



Points of Interest:

- Events Calendar for 2013
- President's Message - Peter Scott.
- Canowindra Update - Grant Manwaring,
- Oldtimer Glider - Grant Manwaring.
- Vale Arthur "Coop" Cooper.
- Sabre 250 Engine Review.
- Orange Oldtimer Reports and Results.
- Building Miss Model Craftsman II - Jim Rae.
- MMMML - Malmstrom Madness Mass Launch.
- Electric Oldtimer Postal Competitions.

NEWSLETTER

No. 180

JAN-FEB

2013

NOTICE - SKYHAWKS (TEMPE) MODEL FLYING CLUB REUNION

The Skyhawks MFC bi-annual get together is on at the Fricourt Ave. (RSL CLUB) Earlwood on the 23rd of March commencing at 12-00 noon. Buy your own lunch and drinks.

You need to contact Ron Herbert Mally at Earlwood 02 43417292 for numbers. He puts the event together, so all welcome to meet some old or not so old faces

From Barry Heseltine bhe44301@bigpond.net.au

Society of Antique Modellers of Australia

SAM CHAPTER 1788

31st Oldtimer Championships

at Bogwood

CANOWINDRA

EASTER

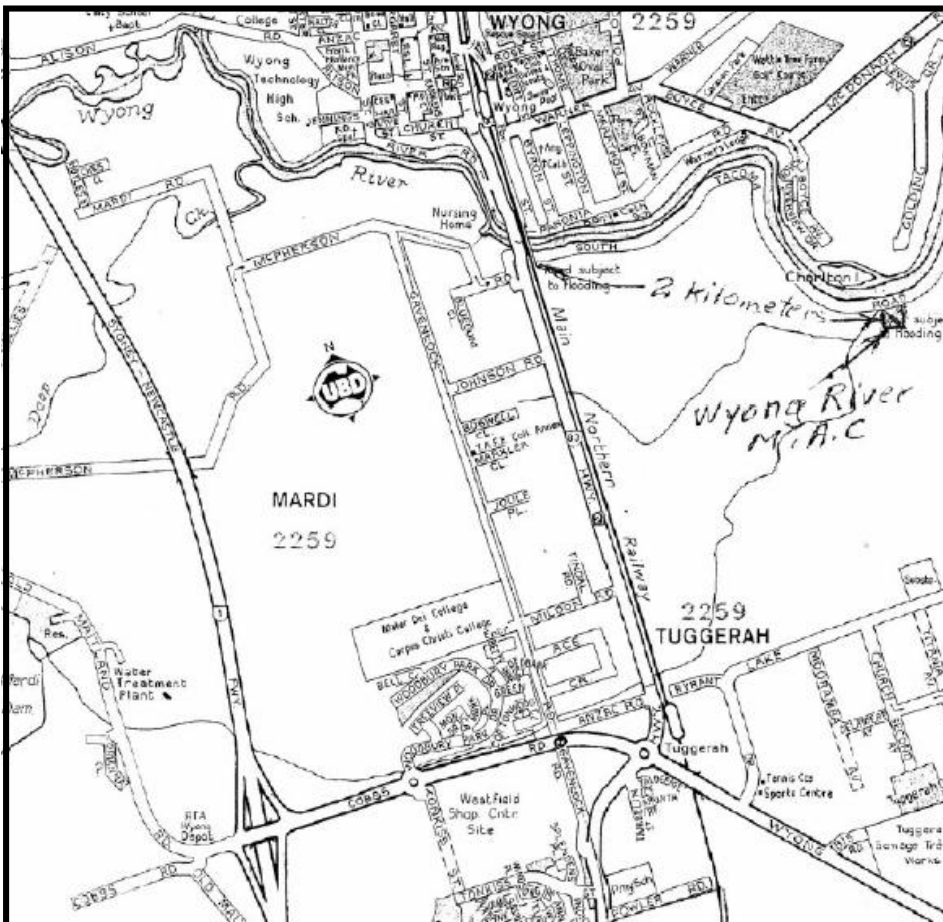
28th March - 1st April, 2013.

**** ENTRIES CLOSE 22nd MARCH 2013 ****

Entry Form is with this Duration Times



DURATION TIMES



WYONG RIVER MAC.

4th Oldtimer Weekend

27-28 April, 2013.

Program

Saturday 27th

- 9am - R/C Tomboy
- 10am - 2cc Oldtimer
- 12 noon - Lunch
- 1pm - Burford Event

Sunday 28th

- 9am - R/C Tomboy
- 10am - 1/2 A Texaco
- 12 noon - Lunch
- 1pm - Texaco

Note: Due to the close proximity of a residential area, vintage spark ignition engines used in Texaco must be fitted with a muffler.

For further information

Contact: Basil Healy
02 4341-7292

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	7 Arthaldo Court, 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 2013.

March	28-1 April	SAM1788 Championships	Canowindra	Grant Manwaring	02 6241-1320.
April	27 -28	Wyong River 4th Old Timer Weekend	Wyong	Basil Healy	02 4341-7292.
May	4-5	Veterans Gathering	Muswellbrook	Phil Thiethener	0417 725 981.
June	15-16	New England Gas Champs	Tamworth	Basil Healy	02 4341-7292.
July	20-21	Golden West Old Timer Competition	Parkes	Peter Smith	0423 452 879.
August	31-1 Sept.	Oily Hand Diesel Weekend	Cowra	Andy Lockett	02 6342-3054.
September	7-8	Belconnen/Yass Club Oldtimer Weekend	Yass	Grant Manwaring	02 6241-1320.
October	5-6	Eastern State Gas Champs	Wangaratta	Grant Manwaring	02 6241-1320.
October	16-20	Cootamundra, Coota Cup	Cootamundra	Grant Manwaring	02 6241-1320.
November	16-17	Muswellbrook Oldtimer Weekend	Muswellbrook	Phil Thiethener	0417 725 981.



From the President: I won't do a report on the Orange contest as I had two crashes and one near crash! The near crash is enlightening and the cause I have found!

If you have one of the Spectrum satellite receivers, this is for you. I found my big bomber heading vertically for the ground, from a great height. Moving the sticks did nothing so I just held full up. About 100ft above the ground it remade contact - phew!! Only the wing joiners and the wing box suffered.

Today I removed the receiver and found one of the wires at the satellite receiver was broken at the plug. So, if you have one of these items, buy a new joining lead and, at each end, smear some RTV around the joint to support the wires.

We have the Hunter Valley Champs. coming up at the Muswellbrook, we suffer from too few entries usually but this is the first time that the Old Timers have a two day event. Good catering on the field and you can camp there too, if you wish.

Canowindra is also looming. Two control line circles this year due to the popularity of the Phantom and Champ event. David Owen will run one circle and Geoff Potter the other. If you feel that you can help, please do as there's a lot of models to fly. Also we have a couple - maybe more, control-line fun fliers (isn't it all fun?) so it's going to be busy.

Free Flight will be first up. It will probably be from the top paddock depending on wind and it's direction. We may even be in another field next to Paul's farm.

FF Vintage Power is for models designed and published before 1957 - ie: end December 1956. Motors must have been available at this time with one exception - we allow any 1.5cc Burford diesel to be used. Model cannot be scaled and motor capacity as per plan. 3 X 3min maxs get you to the fly-off. Any questions phone me or read the MAAA Vintage Power rules.

Please try to attend the AGM, there will be a motor as door prize. Remember, only 1788 SAM members may vote.

Finally, I can say that Orange showed there are new fliers and a few locals to make up the numbers, which is very pleasing.

Peter Scott.

