



### Points of Interest:

- Oldtimer Event for 2012.
- President's message - Peter Scott.
- 30th Commemorative SAM Champs Report and results.
- Wyong River MAC Oldtimer Report.
- Fuselage Jigs revisited.
- Goulburn Electric Oldtimer Results.
- The Back Page.

# NEWSLETTER

## No. 175

### March-April 2012

### WORTH NOTING:

The 30th Commemorative SAM 1788 Australia Champs are over and we are already looking forward to the 31st Champs next year.

Big thank you to Paul and Kim Farthing for hosting our Champs on their beautiful farm once again with the best flying area anyone could want for.

Thank you to our SAM1788 Committee for all their hours of work in organising the Champs.

Thanks to all our sponsors and the CWA Ladies for manning our canteen. And thanks to all the competitors for having such a good time. See you all next year.



## THE NEW ENGLAND GAS CHAMPS - TAMWORTH

T.A.R.M.A.C. FLYING FIELD, OXLEY HIGHWAY, SOMERTON.

Map: <http://tarmac.org.au/aboutus.htm>

### 16th-17th JUNE, 2012.

Saturday: 10am Gordon Burford Event  
followed by R/C Duration

Sunday: 9am ½A Texaco  
followed by R/C Texaco.

Get together in Tamworth on Saturday night.

Catering available adjacent to field at Roadhouse.

**Information - Basil Healy 02 4341-7292**

### BELCONNEN & YASS MODEL AERO CLUBS

## Old Timer Class Competition - 12 & 13 May 2012

At Yass Model Aero Club Field - Jerrawa via Yass

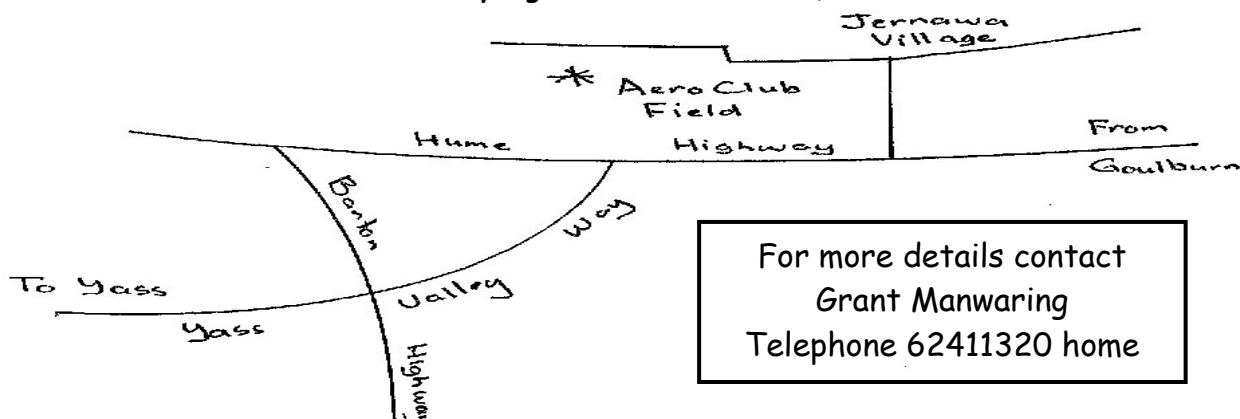
SATURDAY 10.00am - Burford Event  
1.30pm - Duration

SUNDAY 9.30am - ½A Texaco  
12.30pm - Texaco

\*\*\* Tomboy Sport Event, 2 Rounds flown over both days. \*\*\*\*

Motel accommodation at the Yass Motel, telephone 62261055, reasonable rates.

Dinner on Saturday night at the Yass Motel, all welcome.



For more details contact  
Grant Manwaring  
Telephone 62411320 home

DURATION TIMES

Duration Times is the official Bulletin of SAM 1788

## SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Peter Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Vice President:	Jim Rae	40 Garden Circle, Merimbula. NSW. 2348.	02 6495-3530.
Secretary:	Grant Manwaring	71 Arthaldo Circuit, Nicholls. ACT. 2913.	02 6241-1320.
Treasurer:	Gail Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Newsletter:	Ian Avery	17 Kalang Road, Kiama. NSW. 2533.	02 4232-1093.

Committee Members: Basil Healy, Ian Connell.  
Email for Duration Times - iwa@internode.on.net

### Oldtimer Events for 2012.

May	12-13	Belconnen/Yass Oldtimer Weekend	Yass	Grant Manwaring	02 6241-1320.
June	16-17	New England Gas Champs	Tamworth	Basil Healy	02 4341-7292.
July	21-22	Golden West Oldtimer Competition	Parkes	Peter J. Smith	0423 452 879.
August	24-26	Oily Hand Diesel Weekend	Cowra	Andy Luckett	02 6342 3054.
September	29-30	Eastern States Gas Champs	Wangaratta	Peter J. Smith	0423 452 879.
October	20-21	Oldtimer Weekend - Coota Cup	Cootamundra	Basil Healy	02 4341-7292.
November	10-11	Muswellbrook Oldtimer Weekend	Muswellbrook	Simon Bishop	02 6543-5170.



**From the President:** Well, I hope most people enjoyed Canowindra, I certainly did. It was most gratifying to have so many interstate fliers. They took home most of the trophies: note, must try harder!

One thing that I really enjoyed was helping and timing Mike Walsh in Texaco. My engine stripped a comp screw so I had no choice but to spectate. It was rather like a game of chess, even when it looked like it was all over, Mike found just enough lift at low level to take the day. Very instructive and most enjoyable.

Lessons learned: Two timers and two CL circles must be in use at the same time. The Phantom and Champ event was a victim of its own popularity, not enough time to fly all the models.

The barbie was really good as far as the food went, but the shed got a little too cosy - better venue maybe?

The CWA ladies supplied the goods. I thought a little expensive for what was on offer but the product did improve over the weekend, and don't forget, they gave up their Easter holiday for charity and so that you could eat.

Many thanks again to Paul and Kim Farthing; the farm never looked better. The field was beautifully prepared, and thanks for the free flight retrieval service.

The AGM was a turn around in numbers. The chance of winning a motor obviously helped. We must in future ensure that if people are asked to vote, they are in fact members of 1788.

We have a new secretary. Thanks to Basil for the past year's efforts. Grant Manwaring will make an excellent secretary as, in all things (look at his models) he is meticulous in what he does.

Try to get to the Yass contest and give him some competition. There will be a committee meeting at Yass to discuss the coming year's events.

Finally a big thank you to the donors of the raffle prizes. In particular Model Engines for the top of the range radio.

Peter Scott



**30th Commemorative SAM 1788 Champs - Canowindra, Easter 2012.**

**Free Flight Report - 2012**

From CD Peter Scott.

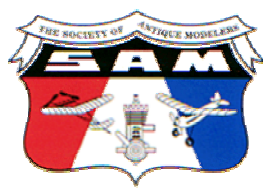
We were lucky! The breeze was only light early on, so models didn't go too far. Later in the morning things changed and long distance retrievals became the norm. I had hoped for more fliers in both vintage power and Tomboy/Cardinal. I think that the real problem is that fliers have few places to fly and trim their models before arriving. So, the contest becomes a trim and fly event, models going really well by the end of the day.

We had a bit of a problem with a Dixielander being flown. The rules for MAAA contests for vintage free flight power state that the cut off date is the end of 1956 and the design had to have been published or kitted before that time. This is not the same as SAM rules which allow that the model, otherwise we would all fly Dixielanders!!

In all classes, know the rules or ask. (I had to tell someone that he couldn't fly his R/C Nostalgia model without a silencer during the week. Did he think I would make an exception just for him?)

We had the Farthing retrieval service running, which helped a lot. We older free flieders are eternally grateful.

Peter Scott  
44 Ravel Street,  
Seven Hills.  
NSW. 2147.



270  
Western Australia

Dear Peter and members of SAM1788,

On Behalf of SAM270 I would like to congratulate you as President, and all the SAM1788 members, on the organisation of the recent SAM Champs held over Easter at Bogwood. The task of organising such an event is large and sometimes unrewarding, however you should be congratulated on the smoothness in which the events were run. The events success is testament to the effort SAM1788 invests in the organisation of this annual event.

The members of SAM270 who attended the champs had a fantastic time whilst at Bogwood, made even better by the friendship extended by all the members of the 1788 and the other participating chapters.

We look forward to returning to compete in future events.

