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NEWSLETTER

No. 182

May-June

2013

WORTH NOTING:

On 30/04/2013 7:38 PM, Peter Smith wrote: Hi, Like the Duration Times. For future reference: Peter R [Condo] Smith is not Condo, he is Canberra Smith. Now, Peter J [Condo] Smith is Condo! Regards, Condo Smith, i.e. Peter J Smith.

Editor: Apologies Condo. This correction is in regard to C/L results from the last SAM Champs.

The Eastern States Gas Champs is set down for 5-6 October, 2013, at Wangaratta, Vic. There is a very relaxed weekend for NSW fliers as they have a public holiday on Monday 7 October for a leisurely trip home. Might see a few competitors make a holiday of it and finish up with the five days of the Coota Cup at the MASNSW State Flying Field Cootamundra on 14-20 October, 2013.

Brian Laughton from SAM 600 is seeking a Fillons Champion Oldtimer Glider plan as he wants to build one for Canowindra 2014, but is having trouble finding one down in his neck of the woods in Victoria. Any offers will be gratefully received. You can contact Brian at email brianlaughton@dcsi.net.au or telephone 03 5989 7443.

Golden West Oldtimer Competition - Parkes

20-21 July, 2013 - Parkes Miniature Aero Club Inc. - Nelungaloo Field

** Program: Saturday - Gordon Burford, '38 Antique, Duration.

Sunday - Tomboy (45 min round), $\frac{1}{2}$ A Texaco, Texaco.

** On field catering all day and camping on field (\$10 per adult per night)
(Campers please note - power, toilets and hot showers now available in new amenities block)

Please email Condo (peter_condo@yahoo.com.au) with your intentions for catering purposes and camping sites by 16 July, 2013.

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

** Must bring current MAAA Licence or written proof of payment of fees.

** Get together on Saturday Night.

For further information email Peter (Condo) Smith
peter_condo@yahoo.com.au



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.

July	20-21	Golden West Old Timer Competition	Parkes	Peter Smith	0423 452 879.
August 31 - 1 Sept.		Oily Hand Diesel Weekend	Cowra	Andy Luckett	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:

We have just returned from the Tamworth weekend on a high. While fliers numbers were down, the weather was kind, in fact very kind on Sunday as it turned out calm and sunny.

Some great flying from all. The fly-off in Texaco was the best, everyone had long flights and most came down in the last five minutes. See the results on page 4.

The local club supplied a great venue and the on-site catering was much appreciated.

Our next event is in Parkes, and I'm sure that this will have a far bigger roll up. You may camp on the field and the facilities are even better than last year.

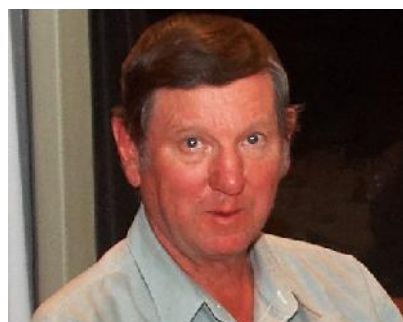
We had good weather last year so, here's hoping for the same again.

I have no definite info on the Nats. I'm assured that it's going to start on the 28th December 2013 and will be in the Wangaratta/Albury region.

The rules for the Scramble at Cootamundra are printed on page 3 of this Duration Times. Give it a go, it should be fun! Whilst the entry states RC Tomboy, it is in fact open to similar models as stated in the rules.

On another note the SAM 1788 membership fees are due on 1st July, 2013, Please note that our fees were increased at the last Annual General Meeting and are now: Duration Times by email \$20.00 and Duration Times (printed copy) by mail \$30.00. Full information re all fees is set out on the New Membership/Membership Renewal form which is accompanying this Duration Times. Please pay your fees promptly, particularly if you are affiliating with MASNSW/MAAA through SAM 1788.

Safe flying, Peter Scott



From the Secretary - Coota Cup Update

Arrangements are well in hand for this year's Coota Cup. This year we will be flying all the MAAA Old Timer events over the five day programme. Included with this issue of Duration Times is the event programme and entry form.

Wednesday 16th October opens with a processing and test flying window. Any new models can be processed at this time. We will make available a glider winch for test flying if required. Please let me know if required.

On field catering will be available for lunches, tea/coffee, for the event. Also camping is available on field, please advise your requirements on the entry form.

The presentation dinner at the Country Club will be bistro type meal, order/pay as you go, meal will be brought to your table. Prices are realistic and good selection. The informal Thursday night dinner is typical country food.

Accommodation details are included on the entry form. Get your accommodation booked, entry completed and models ready for a great event. See you at Coota.

Grant Manwaring

Scramble Rules for Coota Cup Event:

- Model:** Any cabin, or semi scale sport model designed before 1960. e.g. Tomboy, Cardinal etc.
- Motor:** Any up to 1.5cc engine or replica thereof produced before 1960. (.6cc MPJets diesel engines also permitted)
- Flight line:** Models to be launched from flight line into wind. Must land behind flight line and not closer than 15ft to flight line - safety line to be marked. If any part of model crosses safety line when landing - zero flight score.
The model may land anywhere else behind this line.
Transmitters must remain on flight line whilst model is retrieved.
The model must have the motor stopped BEFORE returning the model to the flight line.
The motor must be hand started, no electric fingers.
Minimum flight to count is 10 secs.
Maximum flight is 2 minutes (120 secs)
All flight times to be recorded.
Most time in the air, over the allotted time, wins. (At the Coota Cup contest it is 3/4 hour)
No runners allowed. Retrieve the model yourself.
- Time Keeper:** Please arrange yourself a time keeper beforehand.
Scoring will be written down in minutes and seconds only.

This really is a standard Free Flight scramble, but as models are R.C. it should be more fun.

BELCONNEN & YASS MODEL AERO CLUBS

Old Timer Class Competition 7-8 September, 2013

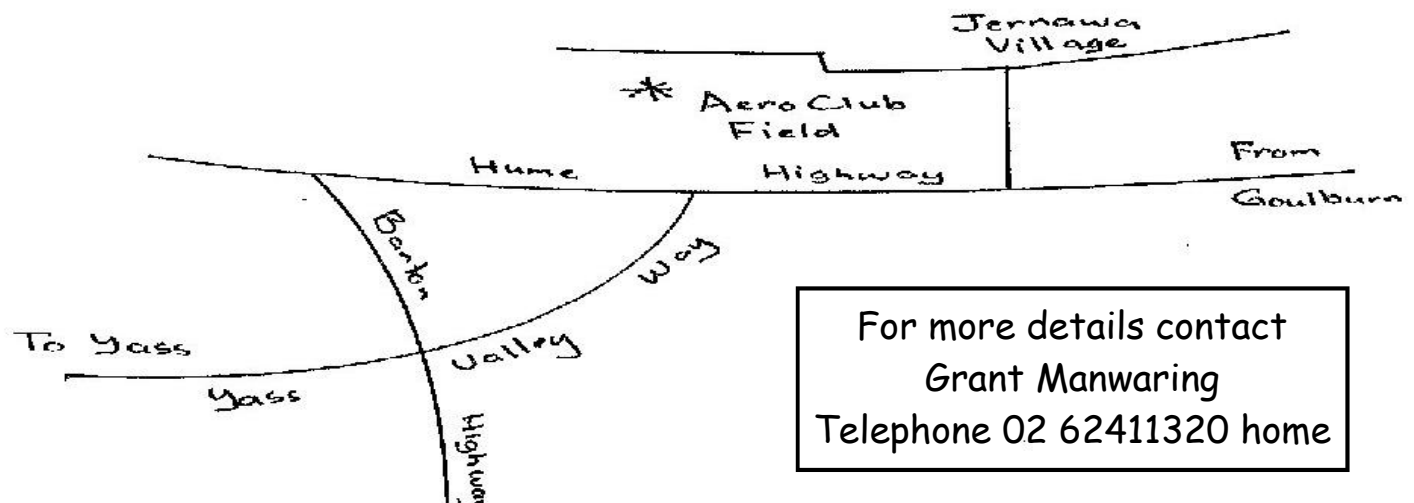
At Yass Model Aero Club Field - Jerrawa via Yass

SATURDAY 10.00am - Burford Event | SUNDAY 9.30am - ½ A Texaco
1.30pm - Duration | 12.30pm - Texaco

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

Motel accommodation at the Yass Motel, telephone 02 62261055, reasonable rates.

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



For more details contact
Grant Manwaring
Telephone 02 62411320 home

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.

NEW ENGLAND GAS CHAMPS - TAMWORTH

15-16 June, 2013.