Cowra Oily Hand Diesel Days

Cowra MAC

<http://www.cowramac.asn.au/main.html>

Information - Andy Lockett
02 6342-3054 mudpied@bigpond.com



at
Milroy Field

(Bangaroo Quarry Road
off Canowindra Road)

August 31 - 1 September 2013.



31st Old Timer Championships, Canowindra 2013 An Update from Grant Manwaring

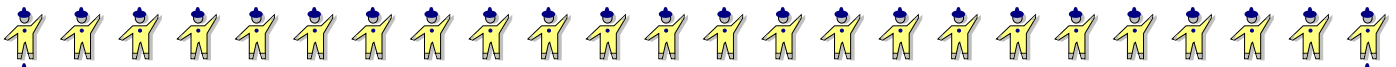
Arrangements are well in hand for this year's event. This year's event will be similar to previous years. An events program and entry form have been included with the last and also this issue of Duration Times. Get the entries into Dave Brown so he can collate the numbers for us.

On field catering for lunches will be available Friday, Saturday and Sunday by the Canowindra CWA ladies. Drinks will be available at other times. Catering for the BBQ on Saturday evening will be similar to last year.

This year two control line circles will be operation, David Owen and Geoff Potter will look after the Phantom and Champ speed trials. Bring along a model to try out in this fun event.

We have in place Contest Directors for all events, however for glider we will need some assistance with line retrieval. If you can help please let me know. See you at Canowindra.

Footnote. For the BBQ and presentation dinner, if there are any special diet requirements could you please let me know in advance so as I can inform our caterer. Please email at grantandmary7@gmail.com or phone 62411320.



ANNOUNCEMENT

CONCOURS D'ELEGANCE

CANOWINDRA SAM 1788 CHAMPS 2013

The Concours event for the perpetual trophy will be run again this year at Canowindra. It works like this: Every entrant in the SAM Champs may vote for 3 models they feel fit the criteria below. Model with the most votes wins the trophy. Pretty simple!

Criteria (any or all):

- Best craftsmanship
- Nicest Finish
- Most beautiful design
- Most unusual design
- "I just like this one the best"

Fine Print: To be eligible for the prize, a model must be entered and fly in any of the events run over the SAM Champs weekend (includes CL and FF events).

Votes will be collected and awards made at the dinner on Sunday night.

It's a simple event designed simply to encourage folks to be proud of their workmanship and provide another focus than just the best performance.

Hopefully it adds a little bit more fun to an already fun-filled weekend!



WANTED - By Peter Van de Waterbeemd - WANTED

I'm looking for an old Enya 60 III Model 7033 crossflow motor or an original carby for this motor

Contact Peter on 02 6496 4769 or Email waterbee@bigpond.com

NOTICE - THERMALSPAN - NOTICE

Thermalspan is available from Harris Design.

Shannon Harris: 5835 Grifith Dr, Brighton, Michigan USA 48116.

Email: thermalspan@comcast.net

Or: jonharris2@comcast.net (this is the paypal address.)

R/C Old Timer Glider

From Grant Manwaring

The Old Timer Glider Test Days were held over the weekends 16 & 23 February 2013 with sites at Goulburn, Central Coast and Sellicks Beach in South Australia. Dave Markwell assembled five flyers and had the best conditions, four flyers were at Goulburn, windy with rain showers and Yarramalong Turf Farm was under three inches of water, no flying for five intrepid glider flyers.

The idea of the day was to do so flight testing and trimming in preparation for Canowindra at Easter and to fly a postal competition, three rounds, two to count. The results are in and all the prizes go to South Australia. There will be a small prize for 1st, 2nd and 3rd placings presented at Canowindra. Thanks to Basil Healy and Dave Markwell for running these events.

As mentioned in the last Duration Times, Ian Roach flew Old Timer Glider at Muswellbrook with us and has published an article "On Silent Wings" in Airborne Magazine, number 248. The article gives an introduction to this event and has some good photos of the models being flown. Check it out in the current issue, we might get some new flyers come along.

This month's plan is the Jasco Floater, this is a fairly simple model to build but should be a good performer. The plan is well detailed with sketches and building notes. Dave Brown will gladly cut a partial kit.

Postal Competition Results:

1. Bill Britcher	Sun Spot	595	4. Bob Watson	Frog Prince	473	7. Grant Manwaring	Thermalist	258
2. Ivan Stacey	Super Sunbug	594	5. Ray Bobrige	Archangel	366	8. Don Southwell	Thunderking	225
3. Dave Markwell	Frog Prince	555	6. Jim Rae	Archangel	321	9. Mike Masters	Inglesinger	118

Contact Details:

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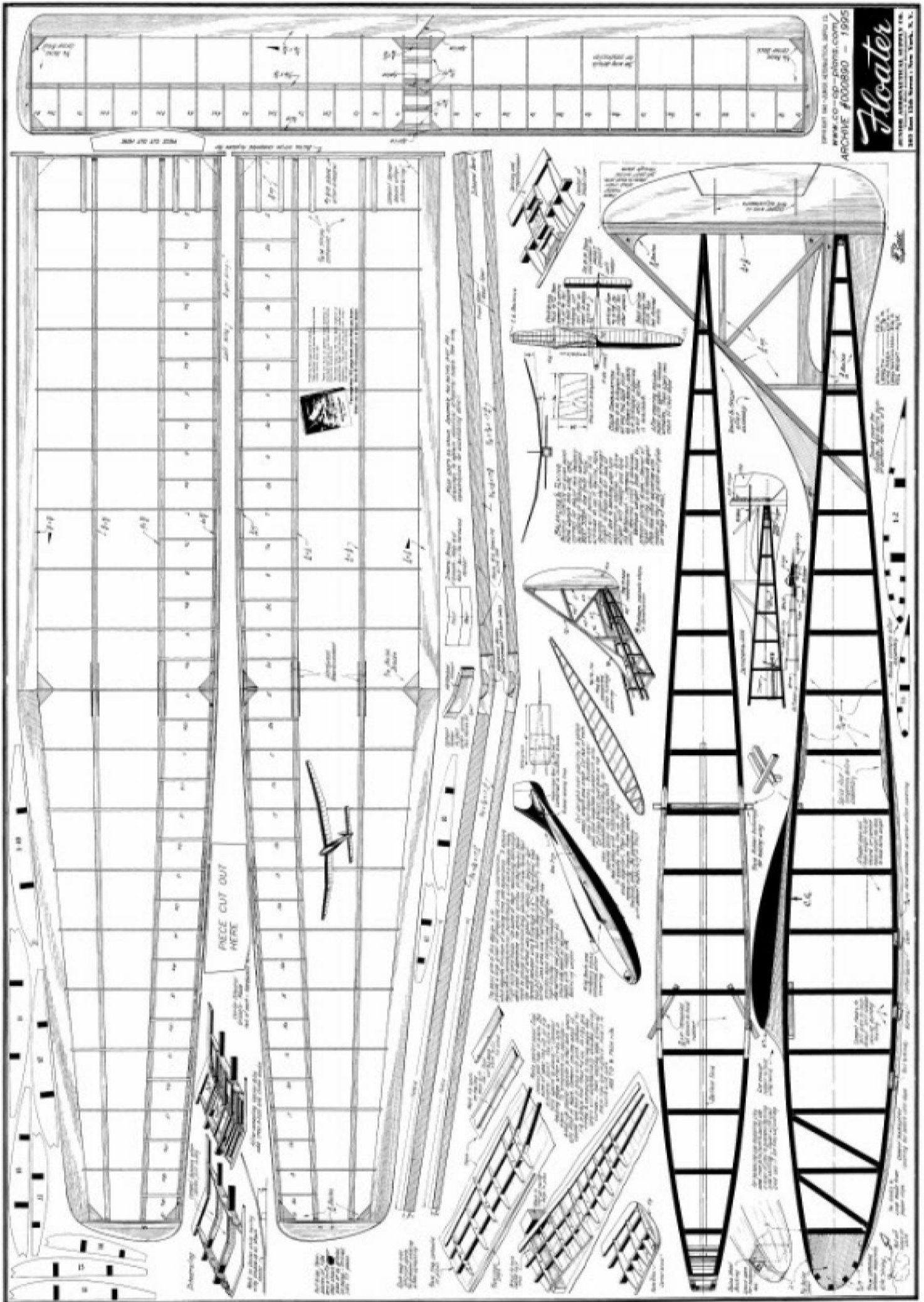
Basil Healy
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Dave Brown - Model Draughting Services
2 Carey Street
Wallerawang NSW 2645
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Telephone: 02 6355-7298



Above: Sellicks Beach, South Australia, a great effort from Bob Watson (Left), Dave Markwell, Bill Britcher and Ivan Stacey.

