



Points of Interest:

- From the President - Peter Scott.
- Coota Cup update - Grant Manwaring.
- Eastern States Gas Champs report.
- Oldtimer Glider - Grant Manwaring.
- Yass Oldtimer Weekend report.
- Results - Coota Cup.
- 1788 Pointscore - progress scores.
- Once a Jolly Modeller - Condo.
- Cowra Oily Hands report and photos.
- The Back Page.

NEWSLETTER No. 184 September - October 2013

WORTH NOTING: From Peter (Condo) Smith peter_condo@yahoo.com.au

Hi, I intend to run a TOMBOY Scramble at the Golden West Oldtimer Competition, Parkes, on 16-17 November, 2013. See the full details below for the Parkes Oldtimer event.

It will be a Tomboy Scramble, of around 45 min or so. I will confirm the length of the competition at the briefing on the Sunday morning of the competition.



The scramble will generally be run to the same rules as used at Cootamundra recently which were printed in DT183 with the exceptions / additions as set out below.

Local Rules for Parkes Oldtimer Competition.

1. Tomboy models only - Max size for engine up to 1cc.
2. Maximum flight time 3 min. [to help old people who cant run] i.e. 3min 40sec rounded down to 3 minutes.
3. Any flight time less than 30 seconds is a zero score.
4. Any other time up to 3 min is the actual time recorded. i.e. 2min 20 sec gets you 140 points,

Please Note: If you are planning to attend this event and/or camp on the field please let Condo know by the 8th November for catering purposes.

If the weather report is unfavourable ring Condo on 0423 452 879 before departing.

Golden West Oldtimer Competition - Parkes

16-17 November, 2013 - Parkes Miniature Aero Club Inc. - Nelungaloo Field

- ** Program:** Saturday 16th - Gordon Burford, '38 Antique, Duration.
Sunday 17th - Tomboy Scramble (3 min.max), $\frac{1}{2}$ 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 8th November, 2013.

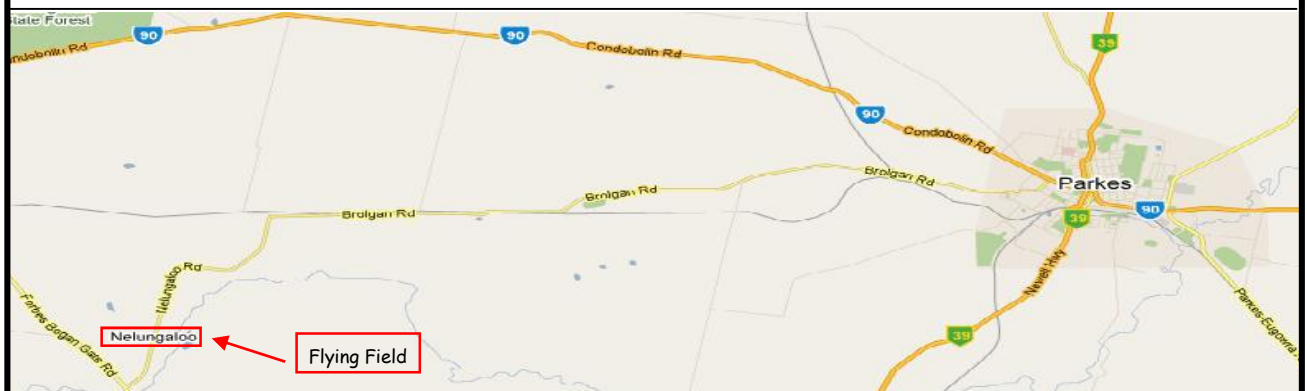
- ** Motel - Spanish Lantern (02 6862 3388) Corner Peak Hill Rd and Pioneer Street.**

**** 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

***** Note:** Will be flying to 2013 MAAA Inc Rules



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.

| | | | | | |
|----------|-------|-----------------------------------|-------------|---------------------|---------------|
| 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 | Golden West Old Timer Competition | Parkes | Peter (Condo) Smith | 0423 452 879. |



From the President:

Well, when I went to Cootamundra, I didn't foresee writing this report in the emergency ward of Blacktown hospital!

Surrounded by older fliers that have had half their insides modified by stents, bypasses and pace-makers, I suppose it was just my turn to 'Join the club'.

The Coota event seemed to go well - up until I had to leave. Weather on the first day only allowed a few trim flights with my new model, the Vega gull. I found that it flew very well. It is a very light model with a big wing, but I had trouble keeping it on the tow-line, especially when the wind

got up. I should look harder at the tow hook, I think.

The afternoon contest - Standard Duration, was put off to the next day as it was far too windy. I flew the Stardust in the Standard Duration next morning. Conditions were still quite windy. The model flew well and moved easily. Unfortunately I hit a fence when coming in to land and damaged the wing at the leading edge. I could have fixed it but was not feeling too great so let that go.

I flew one of my "other models" in '38 Antique. You know it's not your sharpest arrow but I think you have to fly something different occasionally. This other model was a Powerhouse with a McCoy up front. I thought that it went alright, motor was reliable, started easily and got to a good height, but it needed reasonable air to glide for nearly nine minutes. Two maxes didn't get me into the fly-off as the air in the last two flights was poor. Makes a change from the RC1 with a four minute run. Very pleasant apart from the noise factor!

I also flew the stomper in 2cc which went well; I flew the Jaded Maid in Nostalgia with an OS 25 up front. I was going to fly a Frisco Kid that I got from Rex at Canowindra with an OS 40H. Trouble was I never checked the wing area, so, guess what, it was undersize - thanks Rex! I will find a cross-flow 35 or 36 for it as it flies very well indeed.

The Tomboy scramble went very well, I thought. Basil had forgotten to bring the wing for his Tomboy so, as I was feeling even more crook, I loaned him my wing. It's an evil wind that doesn't bring someone some good, so they say.

Saturday morning I knew that I had to pack and make it back to Sydney or end up in a local hospital - probably Wagga or Canberra. The weather looked great, but models flying high were going to be difficult to see as there was a lot of smoke in the air from the big bushfires.

Our next event is Parkes. A great flying field and with '38 Antique and a Tomboy Scramble I intend to be there!

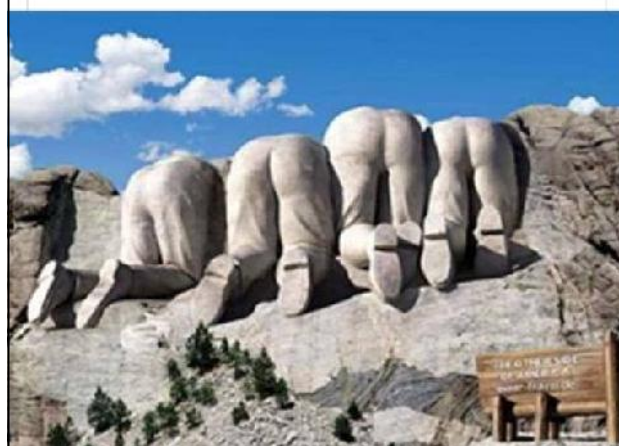
Don't forget - try to get some younger, or older, modellers from your local club to have a go at 'Old Timers'. Maybe run a club contest - 1/2A Texaco or Tomboy, even Burford would be a great start. Some promotion is needed - also a calendar for next year.

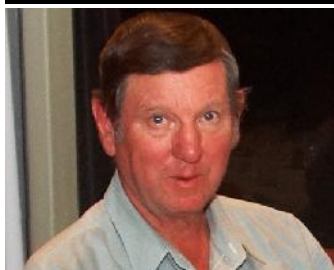
So, from the emergency ward, see you at Parkes.

