puts out good power on glow. Haven't run it yet on ignition but the compression thing has me baffled.

Eut Tileston etileston@sbcglobal.net

My guess is that the ring gaps are lined up on one side of the piston. Low compression clockwise would mean the gap is on the left when looking from the front. It should run well that way, but I like the ring gaps on opposite sides of the piston.

30th SAM Champs

NOTICE

Canowindra 2012

Due to mining activities in and around Canowindra accommodation availability has been affected. If you plan to attend the 2012 Canowindra Oldtimer Championships it would be prudent to seek your accommodation ASAP.

There is a wide range of accommodation types available in Canowindra apart from motels / hotels.

VELCRO ADHESIVE FOR FILM COVERING. From Hank Nystrom and Ian McQueen.

A while back someone suggested using thinned Velcro brand adhesive to fix plastic covering film. What a great suggestion! I have used thinned contact glue for years and it is messy to transfer a small amount from a large can to the smaller mixing container. The Velcro is in a tube and you easily squeeze the small amount you need. I used lacquer thinner and it worked fine. It may be the best film adhesive I have ever used. It really holds. And, that one tube will last me a long time. After thinning to like water consistency I use a Q-Tip to apply it. If you are cheap, you can reuse the Q-Tip as it softens up when you mix up a new batch with the thinner. The thinner evaporate fast so work quickly. Or add more thinner.

I found a small tube at a retail sewing supply store. Michael's for some strange reason does not carry it.

Thanks to the suggestion, **Hank Nystrom** txtimer@tn.net

What a coincidence! Hank has posted on this very subject, for I was just sitting down at my confuser to write The Economy-Minded Person's Guide to Covering with Mylar film.

I decided to try covering a model with dollar-store plastic-film gift wrap. I can buy a 28" x 108" (70 cm x 265 cm) roll of the stuff for a dollar (unless they have pushed the price up recently, as they have with a lot of products). Research (a fancy name of scraping with a razor-type blade; I used a dollar-store break-off knife) told me that the film is usually clear with a colored coating. That is the side to apply to the adhesive. On the red film that I used, the colored coating is on the inside, but on a roll of gold, the colored coating was on the outside (gold); this was not a major problem because the other side is silver. (I haven't checked yet, but it is possible that the film in this roll is colored gold.)

The film will heat-shrink just like Moneykote, and you can also melt a hole through it with too much heat, just like Moneykote. For the adhesive I am using contact cement made by LePage. This brand is common in Canada, but I don't know about the USA. Contact cement from other manufacturers looks the same, so probably these notes apply to any solvent-based contact cement. (A local dollar store has a 30 mL tube (about 1 US fluid ounce) of contact cement for a dollar in case you don't want to invest a larger amount.) There is also a water-based latex contact cement, but I haven't tried it yet. If it works, it would be the product to use on polystyrene foam, for the cement would not affect the surface of the foam.

I was pleasantly surprised to find that I didn't have to find a supplier of acetone (Canada) or MEK (USA) to thin the contact cement, for the lacquer thinner that I bought at Canadian Tire worked perfectly. It contains MEK, among other things, so I am not surprised that it works fine. Since the container is 1 US gallon, I suspect that it was sourced in the USA. I thinned the contact cement half-and-half with thinner, and it paints on very cleanly - no "threads" like what you get when using the cement full-strength. I used an acid brush, but will try Hank's suggestion of a Q-tip.

I paint the diluted contact cement onto whatever I want the film to adhere to and let it dry to finger-touch dryness. (Leaving it a couple of days has no ill effect, and probably one could wait weeks or more after applying the cement before applying the film). I then put the film in place and applied a covering iron to it exactly as I would when covering with Moneykote or other conventional covering material. The heat reactivates the adhesive and it holds the film down.

I have a Coverite iron with a cloth sock, and I found that a temperature setting of 350° worked fine for activating the cement. The film puckered a little, so perhaps a lower temperature would still activate the adhesive while not bothering the film. Another thing to experiment with. I tack the film at the ends, then "anchor" it along the sides while pulling the film by hand, after which I go over the entire surface to adhere it (later to be finished with a heat gun). I have gone to 370° for some shrinking of the film while applying it, but I have been able to melt a hole in a test piece of the film at that temperature, so I don't have any firm recommendation here. Just be careful!