Left: Glider flyers at Goulburn, Jim Rae, (Left) Don Southwell and Grant Manwaring



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"COOP"

From Basil Healy.

Arthur Cooper, "Coop" to those that knew him well, was a character of the first order. He had a quick wit and a turn of phrase that could put an entirely different meaning on any subject which you were currently discussing.

My first recollection of him was on a steam train en-route to a Model Flying Club of Australia Championships at Schofields aerodrome. He was making up a rubber motor for one of his Wakefield models ably assisted by his mother, Jessie Cooper. The task was not made any easier by the constant rocking of the ancient railway carriage but they persevered and the motor was fitted to the fuselage by the time we left the train at Quakers Hill.

My next encounter with him was at the 1955-56 Nationals at Archerfield aerodrome. Contestants were billeted at the YMCA in the centre of Brisbane. "Coop" and his partner in crime Russ Hammond used to smuggle bottles of beer into the YMCA in Russ's Guitar case. Alcohol of any kind being prohibited in the YMCA they then had to smuggle the empties out the following day.

"Coop" travelled home to Sydney with me and from then on we have been good friends with a common interest.



Above: Coop with his Wakefield Chloe.

Below: Stretch winding his Wakefield (model at extreme left of picture)



He missed the 1956-57 Nationals because he and Barbara had just married and were on their honeymoon. 1957 was known to "Coop", Barbara and I as the "Year of the Great Pot Hunt". We travelled 7,000 miles to model flying competitions culminating in the one and only Nationals held in Tasmania. Forty years later, i.e. 1997, we were recognised as the only people in Australia to have attended a Nationals in every State.

"Coop" was an accomplished flier of all types of free flight models but his enduring passion was for all types of rubber powered models. In later years he became involved with Old Timer models and was a threat not to be taken lightly in any competition. He flew in the SAM Championships at Canowindra for many years but was renowned more for his ability to get his fingers damaged by propellers than his flying. He even had his own medical record card at Canowindra hospital! On retirement he built a number of models for other people. The Bomber factory sign in his workshop being a tribute to the number of Lanzo Bombers produced therein.

Probably his major contribution to Australian aeromodelling was his appointment as Team Manager for the Australian Free Flight Teams attending the World Championships on two occasions, first to Yugoslavia and then to Argentina. In this role he obviously

performed well because he received accolades from highly respected European team managers for his efforts.

Shortly after he and Barbara moved to Ulladulla, he suffered a stroke which put a finish to any aeromodelling activities.

"Coop" we will miss your larrikin ways and smart one line comments. There are not many model builders of your ability left in this world. I have no doubt that despite all of your misdemeanors, St.Peter will find sufficient good that you have done to allow you through the Pearly Gates without an argument.

Arthur Cooper.

From Peter (Condo) Smith.

I met coop not long after my first Old Timer Comp at Werrington. I was the new guy and he was the 'Old Guy' we all watched to see how it was done. Right from the first time I said g'day, he always had a good word and would talk to me. I quite looked forward to seeing him at comps as he had lots of knowledge and was willing to tell a 'newby'.

We flew a lot together over the years and three times we flew together will always stick in my mind and be special to me.

1. My first Bomber was a disaster, it would climb up to 200 feet and never go any higher. Coop told me to bring it to Lithgow and he would look at it for me. He eventually worked out that I hadn't put enough dope on the silk and the air was bleeding through the wing killing lift. More dope fixed the problem.

2. Coop timed for me the day I won my first SAM 1788 trophy. It was Duration and in those days we got 35 seconds on a McCoy in a standard 80inch Playboy. We also had to land in the dreaded circle.

In the fly-off we got a great climb, but just couldn't find lift and at six minutes we were about 300ft above the pits. I suggested we circle around the back to keep out the way and then land. As we circled down wind the model jumped fifty feet straight up. Coop said do that again so we did. Forty minutes later Coop and I landed in the circle to take 1st place. Other memories from that day are that the people I expected to say well done didn't and those people I never expected to say well done did.

3. Wagga Nats. I had a good week winning and placing in nearly every event, Come Nostalgia day I was raring to go. The maxes were hard to get as we required 7 minutes off a 20 second engine run. Got the first max, and was minute or so short on the second one. In the last I needed a max to win. Coop launched it and just as he did another competitors foot touched the tailplane of my Texan, breaking the back off. I was fairly upset, Coop said relax and we'll fix it. So back to the car I go to see how I was going to fix it. Coop wandered off and returned three minutes later with two paddle pops, and said here eat this. I thought what the hell, I have to fix the plane, but I ate the paddle pop. Coop wanted the paddle pop stick when I finished. He wiped the two of them dry and handed them to me with a tube of 5 minute Araldite and said, "We'll glue these along the sides the fuzz and then we'll go and fly a max". So we glued it together with the paddle pop sticks and Coop and I went back to the flight line, He said relax and just proceeded to tell me some story about him and Prosser. About half way through the story he said launch it now so we did, and it was the highest climb I got all day and resulted in another max which got me the 1st place Trophy for Nostalgia at the Wagga Nats, and also got me the TOP GUN points score champion.

I sure there other modellers from other facets of the aero modelling fraternity who have similar memories of Coop.

RIP, will be sadly missed.



These pictures of Coop and me the day we won Duration at SAM 1788. Above was during the Fly-off and below, after the Presentation when I had changed my shirt.