RESULTS from DAVE BROWN**Gordon Burford Event**

Peter	SCOTT	Zoot Suit	Taipan plain	900	518
Ian	CONNELL	Spacer	Taipan plain	900	471
Dave	PATON	Stardust Spl	Taipan plain	900	376
Jim	RAE	Amazoom	Taipan plain	900	368
Warren	HATHAWAY	Dixielander	Taipan P/B	900	343
Bob	MARSHALL	Atomiser	Taipan plain	900	313
John	KEY	Jaided Maid	Taipan B/B	668	
Peter J. SMITH		Spacer	Taipan plain	0 (2 Att)	

Duration

Peter J. SMITH	Playboy 112%	McCoy 60	1260	1032
Basil HEALY	Megow Chief	YS 53 4/	1260	938
Jim RAE	Lion Cub 130%	Saito 56 4/	1260	897
Dave PATON	Playboy 105%	YS 63 4/	1260	830
Peter SCOTT	Playboy 112%	McCoy 60	1260	727
Paul NIGHTINGALE	Megow Ranger	OS 37H	1260	667
Dave BROWN	Bomber 85%	Saito 56 4/	1260	L/O
John KEY	Kerswap	Enya 53 4/	1155	
Bob MARSHALL	Bomber 87%	ASP 61 4/	659	

1/2a Texaco

Dave PATON	Stardust Spl	1080	848
Jim RAE	Pine Needle	1080	693
Ian CONNELL	Lil Diamond	1080	566
Peter SCOTT	Stardust Spl	1080	516
Garry WHITTEN	Baby Burd	1080	494
SMITH /SOUTHWELL	Lanzo Airborne	1080	317
Bob MARSHALL	Little Diamond	1080	
John KEY	Kerswap	921	
Basil HEALY	Starsust Spl	360	

Texaco

Dave BROWN	Flamingo	O&R 60	1800	2658
Jim RAE	Dallaire 75%	ASP 30 4/	1800	2503
Steven GULLOCK	Bomber 85%	OS 40 4/	1800	2501
Basil HEALY	Lanzo Stick	Enya 60 4/	1800	2158
Peter J. SMITH	Bomber	OS 60 4/	1800	2056
Peter SCOTT	Record Breaker	Anderson	1800	1768
Dave PATON	Bomber 85%	Irvine 40 d	1800	955
Steve WHITE	Bomber	OS 40 4/	1800	
Bob MARSHALL	Bomber 87%	OS 40 4/	1800	
Ian CONNELL	Record Breaker	Enya 60 4/	1638	
John KEY	Bomber 85%	Irvine 40 d	1614	
Paul NIGHTINGALE	Bomber 85%	Saito 50 4/	1463	

Champion of Champs.

1. Jim Rae 2. Dave Paton 3. Peter Scott.

Comments from Dave Brown.

Not too worried about the Slope Soaring, It was a good idea with bad weather on the Friday but getting better as the week went on. We stayed for the best weather on the Monday.

Dave Paton and I reckon should be an annual setup, but it depends on Mt.Borah Paragliding Centre schedule really. Will let you know of any future plans.

We had eight pilots arrive for the Friday but the mountain was socked in cloud, early. Basil Healy, Ian Connell and Jim Rae flew with us Friday when it lifted.

The track up the hill was a little slippery after the rain, but Saturday was a little better, no wind on the hill on Sunday but perfect soaring conditions on Monday which was sunny, cold and windy. More later, Browny.

Photos from Tamworth courtesy of Gail Scott.



Paul Nightingale with his OS37H powered Megow Ranger in Duration.



John Key with Enya 53FS powered Kerswap in Duration.



L to R: 1/2A Texaco winners Jim Rae 2nd with his Pine Needle, happy Queenslander Dave Paton 1st with his Stardust Special and Ian Connell 3rd with his Lil Diamond. Weather was much better on Sunday and proved excellent for flying activities.



Peter (Condo) Smith, assisted by May, hard at work in Duration.



Texaco line up at Tamworth.



Bob Marshall prepares his 1/2A Texaco Lil Diamond assisted by



Jim Rae won Champion of Champs award yet again at Tamworth, with 4th in the Burford Event, 3rd in Duration, 2nd in 1/2A Texaco and 2nd in Texaco. Congratulations Jim. Jim is currently completing a Cormorant for the Nostalgia. See photos elsewhere in this Duration Times.



Basil Healy, assisted by Ian Connell, during a round of Duration. Basil was flying his Megow Chief powered by a YS53FS engine and achieved 2nd in Duration. Weather was cool on Saturday but warmer on Sunday, but both days were excellent for flying.

Wyong River M.A.C. Oldtimer Weekend 27-28 April, 2013.

From Basil Healy.

This year we had the Electric Oldtimer people flying with us which considerably boosted the number of people on the field, the canteen profits (thanks Jim, Karen and Michael) and strained the car parking space to the limit.

Saturday dawned fine and free of wind, at ground level anyway. At altitude there was quite a strong northerly breeze blowing. With Tomboy being the first event it became a battle of staying upwind until you dropped out of the breeze at about 400 feet then trying to pick up a bit of ground lift lower down. Jim Rae handled this masterfully to record the only flight time in excess of 11 minutes. This figure was not exceeded in the second round of Tomboy on the Sunday morning.

Next up was 2cc Oldtimer. The Electric Oldtimer Group flew Height Limited Duration concurrent with this event which sometimes resulted in there being quite a few models in the air at once to say nothing of trying to find a spot to land on the mown area when there were half a dozen models on the mown area with their owners retrieving them. Jim Rae qualified for the fly-off only to suffer mechanical problems which prevented him from flying.

The lunch break followed during which time Brian Payne came in for a certain amount of ribbing for "going over to the dark side" and flying with the Electric Flight Oldtimers and quite successfully too!

Wyong River M.A.C. Oldtimer Weekend 27-28 April, 2013. Results

Tomboy

Jim Rae	707
Peter Scott	583
Basil Healy	402
John Diduscko	123

2cc Oldtimer

Peter Scott	Zoot Suit	MVVS D	900	297
Tim Wright	Lil Diamond	Elfin 149 D	900	244
Jim Rae	Zero 130%	Taipan Tyro 1.8 D	900	
Basil Healy	Creep	Taipan Tyro 1.8 D	876	
Bob Marshall	Gas Bird	MVVS D	192	
John Diduscko	Racer	Taipan 1.5 BRD	31	

Gordon Burford Event

Peter Scott	Jaded Maid	BB	900	520
Tim Wright	Spacer	PB	900	417
Jim Rae	Amazoon	PB	900	410
Basil Healy	Dixielander	PB	900	375
John Key	Pixie	BB	638	
Ian Connell	Spacer	PB	55	
Bob Marshall	Atomiser	PB	0 (Landed Out)	

½A Texaco

Ian Connell	Lil Diamond	1080	762
Peter Scott	Stardust Spec.	1080	730
Basil Healy	Atomiser	1080	651
Mark Nelson	Stardust Spec.	1080	554
Jim Rae	Pine Needle	1080	518
Tim Wright	Stardust Spec.	1080	359
John Key	Kerswap	1059	
John Bradburn	Lil Diamond	1021	
John Diduscko	Racer	803	
Bob Marshall	Record Breaker	650	
Dave Brown	Megow Chief	474	

Texaco

John Bradburn	Bomber 85% /OS40FS	1800 *
Basil Healy	Lanzo Stick/Enya 60FS	1800 *
John Diduscko	Bomber /Enya 46FS	1795
John Key	Bomber 85% /Irvine 40D	1633
Jim Rae	Dallaire 75% /ASP 30FS	1608
Steve White	Bomber /OS40FS	1603
Geoff Potter	Bomber 85% /OS40FS	1434
Ian Connell	Bomber /Enya 60FS	1352
Mark Nelson	Trenton Terror /OS60FS	877
Tim Wright	Bomber /OS40FS	732
Dave Brown	Bomber 85% /OS40FS	0 (Landed Out)

* No fly-off conducted due to the lateness of the conclusion of the rounds. Both fliers were awarded equal first place although John Bradburn was awarded the first place trophy.

After lunch it was time for the Gordon Burford event. This went off smoothly while the Electric Flight people flew their Zoot Suit event. As is usual in the GB event more than half of the field qualified for the fly-off. Ian Connell suffered a structural failure of the wing on his Spacer but it still managed to come to earth within the designated landing area so the score counted!

With an early finish we all had plenty of time to prepare for the evening meal at Bob and Annie Marshall's chinese restaurant "Chopstix"

Sunday morning the weather was similar to the previous day. Jim Edwards, our Chef-de-Barbecue, was all ready cooking bacon and egg rolls when I arrived and seemed to be doing good business with the Electric Flight group while they charged batteries. Another round of Tomboy was flown but this time my Tomboy got blown downwind and was last seen heading towards Tuggerah Lake.

½A Texaco followed with eleven starters, four of whom made it to the fly-off without using the fourth round. The fly-off took all the available people on the field to operate stop watches. Ian Connell and I had both been timekeeping for each other and had to find timekeepers for each of us for the fly-off.