Sincerely  
Ian Dixon (Dicko)  
President SAM270



Why I now hate 1/2A Texaco ... Condo



I'm not silly - I used the boat  
..... Paul Farthing



The DAM Photos

**Society of Antique Modellers of Australia Inc.**  
**SAM 1788**  
**Minutes of the Annual General Meeting 2012**  
**Held at the CWA Hall, Blatchford St., Canowindra.**  
**6th April, 2012.**

Meeting opened at 8.05pm with Peter Scott as Chairman.

Members in attendance (as per attendance sheet):

Basil Healy, Ian Avery, Bob Marshall, John Bradburn, Allan Brady, Rob Rowson, Ian Connell, Michael Wright, David Owen, Grant Manwaring, Don Southwell, Brian Dowie, Peter Cutler, Garry De Chastel, Geoff Black, Paul Allen, Dave Paton, Gail Scott, Peter, Scott, Paul Farthing, David Beake, Robert Smith, Grahame Mitchell, Peter van de Waterbeemd, Peter J. Smith, Jim Rae.

Visitors. Kim Turner, Brad Turner, Mark Nelson, Allan Laycock, Donald McKenzie, Laurie Chetter, Warren Hathaway, Kevin Fryer.

Minutes - Moved J. Rae, Seconded D. Beake, that the minutes as published in Duration Times No.169 be accepted - carried.

Correspondence. The Secretary gave a brief summary of the correspondence in and out, most of which had to do with the organisation of the 30th SAM Championships. An email requesting SAM1788 to conduct the Oldtimer events at the 2013 MAAA National Championships was deferred to General Business. Moved J. Rae, Seconded D. Beake that the correspondence be accepted. Carried.

Reports. President's Report - Peter Scott. The President advised that the Committee had met several times during the year to conduct the day to day operations of the Society and that all of these operations had been satisfactorily carried through to a conclusion.

Treasurer's Report - Gail Scott. The Treasurer had circulated copies of her report to all in attendance at the commencement of the meeting. Moved G. Scott, Seconded Bob Marshall, that the Treasurer's Report as presented be accepted. Carried.

Competition Contest Directors' Reports. Free Flight- Peter Scott. There was a larger entry than in previous years and it was pleasing to note the number of fliers in the combined Tomboy/Cardinal event. The weather was reasonable with only a light breeze which did not entail very long retrievals.

Control Line-David Owen. There was a good turn-out with 23 entries in Phantom and 7 entries in Champ class. Winners were as follows: Champ: 1st Jim Rae, 2nd Peter van de Waterbeemd, 3rd Peter Scott. Phantom: Class 1 - Richard Sutherland (W.A.) Class 2 - Peter (Condo) Smith. Class 3 - Garry De Chastel. Class 4 - Peter Cutler. Overall winner with greatest percentage increase in speed - Gary De Chastel. Due to some competitors finding it difficult to fly 12 laps on the small tanks in the Champ, next year the event will re run on a shorter course.

Radio Control-Peter Scott. As there has only been one event flown so far there is little to report. However, the Nostalgia event which was cancelled this morning due to the wind, will now be flown on Sunday morning commencing at 8am. To allow the program to get back on schedule, both Nostalgia and '38 Antique will be flown to a shortened program of 3 rounds with best 2 to count.

Business arising from Reports. A query was raised by Robert Smith as to the results of the postal vote on the proposal to change the date of the Eastern States Gas Champs. The Secretary advised that the postal vote was 5 to 1 in favour of retaining the existing date of the NSW Labour Day weekend. Consequently there will be no change to the competition calendar.

Peter van de Waterbeemd asked for information on the 2013 MAAA Nationals. The President advised that at this stage it was proposed that SAM1788 conduct the Oldtimer events on behalf of MASNSW concurrent with the free flight events at Narrandera. However, this required the approval of this meeting. Moved David Owen, Seconded Paul Farthing, that the SAM1788 run Oldtimer events on behalf of MASNSW at the 2013 MAAA Nationals. After some discussion this motion was withdrawn by the mover.

Moved Peter van de Waterbeemd, Seconded Peter J. Smith, that the meeting request the SAM1788 Committee to negotiate with MASNSW with regard to running the 2013 Oldtimer Nationals at Narrandera if the negotiations favour SAM1788. Carried.

Election of Officer: David Owen took the chair and called for nominations:

President - Peter Scott. Nominated by Peter van de Waterbeemd, Seconded Basil Healy. Elected.

Vice President - Jim Rae. Nominated by Peter Scott, Seconded Peter van de Waterbeemd. Elected.

Secretary - Grant Manwaring. Nominated by Peter Scott, Seconded Jim Rae. Elected.

Treasurer - Gail Scott. Nominated by Bob Marshall, Seconded Jim Rae. Elected.

Newsletter Editor - Ian Avery. Nominated by Grant Manwaring, Seconded Paul Farthing. Elected.

Committee Members - #1 Basil Healy. Nominated by Peter Scott, Seconded David Owen. Elected.

- #2 Ian Connell. Nominated by David Owen, Seconded Michael Wright. Elected.

Public Officer - Peter Scott. Nominated by Gail Scott, Seconded Jim Rae. Elected.

General Business:

1. The Secretary advised that he was down to selling the last roll of Polyspan. Should SAM1788 purchase another batch? Peter (Condo) Smith advised that a similar product was available from Spotlight stores. He was asked to provide a sample and find out what price it could be had for in larger quantities. Peter Scott offered an alternative in the form of Thermalspan. Details of both materials to be published in Duration Times.

2. Moved Peter Scott, Seconded Basil Healy, that the sum of \$600 be paid to Paul & Kim Farthing for the preparation and use of the flying fields on their farm. Carried.

3. David Owen raised the matter of the difficulty that he was having getting his Taipan 2.5 replica engine homologated by the MAAA. Kevin Fryer, Chairman of the MAAA Oldtimer Rules Committee, replied, explaining the MAAA rules change procedure and that a rules freeze existed until 2013. Further he pointed out that only three pre-production engines had been made available for testing and that as yet no production engines had materialised. Warren Hathaway then spoke on the workings of the MAAA rules change procedure. Moved Bob Marshall, Seconded Robert Smith, that the David Owen Taipan 2.5 replica be put out on a trial basis until the MAAA rule period end in May 2013. Carried.

4. A proposal to update the Society's constitution was referred back to the committee because of the costs involved.

5. The lucky door prize raffle was then drawn and won by Kim Turner.

6. Meeting Closed: 9-50pm.

### ANALYSIS OF SAM CONTESTS FOR 2011.

	2011	2010
<b>CANOWINDRA 2011</b>		
<u>Income:</u>	\$	\$
Entries	1180.00	
Raffle	77.00	
Meals	<u>1300.00</u>	
	2557.00	
<u>Expenses</u>		
Refund	105.00	
Trophies	623.30	
Field Hire	500.00	
Donation to hospital	150.00	
Postage & stat	5.00	
CWA hall hire	20.00	
Meals	<u>1300.00</u>	
	<u>2703.30</u>	
Loss	<u>\$ 146.30</u>	Profit <u>\$ 756.25</u>

**TAMWORTH 2011**

<b>Income:</b>		
Entries	286.00	
<b>Expenses:</b>		
Field Hire	200.00	
Trophies	<u>202.40</u>	
	<u>402.40</u>	
Loss	\$ <u>116.40</u>	Profit \$ <u>169.60</u>

**COOTAMUNDRA 2011**

<b>Income:</b>		
Entries	360.00	
<b>Expenses:</b>		
Trophies	277.20	
Field Hire	<u>70.00</u>	
	<u>347.20</u>	
Profit	\$ <u>12.80</u>	----

**EASTERN STATES GAS CHAMPS. 2011**

<b>Income:</b>		
Entries	750.00	
<b>Expenses:</b>		
Trophies	323.40	
Wangaratta Club	<u>320.00</u>	
	<u>643.40</u>	
Profit	\$ <u>106.60</u>	Profit \$ <u>413.00</u>

**PARKES 2011**

<b>Income:</b>		
Entries	\$336.00	
<b>Expenses:</b>		
Trophies	277.20	
Field Hire	<u>100.00</u>	
	<u>377.20</u>	
Loss	\$ <u>41.20</u>	Profit \$ <u>3.00</u>

**FARCON**

	---	Loss \$ <u>102.40</u>
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**2011 Contests Overall** Loss \$ 184.50 Profit \$1,239.45