ENGINE TESTS

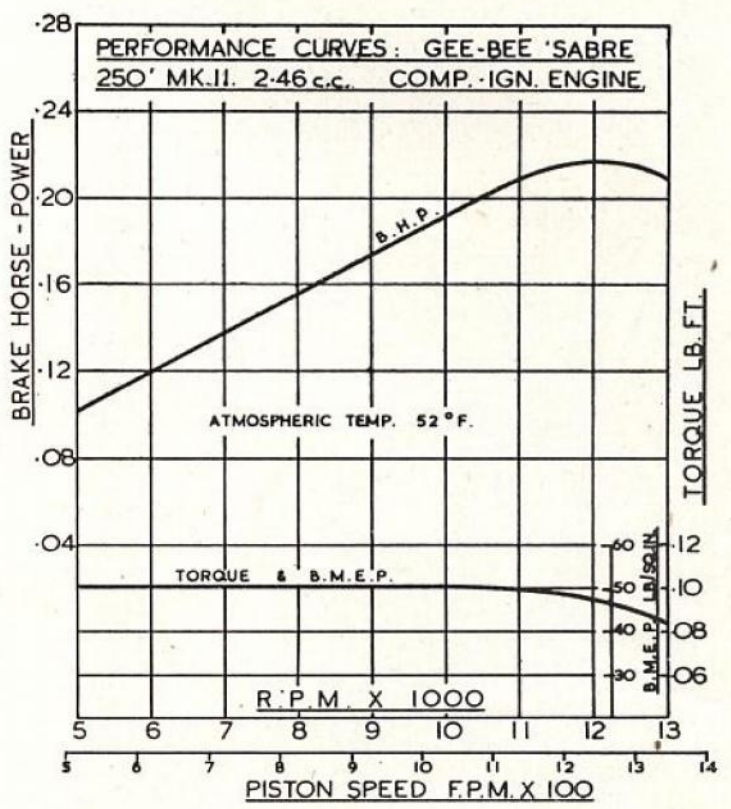
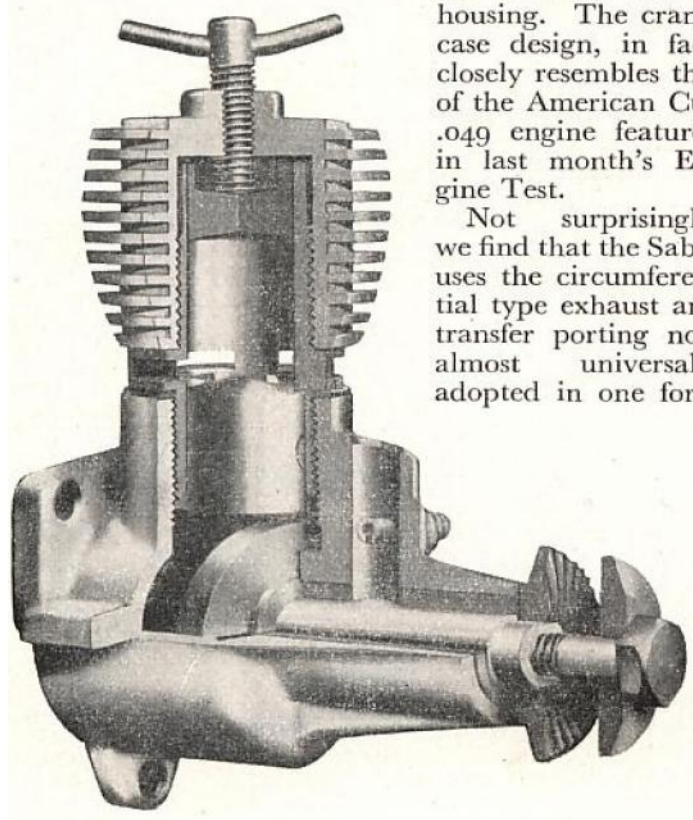
No. 43. The SABRE 250 Mk II

THE Australian-built "Gee-Bee" engines, designed by Gordon Burford and marketed by Model Aircraft Industries of Glenelg, S. Australia, have been produced in a variety of models, both diesel and glow-plug. However, none of the earlier types, which date back to 1946, have achieved greater popularity than the 2.5 c.c. "Sabre 250" diesel introduced two years ago, the more recent Mk. II version of which is the subject of this month's test report.

The Sabre 250 compares favourably with European engines of similar design. First impressions are of a pleasing appearance and good finish. Closer inspection reveals good workmanship, robust construction and a sensible layout. The engine has beam mounting lugs and, in addition, radial lugs positioned to give a firm three-point bulkhead attachment should this type of mounting be preferred.

The Mk. II model has certain modifications, noticeable mainly in the revised crankcase design which now has slightly wider spaced mounting holes, a slightly different intake and the addition of webs to the main bearing housing. The crankcase design, in fact, closely resembles that of the American Cub .049 engine featured in last month's Engine Test.

Not surprisingly, we find that the Sabre uses the circumferential type exhaust and transfer porting now almost universally adopted in one form



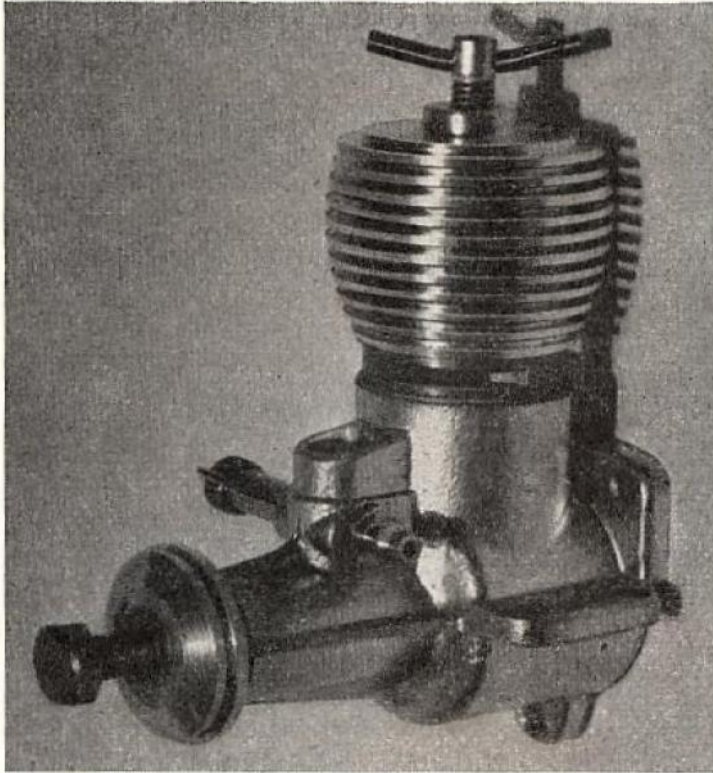
or another, for small and medium size model aircraft motors. Induction is by means of the popular shaft valve.

A good feature is the use of a separate airscrew retaining stud which screws into the front end of the crankshaft. The dural prop. driver is keyed on to the shaft by means of two wide flats on the shaft end—sufficient to avoid any possibility of the shaft turning in the disc and backlash developing, which sometimes occurs with this type of fitting.

A glow-plug version of the Sabre is mentioned in the maker's leaflet, but it is not known whether this model is currently in production.

Specification

Type : Single-cylinder, air-cooled, two-cycle, compression-ignition. Induction via shaft-type rotary-valve with sub-piston supplementary air induction. Annular type exhaust and transfer porting with conical piston crown.
 Swept volume : 2.458 c.c. (.1499 cu. in.)
 Bore : 0.555 in. Stroke : 0.620 in.
 Compression-ratio : Variable.



The Sabre 250 demands no unusual starting technique. When cold, a quick start can be assisted by priming through the exhaust ports but this is not essential provided that the working parts have not become gummed up with residual oil. When warm, one or two choked flicks are the only preliminaries needed to get the engine running again. A slightly higher compression is, of course, needed to start from cold, slackening off as the motor warms up, but, when using small, light props allowing speeds of 9,000 r.p.m. and higher, it is better to start on a moderate compression adjustment, increasing this as the rich starting mixture leans out.

The compression adjustment was found to be excellent. This was smooth in operation and the contra-piston would always return to a lower setting on slackening off, hot or cold, yet held any adjustment firmly.

The needle-valve is also positive in operation, due partly, no doubt, to the uniformity of the needle itself and also the effective split sleeve which holds settings firmly at all speeds.

With small engines of this type, it is often found that the needle-valve adjustment is too near to the propeller for comfort and this is a fault which also applies to the Sabre, especially as there is no extension fitted to the present model. Happily, one does not, generally, have to touch the needle-valve between starting and running, once it has been set at the critical point for a certain r.p.m. range. Starting up on the running setting is quite easily performed by ensuring that the motor starts on an adequately rich mixture and by making use of the compression lever.

There is a useful amount of power control available
(Continued on page 38)

Stroke/bore ratio : 1.117 : 1.
Weight : 4¼ oz.