Peter Scott.

A note from Gail: Thanks to everyone who helped pack models etc into van at Coota and who have kept in touch. It has really helped keep me 'buoyant' and able to cope. You are good friends, thanks.

Due to the government shut down Mt. Rushmore can now be viewed only from the Canadian side!!!





From the Secretary - Coota Cup Update

Coota Cup 16 - 20 October 2013 From Grant Manwaring

This year the annual Coota Cup competition was extended over five days to include all Old Timer class events. The MAS State Field at Cootamundra provided an excellent venue for flyers, the facilities now include on site showers for those camping at the field. Weather conditions over Wednesday and Thursday was very windy with events being carried over till later in the weekend.

Standard Duration was flown on Thursday morning in windy conditions. Nine flyers on hand for the start, only Dave Paton and Jim Rae made the fly off, Condo Smith in 3rd place. This was the only event flown on Thursday.

Next event 2cc Duration at 8.00am Friday morning, with shortened rounds. Seven flyers in this event and Jim Rae recorded the only maximum score. Condo Smith 2nd and Peter Scott 3rd.

Twelve flyers lined up for 38 Antique, a mix of spark ignition and diesel engines. Much better conditions saw seven flyers through to the fly off, Dave Brown missing out by one second. Hard luck Dave. Mick Walsh in 1st place with twenty minutes, Peter Van de Waterbeemd in 2nd place and Condo Smith in 3rd place.

The Tomboy Scramble event devised by Peter Scott was well received by flyers. A fun event run over forty five minutes, maximum flight time two minutes. Eight flyers had a go at this with Mick Walsh recording thirty minutes plus, Dave Paton next then Peter Smith. See the results table.

Nostalgia event next with twelve entries, nine powered by K&B 40 engines. Only two made the fly off, Mick Walsh taking it from Condo Smith who had engine overrun in the fly off. Basil Healy in 3rd place.

Saturday morning and great conditions, except for the low level smoke haze blown in from the extensive fires in the Blue Mountains and Tumut. Burford event had twelve entries, eight plain bearing engines. Seven flyers made the fly off, all recording less time than a normal maximum. Mick Walsh, Dave Paton and Peter Smith in that order.

Duration event after lunch with twelve entries in good conditions. A mixed bag of models, the Saito .56 - .62 being used by five flyers. Five flyers made the fly off and again Mick Walsh 1st, Condo Smith 2nd and Grant Manwaring 3rd. We had a few interested locals also come out and have a look, maybe some new flyers.

Old Timer Glider was flown late in the day in good conditions with light winds and variable lift. Only four flyers this time however Basil Healy and I achieved max scores with a fly off required. These models in good conditions are quite capable of good times. Mick Walsh and Jim Rae also flew in this event.

A presentation dinner was held on Saturday night at the Cootamundra Country Club, trophies for completed events were presented by Jim Rae. A good number attended and enjoyed the evening.

Sunday morning and the wind had returned for the 1/2A Texaco event. Twelve entries battled the Cox 049, good engines runs followed by dog runs. How unusual for this engine. Seven flyers in the fly off with Dave Paton 1st, Peter Smith 2nd and Mick Walsh 3rd. Lil Diamond and Stardust Special models popular in this event.

The wind after lunch resulted in the Texaco being abandoned, a pity as all other events had been run to conclusion. With this the winner of the 2013 Coota Cup and overall champion was tabulated. Mick Walsh from Queensland the winner of the 2103 Coota Cup and also overall champion. Well done Mick, bring it back next year. Runner up were Jim Rae and Condo Smith.

Overall a very pleasant five days of flying, good friends and catching up.

Peter Scott, who was unwell during the event, returned home early. I have since spoken to Peter and he is now at home after a stint in hospital for some days, during which time they fitted a pacemaker. The good news is that he is now on the way to recovery and feeling well. Not allowed to ride motor bikes for a month or so.

Thanks to Colin Ashley and the Cootamundra Club for looking after us on site and providing lunches and drinks over the five days.



Left: Coota Cup presentation dinner. Mike Walsh and Condo Smith with Vice President Jim Rae at the Cootamundra Country Club.

Right: Coota Cup 2013, Jim Rae presents the Coota Cup to this year's winner Mick Walsh from Queensland.

Full results are on Page 12.



Eastern States Gas Champs - Wangaratta - October 5th & 6th 2013

From Grant Manwaring

The attendance at this meeting was a bit disappointing this year however those that did attend enjoyed two days of old timer flying with good weather conditions. Hopefully next year we will see a return to the numbers we normally see at Wangaratta.

First event of the weekend was '38 Antique with seven entries. A mix of spark ignition and diesel engines with David Beake, Anderson Spitfire 1st, Condo Smith, Madewell 49 2nd with Grant Manwaring GB5 diesel in 3rd place.

Next event Gordon Burford with eight entries, most using the plain bearing Taipan 2.5 diesel. Five flyers made the fly off with Peter Smith 1st, Grant Manwaring 2nd with Condo Smith in 3rd place.

The Duration event was run next on Saturday afternoon. Spark ignition motors with forty second motor runs taking the first three places. The Saito .56 is also a popular and an easy to handle motor for this event. Five in the fly off with David Beake 1st, Condo Smith 2nd with 17 minute flights, Kevin Fryer 3rd flying a Cumulus.

Saturday night we enjoyed a meal at the Pincent Hotel, good friends and plenty of conversation. It is good to have the partners along with us at these dinners.

Sunday morning with both electric and IC 1/2A Texaco. Four flyers were on hand for electric and nine for IC. The Stardust Special and Lil Diamond are popular models for this event. All nine flyers made the IC fly off, three in the electric fly off. Steve Gullock flying a Stardust Special 1st in electric, Kevin Fryer flying another Cumulus 1st in IC.

Final event was Texaco with ten flyers in good conditions. Seven flyers made the fly off with David Beake 1st, Kevin Fryer 2nd flying a Cumulus with Steve Gullock 3rd place. In this event the OS60FS motor and Lanzo Bomber are popular combinations.

Unfortunately during this event Brian Dowie had a fly away with his Lanzo Bomber. Happy to report the model has been found and returned to Brian. Flyers should ensure that models have owner contact details clearly shown on the model. The use of a tracker device is also a good idea.

Top Gun for this event was David Beake, he achieved three 1st places plus a 3rd place. Runner up was Kevin Fryer followed by Condo Smith and Steve Gullock tied for 3rd spot.

Thanks to the Wangaratta Club for the use of their excellent field and for the food catering. This support from the local host club makes these weekends away even more enjoyable.



Left: Kevin Fryer starts the OK 60 spark ignition motor in his Texaco Cumulus. This is one of several of this design Kevin is using in various sizes in Old Timer events. **Right:** Condo and May Smith prepare their Lanzo Bomber for the Texaco Event at Wangaratta. **Below Left and Right:** Must be Texaco fly-off time! Jim Rae assisted by Condo (left) and Peter Van de Waterbeemmd assisted by prop-driven Geoffrey Malone.



Eastern States Gas Champs Wangaratta

5-6 October, 2013.