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA Inc  
SAM 1788

**INCOME AND EXPENDITURE STATEMENT  
FOR THE YEAR 1<sup>ST</sup> FEBRUARY 2011 TO 31<sup>ST</sup> JANUARY 2012**

<b>INCOME:</b>	<b>2011/12</b>	<b>2010/11</b>
Membership (adult/jnr/family)	\$ 1,130.00	\$ 1,284.00
SAM Speaks	\$ 800.00	\$ 840.00
MAS NSW- affiliations	\$ 905.00	\$ 1,282.00
Stickers/badges/plans	\$ 30.00	\$ 15.00
Covering	\$ 1,465.00	\$ 2,432.35
Canowindra Income 2011 (see over)	\$ 2,557.00	\$ 2,548.00
Tamworth Entry Fees	\$ 286.00	\$ 372.00
Cootamundra	\$ 360.00	---
Farcon	---	\$ 200.00
Eastern State Gas Champs	\$ 750.00	\$ 744.00
Parkes	\$ 336.00	\$ 288.00
MAS NSW Refund	\$ 100.00	\$ 50.00
Interest on Term Deposit	\$ <u>141.61</u>	\$ <u>98.45</u>
	\$ <u>8,860.61</u>	\$ <u>10,153.80</u>
<b>EXPENDITURE:</b>		
Bank Fees	\$ 38.00	\$ 72.70
Duration Times - Postage/stationery	\$ 330.18	\$ 337.23
Duration Times - Photocopying/printing	\$ 345.75	\$ 450.69
Duration Times - Editors Expenses	\$ 51.50	\$ 83.00
Postage & Stationery	\$ 23.20	\$ 98.30
Canowindra Expenses	\$ 2,703.30	\$ 2,004.70
Tamworth Expenses	\$ 402.40	\$ 202.40
Cootamundra	\$ 347.20	---
Farcon	---	\$ 302.40
Eastern States Gas Champs	\$ 643.40	\$ 331.00
Parkes	\$ 377.20	\$ 285.00

Aero Sports Affiliation	\$ 940.00	\$ 1134.50
Dept. Fair Trading	\$ 48.00	\$ 47.00
SAM Speaks	\$ 707.07	\$ 851.20
Sundries	\$ 191.70	---
Fuel	---	\$ 40.00
	<u>\$ 6,957.20</u>	<u>\$ 6,431.82</u>

Net Profit for the year \$ 1,903.41 \$ 3,721.98

Cheque Account 1 <sup>st</sup> Feb 2011	\$ 6,133.39	
Term Deposit 1 <sup>st</sup> Feb 2011	\$ 6,221.79	
Petty Cash 1 <sup>st</sup> Feb 2011	\$ 219.80	\$ <u>12,574.98</u>
Total Society Funds 31 <sup>st</sup> January 2012		\$ <u>14,478.39</u>
<b>REPRESENTED BY:</b>		
Cheque Account 31 <sup>st</sup> January 2012	\$ 7,917.59	
Term Deposit 31 <sup>st</sup> January 2012	\$ 6,363.40	
Petty Cash 31 <sup>st</sup> January 2012	\$ 197.40	
	<u>\$ 14,478.39</u>	

**COMPETITION RESULTS  
30th MEMORIAL SAM CHAMPS - SAM1788  
EASTER 2012 - CANOWINDRA**

**FF Vintage Power**

1. Peter SCOTT	1953 Stomper	Elfin 1.5	507
2. Ian DIXON	Swiss Miss CS	Oliver Tiger Cub	440
3. Basil HEALY	1953 Stomper	Elfin 1.5	439
4. Troy LATTO	Stomper	Taipan 1.5	435
5. Bruce RAMSAY	Super Phoenix		391
6. Jim RAE	1951 Hackler	Taipan 1.5	381
7. David OWEN	1954 Zoot Suit	Elfin 1.8	357

**FF Tomboy - Cardinal**

1. Ian DIXON	Cardinal	Boddo Mills .75	3.75
2. Allan LAYCOCK	Cardinal	1949 Letmo .6	3.01
3. Troy LATTO	Cardinal	CS Mills .75	2.59
4. Allan LAYCOCK	Tomboy	DC Super Merlin	2.09
5. David OWEN	Tomboy	Indian Mills	1.91
6. Peter SCOTT	Cardinal	Schlosser 1cc	1.86
7. Grant MANWARING	Cardinal	PAW .55	1.79
8. Peter vd WATERBEEMD	Cardinal	Cox049 D	1.64
9. Bob MARSHALL	Tomboy	Mills .75	0
10. Mark NELSON	Cardinal	McCoy 049 D	0

**R/C Tomboy**

1. Brian LAUGHTON	MP Jet .6	668
2. Rex BROWN	MP Jet .6	625
3. Peter J, SMITH	Frog 100	595
4. Basil HEALY	MP Jet .6	593
5. Jim RAE	PAW 80	573
6. Mike MOORE		524
7. Grant MANWARING	Mills .75	522
8. Mick WALSH	CS .75	520
9. Ian CONNELL	MP Jet .6	502
10. Peter SCOTT	Schlosser 1cc	495
11. Ian DIXON	Irvine Mills .75	484
12. John DIDUSZKO	Indian Mills .75	452
13. David BEAKE	Irvine Mills .75	436
14. Dave PATON		420
15. Bruce RAMSAY	Irvine Mills .75	420
16. Dave MARKWELL	MP Jet .6	420
17. Don HOWIE	Boddo Mills .75	378
18. Mark NELSON	AM10 Diesel	344
19. Peter vd WATERBEEMD	Irvine Mills .75	242
20. Paul FARTHING		200
21. Bob MARSHALL	MP Jet .6	152
22. Andrew DIDUSZKO	Irvine Mills .75	123
23. Troy LATTO	Irvine Mills .75	0
24. David OWEN	MP Jet .6	0

C/L Phantom Racing

Overall Winner, Gary de Chastel, score of 6.52%

Class 1

Richard	SUTHERLAND	ED Comp Special	48.44
Ian	DIXON	Indian Mills 1.3	41.09

Class 2

Peter J.	SMITH	MVVS 2cc	72.73
Laurie	CHETTER	MVVS 2cc	67.09
Peter	van de WATERBEEMD	Taipan Tyro	65.15
Max	NEWCOMBE	Russian Elfin	58.28
Rex	BROWN	MVVS 2cc	57.09
Troy	LATTO	Taipan 1.5	56.57
Grant	MANWARING	Taipan Tyro	56.43
Ian	DIXON	MVVS 1.5	55.76
Andrew	DIDUSZKO	Frog 150	54.03
David	OWEN	Keil Kestral 1.9	42.16
Ian	SMITH	PAW 09	40.88
Andrew	DIDUSZKO	Taipan 1.5	38.03
Troy	LATTO	Taipan 1.5 PB	34.53

Class 3

Garry	De CHASTEL	CS Oliver	63.31
Laurie	CHETTER	PAW 09	60.42
Peter	van de WATERBEEMD	CS Oliver Cub	55.46
Graeme	MASCORD	PAW 09	51.72

Class 4

Peter	CUTLER	Fora	64.10
Rex	BROWN	CS 1.5	57.02

C/L Champ Racing

Jim	RAE	MP Jet 0.6	47.44
Garry	De CHASTEL	Irvine Mills B'race	44.36
Peter	SCOTT	Mills 0.75	42.86
Peter	van de WATERBEEMD	MP Jet .6	39.66
Ian	DIXON	Irvine Mills B'race	36.28
Troy	LATTO	Irvine Mills B'race	33.44

R/C Old Timer Glider

1.	David	BEAKE	Thermalist	894
2.	Michael	WALSH	Gamma Gull	874
3.	Max	NEWCOMBE	Thunderking	862
4.	Grant	MANWARING	Thermalist	820
5.	Jim	RAE	Fugitive	743
6.	Dave	MARKWELL	Frog Prince	713
7.	Tim	WRIGHT *	Frog Prince	694
8.	Dave	BROWN	Frog Prince	675
9.	Allan	LAYCOCK	Archangel	612
10.	Grahame	MITCHELL	Super Sunbug	555
11.	Ian	DIXON	Leprechaun	510
12.	Peter	SCOTT	Dragon	488
13.	Don	SOUTHWELL	Thunderking	303
14.	John	DIDUSZKO	DG67	302
15.	Ian	CONNELL	Jasco Floater	87
16.	Rex	BROWN	Frog Prince	L/O
17.	Basil	HEALY	MF 7	L/O
18.	Paul	FARTHING	Ghibli	L/O