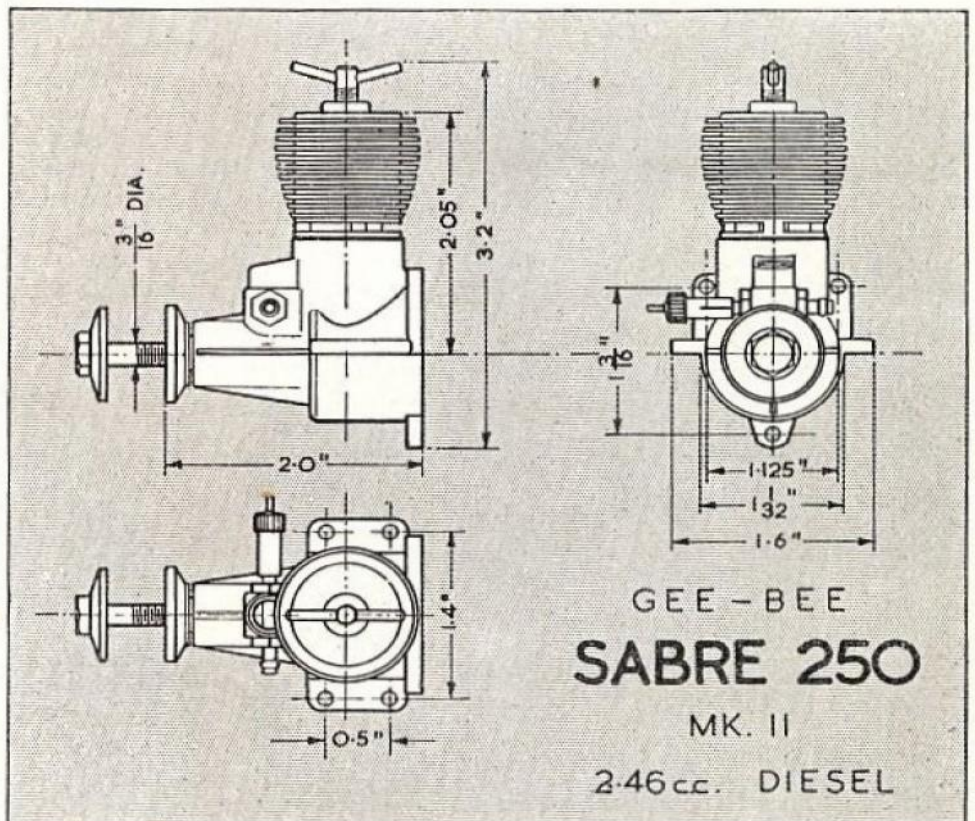
General structural data : Gravity die-cast crankcase in DTD424 alloy with detachable screw-in rear cover. Hardened steel cylinder-liner, threaded into crankcase, with copper gasket. Fully machined duralumin finned cylinder barrel, threaded on to cylinder-liner. Nickel-steel crankshaft, hardened, ground and lapped and running in Meehanite main bearing. Separate propeller stud. Meehanite piston and contra-piston. Connecting-rod machined from duralumin. Spray-bar type needle-valve with brass body and polished steel needle. Beam and three-point bulkhead type mounting lugs.

Test Engine Data

Total time logged : 1½ hours.
(See below.)
Fuel used : Mercury No. 8.

Performance

It was not known whether the test unit had had any running-in prior to its despatch from Australia : it seemed to be reasonably free, with good compression, but without any "lumpiness." However, to err on the safe side, the engine was given a full 1½ hours' running at moderate revolutions before any tests were undertaken. At the end of this period, a slight improvement in performance was evident.



Orange Old Timer Weekend & Alan Brown Perpetual Memorial Texaco Shield

Report from Grant Manwaring

Results from Dave Brown

Gordon Burford

Alan	BRADY	Spacer	Taipan BB	746	0
Peter J.	SMITH	Faison	Taipan BB	690	0
Grant	MANWARING	Lil Diamond	Taipan plain	646	0
Peter	SCOTT	1953 Jaided Maid	Taipan B/B	577	0
Basil	HEALY	Dixielander	Taipan plain	334	0
Jim	RAE	Amazoom	Taipan plain	273	0
Geoff	POTTER	1941 Playboy Cabin	Taipan BB	1 Att	0
Ian	CONNELL	Spacer	Taipan plain	L/O	0

1/2a Texaco

Darren	LYDFORD	1942 Playboy	1080	289
Grant	MANWARING	1941 Lil Diamond	1080	144
Jim	RAE	Pine Needle	1049	0
John	BRADBURN	Lil Diamond	919	0
John	KEY	1942 Kerswap	744	0

Duration

Basil	HEALY	Megow Chief	YS 53 4/ 1254	0
Peter J.	SMITH	1941 Playboy 112%	McCoy 60	1251 0
Jim	RAE	Lion Cub 130%	Saito 56 4/	1194 0
Craig	THORNTON	1941 Playboy	OS 37 2/1187	0
Peter	DURKIN	Super Quaker	Saito 65 4/	1092 0
John	BRADBURN	1941 Playboy	Saito 56 4/	1031 0
Bob	MARSHALL	Bomber 87%	OS 52 4/1020	0
Geoff	POTTER	1941 Playboy 112%	TTiger 46 2/	948 0
Peter	SCOTT	1941 Playboy 112%	McCoy 60	760 0
John	KEY	1942 Kerswap	Enya 53 4/	716 0
Grant	MANWARING	1941 Playboy	YS53 4/ 619	0
Darren	LYDFORD	1942 Playboy	OS 56 4/409	0

Texaco

Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1800	964
Alan	BRADY	1938 Bomber	OS 60 4/1800	L/O	
Brendan	LYDFORD *	1938 Bomber 85%	OS 56 4/1657	0	
Grant	MANWARING	1938 Bomber	OS 60 4/1544	0	
Peter R.	SMITH	1938 Valkyrie	OS 60 4/1287	0	
Peter	SCOTT	1938 Bomber	Cunningham	1192	0
John	BRADBURN	1938 Bomber 85%	OS 40 4/948	0	
John	KEY	1938 Bomber 85%	Irvine 40 d	600	0
Bob	MARSHALL	1938 Bomber 87%	OS 52 4/496	0	
Jim	RAE	Miss Model Crftsman	Orwick 64 spk	369	0
Geoff	POTTER	1938 Bomber 85%	OS 40 4/314	0	
Peter	DURKIN	1938 Lanzo Stick	OS 61 4/ 139	0	
Steve	WHITE	1938 Bomber	OS 40 4/1 Att	0	
Ian	CONNELL	1938 Bomber	OS 61 4/ L/O	0	

CD Report - from Dave Brown.

The event was well attended, the weather got better and better, Saturday morning was cool, and breezy, but it got warmer and not so breezy as the day went on. Typical weather in Orange, needed windy weather models and just one fly-off all day was the result. Sunday was a little kinder, bit warmer with a breeze just good enough to make takeoffs in to wind mandatory.

The weekend featured a lot of landing out, and so results changed as a consequence.

Most of us attended a night out at the Robin Hood Bistro on Saturday, a big place with lots of meals going out, but no complaints were evident.

Results attached, the Alan Brown Perpetual Trophy, went to Basil, and on checking he had won it a few times, in the past.

More later,

Brown

Once again the Orange Model Aero Club hosted the Alan Brown Perpetual Shield Texaco event on 2-3 February, 2013. This is the first event of the year, with good attendance in very variable weather conditions.

First event was Burford in very windy, gusty and cold conditions. Eight entries with four flyers using ball race engines. Will this be a trend? No fly-off and max flights very few. Alan Brady flew a new Spacer to first place, Peter (Condo) Smith in second, both using Taipan BB engines.