The final step is to shrink it as desired with a heat gun, again being careful not to melt the film. I extend the film half an inch or so beyond the edge of the covered area if I can overlap without it being too visible. That minimizes the tendency for the film to pull away while I am shrinking the film with heat. And to make the joins as neat as possible, I use low-tack masking tape (also a dollar-store item) to limit the area covered with cement. I can then attach the film firmly up to the tape and beyond without having the film stick where not wanted. Afterward I cut the top layer of film off with careful use of a sharp razor knife along the edge of the tape (which I can see through the film).

I am sending this information out to anyone who might want to save some money covering a model, as long as the limited selection of colours matches the way that you want to finish your model. **Ian McQueen** imcqueen@nbn.net.nb.ca

WANTED**½A Oldtimer Model**

by a Parkes club member

Looking for a second hand 1/2a Oldtimer Model to convert to electric.

Please phone Kevin - 02 6864-1203

GO.

The little coxes run in the pits singing there beautiful song.
That is until the CD says, GO.

Thermals are every where as the birds soar around.
But they disappear as soon as the CD says, GO.

Texaco Motors run for hours in the pits on no fuel.
But as soon as the pilot says, GO they splutter and stop.
The old antique motors are great, in the pits, they start
first flick and run on song.

But as soon as the CD says, GO they splutter and stop.
Now Go is only a little word, but big trouble it has caused,
We could fix all our modeling woes if only we didn't say, GO!!.

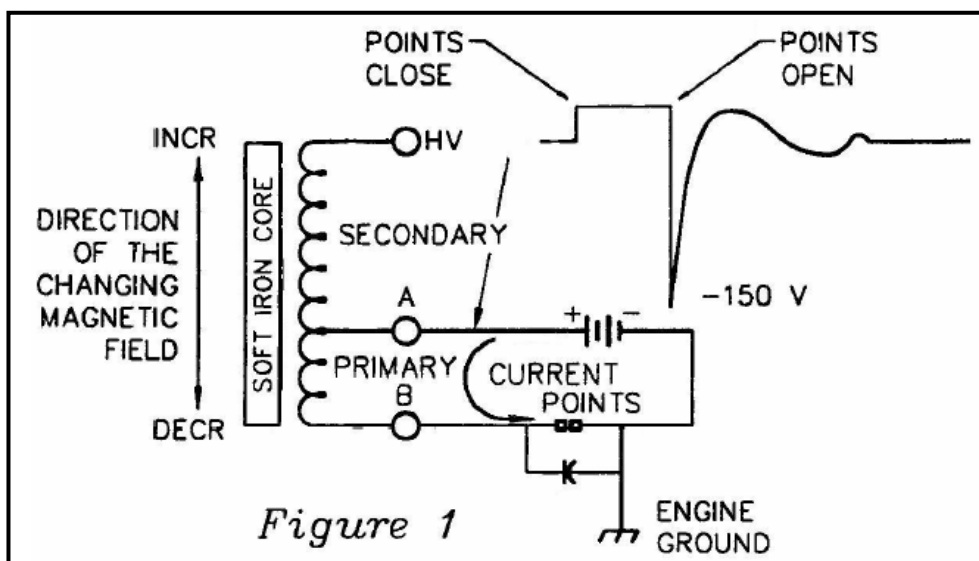
Condo 2011

MISCELLANEOUS TIPS about IGNITION SYSTEMS - Polarity of a Spark Coil

From Roy Bourke roybourke@yahoo.com

Connection diagrams for spark ignition systems used on Original Ignition engines usually show a polarity on the terminals of the coil, yet coil manufacturers do not clearly mark the polarity on the coil itself. So when using a coil for which the original instructions are not available, how should the connections be made?

A coil will produce a spark regardless of the polarity of the connections to its primary circuit. But it will usually produce a better spark one way than the other. Assuming the primary and secondary of the coil are wound in the same direction over the iron core (rather difficult to determine!) the coil will work best when connected in the form of an autotransformer as in Figure 1. So how do we determine which is terminal A and which is terminal B?