R/C 1/2 A Texaco

1.	Rex	BROWN	Stardust Spl.	1080	1200
2.	Dave	MARKWELL	Stardust Spl.	1080	823
3.	Dave	PATON	Stardust Spl.	1080	789
4.	Lyndon	CLIFFORD	Stardust Spl.	1080	759
5.	Peter	SCOTT	Lil Diamond	1080	741
6.	Brad	TURNER	Bomber	1080	735
7.	Bob	WATSON	Stardust Spl.	1080	730
8.	Max	NEWCOMBE	Stardust Spl.	1080	716
9.	Dave	BROWN	Bomber	1080	661

10.	Mike	MOORE	Playboy Cabin	1080	645
11.	David	BEAKE	Stardust Spl.	1080	644
12.	Grant	MANWARING	Lil Diamond	1080	621
13.	Mick	WALSH	Stardust Spl.	1080	618
14.	Jim	RAE	Pine Needle	1080	610
15.	Ian	AVERY	MG2	1080	605
16.	Robert	TAYLOR	Stardust Spl.	1080	549
17.	Kevin	FRYER	Stardust Spl.	1080	543
18.	Basil	HEALY	Atomiser	1080	543
19.	Don	HOWIE	Red Ripper	1080	536
20.	John	BRADBURN	Lil Diamond	1080	518
21.	Steve	GULLOCK	Playboy Snr.	1080	483
22.	Jim	HARDY	Airborne	1080	62
23.	Brian	LAUGHTON	Albatross	1080	
24.	Geoff	MALONE	Lanzo Racer	1077	
25.	Ian	HARMON	Lil Diamond	1059	
26.	John	DIDUSZKO	MG2	1044	
27.	Robert	ROWSON	Dallaire	1000	
28.	Mark	NELSON	Stardust Spl.	966	
29.	Paul	FARTHING	Stardust Spl.	934	
30.	Don	SOUTHWELL	Stardust Spl.	574	
31.	Peter	vd WATERBEEMD	Lil Diamond	571	
32.	Troy	LATTO	Lil Diamond	195	
34.	Ian	DIXON	Anderson Pylon	L/O	
35.	Kim	TURNER	MG 2	L/O	

Gordon Burford Event

1.	Dave	PATON	Stardust Spl.	PB	900	801
2.	Mick	WALSH	Calypso	PB	900	689
3.	Jim	RAE	Amazoom	PB	900	524
4.	Max	NEWCOMBE	RC1	PB	900	499
5.	Ian	CONNELL	Spacer	PB	900	479
6.	David	BEAKE	Zoot Suit	PB	900	450
7.	Paul	ALLEN	Dixielander	PB	900	428
8.	Grahame	MITCHELL	Dream Weaver	PB	900	426
9.	Paul	FARTHING	Pencil Jr 110%	PB	900	403
10.	Ian	DIXON	Swiss Miss	BB	900	368
11.	Robert	TAYLOR	Dixielander	PB	900	363
12.	Jim	HARDY	Blazer	BB	900	353
13.	Richard	SUTHERLAND	Ambition	PB	900	284
14.	Steven	GULLOCK	Mallard	PB	900	
15.	Peter	vd WATERBEEMD	Dixielander	PB	882	
16.	Mike	MOORE	Pleebo	BB	878	
17.	Troy	LATTO	Spacer	PB	876	
18.	Dave	MARKWELL	Cresendo	BB	875	
19.	Peter	SCOTT	Jaded Maid	PB	872	
20.	Tim	WRIGHT *	Spacer	PB	864	
21.	Lyndon	CLIFFORD	Creep	BB	859	
22.	Grant	MANWARING	Lil Diamond	PB	858	
23.	Brad	TURNER	Calypso	BB	850	
24.	Warren	HATHAWAY	Dixielander	PB	846	
25.	Rex	BROWN	Cresendo	PB	843	
26.	Peter J.	SMITH	Spoofem	PB	839	
27.	Bob	WATSON	Dixielander	PB	833	
28.	Andrew	DIDUSZKO	Brooklyn D'ger	BB	825	
29.	Garry	De CHASTEL	Dreamweaver	BB	820	
30.	Alan	BRADY	Stardust Spl.	BB	810	
31.	Kevin	FRYER	Atomiser	PB	574	
32.	John	DIDUSZKO	Eliminator	PB	543	
33.	Bob	MARSHALL	Lil Diamond	PB	536	
34.	Laurie	CHETTER	Swiss Miss	PB	343	
35.	Robert	SMITH	Faison	BB	300	
36.	Brian	DOWIE	Dixielander	BB	L/O	
37.	Dave	BROWN	Eliminator	PB	L/O	

R/C Texaco

1.	Mick	WALSH	L'Racer	An'sonSpit	1800	2333
2.	John	DIDUSZKO	Bomber	Enya40 4	1800	2093
3.	Steve	GULLOCK	Bomber 85%	Enya53 4	1800	2071

4. Mike MOORE	Airborne	Saito50 4	1800	2026
5. Paul FARTHING	Bomber	OS60 4	1800	1928
6. Warren HATHAWAY	Bomber	Saito65 4	1800	1839
7. Paul NIGHTINGALE	Bomber	Saito50 4	1800	1808
8. Garry De CHASTEL	Flamingo	OS60 4	1800	1770
9. David BEAKE	Bomber	OS60 4	1800	1534
10. Sarah WRIGHT *	Lanzo Stick	Irvine D	1800	1391
11. Basil HEALY	Lanzo Stick	Enya 60 4	1800	1161
12. Dave MARKWELL	Bomber	OS61 4	1800	1159
13. Alan BRADY	Bomber	OS60 4	1800	1037
14. Paul ALLEN	Bomber	Saito65 4	1800	1030
15. Kevin FRYER	MG 2	OKSup60	1800	1011
16. Grant MANWARING	Bomber	OS60 4	1800	990
17. Rex BROWN	Tlushmite	OS60 4	1800	981
18. Robert SMITH	Bomber	OS60 4	1800	876
19. Tim WRIGHT *	Bomber 87%	OS40 4	1800	769
20. Robert TAYLOR	L'Racer 75%	OS61 4	1800	767
21. Geoff BLACK	Flamingo	Saito65 4	1800	694
22. Laurie CHETTER	Bomber	OS56 4	1800	680
23. Ian DIXON	Airborne	OS60 4	1800	640
24. Grahame MITCHELL	Candid	OSO 4	1800	532
25. Steve WHITE	Bomber	OS40 4	1800	526
26. Brad TURNER	Bomber	OS61 4	1800	524
27. Dave BROWN	Bomber	TTig54 4	1800	110
28. Jim HARDY	Bomber	Saito56 4	1800	
29. Lyndon CLIFFORD	L'Racer	Enya60 4	1800	
30. David OWEN	VK Challenger	GB 5cc D	1790	
31. Troy LATTO	RC1	Magn61 4	1789	
32. Donald McKENZIE	Bomber	Saito56 4	1788	
33. Ian AVERY	Bomber 80%	OS40 4	1743	
34. Dave PATON	Bomber	Irvine40 D	1742	
35. Trevor CAREY	Bomber	Enya46 4	1732	
36. Peter CUTLER	Bomber	T Tig54 4	1712	
37. Ian HARMON	Bomber	Enya53 4	1700	
38. Jim RAE	Krupp	Enya46 4	1690	
39. Bob MARSHALL	Bomber	OS40 4	1668	
40. Robert ROWSON	Bomber	OS60 4	1663	
41. Geoffrey MALONE	L'Racer	OS40 4	1557	
42. John BRADBURN	Bomber	OS40 4	1534	
43. Max NEWCOMBE	Cumulus	OKSup60	1200	
44. Bruce RAMSAY	Miss Philly 4	Enya60 4	1171	
45. Kim TURNER	Bomber	OS61 4	1042	
46. Dave SAMPSON	Bomber	OS60 4	600	
47. Bob WATSON	Bomber	OS61 4	600	
48. Andrew DIDUSZKO	Bomber	Saito56 4	360	
49. Mike MASTERS	Bomber	Enya53 4	L/O	
50. Peter vd WATERBEEMD	Bomber	ASP60 4	DNF	

R/C Nostalgia

1. Mickl WALSH	Hyphen	K&B 40	720	691
2. Peter J. SMITH	Swayback	K & B 40	720	574
3. Max NEWCOMBE	Cresendo	OS40H	720	565
4. Mike MOORE	Naturalist	OS40H	720	551
5. Ian DIXON	Stomper	OS40 H	720	539
6. Peter SCOTT	Ultra Hogan	K&B40	720	536
7. Dave PATON	Powerhouse	K&B40	720	483
8. Jim HARDY	Swayback	OS40H	720	477
9. Dave MARKWELL	Spacer	K&B40	720	448
10. Jim RAE	PAA Packet 141%	OS25	720	L/O
11. Robert TAYLOR	Creep	ETA29	720	L/O
12. David BEAKE	Swayback	K&B40	713	
13. Dave BROWN	Civvy Boy	Merco61	671	
14. Richard SUTHERLAND	Ambition	Amco3.5D	655	
15. Grahame MITCHELL	KV62	OS25	648	
16. Ian CONNELL	Spacer	OS40	633	
17. Grant MANWARING	Eliminator	OS 40H	614	
18. Brad TURNER	Hyphen	OS40H	580	
19. Troy LATTO	Swayback	K&B40	540	
20. Peter vd WATERBEEMD	Spacer	K&B40	487	