Next up 1/2A Texaco, five entries in windy conditions. A fly-off required, Darren Lydford taking it from Grant Manwaring, Jim Rae in third place.

Duration next with eleven entries, the weather improving. A mix of engines, no fly-off required but scores fairly close down to fourth place. Basil Healy first, Peter (Condo) Smith second with a McCoy 60 and Jim Rae third.

Texaco on Sunday, the weather was better, less wind and warmer. A field of fourteen starters, ten using OS four stroke engines. Jim Rae had a new model, a Miss Model Craftsman, Orwick 60 on spark. The combinations needs more work to see how competitive it will be. Four rounds flown, two flyers in the fly off, and it was a good one. Alan Brady climbed out very high, and stayed very high in good lift. Basil Healy had an engine cut at two minutes, well short of his normal run. Basil pulled sixteen minutes from this, a good effort. Alan had it all set up but landed just out. A big disappointment but a really good performance from Alan.

The Alan Brown Shield was won by Basil Healy, his third win in this event. Basil had a first place in Duration as well as Texaco. Alan Brady had a first in Burford and a second in Texaco. Well done Alan.

A very enjoyable weekend under Contest Director Dave Brown. Good to see some new faces coming to our events, welcome Darren and Brendon Lydford, Craig Thornton, John Key and Peter Durkin. Thanks to the Orange club for running the event, a great field and good food from the superb clubhouse facility.

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Phone David Owen 02 4227-2699



*Jim Rae with his latest model:
Miss Model Craftsman II
Powered by an Orwick 60 on spark*



Building the Miss Model Craftsman II

By Jim Rae.

Miss Model Craftsman II was designed by Carl Schmaedig in 1936. It has an oval section streamlined fuselage which is fully planked. The wing has a span of 9 feet with a pointy elliptical planform. It is fully planked top and bottom with an undercambered section. The stab has a span of 38 inches and is open structure.

The fuselage was built on a jig. The crutch plan was picked up from the fuselage formers, the crutch was built on the board, then elevated on the jig so that the fuse could be planked. It was planked bottom first upside down, then it was turned over, jig modified to take it, then the top was planked. I made a short centre section of wing so that the wing cowl could be planked with the fuselage and so that the planking under the wing would fit.

The construction of the wing could have been a problem due to the undercamber and elliptical shape, however in the end it wasn't difficult. Dave Brown of Model Drafting Services scanned the plan, picked up the planform and section and cut a set of ribs. He also cut 14 shadow ribs, 7 per wing, the shape under the wing. The bottoms of the shadow ribs were all the same distance below the chord line, the line from the point of the LE to the point of the TE.

The shadow ribs were notched on the bottom below the wing spar to make it easy to locate them on the building board. Because the shadow ribs were cut from MDF I glued some heavy 5mm balsa (which was too heavy ever to go into a model) to them so that they would take pins and then they were glued to 6mm MDF which went onto the building board. The bottom of the wing was then sheeted on the shadow ribs which had had magic tape applied so that they didn't become a permanent part of the wing, the spars and ribs were installed and the top was sheeted. The shadow

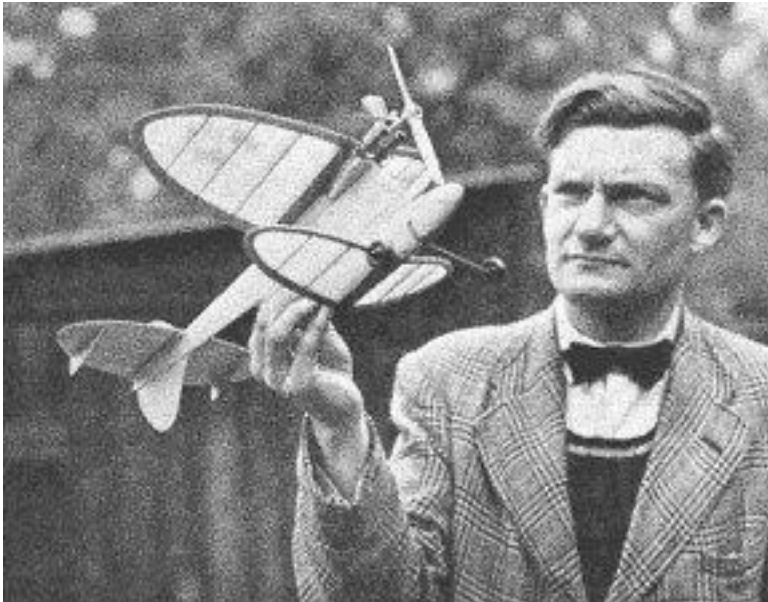
ribs had been cut to the chord length at their location so it was easy to locate the LE and TE on the bottom sheeting by sliding a fork made out of scrap over the sheeting until it hit the shadow rib and the TE and LE could be marked. It was then simple to spring a batten and cut a fair curve.

The fuselage has been glassed with $\frac{3}{4}$ oz glass and a water based resin. The wing is covered with tissue and dope and the tail feathers are covered with tissue on mylar. Fuselage, tail feathers and the wing centre section has been fuel proofed with a two pack lacquer.

Power is a Dunham replica Orwick 64 on spark, owned and loaned by Peter Scott. For Texaco it is intended to use petrol and for '38 Antique methanol.

The model has flown and it needs some sorting out. Not unexpectedly it has a tendency to drop a wingtip if flown too slowly; I think the CG might be a bit far back. Model weighs just over 6lb. I doubt that it will ever challenge a Bomber but it does look much better in the air.





MALMSTROM MADNESS in MARCH MASS LAUNCH MMMML

Come and join us in some light hearted model flying!

FLY YOUR OWN SPUTNIK!

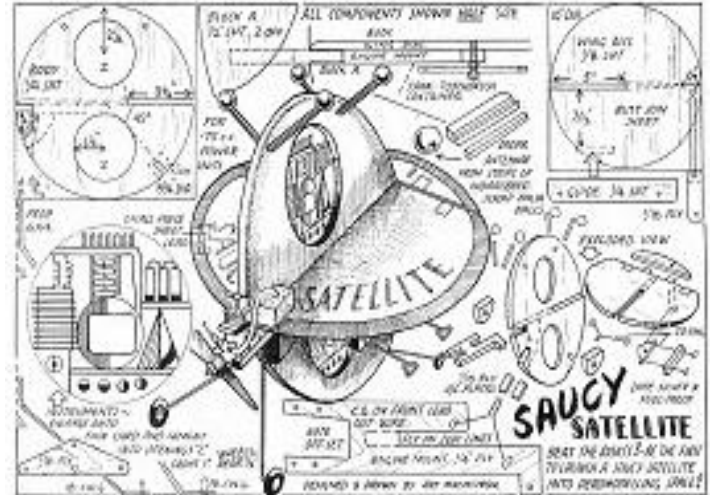
WHAT: Fly any Ray Malmstrom designed model, (or Malmstrom inspired designs, such as Mike Parker's (Forry) and take part in the mass launch.

WHY: As Ray put it, for "Flying, Friendship and Fun"! Take a break from competition flying, and join in some March madness!

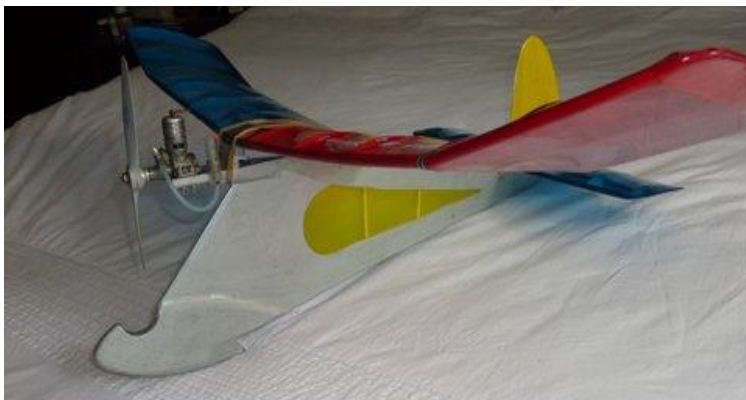
WHERE: at the WAMAC Oakford field (corner of Thomas and Nicholson, Oakford, W.A.) If you don't live in West Aus, do the launch at 10.30am local time anyway, and email us the pics! You don't have to be here to have fun (but it helps....).