After another good barbecue lunch it was time for Texaco with eleven starters. Mark Nelson was seen to fly some weird manoeuvres with an obviously tail heavy Trenton Terror. Geoff Potter took to it with gusto and moved some equipment around which markedly improved its flight characteristics. By the beginning of round three Ian Connell and I were complacently anticipating one more flight each to make the fly-off. It was not that easy. First up Ian's motor stopped about ten seconds into the first attempt then spat the propellor off about a minute into the second attempt. Then my fuel line refused to stay connected to the needle valve with the motor running necessitating me making up a new fuel line from the tank to the motor. This was no quick job because the fuel line consists of three sizes of silicon tubing, a short length of metal tubing and a filter. Scratch round three for both of us. Round four and Ian's motor was still loosening the propellor on every start so he retired. I had finally got the new fuel line fitted and managed my third max. A quick check of the score sheets revealed that only John Bradburn and I had made the fly-off. However, the sun was already below the tree line and the field was in shadow. I deference to the other contestants, who would only have to stand around while we held a fly-off, John and I agreed not to waste any more time.

Trophies were presented by our President, Bob Marshall, then Peter Henderson presented the awards to the Electric Flight Oldtimer people.

Wyong Joint IC/EOT Oldtimer Event 27-28 April, 2013.

From Mike Colston.

A joint Oldtimer event was held at Wyong on the NSW Central Coast over the weekend of 27/28 April. The weather was perfect all weekend, and there was a total of some 10 IC participants and 5 Electric participants.

We flew events in such a manner as to most closely match our event with that being flown by the IC pilots. Thus 1/2A Electric Texaco was flown at the same time as the IC 1/2A Texaco and so on. So, whilst we were not competing with each other it was possible to compare the relative difficulty of each event in electric and IC format.

One minor innovation introduced at Wyong was to label our events with an "E-". Thus 1/2A Texaco became 1/2A E-Texaco, Duration became E-Duration and so on. This was done in recognition that the electric events are different from the IC events.

The one thing that struck me was the impact that only having a single motor run had on the IC events. Thus 1/2A Texaco and Texaco which are, in EOT, generally the easier events in which to achieve a max in IC they are probably the most difficult. You also needed eyes like a hawk to fly at the heights that the IC guys were required to as a result of their single motor run.

All in all I came away with greatly enhanced respect for the IC pilots and a renewed conviction that for old timers, like myself, whose eyes are not as sharp as they once were, the multiple motor runs that we are permitted is the way to go in EOT.

A couple of photos of the event are attached including one of an interesting IC Lanzo Stick.

The EOT group flew a full programme of events with the following results:-

1/2A E-Texaco: 1st- Gary Ryan	E-Height Limited: 1st- Mike Colston	E-Nostalgia: 1st- Phil Stephenson
2nd- Brian Payne	2nd- Phil Stephenson	2nd- Brian Payne
3rd- Phil Stephenson	3rd- Brian Payne	3rd- Peter Henderson
E-Texaco: 1st- Brian Payne	E- Duration: 1st- Brian Payne	Overall Champion - Brian Payne
2nd- Mike Colston	2nd- Mike Colston	
3rd- Phil Stephenson	3rd- Gary Ryan	

It was particularly pleasing to see Gary Ryan come all the way from Victoria, a great effort.

The IC group made us all feel most welcome with only a couple of good-humoured asides about the dark side! It was particularly good to see Peter Scott, the President of SAM 1788 at the Meet. Hopefully the weekend has improved the understanding of both groups of the way the other group works and that there will be many more joint gatherings in the future.



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R/C Old Timer Glider

From Grant Manwaring.

The annual SAM1788 Championships at Canowindra are over for another year. Again a good entry for glider, eighteen in all which was the same as last year. Unfortunately the wind on Thursday prevented any flying, the event was rescheduled to Monday afternoon reducing the field to eight. Basil Healy, flying a new Italian design MF7 managed two maximum scores in 1st place, Paul Farthing 2nd and Jim Rae 3rd. A good effort from all competitors in fairly windy conditions.

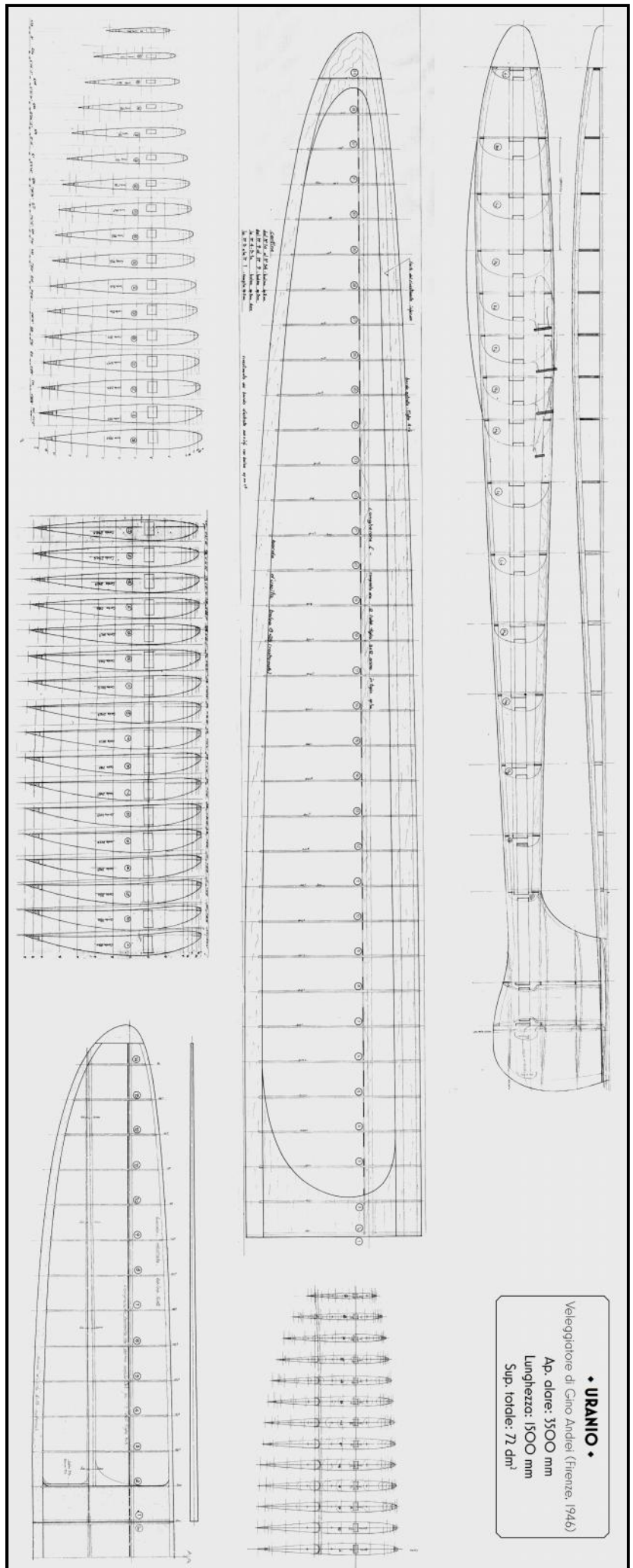
Since Canowindra I am heartened to hear that there are some new gliders under construction. This bodes well for the continued support for the event in the future. With this in mind I will continue with the low key glider test days and postal competitions in the future. Coming up we have glider events scheduled for the Coota Cup event, Muswellbrook and two test days leading up to Canowindra in 2014. This utilizes the models better rather than flying them just once a year.

The glider test days will again be multi venue events, one in November and second in February. The proposed venues will be Sellicks Beach in South Australia, Yarralong Turf Farm on the Central Coast and a site in the Canberra area. I will also contact the West Australian's and Queenslanders to get them on board. We can use this for trimming and also run a postal competition with



Plan file details:

Uranio - Italian 1940s glider model. Quote: "Here is one of the most beautiful Italian gliders of the forties: the "Uranio" (Uranium) designed by Gino Andrei of Florence in 1946. It's a great flyer too, although a very challenging model to build."



• URANIO •
 Veleggiatore di Gino Andrei (Firenze, 1946)
 Ap. alare: 3500 mm
 Lunghezza: 1500 mm
 Sup. totale: 72 dm²

a prize presented at Canowindra in 2014. More details in the next issue of Duration Times.