'38 Antique

1. Peter J. SMITH	Standby	Madewell49	1200	1173
2. Dave BROWN	Flamingo	O&R60	1200	928
3. Mick WALSH	Westerner	A'onSpitfire	1200	922
4. Robert ROWSON	Miss America	EDHunter	1200	894
5. Dave MARKWELL	Cloud Cruiser	OKSuper60	1200	893
6. Lyndon CLIFFORD	RC1	Atwood	1200	844
7. Kevin FRYER	Red Zephyr	Dooling61	1200	797
8. David BEAKE	Westerner	OKSuper60	1200	788
9. Steven GULLOCK	RC1	GB5ccd	1200	696
10. Basil HEALY	RC1	Sparey5ccD	1200	683
11. Grant MANWARING	RC1	GB5ccd	1200	676
12. Dave PATON	Thunderbird	GB5ccd	1200	669
13. Kim TURNER	Cal. Chief	EDHunter	1200	665
14. Jim HARDY	Lancer	GB5ccd	1200	663
15. Tim WRIGHT *	Pixy	EDCompSpl	1200	621
16. Max NEWCOMBE	Cumulus	OK Super 60	1200	593
17. Jim RAE	Rambler	EDHunterD	1200	525
18. Rex BROWN	Westerner	OKSuper60	1200	523
19. Peter SCOTT	RC1	Whirlwind60	1200	L/O
20. Alan BRADY	Red Zephyr	Madewell49	1200	L/O
21. David OWEN	VK Challenger	GB5ccd	1156	
22. Bob WATSON	RC1	Super60	957	
23. Ian DIXON	Powerhouse	A'sonSpitfire	915	
24. Troy LATTO	Cloud Cruiser	A'sonSpitfire	819	
25. Robert TAYLOR	Cumulus	Anderson	L/O	
26. Peter CUTLER	RC1	GB5ccd	L/O	

R/C Duration

1. Peter vd WATERBEEMD	Bomber 85%	Saito56 4	1260	957
2. Max NEWCOMBE	Bomber	McCoy60	1260	893
3. Mick WALSH	Stardust Spl	McCoy60	1260	880
4. David BEAKE	Playboy	Dooling61	1260	868
5. Robert TAYLOR	Cumulus 92%	YS63 4	1260	584
6. Peter J. SMITH	Playboy	Nelson40	1260	578
7. Warren HATHAWAY	Playboy	YS63 4	1260	574
8. Peter SCOTT	Playboy 112%	McCoy60	1260	549
9. Garry De CHASTEL	Playboy	YS63 4	1260	531
10. Brad TURNER	Playboy	OS37	1260	530
11. Darren LIDFORD	Playboy	OS56 4	1260	496
12. Dalve BROWN	Bomber 85%	Saito56 4	1260	485
13. Dave PATON	Playboy 105%	OS61 4	1260	459
14. Basil HEALY	Megow Chief	YS53 4	1260	442
15. Steven GULLOCK	Playboy	Saito56 4	1260	420
16. Sarah WRIGHT *	Blitz Buggy	Saito62	1260	364
17. Troy LATTO	Bomber	Saito56 4	1260	326
18. Paul FARTHING	Playboy 112%	McCoy60 S	1260	123
19. Jim RAE	Lion Cub 130%	Saito56 4	1260	DNS
20. Lyndon CLIFFORD	Playboy 106%	YS63 4	1260	DNS
21. Don HOWIE	Bomber 85%	Enya53 4	1260	L/O
22. Grant MANWARING	Bomber 85%	Saito62 4	1252	
23. Jim HARDY	Playboy 105%	YS63 4	1246	
24. Donald McKENZIE	Bomber	Saito 4	1210	
25. Tim WRIGHT *	Playboy	ST40	1201	
26. Grahame MITCHELL	Playboy	ST34	1199	
27. Ian DIXON	Comet Mercury	McCoy60	1157	
28. Paul ALLEN	Hayseed	YS 4	1127	
29. Brian DOWIE	Playboy	OS40 2	1089	
30. Kim TURNER	Bomber	OS61 4	842	
31. Dave MARKWELL	Bomber 85%	DubJett40	810	
32. Ian AVERY	E S Gas Champ	OS32 2	681	
33. Kevin FRYER	Bomber 85%	OS40	550	
34. Rex BROWN	Super Quaker	McCoy60	420	
35. Mike MOORE	Playboy Snr.	OS37	420	
36. Paul NIGHTINGALE	Comet Mercury	Saito65 4	348	
37. Geoff BLACK	Playboy 105%	YS63 4	254	
38. Trevor CAREY	Bomber 66%	Enya46 4	149	
39. Bob WATSON	Cumulus	YS53 4	58	
40. Robert ROWSON	Bomber 85%	Saito65 4	L/O	

41.	Andrew	DIDUSZKO	Red Zephyr	Saito56 4	L/O
42.	Bob	MARSHALL	Bomber 75%	Enya53 4	L/O
43.	Bruce	RAMSAY	Std.Bucaneer	PAW29 D	L/O
44..	Robert	SMITH	Playboy	Saito56 4	L/O

R/C Standard Duration

1.	Dave	MARKWELL	Bomber 105%	OS40FSR	1080	407
2.	Ian	VERY	Playboy	OS40H	1080	397
3.	Troy	LATTO	Playboy	OS40H	1076	
4.	Max	NEWCOMBE	Zipper	OS40H	1075	
5.	Jim	RAE	Airborne	OS40H	1053	
6.	David	BEAKE	Playboy	OS40H	1050	
7.	Michael	WALSH	Stardust	OS32	1002	
8.	Peter J.	SMITH	Playboy	Magnum 40	994	
9.	Andrew	DIDUSZKO	Westerner	Enya40	949	
10.	Ian	DIXON	Bomber 85%	OS40H	943	
11.	Dave	PATON	Bomber 85%	OS40H	925	
12.	Paul	FARTHING	Playboy	OS40H	886	
13.	Grahame	MITCHELL	Playboy	OS40H	877	
14.	Grant	MANWARING	Bomber 85%	K&B40	876	
15.	Dave	BROWN	Bomber 85%	K&B40	860	
16.	Tim	WRIGHT *	Playboy	STigre40	814	
17.	Basil	HEALY	Big Gull	OS40H	702	
18.	Rex	BROWN	Lanzo Racer	K&B40	592	
19.	Bob	WATSON	Playboy	OS40H	546	

R/C 2cc Duration

1.	Mick	WALSH	Perdido	OliverCub	900	123
2.	Paul	FARTHING	110% Pencil	TaipanTyro	900	21
3.	Richard	SUTHERLAND	Ambition	TaipanTyro	868	
4.	David	BEAKE	Stomper	TaipanTyro	865	
5.	Peter	SCOTT	Stomper	OliverCub	835	
6.	Troy	LATTO	Jumping Bean	TaipanTyro	833	
7.	Jim	RAE	Jumping Bean	Taipan 1.5	811	
8.	Dave	MARKWELL	Playboy	PAW	783	
9.	Rex	BROWN	Jumping Bean	TaipanTyro	772	
10.	Tim	WRIGHT *	Lil Diamond	Elfin149	738	
11.	Robert	ROWSON	Zoot Suit	TaipanTyro	725	
12.	Don	HOWIE	Playboy	Taipan BB	605	
13.	Jim	HARDY	Lil Diamond	OS10(mod)	484	
14.	Dave	PATON	Playboy	Elfin 1.8	340	
15.	Dave	BROWN	Crescendo	TaipanTyro	L/O	
16.	Bob	WATSON	Dixielander	CS09	1 Att	
17.	Ian	DIXON	Mallard	TaipanTyro	L/O	

Championship Champion

Mike WALSH	33
David BEAKE	61
Dave MARKWELL	92
Jim RAE	117
Dave BROWN	137
Ian DIXON	157

Geoff Shaw Memorial Texaco Trophy

Davod Owen	1790.
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Concurs D'Elegance

Ian Dixon
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Rounds two, three and four were not much better with there being no need for a fly-off. Some problems were encountered with my winch when the bolt securing the chain over the non-return sprocket broke causing a monumental line tangle. Fortunately fisherman, Paul Farthing, was on hand to help sort it out. His model had earlier been damaged when the elevator servo stuck on full down as he came off the line. Some careful inverted flying got the glider down with minimal damage. Highlight of the afternoon was my encounter with the "kite-eating" dead tree on the edge of the dam. The model remained there until we retrieved it just before sunset.