Results:

1/2a Texaco

| | | | | |
|----------|----------------|--------------|------|-----|
| Kevin | FRYER | Cumulus | 1080 | 994 |
| Peter R. | SMITH | Valkyre | 1080 | 899 |
| David | BEAKE | Stardust Spl | 1080 | 803 |
| Peter | Van Waterbeemd | Lil Diamond | 1080 | 606 |
| Jim | RAE | Pine Needle | 1080 | 527 |
| Peter J. | SMITH | Lil Diamond | 1080 | 150 |
| Geoffrey | MALONE | Lanzo Racer | 1080 | 121 |
| Grant | MANWARING | Lil Diamond | 1080 | |

Electric 1/2A Texaco

| | | | | |
|--------|---------|----------------|------|------|
| Steven | GULLOCK | Stardust Spl | 1800 | 1575 |
| Laurie | BALDWIN | Stardust Spl | 1800 | 1460 |
| Gary | RYAN | Lanzo Airborne | 1800 | 1120 |
| Ted | HALL | Record Breaker | 510 | |

'38 Antique

| | | | | | |
|----------|----------------|-----------|-------------------|------|-----|
| David | BEAKE | Westerner | Anderson Spitfire | 1800 | 802 |
| Peter J. | SMITH | Standby | Madewell 49 | 1800 | 777 |
| Grant | MANWARING | RC1 | Burford 5cc d | 1800 | 624 |
| Jim | RAE | Rambler | ED Hunter 3.46 | 1797 | |
| Kevin | FRYER | Cumulus | Dooling 61 | 1751 | |
| Peter | Van Waterbeemd | Scram | GB 5cc | 1702 | |
| Steven | GULLOCK | Polly | GB1 5cc d | 1583 | |

Duration

| | | | | | |
|----------|----------------|---------------|----------------|------|------|
| David | BEAKE | Bomber | McCoy 60 | 1260 | 1075 |
| Peter J. | SMITH | Playboy 115% | McCoy 60 | 1260 | 1006 |
| Kevin | FRYER | Cumulus 92% | Dooling 61 spk | 1260 | 739 |
| Steven | GULLOCK | Playboy | Saito 56 4/ | 1260 | 557 |
| Jim | RAE | Lion Cub 130% | Saito 56 4/ | 1260 | 552 |
| Peter R. | SMITH | Valkyre | Saito 56 4/ | 1176 | |
| Peter | Van Waterbeemd | Bomber 85% | Saito 56 4/ | 1106 | |
| Brian | DOWIE | Playboy 105% | OS 40 2/ | 698 | |

Gordon Burford Event

| | | | | | |
|----------|----------------|--------------|---------------|-----|-----|
| Peter R. | SMITH | Ollie | Taipan plain | 900 | 495 |
| Grant | MANWARING | Lil Diamond | Taipan plain | 900 | 447 |
| Peter J. | SMITH | Faison | Taipan BB (T) | 900 | 412 |
| Jim | RAE | Amazoom | Taipan plain | 900 | 369 |
| David | BEAKE | Zoot Suit | Taipan BB | 900 | 181 |
| Kevin | FRYER | Atomiser | Taipan plain | 899 | |
| Peter | Van Waterbeemd | Lil Diamond | Taipan plain | 877 | |
| Steven | GULLOCK | Stardust Spl | Taipan plain | 470 | |

Texaco

| | | | | | |
|----------|----------------|--------------|-------------|------|------|
| David | BEAKE | Bomber | OS 60 4/ | 1800 | 1055 |
| Kevin | FRYER | Cumulus | OK Super 60 | 1800 | 840 |
| Steven | GULLOCK | Bomber 85% | Enya 53 4/ | 1800 | 733 |
| Peter | Van Waterbeemd | Bomber | OS 61 4/ | 1800 | 683 |
| Grant | MANWARING | Bomber | OS 60 4/ | 1800 | 598 |
| Peter R. | SMITH | Valkyre | OS 60 4/ | 1800 | 588 |
| Jim | RAE | Dallaire 75% | ASP 30 4/ | 1800 | 543 |
| Geoffrey | MALONE | Lanzo Racer | OS 40 4/ | 1713 | |
| Peter J. | SMITH | Bomber | OS 60 4/ | 1503 | |

Tomboy

| | | | |
|----------|----------------|------------------|-----|
| David | BEAKE | Irvine Mills .75 | 673 |
| Jim | RAE | Mills .75 | 655 |
| Peter | Van Waterbeemd | MP Jet | 460 |
| Peter R. | SMITH | MP Jet | 420 |
| Kevin | FRYER | Irvine Mills .75 | 400 |

Top Gun

David BEAKE



Texaco winners at Wangaratta: 3rd Steve Gullock / 85% Bomber, 1st David Beake / Bomber, 2nd Kevin Fryer / Cumulus.



1/2A Texaco flightline preparing for the fly-off. In the foreground is Peter (Canberra) Smith / Valkyrie (finished 2nd), behind him is David Beake / Stardust Special (finished 3rd).



Texaco flightline with Peter (Canberra) Smith / Valkyrie, with wife assisting, Peter also flies a Valkyrie in Duration.. Texaco winner David Beake's Bomber can be seen in the background.

Right: David Beake from Canberra receiving the Top Gun award from the President of the Wangaratta Aeromodellers Club, Wayne Harrison.

Davod achieved 3rd 1/2A Texaco, 1st '38 Antique, 1st Duration, 1st Texaco, 1st Tomboy. Well done David!

Photos from May Smith and Grant Manwaring.



R/C Oldtimer Glider Hosted by Grant Manwaring**Italian Vintage Glider Designs**

By Basil Healy.

Shortly after Oldtimer Glider was introduced as an event in S.A.M. competitions, I built my first Italian designed glider, Ghibli (currently still being flown by its third owner, Paul Farthing). Since then I have built a further three different designs and could not be further pleased with the performance of any of them. Italian glider designs were way ahead of contemporary designs of the same era from England and the U.S.A. What is even more amazing is the fact that most of these designs were penned by young men in their teens!

Who taught these youngsters the basics and even the finer points of aerodynamics and structural design? The answer is that pre World War II, Italy was a fascist state under Benito Mussolini, who instituted a system similar to the Hitler Youth Organisation, but slanted toward aviation activities. This organisation had a central registrar who even issued registration letters for the young modellers to put on their aircraft. What is even more fascinating is the fact that this organisation continued to operate even after Italy had capitulated and the Allies had landed in Sicily with invasion of the mainland imminent. Most of this activity was in the north eastern corner of the country which is flat plains. Quite a lot of Italy is mountainous and unsuitable for free flight activities.

Looking closely at the aircraft designs of this era shows there to be more gliders than rubber powered designs and practically no I.C. engine powered designs. All of which is understandable in a country under German control where every ounce of rubber would be allocated to the war effort and the manufacture of small I.C. engines probably banned. Balsa was available in very small quantities and was usually reserved for fairings and complex shapes. The rest of their models were built from spruce, bamboo and surprisingly thin plywood which seemed to be freely available. Looking at the plans of most of these designs, I marvel at the amount of effort put into cutting out ribs and then adding lightening holes probably all done with a hand operated fret saw! It must have taken hours and hours of work to cut out all the part before they could commence assembly.

Almost all of their glider designs featured well streamlined fuselages with extensive fillets at the wing to fuselage junction. High aspect ratio (greater than 12:1) wings were the norm with either wash-out with either wash-out or change to a symmetrical airfoil section at the wing tips and sometimes both of the above.

Structurally, their wings were strong with adequate, though sometimes complex spars. An interesting innovation noted on one plan was the in-fill between formers at the wing to fuselage junction of corn cobs in lieu of balsa.

One point missing on all of their plans was the centre of gravity position. I also found their towhook positions to be too far forward. Apart from those two observations I would say that almost all of their gliders between 2 and 3.5 metre wingspan would be highly competitive in our Oldtimer Glider competitions. Of the twenty or so designs which I have studied there are only two that I would not consider to be competitive flyers.