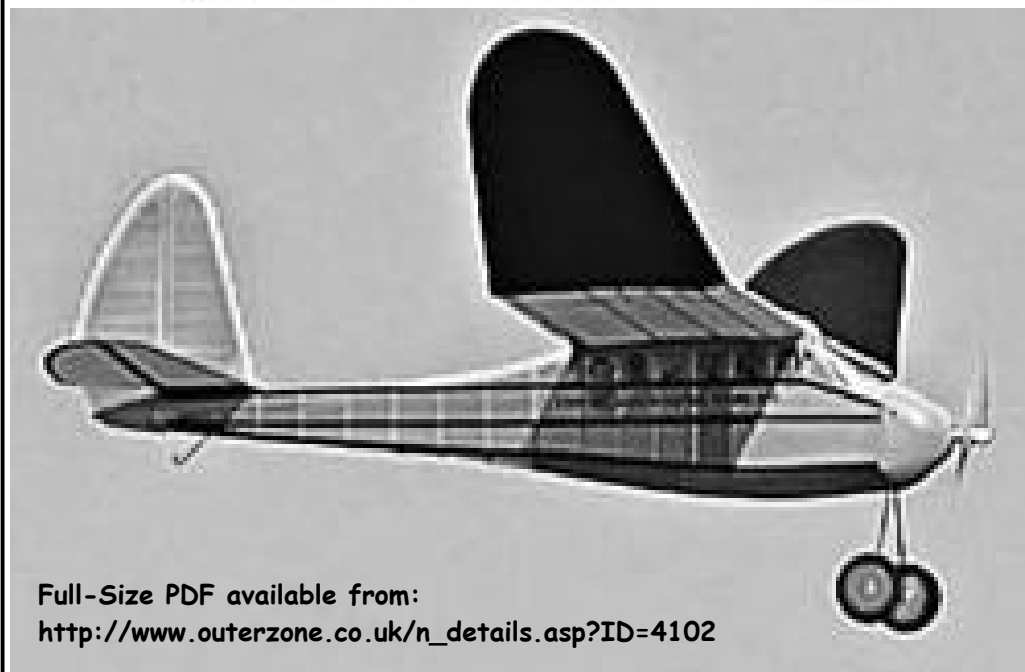
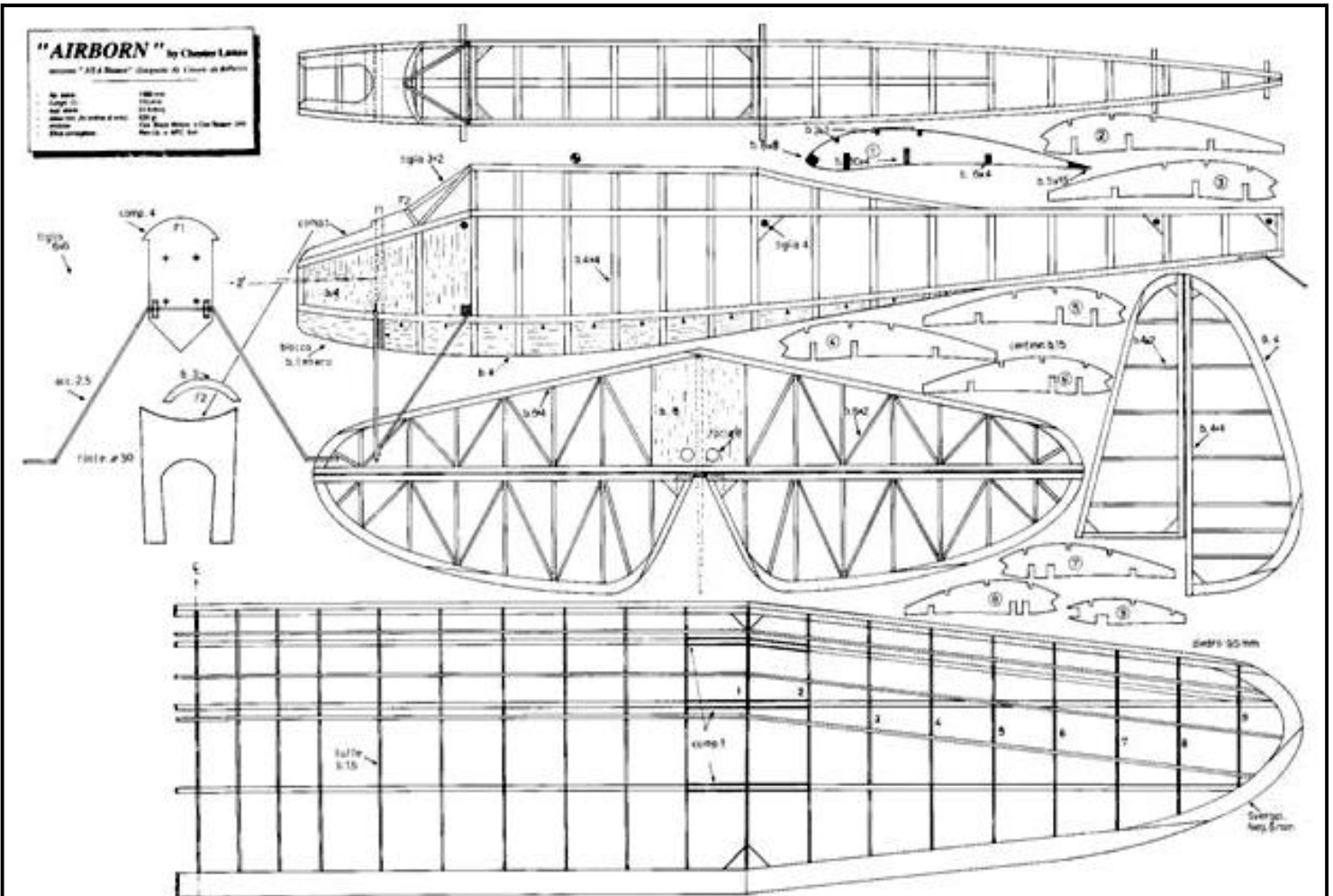
With this in mind, some extra practice and experience gained from these days, it will be great to see a classic glider fly off at Canowindra in 2014. Imagine six flyers in the fly off with a thirty minute final. Maybe we need to build an Italian glider like the Uranio which is the glider plan in this issue of Duration Times.

Full size PDF plan is available: http://www.outerzone.co.uk/plan_details.asp?ID=2784

Contact Details: Grant Manwaring
7 Arthaldo Court
Nicholls ACT 2913
Email: grantandmary7@gmail.com
Telephone: 02 6241-1320

Basil Healy
4 Casuarina Close
Umina NSW 2257
Email: basnpat@tac.com.au
Telephone: 02 4341-7292

Dave Brown - Model Draughting Services
2 Carey Street
Wallerawang NSW 2645
Email: daveb@ix.net.au
Telephone: 02 6355-7298



Full-Size PDF available from:
http://www.outerzone.co.uk/n_details.asp?ID=4102

AIRBORN

By CHET LANZO
Version for $\frac{1}{2}$ A Texaco

Designed by
Cesare de Robertis
from Modellismo
Italy

Approx. Span	1380mm (54")
Length	710mm (28")
Wing Area	21.6sq.dm (6.4")
Min. Weight	520 gr. (18.4oz)
Engine	Cox Black Widow Cox Texaco Junior
Propellor:	Rev-Up or APC 8x4

A Life of Aeromodelling by George Fuller (1929-2012)

The age I grew up in was at the time when the aeroplane really started to be developed and, when a new aircraft took to the air, there were doubts whether it would fly. Test pilots were going into the unknown, not like today with computers etc., they know things are going to fly.

I have always been fascinated by aircraft. I can remember as a boy, whenever an aircraft flew over, I would look up and shout, hello Amy Johnson, who was the hero of the day. I used to make mock ups, out of orange boxes, of aircraft, sit in them and act like a pilot.

As far as I can remember my very first encounter with Model Aircraft was at our local paper shop, they sold these Japanese made cardboard chuck gliders, the wings slipped through the fuselage and they were very good, costing around $\frac{1}{2}$ a penny. I would spend hours and hours throwing them up, modifying them by cutting wings and adjusting to get a better performance, obviously this helped me with learning about the theory of flight and how to trim for best performance.

I was born in Islington which is in London, quite a down market area at the time. Things have changed a lot since then as Prime Minister Tony Blair has a house there. Being keen and interested in aeromodelling, I paid a visit to a new Model Shop, which had just opened; in the window was an indoor model. A single surface rubber model covered in red tissue. That was it, I was hooked, I rushed home to my mother for the money to buy balsa strips and tissue, but alas at 8 years old and I could not build one, and I went through a very frustrating period trying to build models. My first nearly built model was a Megows kit of a biplane. The reason I say nearly built was that I was so eager to fly it, I tried with only the lower wing built on, and needless to say disaster and tears.

Along came the war and our house got bombed and I finished up in St. Albans which is just north of London. Nothing really happened regarding aeromodelling until peace was declared, I then helped to restart the St. Albans model aircraft club which went on in later years to organise the all Britain Model Aircraft rally. I was very lucky, as one of my schoolteachers was a top class Aeromodeller and he helped and gave me several models to fly which were my pride and joy.

Time went by, restrictions were lifted and model kits and engines etc., started to come into the country once again, one of the kits I built was a Frank Zaic 'Floater' which was quite a large glider to me. A top Aeromodeller of the time was Ted Buxton and a new member of our club, who was a friend of Mick Farthing who had got the trend in this country with very light Marquart S2 wing sectioned models. I can remember Ted, who by the way went to work in the USA in the late forty's and regretfully never seen since. He was one of my idols. I tried to copy one of his models. I shall never forget his look when he saw it. It really brought me down to size.