By 4pm the wind had abated somewhat and R/C Tomboy was flown in reasonable conditions. Here was an event where you had to watch you own aeroplane continuously lest you find yourself trying to fly somebody else's. Once again the thermals were hard to find and there were no really long flights. Of particular interest was the beautifully finished example flown by Mike Walsh. This model not only looked good but flew well too.

Friday morning the wind was blowing fairly strongly by 10am and checks with a wind meter indicated gusts in excess of 8 metres/second, well in excess of the 7 metres/second limit specified in the rules book. At 11am a meeting of the contestants agreed to wait until 12 noon at which time the wind was still blowing strongly so the Nostalgia event was called off to be re-scheduled at a later point in the program.

At 1pm a similar meeting of  $\frac{1}{2}$ A Texaco contestants agreed to wait until the wind was within limits before flying. The event finally got under way at 3pm. The smarter fliers used small propellers and penetrated forward at low altitude before climbing for height. A number of unwary contestants got blown downwind and landed outside the designated area. The fly-off was huge and it was necessary to do a bit of dodging other models to avoid a mid-air collision. Times in the fly-off reflected the breezy conditions and lack of thermals late in the day.

Immediately after the  $\frac{1}{2}$ A Texaco event the committee met to discuss re-scheduling the Nostalgia event. It was agreed that it he held starting at 8am on Sunday morning. Nostalgia, and '38 Antique would be conducted to a shortened format of best two of three rounds plus fly-off where necessary.

On Saturday morning the Gordon Burford event got underway with maxes coming in thick and fast and it soon became a case of which competitors were not going to make the fly-off than those who would. Most did. It was another big fly-off.

The premier event of the Champs, R/C Oldtimer Texaco was next. I can't add much to what our President reported and I quote, "One thing that I really enjoyed was helping and timing Mike Walsh in Texaco. My engine stripped a comp screw so I had no choice but to spectate. It was rather like a game of chess, even when it looked like it was all over, Mike found just enough lift at low level to take the day. Very instructive and most enjoyable." Someone also commented on the large number of models airborne at the same time saying they had counted 42 models. This could have been the case as there were over 50 entered and 50 actually flew. This event was a fitting example for the 30th Memorial SAM Champs.

An 8am start on Sunday morning saw R/C Nostalgia get under way. There were lots of hot 40 powered models but no die-

**CANOWINDRA 2012 - R/C EVENTS REPORT.**

From Basil Healy.

After having to contend with only a light breeze for the Free Flight events earlier in the day we found ourselves contending with a fairly strong breeze when we fronted up for the Oldtimer Glider event. It certainly left us in no doubt which way the winch lines had to run and resulted in us launching from a point not far from the farm dam. It soon became evident that there were not many thermals about as there were only a couple of maxes scored in the first round.



sels. Competitors from Queensland and Victoria were making their presence felt in a big way. What little breeze there was would not settle in any one direction, making take-offs tricky. The flight line had to be re-organised at one point.

R/C '38 Antique saw a large number of RC-1s powered by a variety of engines. This design is extremely popular because of its simplicity and the fact that it has a light wing loading. Peter Scott's example, powered by a Whirlwing, gets almost 5 minutes engine run. At the other end of the scale is Kevin Fryer's Red Zephyr powered by a McCoy 60 which gets 1 minute engine run. In between these two there was almost every combination of engine and model imaginable.

R/C Oldtimer Duration saw the usual proliferation of Playboys. A number of crashes occurred in this event some of which were attributed to problems with the new 2.4Ghz radio systems. I was on a frequency clash with another competitor who was having engine problems but eventually, with the help of Robert Taylor, we got him into the air. The fly-off late in the afternoon did not last particularly long as has been the case in previous years. Even though a lot of models were on 2.4Ghz two waves were required, albeit there was only one flier in the second wave, and he was the winner of the fly-off.

Monday morning saw a number of competitors packing up and leaving for home. The die-hards stayed on and flew R/C Standard Duration and R/C 2cc Oldtimer. My Big Gull did not live up to expectations but certainly caused some comment on the flight line. Lightly built Playboys seem to be the way to go in this event.

R/C 2cc Oldtimer was flown in a cold breeze, as was Standard Duration. The visitors from Queensland did not like it at all! Flight times recorded in this event were probably the lowest recorded for the whole weekend, but all still enjoyed themselves.

General: The Saturday night barbecue was a huge success and we intend to invite the caterer back next year. The Swap Meet saw a good deal of modelling goods change hands. The indoor helicopter event was held outdoors because there was no room in the shed. The faint breeze made flying the helicopters a challenge.

Throughout the week-end the C.W.A. Ladies did a remarkable job of feeding all the competitors and their assistants. We will invite them back next year too.



Allan Laycock (ACT) gets off a flight with his Letmo powered Cardinal.

*Below:* C/L Racing pits and R/C Gliding launch area.



Ian Dixon, Richard Sutherland & Troy Latto (W.A.) with Troy's FF Stomper. *Right:* Mick Walsh (Qld) with his Gamma Gull glider.



*Above Left:* Don Southwell (NSW) with his Thunder King Glider.

*Right:* Dave Paton (Qld) with his Burford Event winning Stardust Special..

*Left:* Alan Brady (NSW) with his Stardust Special.

*Right:* Sarah Wright with her Lanzo Stick.

*Lower Right:* Paul Farthing launches David Beake's Zoot Suit in the Burford Event.

*Bottom Right:* Diduszko brothers John & Andrew (NSW) with John's Eliminator.

*Below:* Robert Taylor & Dave Markwell (Vic) contemplates Dave's Dixie-lander.



*Left:* Kevin Fryer's (VIC) MG2 with OK Super 60 Spark Power gets away in Texaco under watchful eye of Bruce Ramsay (VIC)





*Above Left:* Std.Duration winners - Ian Avery (NSW) 2nd, Dave Markwell (VIC) 1st, Troy Latto (WA) 3rd.

*Above Right:* David Beake and Paul Farthing (NSW) at work on David's 2cc Oldtimer Stomper.

*Left:* Perpetual Trophy winners L to R:

Rex Brown (SA) ½A Texaco.  
Mick Walsh (QLD) Texaco and Nostalgia.

Dave Paton (QLD) Burford Event.

Peter van de Waterbeemd (NSW) Duration.

Peter (Condo) Smith (BSW) '38 Antique.

*Below:* The victorious Queensland contingent.



## WYONG RIVER M.A.C. OLD TIMER WEEKEND 17-18 MARCH, 2012.

From Basil Healy.

Once more the weather did Wyong River MAC no favours when we awoke on the Saturday morning to steady rain. However, the diehards gathered at the field, talked models and engines for 30 minutes, decided that we were all getting wet despite the umbrellas under which we were sheltering, then finally decided to go on a tour of some of the club members homes. First up was the President, Bob Marshall's place and next was the Wright's, then it was back to my place for a lunch of fish and chips. It may have been possible to fly late in the afternoon because the rain ceased and there was actually an hour or so of sunshine just before sunset.



Sunday morning it was overcast with a light westerly breeze blowing. Tomboy got started on time and much to my surprise these little models handled the breeze quite well. There was almost no thermal activity and I thought that I was sitting in the box seat with a 6 minute 30 second flight first up but Peter Scott eclipsed that with a 7 minute 21 second flight on his second flight. There were lots of flights in the 4 to 5 minute bracket.

Then it was on to  $\frac{1}{2}$ A Texaco, the plot being to fly one round only then go straight to a fly-off. Only Dave Brown and Jim Rae made the fly-off. By this time the wind was getting quite strong and the fly-off times reflected it. I did not fly in the  $\frac{1}{2}$ A Texaco because I picked up my second Tomboy tailplane instead of the one for my Atomiser. Dum-Dum!!

Texaco was also flown to the same format only this time it was Jim Rae and Peter Scott who made the fly-off. Peter Scott made a great effort to fly his Bomber for over 18 minutes then landed outside the designated area to hand 1st place to Jim Rae.