In his article on "Spark Pulse Polarity and the I.C. Engine" (Feb. Mar. 1997 of Strictly I.C.), Floyd Carter describes a method suggested by the Ignition Manufacturers Institute. Connect a single 1-1/2 volt dry cell (or a single nicad) to the coil's primary terminals (A and B) without regard to polarity. Connect a DC voltmeter so the negative (-) lead is connected to the negative of the cell, and the positive (+) lead to the HV terminal of the coil. If the meter gives a positive reading (+1-1/2 volts) then the coil is connected according to Figure 1, so you can label the coil terminals with the polarity as shown in Figure 1, and connect it that way in the ignition system. If the voltmeter shows no indication (0 volts) then the initial connections to the coil terminals were incorrect. Simply reverse the connections to A and B and try again.

FOR SALE Ignition coil assemblies with transistor - ready to go. \$70 **FOR SALE**
Peter Scott (02) 9624 1262. qualmag@optusnet.com.au

Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he decided to go to Paris to see what he could find. After arriving in Paris, he visited with some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine.

As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house. Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down. He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her.



A future Aeromodeller? Spotted at the Parkes Oldtimer weekend.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music. They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up.

Back at their table, the young lady took a napkin and drew a picture of a four-poster bed. To this day, Murphy has no idea how she figured out he was in the furniture business.

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Control Line Gathering G2 Tasmania - April 16th 2011

From William Deal

Many new models were debuted on the day with total model numbers in the high twenties. Some of the new models included;

- Peter Allen's 52" Sukhoi stunt/Brodak 40.
- Greg Robertson built 45" Top Flite Tutorstunt with OS 29.
- Owen Cameron's 54" Aero Flyte Thunderstreak with Super Tigre 34.
- Geoff Leverton's 52" foam wing own design Stunter with OS 35
- Dave Christian's 48" own design stunter with Fox 35
- Tony Gray's Combat Streak with Glo Chief 29
- John Moody's Keil Kraft Spectre with OS 20

We had 6 Peacemakers powered by a range of motors; Taipan 2.5 diesel, Taipan 2.5 glow, OS 15 glow, AM 25 diesel and Peter Allen's two Para diesel powered models.

USE AND APPLICATION OF POLYSPAN TISSUE

Polyspan is a non-woven polyester fabric. It is a very strong material that adds considerable strength to any structure it is used on. It weights about the same as light gas model tissue. It can be applied and finished exactly like silkspan covering and is normally applied using thin clear dope as an adhesive. Always cover with the slick side out, i.e. matte surface down. For the finish, one coat of thin dope is some times sufficient on small light weight models. Two or three coats of thin clear dope will provide a complete seal of the Polyspan surface. Be very careful when applying more than three coats of dope as Polyspan is very strong and can shrink and tighten to the point of destroying even the strongest model framework.

One major difference is that you can shrink or remove wrinkles using heat such as a hair dryer or iron near the surface. This works before or after doping. This is also an excellent method of correcting surface warps. Polyspan is not affected by water, moisture, or humidity. Polyspan does not go around compound curves very well. Rubbing dope into the surface with your finger in an attempt to get the wrinkles out will usually cause the surface to become fuzzy and require sandpaper, (ugh).

High visibility translucent coloring is best accomplished by spraying on a single, thin coat of color after the first or second coat of clear dope. Only the bottom surface of the wing and tail should be colored so as to allow maximum sunlight transmission thru the surfaces. We would really like for you to select one of our fluorescent pigments. Cheap spray-can lacquer paints work sorta good, but you must find one that is compatible with clear dope and possesses good flying ability. The fluorescent pigments are item 40 in our catalog.

As a paint base on R/C pattern and scale models, we have found Polyspan to be much better all around than 0.5 oz fiberglass. Better because it does not require the fillers that fiberglass requires. And better because it adds more strength and stiffness than the 0.5 oz fiberglass. And, best of all, it is a lot less work as long as there are only a few compound curves.

Although this material is actually just a special light weight dress lining fabric, it is a brand new material for the model builders of the world. Any feed back you you can supply will be passed on for the good of mankind and other modelers. Nobody really knows the best way to use this Polyspan tissue or what other great uses Polyspan can have in the model shops of America.

Keep us up to date with your findings.

Model Research Labs

25108 Marguerite, #160, Mission Viejo, CA 92692
FAX (714) 248-1074

No real modeler would ever cry just because of a steep landing.