I gradually improved on my building, which was mainly lightweight rubber models and Wakefields (old F1B). I worked in a model shop until I was called up for National Service into the Royal Air Force in 1948, after 2 years service I came out and met up with Ron Hinks who represented GB in Wakefield and A2 teams later. I worked as his manager in his Luton Model Shop. Ron was also a partner in a company who later produced Yeoman Kits.



The Zoot Suit



George Fuller and his Dixielander.

I got married and when my wife was expecting our son, I found that she couldn't help me with holding my models for winding or launching gliders. I decided to concentrate on power models. I had gone for some weird designs in the early days influenced by the continental designs, pendulum rudders etc., which I saw fly at the International meetings held at our first model flying drome ... Eaton Bray.

My first serious successful power model was designed as simple as possible; it was called the "Stomper" it came out in the Feb 1953 Aeromodeller Mag. It is still very popular down in Australia as it comes within their vintage class. From the knowledge obtained from the "Stomper" came the "Zoot Suit" which got me a place in the British Team in 1953. I nearly won but was pushed into 2nd place by Dave Kneeland. Just for interest, the following day I timed Joe Foster's winning fly off flight in Wakefield.

From the earlier designs, snags, etc., I developed the "Dixielander"

which seemed to make winning a lot easier. This model worked out just right. At this time, I was working for the Yeoman Kit Company who produced the Dixielander in about 1958 and, being that it was such a simple model to build and fly it became very popular in the 1960s. This clipped my wings somewhat. I kept getting beaten by my own design. There was an FAI version of the Dixielander built. I failed to make it into the team, but one of my club members flew one in the 1960 world champs at Cranfield the year of the stalemate, incidentally I was our team manager that year.

My FAI version was quite consistent; it jointly won one of our FAI comps when we both agreed to stop flying after 10 maxes. Needless to say, the rules were changed the following year. The "Dixielander" seemed to carry on winning and John West, one of our top flyers, swept all before him with a lighter built version. In 1965, I read that the US Nationals had been won with a standard "Dixielander".

At this period, I had stretched the model in span and length and powered with a 5cc Engine on the front. I called it the E type Dixielander (e for extended). This version had gadgets on it: i.e. auto rudder, vit, etc. It was quite potent but never as good as its forerunner.

Because of the Dixielander success at the US Nationals, I decided to go over and compete in their 1966 Nationals which were held at Glenview Chicago at that period. Our motor runs were 10 secs. When I got there, I found the US rules were 15 secs. On my first flight the model got very high and although modellers could still see it, the naval timekeeper said he couldn't and booked it off in the clouds after 3-53 (5min max) so I finished up in 3rd place. That's life

A moment I will always remember from Glenview is while I was trimming I had a DT failure, and a young lad joined me in the chase and luckily, I got the model back. When we were walking back he enquired if I was English and did I know his grandfather who had shoe shops in England. I said I don't think so, what was his name? He replied, Scholl !!!!!

I have never been too serious with the F1C class; every time I think I've cracked it, another development happens. I did get back into the British Power Team in 1969 which was flown in Australia. I managed to make fly-offs but I overdid the glide adjustment and developed a stall which finished me in 9th place.

A happy moment in my life was when my son Chris won the open power at the 1969 Nationals. Although I have won the Nats in other events, the open power had eluded me. I had the PAA class down to a fine art and won that event 2 years in the row, then they changed the rules.

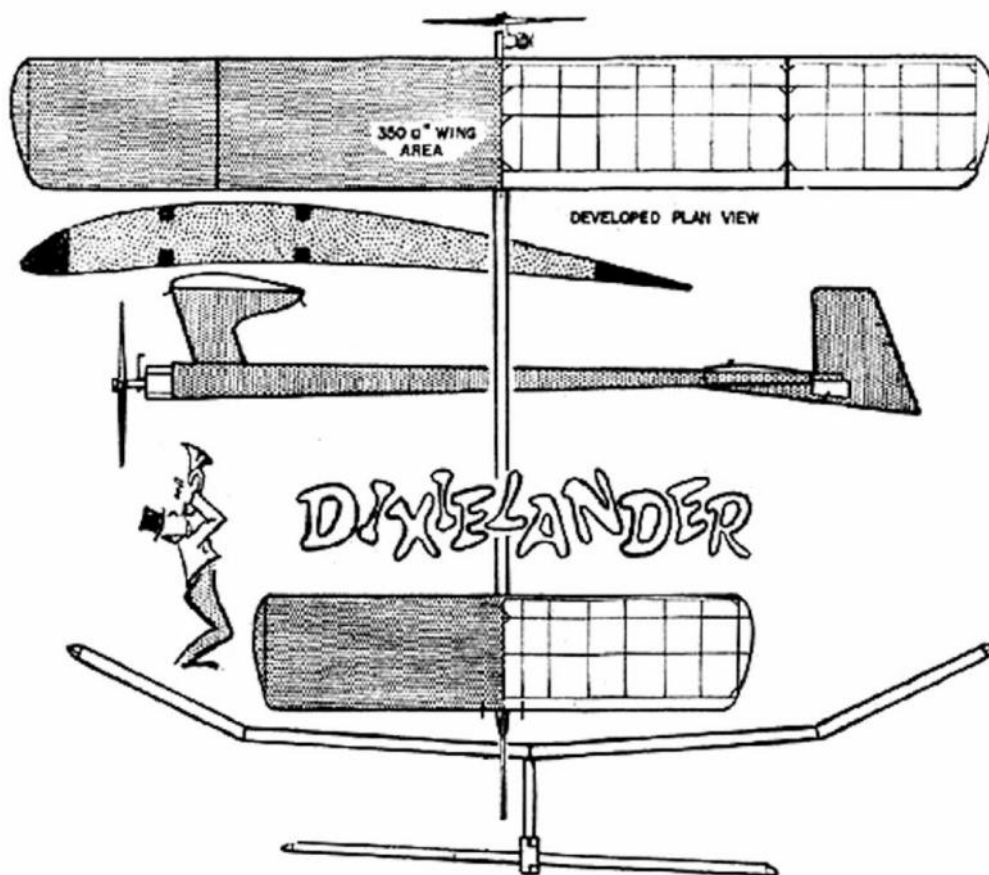
I had a rest from aeromodelling for a few years to run a business but the bug started to bite and I started aeromodelling again. I moved down to Devon in 1985, joined the Bristol & West MAC and it took a few years to get back into my stride and in 1995 I finally won the open power at our Nationals. Not only did I do that but became Nationals power champion for that year also. I was now flying a shoulder wing model powered by a ST 5cc engine. The Model is called "Jazzzer" and in my humble opinion this is the most potent open power model I have ever flown.

One of the proudest moments of my life was when I was awarded the NFFS model of the year award in 1972 for the Dixielander, a great honour, especially with the great designs over there. I was also awarded a plaque from SAM1066 as a tribute for designing the Dixielander in 1996.

A great feeling of satisfaction to myself was when I went to our very first National Championships way back in 1947 and exactly 50 years later in 1997, I won the slow open power at our Nationals flying a modified Dixielander something that can never be equalled.

You can tell that I love Jazz and that's where my model names originated from. Stomper, Zoot Suit, Dixielander, E type Dixielander, mini Dixielander, Trad Lad, Jazzzer, mini Jazzzer and if my newly designed F1J flies to expectation, I will call it Jazzman.

My life of aeromodelling has been so interesting and even helped me in business. Aero modellers are a type of person you are pleased to associate with regardless of politics or nationalities. ??? I have found wonderful kindness and friendships throughout the world. George Fuller



REPAIRING WINGS COVERED IN POLYSPAN

From Mike Myers mikemyersgln@charter.net

I had some hangar rash repair and rebuilding on a 44" Electric FF Tomboy. It's covered with Polyspan. I took the hint on the UHU Glue Stic from last week's SAM Talk thread. There were a couple of panels on the fuselage that needed recovering. I needed to reduce the excessive dihedral on my Electric Tomboy (it's a long story as to how I got waaayyyy toooooo much dihedral in the original build - but my intentions were good, and the logical rationale was impeccable). So I cut out the centre section (a Tomboy is a 3 panel dihedral), made a new centre section and glued it in place. That left a couple of wing bays and the centre section to be covered with Polyspan.

I used the clear UHU Glue Stic. I put the Polyspan on immediately and rubbed the edges down into the glue. I then went around the edges with a small trim seal iron I think that's the key to using the Glue Stic - things got locked down right away as the glue melted into the wood and the Polyspan. I then went ahead and put on my first coat of thinned dope.