After a barbecue lunch in the pit area ably organised by our President Bob Marshall, it was decided that the wind was blowing too much to attempt to fly the 2cc Old Timer and Gordon Burford events, so flying concluded for the day.



John and Tim Wright preparing Tim's Atomiser for  $\frac{1}{2}$ A Texaco..

### R/C TOMBOY

1. Peter SCOTT	Schlosser 1cc	441.
2. Basil HEALY	MP Jet .6cc	390.
3. Bob MARSHALL	MP Jet .6cc	365.
4. Jim RAE	PAW 80	362.
5. Tim WRIGHT	MP Jet .6cc	308.
6. Ian CONNELL	MP Jet .6cc	300.
7. John DIDUSZKO	Mills .75	118.

### $\frac{1}{2}$ A TEXACO

1. Jim RAE	Pine Needle	360.	382.
2. Dave BROWN	Bomber	360.	323.
3. Peter SCOTT	Lil Diamond	333.	
4. Ian CONNELL	Lil Diamond	268.	
5. Tim WRIGHT	Atomiser	259.	
6. Sarah WRIGHT	Stardust Spl	98.	
7. John DIDUSZKO	MG-2	L.O.	
8. Basil HEALY	Atomiser	DNF.	

### TEXACO

1. Jim RAE	Krupp	Enya 46 FS	600.	1017.
2. Peter SCOTT	Bomber 85%	Irvine 40 D	600.	0.
3. Basil HEALY	Lanzo Stick	Enya 60 FS	579.	
4. Dave BROWN	Bomber 85%	OS 40 FS	539.	
5. Geoff Potter	Powerhouse	Sparey D	L.O.	
6. Tim WRIGHT	Bomber 87%	OS 40 FS	DNF.	



Peter Scott receiving his trophy for Tomboy from Bob Marshall.

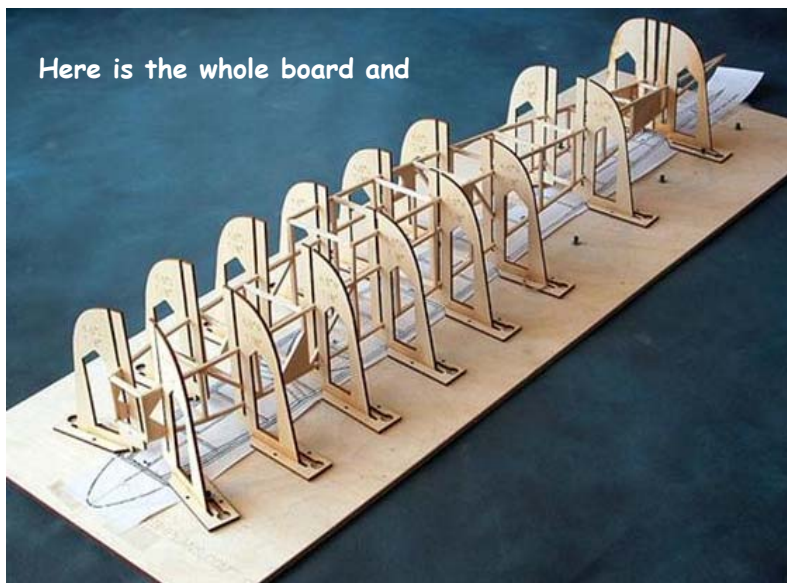


Ian Connell assists Basil with his Lanzo Stick for Texaco.

## From Al Pardue [awpardue@att.net](mailto:awpardue@att.net)

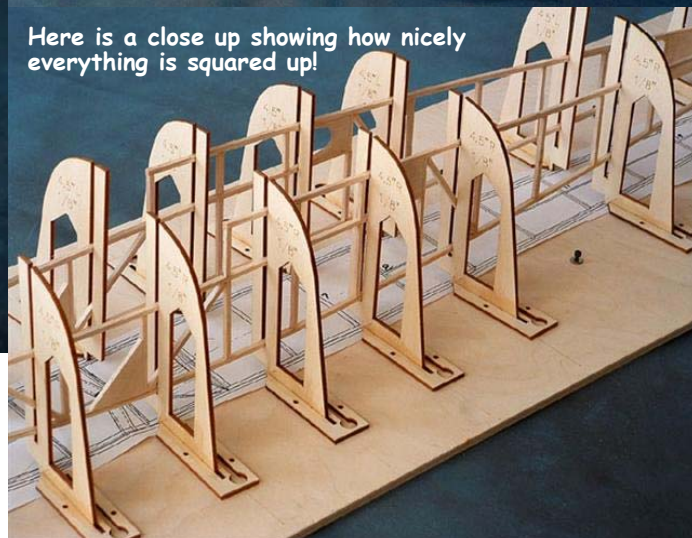
I have had a chance to try Bob's newest fuselage jig. The newest jig is designed so you are able to remove the fuselage and turn it over placing it in the same exact position so you can glue in the remaining cross pieces on the bottom. I am Building the Aristocrat!

Here is the whole board and



The new jigs

Here is a close up showing how nicely everything is squared up!



You must tape the top view of the fuselage down on the board. Bob has thoughtfully drawn the center line on the board. You can see here how easy it is to clamp the triangle down at the exact spot to line up with the plan as the bottom of the triangle lines up with the edge of fuselage! NEAT!

The "Aristocrat" has a wide fuselage with more than average curves, with the aid of a pair of tweezers, I was able to glue the bottom crosspieces in without removing the fuselage and flipping it over. I did find a small level handy at points where the fuselage longerons did not reach the bottom of the triangles.

I think you will find Bob's new design to be very beneficial. I can also see the benefit of having a set of both triangles! After all, the price is right! Thanks Bob!

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## RESULTS &amp; MODEL DETAILS - 1st ELECTRIC O/T EVENT at GOULBURN on 10-11 MARCH 2012

Place	Name	Model	Wingspan	Event	Weight	Motor	Prop	Battery	Amps
<b>1/2A TEXACO</b>									
1st	Phil Stevenson	Playboy	36"/915mm	1/2A Texaco	10 oz/283g	Hobbyking	6x3	yellow	5A
2nd	Laurie Baldwin	Stardust Special	55"/1397mm	1/2A Texaco	13oz /369g	Hyperion	8x6	450-2S	
3rd	Gary Ryan	Airborne	48"/1220mm	1/2A Texaco	11oz /312g	Multiplex	8x6	450-2S	8A
4th	Michael Colston	Airborne	54"/1370mm	1/2A Texaco	14oz /385g	Rimfire outrunner	9x6	450-2S	9A
5th	Peter Henderson	Dallaire Sportster	50"/1270mm	1/2A Texaco	13oz /369g	Rimfire outrunner	9x6	450-2S	9A
6th	Lou Amadio	Playboy	51"/1300mm	1/2A Texaco	14oz /397g	SCM-3323 1500 Kv	7x4	450-2S	10A
DNF	Alex Berkuta	Powerhouse	42"/1066mm	1/2A Texaco	11oz /312g	Himark 2812-1200	7x5	460-2S	5A
<b>DURATION</b>									
1st	Phil Stevenson	Playboy	80"/2030mm	Duration	49oz /1390g	2848-4800 In-runner Astro gear	Bolly 12"	2200-3S	100A
2nd	Peter Henderson	Sunduster	88"/2235mm	Duration	60oz/1720g	Scorpion HK4015-1050	12x6	1800-6S	89A
3rd	Michael Colston	Airborne	114"/2895mm	Duration	67oz/1900g	Scorpion 3026-890	13x8	2200-4S	70A
4th	Lou Amadio	Playboy Cabin 102%	79.5"/2020mm	Duration	47oz/1332g	Hyperion ZS3025-10	12x6	1800-4S	50A
5th	Peter Pine	Record Hound	68"/1727mm	Duration	50oz/1470g	MVVS	13x10		
6th	Laurie Baldwin	Lanzo Bomber	78"/2000mm	Duration	59oz/1417g	Scorpion 4020-12	13x6	1800-6S	50A
7th	Jim Holt	Playboy	80"/2030mm	Duration		AXI	12x6	2200-3S	
8th	Gary Ryan	Cumulus	79"/1778mm	Duration	56oz/1588g	Neu 1509	14x10	2200-4S	140A
<b>HEIGHT LIMITED ELECTRIC O/T</b>									
1st	Peter Pine	Record Hound	68"/1727mm	HL EOT	50oz/1417g	MVVS 4.6/840	13x10	1800-4S	53A
2nd	Phil Stevenson	Playboy	80"/2030mm	HL EOT	49oz/1390g	2848-4800 in-runner Astro gear	Bolly 12"	1750-3S	70A
3rd	Michael Colston	Airborne	114"/2895mm	HL EOT	67 oz/1900g	Scorpion 3026-890	13x8	22 00-4S	60A
4th	Gary Ryan	Airborne	48"/1220mm	HL EOT	22oz/624g	Hyperion 2218-10	12x6	1300-3S	18A
5th	Lou Amadio	Lanzo Bomber 70%	67"/1710mm	HL EOT	35oz/992g	Hyperion 3025-8	11x5.5	1200-3S	28A
6th	Laurie Baldwin	Lanzo Bomber 70%	70"/1780mm	HL EOT	31oz/880g	Eflite Power 15	10x8	2200-2S	20A
7th	Peter Henderson	Sunduster	88"/2235mm	HL EOT	60oz/1720g	Scorpion HK4015-1050	13x6	1800-3S	70A
DNF	Alex Berkuta	Dallaire Sportster	108"/2740mm	HL EOT	88oz/2495g	Turnigy 3648-850	14x7	2600-3S	63A
<b>TEXACO</b>									
1st	Laurie Baldwin	Lanzo Bomber 70%	70"/1780mm	Texaco	31oz/879g	Eflite Power 15	13x6	920-2S	18A
2nd	Michael Colston	Airborne	114"/2895mm	Texaco	67oz/1900g	Scorpion 3026-890	13x8	900-4S	55A
3rd	Peter Henderson	Lanzo Bomber	70"/1780mm	Texaco	26oz/750g	400 size Turnigy outrunner	10x6	800-2S	12A
4th	Lou Amadio	Lanzo Bomber 70%	67"/1710mm	Texaco	34oz/964g	Hyperion 3025-8	11x5.5	900-2S	20A
5th	Phil Stevenson	Nimbus	123"/3125mm	Texaco	154oz/4365g	Turnigy 5065-400	16x8	2200-4S	35A
DNF	Alex Berkuta	Dallaire Sportster	108"/2740mm	Texaco	88oz/2495g	Turnigy 3648-850	12x6	1600-3S	32A