Like most groups of aeromodellers the Italians had a few among them who tried something different. The two designs shown below are two that I definitely would NOT consider building.

R7 lacks a vertical fin of any significant area and the tailplane is way too big. The presence of the two trim tabs on the rear of the tailplane suggests that they may have been used as "tailerons" to achieve turn in much the same way that a bird applies tail feather tilt when turning. Anyhow I

Italian Glider Plans

| Name | Wingspan (mm) | A4 | Full Size |
|-----------------------|---------------|----|-----------|
| Archenoptorix | 2520 | ✓ | |
| Asso | 1230 | ✓ | ✓ |
| Bambi | 3520 | ✓ | |
| Balestruccio | 2600 | ✓ | |
| Briscola | 1300 | ✓ | ✓ |
| Chimera | 2460 | ✓ | |
| Cicogna | 1550 | ✓ | ✓ |
| DG - 23 | 2000 | ✓ | ✓ |
| DG - 67 | 1740 | ✓ | ✓ |
| EIAB - 6 | 1020 | ✓ | ✓ |
| Eolletto | 950 | ✓ | ✓ |
| Esso | 1900 | | ✓ |
| F - 16A | 1450 | ✓ | ✓ |
| F - 21 | 2000 | ✓ | ✓ |
| FC11 - 47 | 2500 | ✓ | |
| FC - 23 | 2170 | ✓ | ✓ |
| FM - 10 | 1000 | ✓ | ✓ |
| Ghibli | 2500 | ✓ | ✓ |
| GR - 63 | 1640 | ✓ | ✓ |
| I - BEPI | 1240 | ✓ | ✓ |
| I - AOLA 22 | 2400 | ✓ | |
| IL - Veleggiatore | 1110 | ✓ | ✓ |
| LN - 15 | 2200 | ✓ | ✓ |
| M - 3 | 1280 | | ✓ |
| M - 4 | 2500 | ✓ | ✓ |
| M - 9 | 1000 | | ✓ |
| M - 16 | 1800 | ✓ | ✓ |
| M - 23 | 1950 | ✓ | |
| M - 27 | 860 | ✓ | ✓ |
| MA - 2 | 2300 | ✓ | ✓ |
| MF - 7 | 3500 | ✓ | ✓ |
| MG - 19 | 2500 | ✓ | ✓ |
| Modello B | 1500 | ✓ | ✓ |
| Nibbio (Macera) | 3000 | ✓ | ✓ |
| Nibbio (Valenti) | 1600 | ✓ | |
| Nibbio IV (Fumigalli) | 2500 | ✓ | ✓ |
| OF - C | 1830 | ✓ | ✓ |
| Pilota | 2000 | ✓ | ✓ |
| Piuma - 64 | 1200 | ✓ | ✓ |
| R - 5 | 910 | ✓ | |
| R - 6 | 2000 | ✓ | |
| R - 7 | 2000 | ✓ | |
| Sangue e Arena | 2450 | ✓ | |
| Settebello | 1030 | ✓ | ✓ |
| Simun ter - EIK 26 | 2400 | ✓ | |
| Uranio | 3500 | ✓ | |

suspect that directional stability would be poor.

The second on in the photograph defies any logical reason for the wing shape and judging by the amount of diagonal bracing between the spars it must have been quite a task to maintain the curves in two directions. It would have required a curved building board to construct the wing. Apart from the building problems the pointed wing tips would be prone to tip stalling - definitely not for me!

Old Timer Glider Test Days

As mentioned in the last issue of Duration Times we will again be holding the Old Timer Glider Test Days at various sites around the country. Dave Markwell in South Australia and Ian Dixon in Western Australia will conduct days to suit their weather conditions.

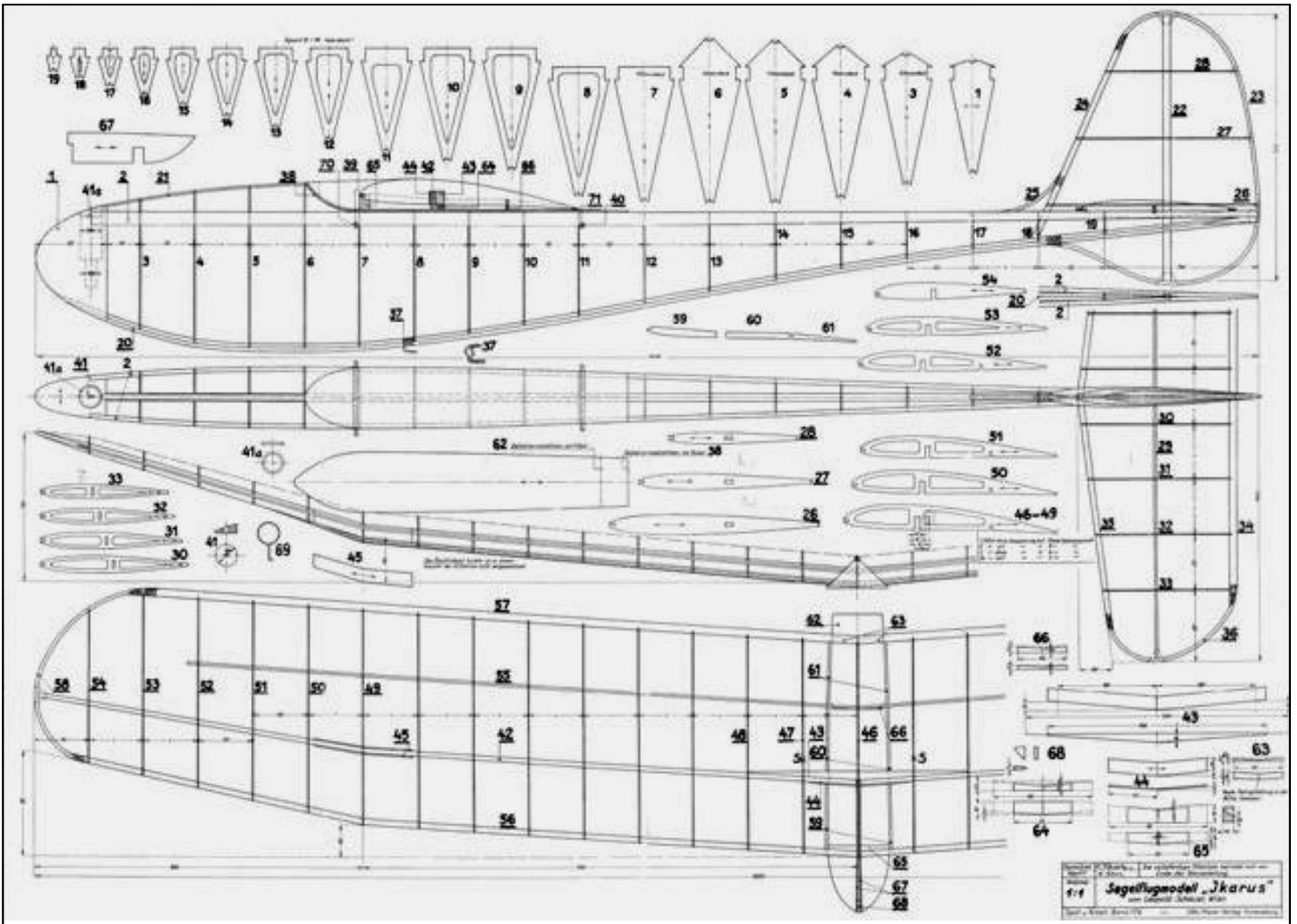
The local venues for us will be: Yarramalong Turf Farm on the Central Coast on 30 November 2013, Basil Healy is the coordinator for this venue.