One nice thing about Polyspan is that you can shrink it with heat both before and after you've doped it. It strikes me that this is also a faster way to put Polyspan down than the more traditional several coats of dope, followed by putting the covering down and flowing acetone or other solvent through the material. You still have to do the final smooth sanding on the bare wood, but you may be able to save the time needed for a couple of heavy coats of dope followed by sanding to get rid of any whiskers raised by the doping.

I don't know if the Glue Stic would work to stick the Mylar substrate to the wood framework when you're doing the Mylar Tissue composite covering. Karl Gies may know, although I think he uses thinned Velcro cement to stick the Mylar to the framework.

Went Flyin' Hmmm .. sort of. From Jim Moseley jjmoseley@look.ca

Took a bunch of power models to Geneseo at the weekend which have been neglected for a number of years - some not flown for maybe 15 years plus a couple of un-flown ones. Good intentions that didn't quite work out due to some balky engines, old fuel ... and a starter box that broke..... However, amongst other things ... I took out a brand new 1/2A Nostalgia "Creep", a couple of hand glides and fired up the Medallion. So far, so good.

Now the tracker slides into a tube at the rear of the pylon, alongside which are two tiny wire hooks that secure a d/t band to keep the 'bug' firmly in place. A good idea on the board. In practice, I shift grip on the fuselage and run one of these hooks into my thumb ... and out again ... leaving me firmly attached to the model with a hook that won't come out again unless maybe I tear it clean through the flesh and skin. In trying to do this I put the other thumb through the fuselage side, simultaneously with the offending hook breaking free from its position by the tracker .. all of which takes me by surprise and I inadvertently lose my grip on the model which promptly heads for the clouds on a full pacifier ... no d/t set .. and engine timer not started .. leaving me

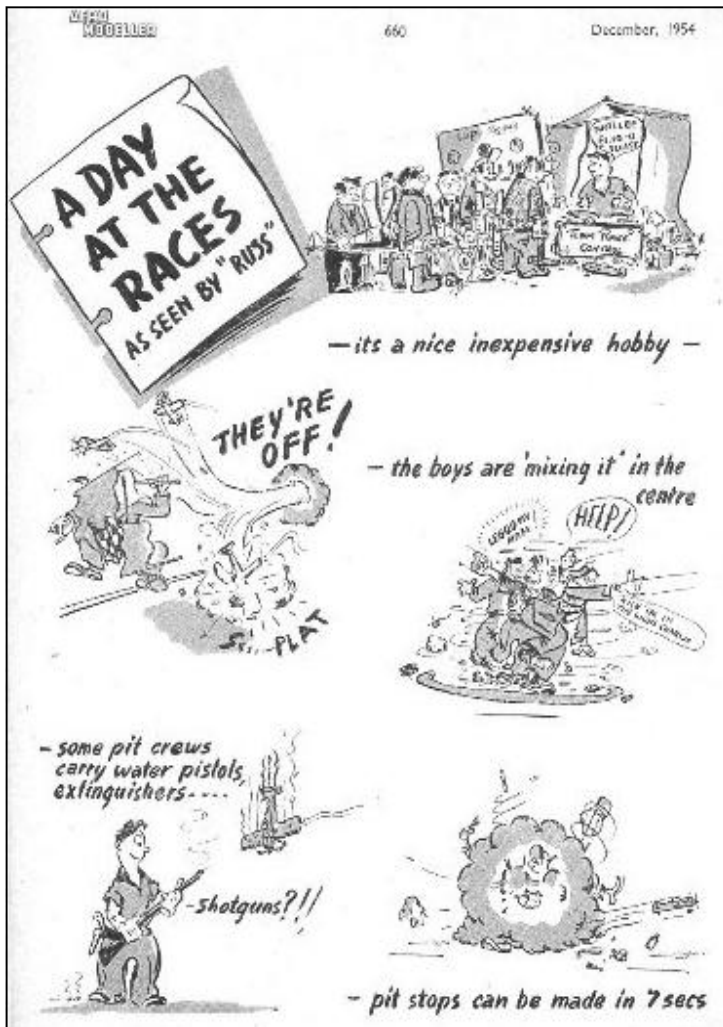
standing there with a wire sticking out of my thumb

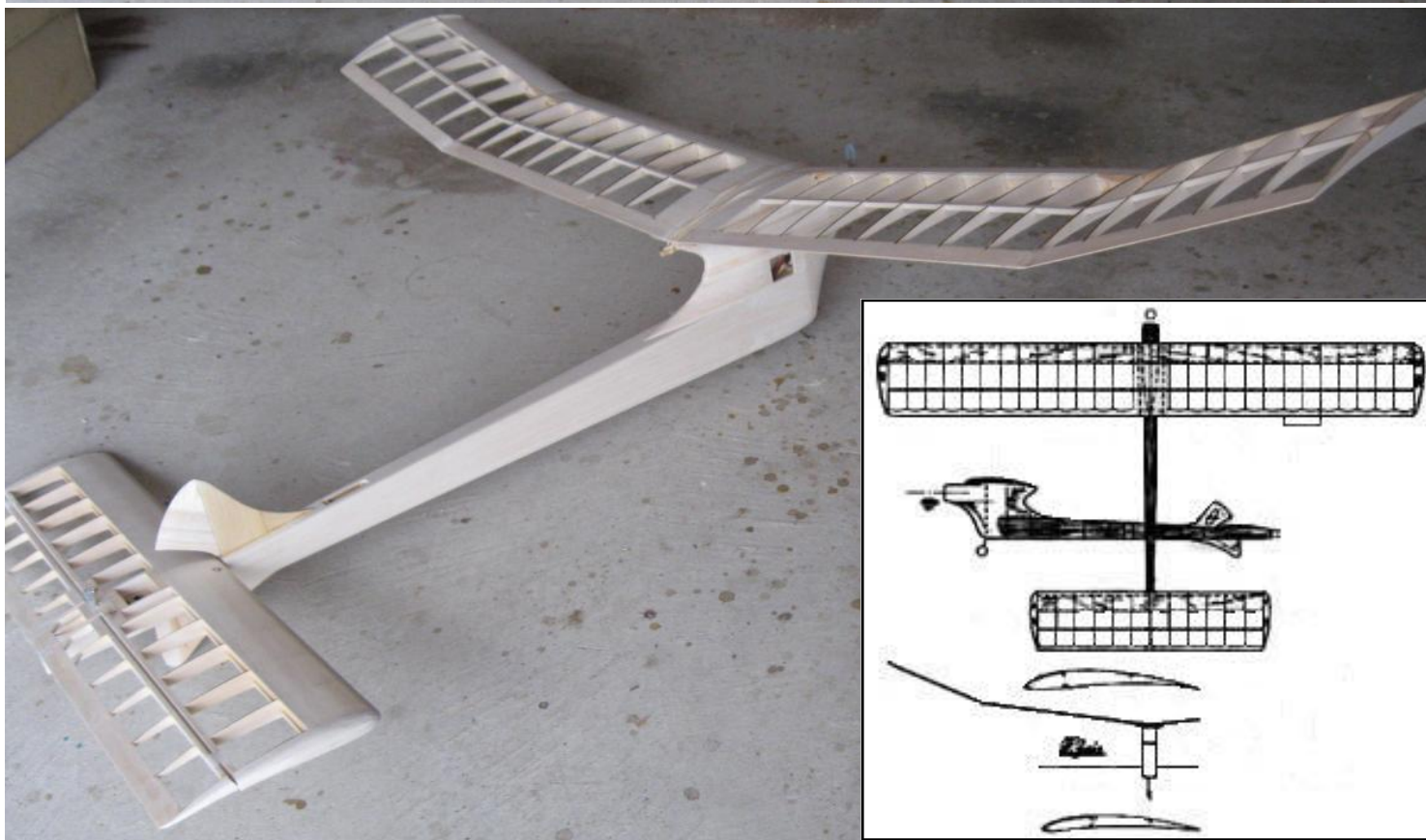
Quite nice trim as it goes up OOS .. engine finally quits. All I have left is a fading 'beep' on my receiver. I drive around the NY back roads for an hour or so, stopping frequently to listen for a signal - no joy. Back on the field I do have a faint return from the end of the runway. The Genesee river in the way. The 1941 HAG people advise me where to drive to a point from which I could see the hangar ... duly found, from which I slowly make my way down to the river through cattle fields, electric fences (ouch), etc. and there I once more regain a faint 'beep' which then leads me through dense brush, water, a manure storage field (NOT nice!), deep gullies and steep slopes and eventually, to a road. The same road on which the car is parked about a mile away hmmm.

Opposite is what appears to be an expensive country club in manicured rolling grounds. Now this day was Graduation Day at the University ... and at this place there was a large up-scale party in full swing with music, large numbers of the beautiful people standing outside socialising with drinks and snacks.