## From Ned Nevals

nedne@comcast.net

I just received my Model Builder DVDs from Roland Friestad (Editor SAM Speaks) in Saturday's mail and have been enjoying them immensely! I had my own collection of ModelBuilder magazines from 1982 to Mid-90s stored away in the garage until my wife "suggested" I dispose of them. I gave them to Rocco Ferario of our club who is an 8th grade science teacher and modeller who single-handedly built SAM 27's "Junior Modeller" program to a steady supply of young guys enthusiastic about modeling. He had space in his classroom and I knew they would go to good use so that choice was very easy. Roland's project to record the entire production of Model Builder makes enjoying them much easier and I have been catching up on the old "Plug Sparks" columns that pre-dated my return to modelling.

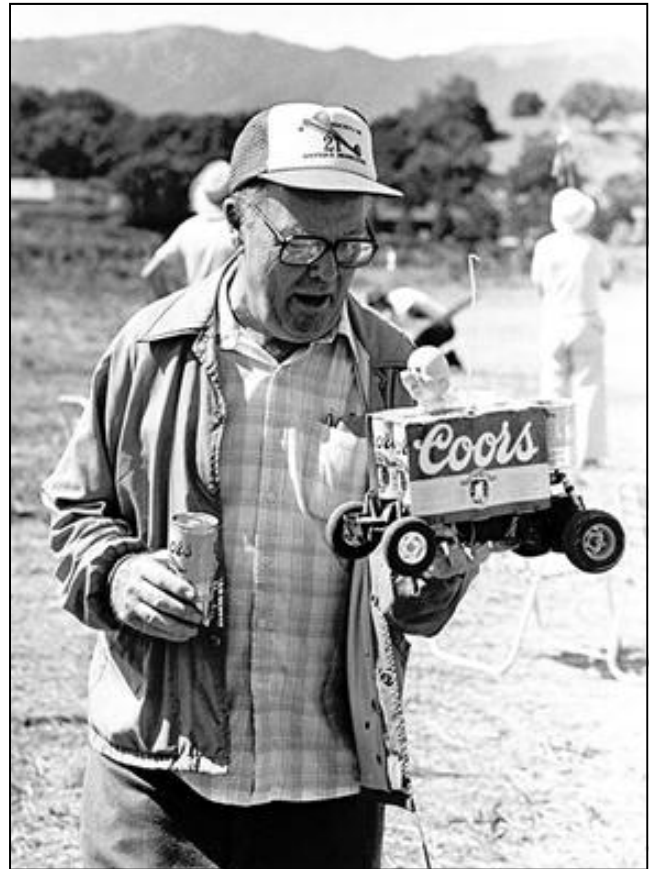
I worked at Everex Systems, Inc. in Fremont just a few exits north of John Pond's place in San Jose for almost 14 years. I met John and would take my lunch hour to drive to his place and "hang out" while soaking up the atmosphere in his place. I was blessed to have known him and a lot of the "characters" that inhabited his columns. I met Don Bekins who helped me get started in SAM R/C and introduced me to more of those fellows at meets all over California. So, the California scene became very familiar to me and I met most of the guys who made up the moveable feast of Modelling in the early 80's and 90's.

Roland has done us all a great service with this collection. I will be reading them cover-to-cover over the next few months....I'm currently up to March of 1975.... The only sad thing is realizing how many of those "Characters" are now gone - including John who was one of the greatest "Characters" in modelling.

That's it. I have no words of wisdom to pass on - just my recommendation that you buy your own set of DVDs from Roland and see why we all said that the loss of Model Builder was a great loss for modelling.

Best Regards, Ned.

(That's John Pond at an early 1980s SAM 27 Crash & Bash wryly observing the R/C "Vehicle" that delivered his cold Coors to him while he was flying a Texaco flight. I first learned of SAM 27's existence from John's column in Model Builder magazine),



## Balance and Downthrust.

From Hank Baer. SparkerV2@aol.com

You're going to get a hundred ideas about this - Personally, I build to get  $1\frac{1}{4}$  to  $1\frac{1}{2}$  degrees decalage measured through the center of the LE of both stab and wing - I run a 2 inch strip of velcro covered balsa down the bottom center of the fuse in order to move batteries fore and aft for critical balance point adjustments - I strive to get the model to climb and glide without any trim adjustments which is attainable with a lot of test flights - With neutral trim and NO down thrust the balance point is the critical factor - Mark and move the batteries  $\frac{1}{4}$  of an inch at a time until it shows signs of being tail heavy - You can tell when that happens when the model climbs steeply and then wants to nose over when it reaches maximum speed - At that point bring the batteries forward a hair - When you hit it right on the nose you won't need down trim in the climb out and no up trim in the glide and no downthrust - Use the elevator stick to push the nose over when you kill the engine - Be sure to fill your fuel tank the same amount before each flight and use the same prop in order to maintain the fine balance point - I've trimmed many Playboys and a couple Bombers this way powered with McCoys, EDCOs and Spits with great success - I takes a lot of test flights and patience with some thought thrown in. ....Hank on the Bay.

## From Bruce Ramsay

auscanav@bigpond.com

Thanks again for the newsletters. I enjoyed the articles especially. the one on the recalcitrant target plane ( the RAAF had a similar rouge Auster over Sydney in the 50's) and Mark Venters Comet Clipper article. I have done a dual pod for my Tomboy as I may have mentioned before. I used the 350 ma Lipo and 1200 kv out-runner 12A BEC, but it flies much better with the Irvine Mills. First flights with that combo were at Canowindra at Easter and I wasn't disgraced. Meant to have a chat with you there but missed the opportunity, it was a great week.

Currently restoring the recently tree'd Buccaneer Standard. Turning her into Antique with my O&R 60 SP. What do you know about colouring polyspan. I am also after blue and yellow Esaki Silk if anyone has spare they want to sell.



# DAMMIT

I heard the West Australians are on the way, on a long haul flight, headed our way, **DAMMIT**  
There's Latto, Dicko, Robbo and Ricko.



They even brought their Ambition with them. **DAMMIT**



One even managed to cut his finger, **DAMMIT**



Even though it was windy and cold I forgot to wear a jumper, **DAMMIT**



They wanted 40 metres of Polyspan, but Condo only had 10 metres, **DAMMIT**

And we didn't beat Condo, **DAMMIT**

They did well in the raffles, **DAMMIT**

Dicko didn't even buy me the promised beer. **DAMMIT**

The trouble is, they're a bunch of nice blokes, **DAMMIT**

And they won't be back for another two years! **DAMMIT, DAMMIT, DAMMIT.**