Lake George just north of Canberra will also be used, 30 November or 7 December 2013 depending on the weather. I will provide more details separately, including an access map closer to the event.

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



Outerzone Plans List - http://www.outerzone.co.uk/browse_plans/index.asp
Ikarus by Leopold Scheuer
 1937
 60in span
 Ikarus - Free flight towline glider with 1.5m span. German language plan.

Belconnen Model Aero Club - Yass Old Timer Meeting.

From Grant Manwaring

Photos from Darryl Barbour, Belconnen MAC

This year's event was held over the weekend of 7 - 8 September 2013 at the Yass Model Aero Club field at Jerrawa. Fortunately the change to September proved beneficial with better weather conditions, a bit windy on Saturday but near perfect on Sunday. Entry numbers were good, especially in Texaco.

Being a bit windy on Saturday we elected to fly only Duration and hold Burford over till Sunday. Eight contestants lined up to take part in this event. The usual models, no new ones and no fly off needed to get a result. Not seen very often, a high level midair collision between Basil Healy and Peter Scott, this removed a quarter of the outboard wing on Basil's Megow Chief.

Sunday and much better conditions, Burford event first with shortened rounds. Ten starters, six made the fly off with Basil Healy and Peter (Condo) Smith having a real tussle to decide the winner; both found good lift to take the fly off to twenty minutes. Basil Healy first, Peter (Condo) Smith second with Peter (Canberra) Smith third.

Next event 1/2A Texaco with eleven starters, shortened rounds again. Five flyers made the fly off which was completed before lunch. Results were Grant Manwaring first place, Peter Van De Waterbeemd second with Jim Rae in third place, John Bradburn next with Peter Scott rounding out the five.

Texaco event had a good entry of fourteen, was good to see some local Belconnen flyers having a go at this event. The event and the field caught a few flyers with out-landings recorded. After four rounds only two made the fly off, David Beake and Grant

Manwaring, both from the home club. Final results saw David Beake in first place, Grant Manwaring second with John Bradburn in third place, only missing the fly off by six seconds.

A very enjoyable weekend of flying and catching up with people. Saturday night we had a pleasant meal at the Yass Motel, now with new owners.

Thanks to the helpers who make these events possible. Max Rixon heads up the BBQ and drinks crew, Allan Laycock, Don and Beryl Southwell for helping with the CD duties and scoring. Also thanks to the Yass Club for allowing the use of their field for the weekend.

Belconnen Model Aero Club - Yass Old Timer Meeting - Results

Duration

| | | | | | | |
|----------------------------|-------------|-----------|-----|-----|-----|------|
| 1. Peter Van De Waterbeemd | Playboy | Saito 56 | 420 | 393 | 260 | 1073 |
| 2. Grant Manwaring | Playboy | YS53 | 420 | 249 | 338 | 1007 |
| 3. Peter Scott | Playboy | Saito 62 | 378 | 223 | 360 | 961 |
| 4. Peter R Smith | Valkyrie | Saito 56 | 420 | 182 | 176 | 778 |
| 5. Peter (Condo) Smith | Playboy | Magnum 36 | 420 | 142 | 198 | 760 |
| 6. Basil Healy | Megow Chief | YS53 | 420 | 222 | 0 | 642 |
| 7. John Key | Kerswap | Enya 53 | 240 | 176 | 0 | 416 |
| 8. Jim Rae | Lion Cub | Saito 56 | 0 | 0 | 0 | 0 |

Gordon Burford

| | | | | | | |
|----------------------------|-------------|------|-----|-----|------|------|
| 1. Basil Healy | Dixielander | PB | 300 | 300 | 1202 | 1802 |
| 2. Peter (Condo) Smith | Faison | T2.5 | 300 | 300 | 1118 | 1718 |
| 3. Peter R Smith | Ollie | PB | 300 | 300 | 451 | 1051 |
| 4. David Beake | Zoot Suit | BB | 300 | 300 | 363 | 963 |
| 5. Peter Scott | Zoot Suit | PB | 300 | 300 | 332 | 932 |
| 6. Jim Rae | Amazoom | PB | 300 | 300 | 323 | 923 |
| 7. John Key | Jaded Maid | BB | 154 | 300 | 225 | 526 |
| 8. Allan Brady | Spacer | BB | 199 | 300 | 159 | 499 |
| 9. Peter Van De Waterbeemd | Lil Diamond | PB | 191 | 234 | 227 | 461 |

1/2A Texaco

| | | | | | |
|----------------------------|--------------------|-----|-----|-----|------|
| 1. Grant Manwaring | Lil Diamond | 360 | 360 | 819 | 1539 |
| 2. Peter Van De Waterbeemd | Lil Diamond | 360 | 360 | 700 | 1420 |
| 3. Jim Rae | Pine Needle | 360 | 360 | 425 | 1145 |
| 4. John Bradburn | Lil Diamond | 360 | 360 | 410 | 1130 |
| 5. Peter Scott | Lil Diamond | 360 | 360 | 286 | 1006 |
| 6. Bob Raadts | Goldberg Sailplane | 360 | 315 | 0 | 675 |
| 7. Basil Healy | Stardust Special | 315 | 360 | 0 | 675 |
| 8. David Beake | Stardust Special | 360 | 309 | 0 | 669 |
| 9. John Key | Kerswap | 360 | 276 | 0 | 636 |
| 10. Peter (Condo) Smith | Lanzo Airborne | 258 | 348 | 0 | 606 |
| 11. Graham Parkins | Record Breaker | 252 | 189 | 0 | 441 |

Texaco

| | | | | | | | |
|----------------------------|----------------|-------------|-----|-----|-----|------|------|
| 1. David Beake | Lanzo Bomber | OS60FS | 600 | 600 | 600 | 1006 | 2806 |
| 2. Grant Manwaring | Lanzo Bomber | OS60FS | 600 | 600 | 600 | 814 | 2614 |
| 3. John Bradburn | Bomber 85% | OS40FS | 600 | 594 | 600 | 0 | 1794 |
| 4. Peter (Condo) Smith | Bomber | OS60FS | 600 | 581 | 535 | 0 | 1716 |
| 5. Peter Van De Waterbeemd | Bomber | OS60FS | 363 | 600 | 600 | 0 | 1563 |
| 6. Jim Rae | Dallaire 75% | ASP 30 | 600 | 356 | 590 | 0 | 1546 |
| 7. Bob Raadts | Bomber 85% | OS40FS | 451 | 342 | 600 | 0 | 1393 |
| 8. Basil Healy | Lanzo Stick | Enya 60FS | 600 | 545 | 0 | 0 | 1145 |
| 9. Mike Masters | Bomber | TT54FS | 551 | 502 | 0 | 0 | 1053 |
| 10. John Key | Bomber | OS60FS | 600 | 0 | 0 | 0 | 600 |
| 11. Alan Brady | Bomber | OS60FS | 571 | 0 | 0 | 0 | 571 |
| 12. Graham Parkins | Record Breaker | OS61FS | 503 | 0 | 0 | 0 | 503 |
| 13. Peter Scott | Bomber | Blue Strike | 490 | 0 | 0 | 0 | 490 |
| 14. Peter R Smith | Valkyrie | OS60FS | 362 | 0 | 0 | 0 | 362 |



During Duration - Peter and Gail Scott.

OWEN ENGINES

Australian agents for:

MPJet, PAW and Schlosser

See the full range of engines and accessories at:

www.modelengineneeds.org/oea

Email: owencd@tpg.com.au

Phone David Owen 02 4227-2699



Basil Healy's Megow Chief - lost this wingtip during Duration. Still landed professionally and calmly despite have to use nearly full rudder to maintain control.