My approach - dirty oily T-shirt, ragged cutoffs, broken-out 'tennies' (water goes in one hole, out of the others) liberally smeared in cattle ..er.. dung, 'country yokel' hat down over my ears, carrying a beeping antenna - causes a lull in the chatter as I pass through the gathering politely saying 'good afternoon' to left and right. Nobody offered me a drink

The model was in a gully a few hundred yards further along. I returned to the road via their parking lot, being as they were an unsociable lot, and trudged back to the car... thinking that if I'd driven another mile I'd have got a signal from close by and so not gone through the country assault course. Trackers are wonderful tools. Flying models is so much fun





From Jim Rae
jsrae@netspeed.com.au
Cormorant

I now have my Cormorant ready for covering, so here are some pictures of it.

Just got home from Tamworth, it's raining, so pictures are in the garage.

Cormorant, 125%, from Zaic 55/56 Yearbook.

Will fly in Nostalgia with OS 40H.

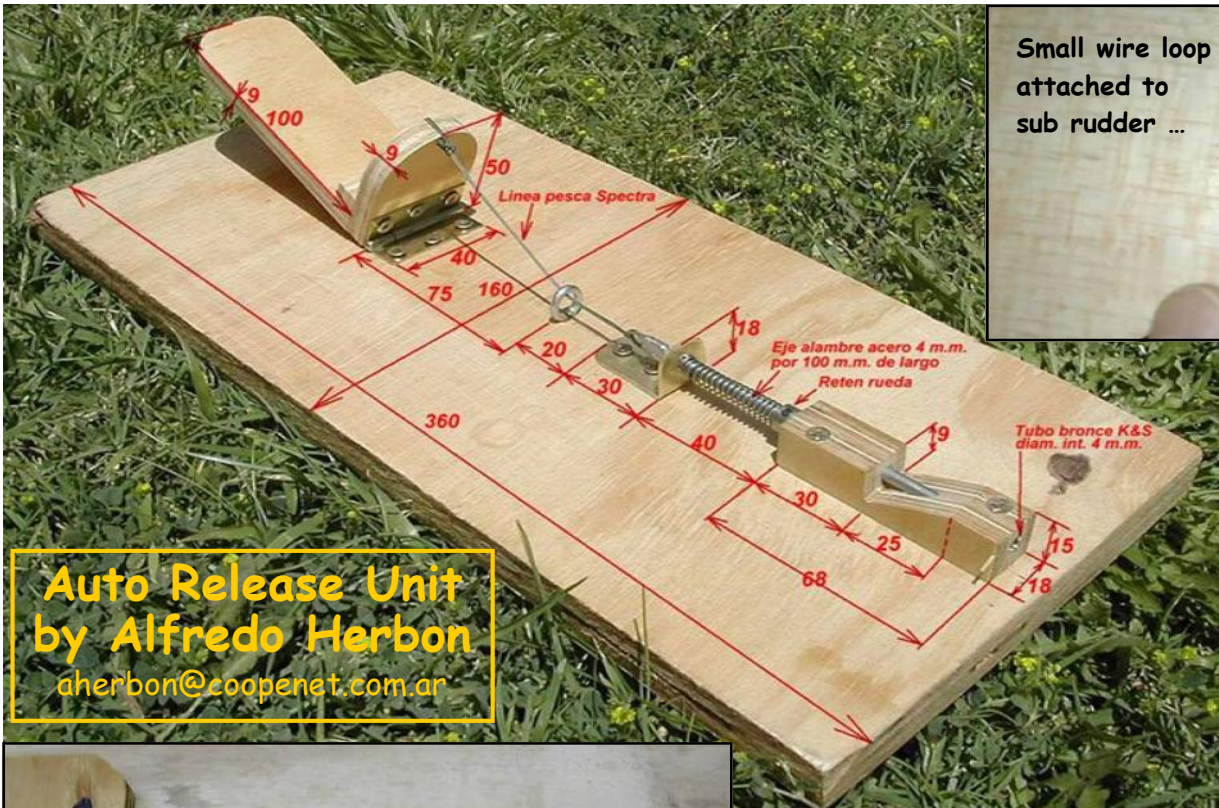
Rudder looks pretty small so hope it turns.



closed position ...



open position ...



Small wire loop attached to sub rudder ...

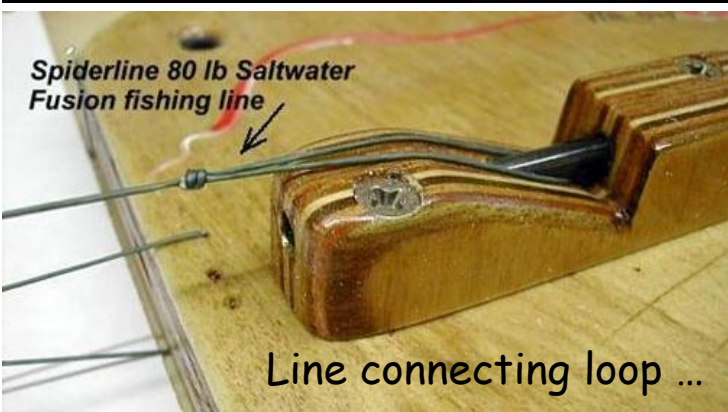
Auto Release Unit
by Alfredo Herbon
 aherbon@coopenet.com.ar

Left: The base is 3/4" plywood, all dimensions are millimeters. The K&S 5/32" internal diameter brass tube is inserted into plywood block with epoxy before making the "V" cut. The Moe base is fixed to the ground with a pair of 4" nails.



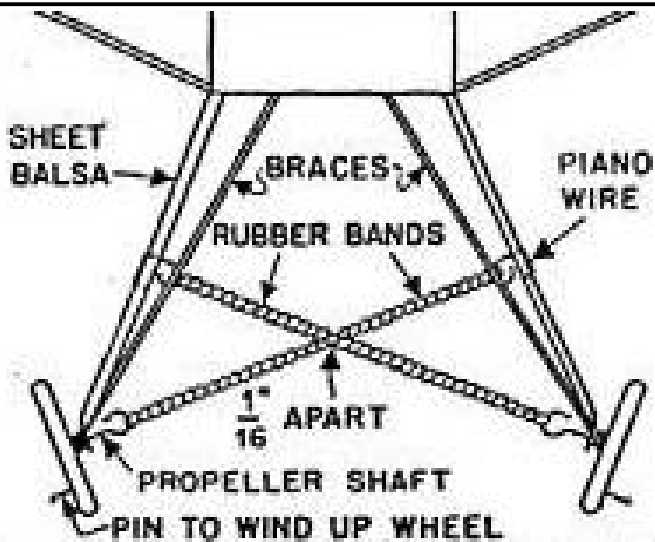
Left: Connecting intermediate string connect Moe with model passing through a wire loop attached to sub rudder or tail skid, this way the model can be pointed exactly with wind direction. No parts of the model touch the launcher.

Below: Moe finished ... The frontal part of plywood block was rounded and sanded smooth to avoid intermediate string entanglement.



Line connecting loop ...





Before the model is released, the wheels are wound up with tension on the two rubber bands. The machine is then set on the ground in preparation for a take-off. Upon being released, the rubber bands are supposed to drive the wheels and accelerate the plane quickly.

The above is from February 1935 Universal Model Airplane News. Paging Mr. Ripley.

Oddball and sometimes comical ideas like this one have popped up over the years. These rubber powered wheels might marginally improve takeoff, when power is lacking, but the weight and drag penalty would hardly be worth it.

But most of all, managing this mess while trying to wind a rubber motor, or start an engine would certainly be a challenge. Maybe there should be a special event for it.

Courtesy SAM 26 Newsletter.

Hunter Valley Champs Oldtimer 18-19 May, 2013.

Results from Dave Brown.

I did not go on Saturday. Carnage and tree climbing were the highlights of the event, two in Texaco, and some on Saturday as well. More later, Brownny.