WHEN: Sunday 24th March, 2013.

WHAT'S THIS ABOUT: Ray Malmstrom was an art teacher and designed hundreds (yes) of small, quirky models, mostly published in Aeromodeller and Model Aircraft. Mostly rubber, some IC and a few gliders (a few were jet-tex powered - if you have some to use....), and mostly free flight the rest control line. Best described as caricature model planes, there were also a few scale models among them, too - there should be heaps to take your fancy, they're all small and can be built in an evening or two. There are many plans on the Outerzone web site, others need searching for in back issues of magazines - al lot of fun in itself! He started a model club (Impington Village College MAC, who have published a booklet on his designs and collected most of the offering reprints in needed.



From Allan Laycock layhawk@bigpond.com
My Ray Malmstrom's Bambinetta 150% FF. I hope to fly it at Cannowindra and certainly at The Vets Gathering.



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

Electric Oldtimer Postal Competitions - 2013

From Mike Colston mncolston@hotmail.com

Hi Guys, It is that time of year again when we all have to get serious about the EOT Postal Competition. Many of you will be aware that Peter Henderson has, after a long stint, decided to pass on the torch of running the Postal Competition and I drew the short straw.

Firstly, and most importantly, I should like to acknowledge the tremendous effort put in by Peter to manage the Competition over several years and to thank him on behalf of all those who participated.

I will try to live up to Peter's standards in managing the Competition but I have no hope of matching the tall tales and true that often enhanced his emails.

Well down to business, the Competition will commence in February and run for ten months up to, and including, November. We plan to run five classes, 1/2A Texaco, Texaco, Duration, Height Limited Old Timer (HTOL) and Zoot Suit. Other than for the Zoot Suit class the event rules can be found on the AEFA website at: www.aefanet.com. The rules for Zoot Suit are simple and are as follows:-

- | | |
|--|---------------------------------|
| 1) Zoot Suit Model; | 5) 7 minute task; |
| 2) Motor Kv between 1250 and 1350; | 6) Single motor run max 20 sec; |
| 3) 3 cells with a max capacity of 850 mAh; | 7) One heat per month; and |
| 4) 8x4 APC-E prop; | 8) Land within 1 minute. |

If you have a model similar to the Zoot that you would like to fly in this event please let me know as soon as possible as it is my hope to involve as many people as possible in as many events as possible.

All events require you to fly one heat per month and to email me the results by the end of the month or as soon as possible thereafter. At the end of the year we will drop the two worst months for each event with the final result being the sum of the best eight months. As before we will also run a combined total for all events, except Zoot, to determine the overall champion.

It would make my life a lot easier if you could email me straight away to let me know which events you will enter. We may consider dropping one event if there isn't enough interest. However, this will not be done without further discussion with the group. Also I would like to get the details of the models that you are flying in the different events up to date as I think this is of interest to everyone. Could you please give me as much of the following information as possible about each model that you will be using:-

- | | |
|---|-----------------------|
| 1) Model name; | 5) Wing span; |
| 2) Event(s) that model will fly; | 6) All up weight; and |
| 3) Motor make, model and Kv; | 7) Wing loading. |
| 4) Battery, no. of cells, mAh and C rating; | |

I realise that you may not have all this information conveniently to hand, but even partial data would be better than nothing.

Some of you may be aware that there is going to be a new EOT Interest Group set up under the aegis of AEFA and that I will be coordinating the dissemination of information to that Group. There will be more about the Group in the next AEFA Newsletter. Unless you tell me otherwise I intend to include everyone that receives this email in the mailing list for that Group. If you know anyone who is interested in EOT but is not in the Postal Competition please let them know about the new Group and encourage them to send me their details and email address.

My apologies for the length of this email but there are a few matters that needed to be addressed as we move into the new year.

Good flying and I am looking forward to seeing participants lining up for this year competition and receiving your results for February.

Giovanni (Ninetto) Ridenti, 1930-2012.

From RW Roberts SAM35 Speaks.

He was a Roman I believe, living in that great city until his sad passing. I recall reading of him first in the 1949 Aeromodeller Annual. His best known FF model, the GR70, is shown opposite. As a sort of "fill in" he also raced Mondial motor cycles for a number of years.

In later years he was President of SAM 2001, home of L'Aquilone, SAM 2001 magazine. He had been quite unwell for several years but soldiered on, attending rallies, swap meets, etc., right until the end. At the end of June, 2012, he has attended the European SAM Championships held in Slovenia. He will be missed by all.

(Continued from Page 9) By adjustment of the compression alone. Loaded for a working speed of 8-9000 r.p.m. and with a good fuel, speed can be cut down considerably by slackening off the compression lever a half, or even a full turn, without the needle-valve being readjusted and without any tendency to cut out. This is most useful for reduced power free-flight testing, of course.

Notable on test were the consistent torque figures recorded over quite a wide range of loads. This resulted in a straight power curve up to about 10,000 r.p.m. The peak output of approximately .217 b.h.p. at slightly over 12,000 r.p.m. is at least as good as the average of performances recorded for 2.5 c.c. engines currently available in the United Kingdom.

The maker's recommended airscrews for the Sabre are 8x6, 8x8 and 9x5, the two former sizes being intended for C/L and the latter for free-flight. These will generally correspond to speeds in the 9,000-11,000 r.p.m. bracket.

Power/weight ratio : (as tested) .793 b.h.p./lb.

Power/displacement ratio : 88.2 b.h.p./litre.

SUPER SKYLARK

1950 Nationals Junior Stunt Champion
THIS model was designed for the 1950 Nationals by Jack Hearn and built by John Lamont of the E.S.M.A.C. club eight weeks before the Nationals.

It was built around the new Frog 500 g/o motor, although it has since proved itself just as successful with other 5 c.c. capacity motors. Johnny Lamont could do no more than a few loops and a little inverted flying up to this time, but after building the "Super Skylark" he became proficient at the proverbial book in just a few week-ends. The design is of the simplest type of construction and is quite strong enough to withstand the usual crashing routine one experiences when learning to stunt. The control system if used smoothly will respond in an even manner but if in trouble at any time full back or full forward on the controls usually brings you out of trouble.