Grant Manwaring prepares for 1/2 A Texaco



The Burford Event flight line.



BMAC members Roy Bray (piloting), Mike Masters (timing) and Max



Grant Manwaring gets David Beake's model away in Texaco



Mike Masters and Max Rixon man the BBQ at Yass Oldtimer Event.



Winner of Texaco, David Beake

WHO WANT'S TO BE THE CONTEST DIRECTOR?

From Don Southwell. southlandsdon1@southernphone.com.au



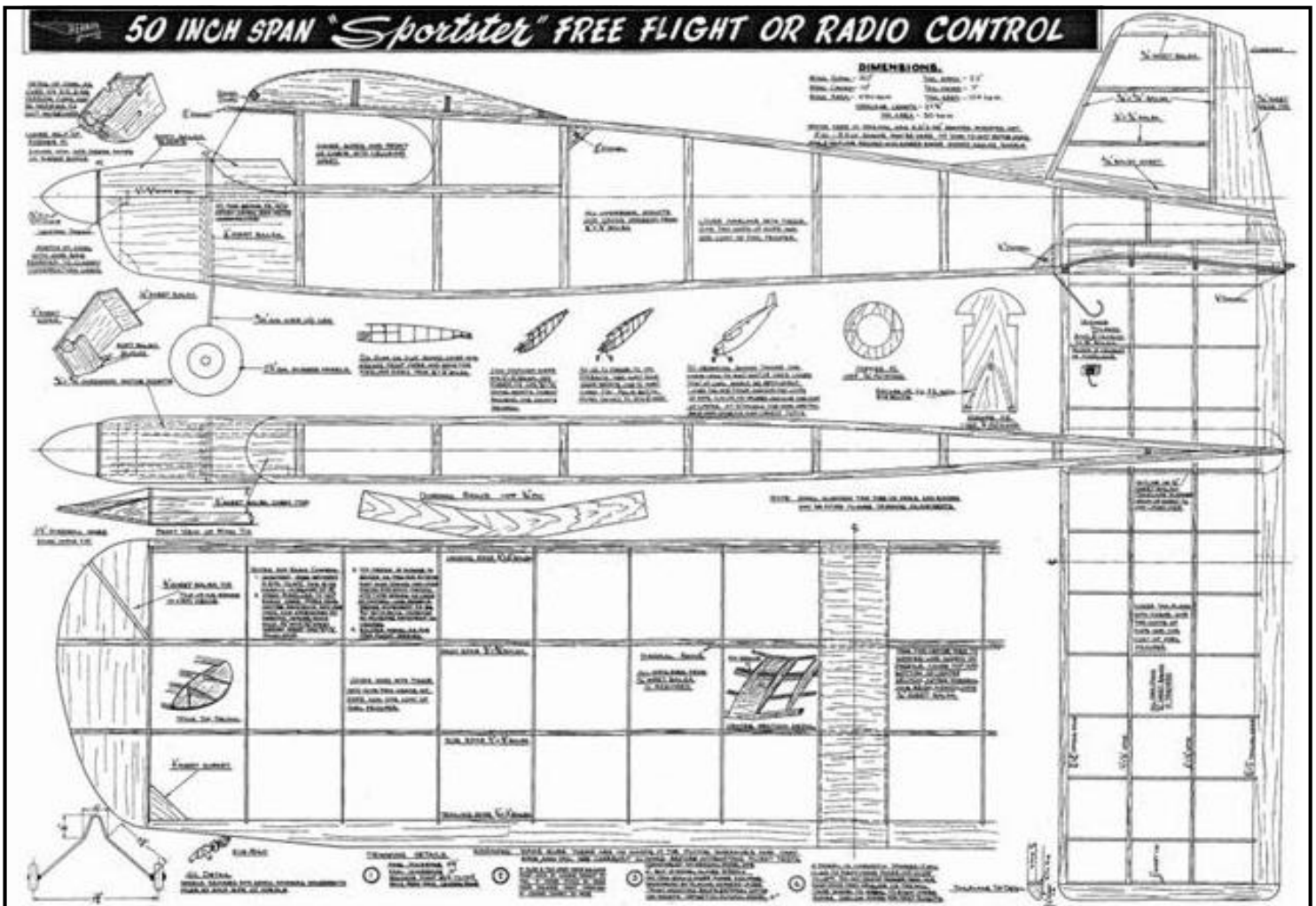
After reading the Australian Official Rules Section 5; RC Old Timer Rules 2013, I have noted the following specific responsibilities of the Contest Director.

- 5.4.1.2 (f) Approve the validity of the model and the fidelity to the original design. (Examine the construction plan as provided by the contestant)
 - (i) Approve use of reserve model/parts if the model used at the start of the competition is damaged beyond repair.
- 5.4.1.5 (d) Open the rounds or fly-off. Failure to become airborne within five minutes will result in an attempt being called. (only one attempt in fly-off).
 - (i) Set out the defined area as shown in Figure 5. (subject to site constraints). Pilots standing in landing area will receive a zero score for that round. The Pitts and Safety area must not be over-flown at less than 30 meters.
 - (l) Use of binoculars or similar aid shall result in zero score for that round or fly-off.
 - (p) Conduct rounds as determined by the Contest Director.
 - (r) Delay / suspend contest due to wind strength.
 - (s) Call meeting of contestants due to changing weather conditions and determine by consensus the contest format for completion of that event.
 - (u) Zero score for failure to demonstrate to person timing the flight, the correct movement of control surfaces, immediately prior to launch.
- 5.4.1.6 (a) Determine if a fly-off will be held.
- 5.4.10.2 (c and d) Ensure the motor does not exceed 12,500 rpm and do random checks.

The Contest Director is also required to ensure that contestants comply with all relevant rules in respect of fuels, weight of models, fuel allocation, engine runs, flight times, landing etc and ensure contestants are aware of specific requirements for each event.

In my opinion the CD has a full time job during the competition event, to be fair to all contestants, and needs a stopwatch in one hand and the rules in the other hand.

Contestants sign the Official Statement of Agreement to abide by the Official MAAA Rules and requirements laid down by SAM 1788 and compete in a sportsmanlike manner and accept the Contest Director's decisions.



The Hearn's 'Sportster' is the theme FF/RC power model for the 2014 Cowra Oily Hand Diesel Days.

What's up with reeds - by Paul Gibeault - Cox Newsletter #3

<http://www.coxengines.ca/files/newsletter3.pdf>

In the never ending quest for reliability & performance, questions are often asked about reeds.

The earliest (copper beryllium) reeds actually work quite well. The only fault is that they are limited to ~17,000 RPM or so. Given that most reed valve motors (at the time) were not expected to go any faster, they were quite fine for the purpose & often gave a correspondingly longer engine run due to the lower RPM level. Other than that, the only other issue is that they could corrode if raw fuel was left on them for a long time. They also needed care during installation as any crease put into them would often make them run worse, if at all. Some 'tuners' attempted to specifically crease the reed and/or use one & a half reeds (& other such combinations) to get past the 'reed-float condition which, as stated, occurred ~17,000 RPM. Results varied from somewhat better to much worse...

Later on, Cox developed the clear Mylar reed in two shapes (cross & rectangular). I've used both inter-changeably & can't find any noticeable difference. The cross shaped reeds were intended for the G-Clip installation (Golden Bee) whereas the rectangular reeds were found in the later 'nylon cap holder (Venom) type of installation.