O/T Glider

Bob	MARSHALL	Frog Prince	352
Geoff	POTTER	Frog Prince	308
Basil	HEALY	Nibbio	284
Jim	RAE	Fugitive	203
Peter	SCOTT	Dragon	201
John	QUIGLEY	Attempt	0

'38 Antique

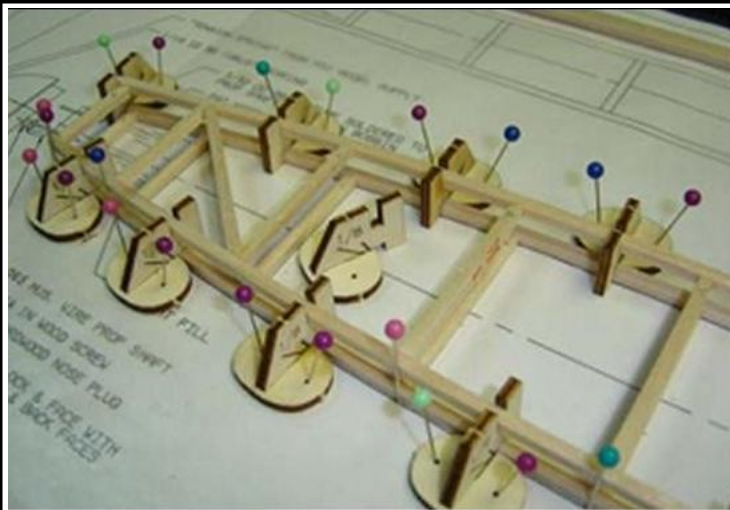
Peter	SCOTT	RC1	Whirlwind 60	1800	441
Alan	BRADY	Commodore	Madewell 49	1800	
Basil	HEALY	RC1	Sparey 5cc D	1358	
Jim	RAE	MM Craftsmen 2	Orwick 64	987	
Geoff	POTTER	Powerhouse	Sparey Diesel	182	

1/2a Texaco

Peter	SCOTT	Lil Diamond	1080	391
Ian	CONNELL	Lil Diamond	1080	242
John	BRADBURN	Lil Diamond	1057	
Jim	RAE	Pine Needle	1032	
Basil	HEALY	Stardust Spl	840	
Bob	MARSHALL	Record Breaker	696	

Texaco

Dave	BROWN	Flamingo	O&R 60 Ign	1800	910
Basil	HEALY	Lanzo Stick	Enya 60FS	1800	710
Jim	RAE	Dallaire 75%	ASP 30FS	1800	380
Peter	SCOTT	Bomber	Cun'ham 64 Ign	1800	354
John	BRADBURN	Bomber 85%	OS 40FS	1760	
Alan	BRADY	Bomber	OS 60FS	1200	
Ian	CONNELL	Bomber	Enya 60FS	600	



Here are Bob Holman's latest building gadgets at work. They align both halves of a fuselage together to produce identical shapes.

You pin down the clips over the plans and the bottom stringers, etc., to build the first side.

Then just slip the parts for the second side into the slots on top. The sides are separated just enough to prevent gluing the two sides together.

More information re these and other building gadgets from Bob Holman see:

<http://www.bhplans.com>

REPAIRING TEARS IN SILK, TISSUE AND POLYSPAN.

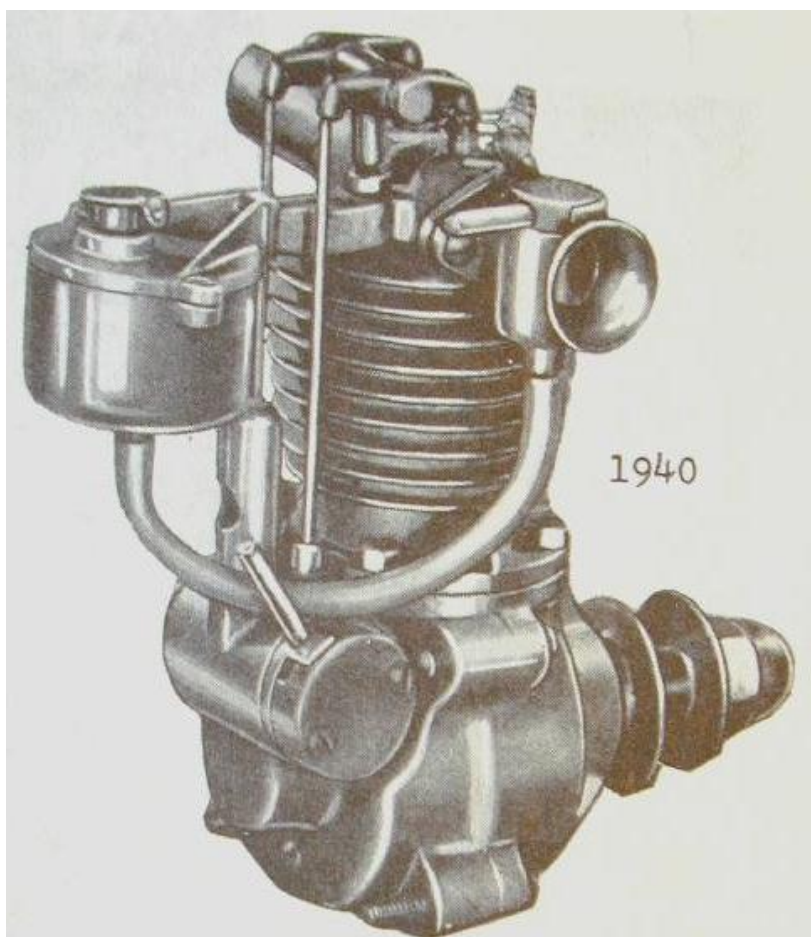
From Gene Wallock velinak@sbcglobal.net Get some Saran wrap and cut small pieces. Put a droplet of glue on the hole and cover with the Saran Wrap patch. Remove patch after glue is set. This is a Sal Taibi fix and works like a charm.

From Bob Angel samrcflier@verizon.net I saw Sal demonstrate that one time, and he added "But save the little piece of saran wrap - it can be used again."

From Mike Myers mikemyersgn@charter.net I've used Sal's "saran wrap and glue" method on silk, tissue and polyspan. Works every time. You do need to tug the saran wrap out a bit to get the edges of the covering to come together. And if you don't have Saran wrap a piece from a thin plastic bag works just as well. While it will fix tears by bringing the edges together, it won't fix holes. For that you'll need a patch. Ambroid works -but so does Testor's Green - and Testors Green dries clear. I suspect that hardware store Duco cellulose cement would work okay as well.

Feeney Four-Stroke

History: Feeney and Leja



1940

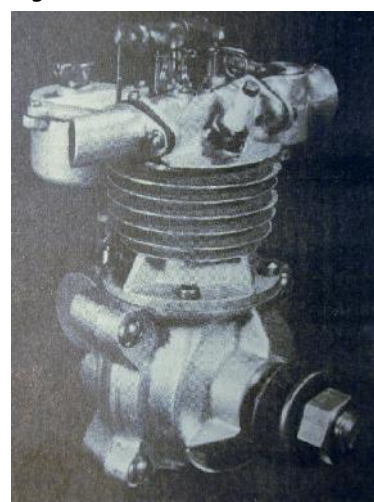
HERE ARE SOME OF THE FEENEY 4-CYCLE FEATURES

- 4-Cycle, Overhead Valve operation.
- *Guaranteed* to turn up rated H.P. at 6,200 R.P.M. with propeller.
- Lowest weight ratio to H.P. on the market.
- Especially designed throughout—*not a big engine cut down*.
- Made of special alloys that eliminate problem of piston "freezing".
- Splash type lubrication with oil traps
- over high pressure bearing areas.
- No needle valve to get out of adjustment.
- Model A—20 c.c. Disp. (1.2) cu. in. Bore—1-3/16 inches. Stroke—1-1/16 inches.
- Model B—15 c.c. Disp. (.92) cu. in. Bore—1-1/16 inches. Stroke—1-1/32 inches.
- Model C—10 c.c. Disp. (.6) cu. in. Bore—15/16 inch. Stroke—7/8 inch.

Send For Literature Showing Many Other Feeney 4-Cycle Features!

The **Feeney** was one of the first, if not *the* first miniature four-cycle engines intended for use in models to be manufactured and sold in the USA. The basic design was created by Casimire Leja. "Cass", to his friends, was a well known modeller recognized for his achievements in rubber powered events during the 1930's, although he had abandoned aeromodelling for motorcycles due to disillusionment with some contest judging practices in Chicago/Cleveland area [ECJ68]. However, by the late 30's, he had his own machine shop business and experience gained with 'cycles and his fondness for model airplanes led him to start development of a four-cycle, overhead valve design.

During development, sources say he was assisted with alloy casting by Jack Feeney [RJH1]. Leja lacked the resources to take the design through to production, so the design and manufacturing rights were purchased by Feeney who developed and produced the engine now bearing his name. News of the engine seems to have reached the model press as early as 1938, although the engines did not follow until 1940/41. Three sizes of Feeney were manufactured:



Technical Details

Model	Displacement	Bore	Stroke	HP
Model "A"	20cc (1.18 cuin)	1-3/16"	1-1/16"	2/3
Model "B"	15cc (0.814 cuin)	1-1/16"	1-1/32"	1/2
Model "C"	10cc (0.617 cuin)	15/16"	7/8"	1/3

BROWN JUNIOR ENGINES: Did you ever notice how Brown Juniors seem to turn up with drilled out oversized mounting lug holes more often than any other engine? Half or more seem to be in this condition. This isn't a good thing since the lugs on a Brown are thin to begin with. But there is a reason for everything, so let's cogitate on the matter: I see three possible causes. 1) Most Browns turn up used, because engines were an expensive item and they were usually bought for the purpose of going directly into a model and being flown. 2) Mounting holes were usually drilled into the ship with a wobbly old hand drill, often by a kid with little shop training. 3) It was common practice for a club to own an engine that was swapped around between models built by various members. So somewhere along the line, those holes were likely to get drilled out to fit several different sloppy engine mounts.

Courtesy SAM 26 Newsletter