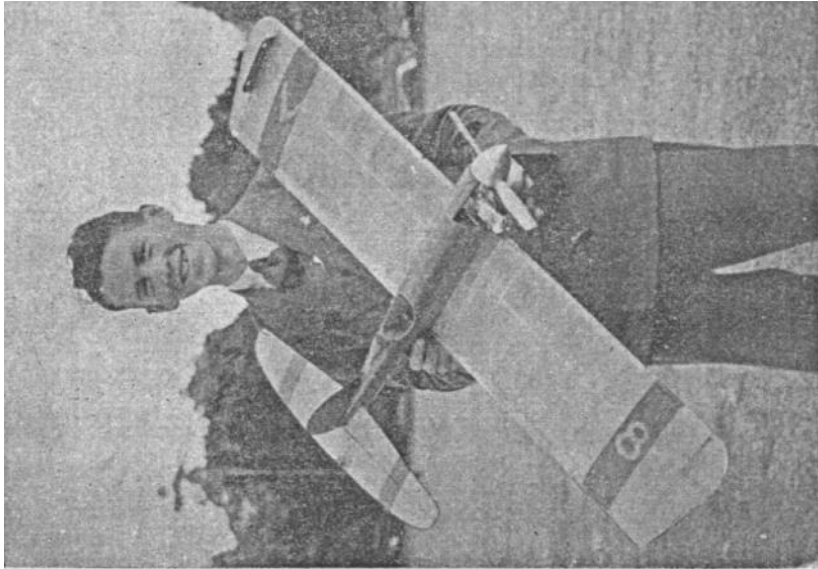
Construction details:

Full size plans are available. The fuselage sides are cut from 1/8" sheet and assembled around the tank and ply bulkheads the control plate is mounted on the bottom engine bearer and is easily accessible from the bottom of the fuselage. The top of the fuselage is planked and the rear block balsa, the cowl blocks are cemented in place and carved on the model. Carve the nose to suit the spinner and motor used. The tank should be of the wedge type with the fuel line directly in line with the carburettor (see plan) cement in position with block balsa. The tank set-up is one of the secrets to good stunting. If the plan is not followed correctly you may as well give up now. The rudder is made from 1 m.m. plywood and is cemented to the fuselage top, the tail plane is made from 3/16" sheet balsa. Now when fitting the hinges, push rod, elevator horn and control plate, all should be made as good a fit as possible. Slap happy methods are not good enough if you want to become a top-line stunt man. If the model hunts all over the manoeuvre check the linkage system and you will find all the slop which causes those crashes when the pilot remarks, "I gave her up, and she just went straight in."

The wing construction is of the simplest construction; Leading edge 1/8" sq; main spars 1/8" x 1/8" hard balsa 1/8" x 1/8" trailing edge, centre section ribs are made of 1/8" balsa. The remainder 1-16" sheet; the wing tips are 1/8" sheet; cover centre section with 1-16" sheet balsa. Cement lead weight to outside wing tip and wing guide on inner tip. Cement all joints well and when dry cover with rag tissue. Give two coats of dope and one coat of fuel proof. When the fuselage is completed make sure wing fits neatly in cradle and when viewed from the front of model the wing should sit squarely to fuselage and tailplane.

Two loops of 1/8" x 1-24" rubber is sufficient to hold wing to fuselage. The advantage of the removable wing is in the advent of a crash. Little damage is done and quick examination of the control system can be made.

Well you future stunt champs its now up to you, happy flying.



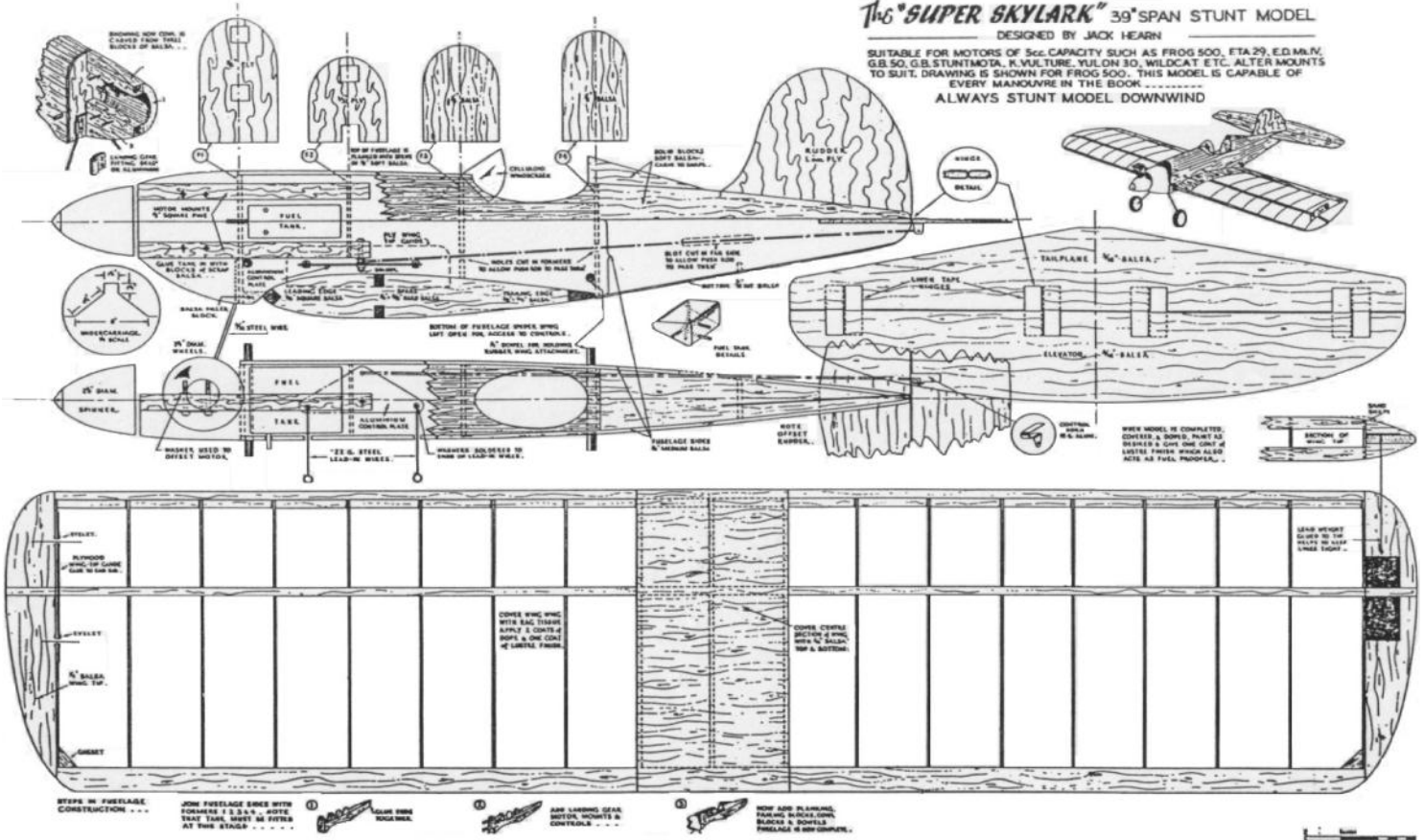
Johnny Lamont, member of the E.S.M.A.C., holding the Super Skylark with which he won the Australian Junior Stunt Championship in the 1950 Nationals.

★ 1950 NATIONAL JUNIOR
 ★ CHAMPION STUNT
 ★ MODEL

SUPER SKYLARK

Designed by
JACK HEARN
 FOR 5 C.C. MOTORS

From Australian Model Hobbies Nov-Dec, 1950



The "SUPER SKYLARK" 39" SPAN STUNT MODEL
 DESIGNED BY JACK HEARN
 SUITABLE FOR MOTORS OF 5cc CAPACITY SUCH AS FROG 500, ETA 29, E.D. MAIN, G.B. 50, G.B. STUNT MOTA, K. VULTURE, VULCON 30, WILDCAT ETC. ALTER MOUNTS TO SUIT. DRAWING IS SHOWN FOR FROG 500. THIS MODEL IS CAPABLE OF EVERY MANOEUVRE IN THE BOOK. ALWAYS STUNT MODEL DOWNWIND

SPECIFICATIONS:—Wingspan, 39 ins.; wing chord, 9 ins.; wing area, 340 sq. ins.; tailplane span, 17 ins.; T/P chord, 5 1/2 ins. max.; fuselage length, 21 1/2 ins., not including spinner; maximum fuselage depth, 4 1/2 ins.; power, 5 c.c. motor.
 Note Scale in bottom right hand corner for enlarging plan, which is quarter full size.