At present there is no faster reed than the Mylar type. (Good for 24,400 on my bench test circa 1995). The stainless steel reed is often no slower & possibly more damage tolerant than the plastic Mylar reed. I have noticed that the steel reed does tend to wear off the color anodizing on the reed seat. Although I prefer not to see this condition, I cannot really say if it's anything to really worry about; probably not. Some time ago I did receive some experimental (thin) steel reeds from Larry Renger to try out. There is a theoretical advantage to using a thinner material but my initial testing did not show a noticeable difference.

I had heard that a reed cut from 'floppy disc' material gave an increase, but it didn't show anything when I tried it. I also tried the Teflon reed & again it was no better & in some cases worse, at least for glow fuel use. I've heard about one or two other reed types available, but have not tried them & so can't comment on their performance.

One VERY INTERESTING case came up when a customer returned his mouse engine (tuned by me) for examination. It had been a very nice running 19,500+ RPM engine when delivered (using a steel reed). When run again, it ran a very smooth but slow 18,500. Hmm! Where did that 1,000 rpm go I wondered? Well, after messing around with several different pistons I was only able to gain another +500 RPM. Bringing it up to 19,000 RPM, but still short of the original target RPM.

Then for some reason, I swapped the existing steel reed with a new Mylar reed. Boom, 20,000 RPM steady! AHA, I found the problem. Previous testing showed no difference in RPM like this, so why the change I wondered? Under 10X magnification, I was able to determine that the steel reed had a tiny dent in it; probably from ingesting a bit of sand or something... So my trouble shooting did the wrong thing for the right reason. I've now learned that slightly damaged reeds can cause quite a performance drop, although the 'steadiness' of the run is not affected.

In conclusion, this is why I've said that fast running reed engines need to be kept pristinely clean at all times. However, on the dirty/sandy flying field, this is not always possible. So I've now added to my "Trouble Shooting" check list of things that can go wrong, to swap reeds if all else looks OK. Who would have thought??

Reedies, you gotta love 'em!

P.S. I have to thank fellow mouse racer Bob Christ from Arizona for bringing this to my attention.

Duration tests on Mills .75 using a 5cc tank

Irvine Mills .75 Mk.I

Cox 8/4 gray prop

(n/m) 4:30

Master Airscrew 8/4

(n/m) 4:45 (prop poorly balanced)

(n/m) 3:47 (prop re-balanced, poor run)

6700 5:57

6800 5:12

6300 5:00 (under compressed)

Mills .75 Original

Master Airscrew 8/4

7200 4:38

7400 4:29

7200 5:00 (interrupted run)

7400 4:49 (steady run)

Graupner 8/5

6100 4:48

6200 4:58

6200 4:39

From Hank on the Bay SparkerV2@aol.com

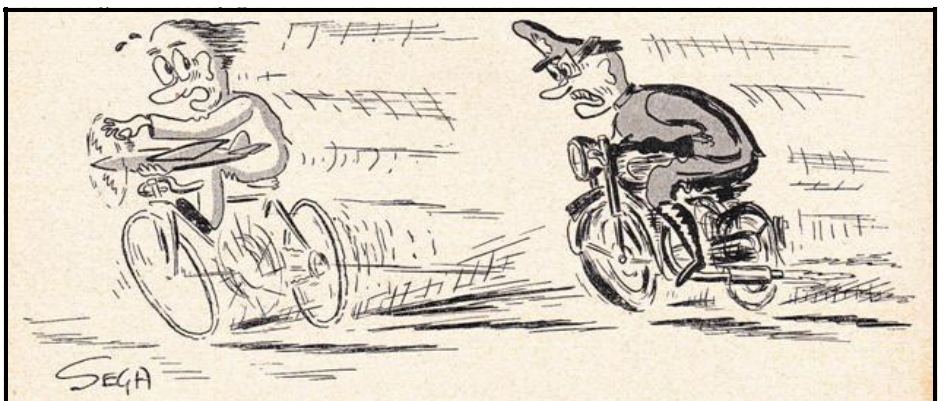
You'll be darn lucky to find alky that actually measures (with a hydrometer) 99.9% pure - Alky sucks water out of the air like a blotter.

Every time it's poured from one container to another it's sucking up water.

Leave the lid off your fuel can for any length of time and it's sucking up water.

Fortunately, some water in the alky we use in model engines doesn't have any effect because of the very low compression ratio in our model engines.

Sometimes alky can be hard to ignite - Prime with a couple drops of raw gasoline through the exhaust port against a CLOSED piston - Instant ignition!



Results - Coota Cup

Cootamundra 16-20 October, 2013

Standard Duration

| | | | | |
|----------|----------------|----------------------|-----|-----|
| Dave | PATON | Stardust Spl / OS40H | 600 | 226 |
| Jim | RAE | Airborne / OS40LA | 600 | 177 |
| Peter J. | SMITH | Playboy / Magnum36 | 597 | |
| Michael | WALSH | Stardust / OS32 | 552 | |
| Peter | Van Waterbeemd | Bomber85% / K&B40 | 519 | |
| Jim | HARDY | Playboy / OS37 | 428 | |
| Grant | MANWARING | Playboy / OS40H | 428 | |
| Basil | HEALY | Big Gull / OS40H | 122 | |
| Peter | SCOTT | Stardust Spl / OS40H | L/O | |

2CC Duration

| | | | | |
|----------|----------------|-----------------------|-----|--|
| Jim | RAE | Zero / Taipan Tyro | 600 | |
| Peter J. | SMITH | Spoofem 80% / MVVS | 592 | |
| Peter | SCOTT | Stomper / MVVS | 579 | |
| Peter | Van Waterbeemd | Stomper / Taipan Tyro | 571 | |
| Jim | HARDY | Calypso / Cox 09 | 551 | |
| Basil | HEALY | Creep / Taipan Tyro | 179 | |

'38 Antique

| | | | | |
|----------|----------------|----------------------------|------|------|
| Michael | WALSH | Westerner / A'son Spitfire | 1800 | 1255 |
| Peter | Van Waterbeemd | Scram / GB 5cc | 1800 | 1094 |
| Peter J. | SMITH | Standby / Madewell 49 | 1800 | 780 |
| Grant | MANWARING | RC1 / Burford 5cc d | 1800 | 776 |
| Basil | HEALY | RC1 / Sparey 5cc d | 1800 | 516 |
| Jim | RAE | Rambler / ED 346 | 1800 | 438 |
| Peter | SCOTT | Powerhouse / McCoy 60 | 1800 | 414 |
| Dave | BROWN | Flamingo / O&R 60 | 1799 | |
| Dave | PATON | California Chief / ED346 | 1679 | |
| David | BEAKE | Westerner / A'son Spitfire | 1200 | |
| Jim | HARDY | Lancer / GB 5cc d | 903 | |
| Bob | MARSHALL | Quaker Flash / ED346 | 303 | |

Nostalgia

| | | | | |
|----------|-------------|--------------------|------|-------|
| Michael | WALSH | Hyphen / K&B40 | 1260 | 1088 |
| Peter J. | SMITH | Swayback / K&B40 | 1260 | O/Run |
| Basil | HEALY | Swayback / K&B40 | 1194 | |
| Jim | RAE | Stomper / K&B40 | 1105 | |
| Peter | SCOTT | Jaided Maid / OS25 | 1099 | |
| Geoff | POTTER | Swayback / K&B40 | 1027 | |
| Jim | HARDY | Swayback / OS40H | 986 | |
| Paul | NIGHTINGALE | Blaser / Enya 45 | 961 | |
| Peter R. | SMITH | Ollie / K&B40 | 942 | |
| Dave | PATON | Powerhouse / K&B40 | 837 | |

Tomboy Scramble

| | | | | |
|----------|----------------|------------------|------|--|
| Michael | WALSH | CS Mills .75 | 1806 | |
| Dave | PATON | MP 04 Diesel | 1704 | |
| Peter R. | SMITH | MP Jet | 1613 | |
| Geoff | POTTER | MP Jet | 1568 | |
| Jim | RAE | Mills .75 | 1317 | |
| David | BEAKE | Irvine Mills .75 | 1275 | |
| Basil | HEALY | Mills .75 | 1245 | |
| Peter | Van Waterbeemd | Irvine Mills .75 | 896 | |

Gordon Burford Event

| | | | | |
|----------|----------------|-------------------|-----|-----|
| Michael | WALSH | Calypso / PB(T) | 900 | 460 |
| Dave | PATON | Stardust Spl / PB | 900 | 299 |
| Peter R. | SMITH | Ollie / PB | 900 | 274 |
| Jim | RAE | Amazoom / PB | 900 | 221 |
| David | BEAKE | Zoot Suit / BB | 900 | 182 |
| Jim | HARDY | Blazer / BB | 900 | 178 |
| Peter J. | SMITH | Spoofem / PB | 900 | |
| Basil | HEALY | Dixielander / PB | 893 | |
| Bob | MARSHALL | Atomiser / PB | 886 | |
| Peter | Van Waterbeemd | Lil Diamond / PB | 289 | |

Oldtimer Glider

| | | | | |
|---------|-----------|------------|-----|-----|
| Grant | MANWARING | Archangel | 720 | 288 |
| Basil | HEALY | Nibbio | 720 | 221 |
| Michael | WALSH | Gamma Gull | 544 | |
| Jim | RAE | Fugitive | 360 | |

Duration

| | | | | |
|----------|----------------|---------------------------|------|-----|
| Michael | WALSH | Stardust Spl / McCoy60 | 1260 | 713 |
| Peter J. | SMITH | Playboy 115% / McCoy60 | 1260 | 629 |
| Grant | MANWARING | Bomber / Saito624/ | 1260 | 597 |
| Jim | RAE | Lion Cub 130% / Saito564/ | 1260 | 512 |
| Jim | HARDY | Playboy / Saito624/ | 1260 | 366 |
| Peter | Van Waterbeemd | Bomber 85% / Saito564/ | 1203 | |
| Peter R. | SMITH | Valkyre / Saito564/ | 1170 | |
| Paul | NIGHTINGALE | Megow Ranger / OS37H | 1131 | |
| Dave | PATON | Playboy 105% / YS634/ | 1103 | |
| David | BEAKE | Bomber / McCoy60 | 375 | |

1/2A Texaco

| | | | | |
|----------|----------------|--------------|------|-----|
| Dave | PATON | Stardust Spl | 1080 | 628 |
| Peter R. | SMITH | Valkyre | 1080 | 616 |
| Michael | WALSH | Stardust Spl | 1080 | 605 |
| Peter J. | SMITH | Lil Diamond | 1080 | 587 |
| Jim | RAE | Pine Needle | 1080 | 427 |
| Jim | HARDY | Lil Diamond | 1080 | 375 |
| Grant | MANWARING | Lil Diamond | 1080 | 126 |
| Geoffrey | MALONE | Lanzo Racer | 1049 | |
| Basil | HEALY | Stardust Spl | 542 | |
| Peter | Van Waterbeemd | Lil Diamond | 360 | |

Texaco was abandoned.

Coota Cup Winner - Mike Walsh.

SAM1788 Annual Pointscore Event

The annual SAM1788 pointscore event is aimed at recognizing and encouraging participation in our Old Timer events by our members. It is based on awarding points for the best result from eight events held during the year, July to June. The contest results as published in Duration Times will be used to calculate the score, the ongoing score will be published in Duration Times.

1. Points shall be awarded for participation regardless of the competitors placing in the event.
2. Committee members will be excluded from the pointscore scheme.
3. Competitors shall be awarded points as follows.
 - a. Five (5) points for entering the first event and one (1) point for each successive event in the competition.
 - b. Points will only be awarded if the contestant records a score in the event. If the contestant in the first round lands out and damages the model and cannot continue he shall have points awarded.
 - c. A contestant that enters an event but does not fly for any reason will not have points awarded for this event.
4. The points tally will be compiled from the results published in Duration Times with the ongoing pointscore results also published in Duration Times.
5. Prizes will be awarded as per the results at 30 June each year, 1st \$150.00, 2nd \$100.00 and 3rd \$50.00.

1788 Point Score Summary including Cootamundra Cup From Jim Rae.

| | | | |
|-------------------------|----|------------------|----|
| Jim Rae | 31 | Dave Paton | 11 |
| Condo Smith | 28 | John Key | 8 |
| Peter Van de Waterbeemd | 28 | Alan Brady | 6 |
| David Beake | 25 | John Bradburn | 6 |
| Peter R Smith | 25 | Bob Marshall | 6 |
| Grant Manwaring | 24 | Paul Nightingale | 6 |
| Basil Healy | 20 | Geoff Potter | 6 |
| Peter Scott | 16 | Dave Brown | 5 |
| Jim Hardy | 11 | Brian Dowie | 5 |
| Geoff Malone | 11 | Mike Masters | 5 |

Once a Jolly Modeller

Once a jolly modeller went to the Sam Champs where he flew his Stardust near a big box tree, and he sang as he waited for his flight, you will come to the Sam Champs with me.

Along came Condo and launched that little Stardust up into the blue yonder for all to see, and Don sang as it flew, you will come to the Sam Champs with me.

Down came that little Stardust and landed in the dam right near the big box tree, as Don sang you will come to the Canowindra with me.

Up jumped Condo and ran to the Dam where he stood in water up to his knee, to fetch the little Stardust floating in the dam near the big box tree.

Up rode the squatter on his four wheel bike and said why didn't you take the boat said he, as he sang you come to the Sam Champs with me.

Up came Beryl and said with glee, I don't think we should fly that plane again said she, and her voice can be heard as you pass by that dam right next to that big box tree, I don't think we'll fly that plane again said she.

Who will come to Canowindra with me.

Condo 22/9/13.

with apologies to a great poet.





30 DEC 2009

In 2009/2010 there was this flying field where we flew the 63rd MAAA Oldtimer Nats and we have flown there before. But then it started to rain.

Where is this flying field now? Wait there, I can see that dead tree we needed to avoid on our landing approaches.

Tabletop Reserve, Albury, then and now.

Photo below from May and Condo Smith.



Cowra Oily Hand Diesel Days Weekend August 31st-September 1st - Cowra MAC

Report from Peter Condo Smith with photos from May Smith.

Here are some photos May took with her phone on the Saturday at this event. 1788 members Geoff Potter, Brian Payne, Cec Wales (looking well), and Peter Van de Waterbeemd were all in attendance, and seemed to be enjoying themselves.

There was a good roll up and lots fun models. Weather was nice on the Saturday. We didn't go on Sunday. Can recommend this event if you want to have a fun couple of days. Cheers, Condo. peter_condo@yahoo.com.au



I think this picture above of a guy, kneeling with a smoke in his mouth and a model in the other hand, should be titled: The way things were, or Old-School Modeller! - Condo.



**FOR
SALE**

Ignition coil assemblies with transistor - ready to go. \$70

Peter Scott

(02) 9624 1262.

qualmag@optusnet.com.au

**FOR
SALE**

THE BACK PAGE

Bambi for Muswellbrook

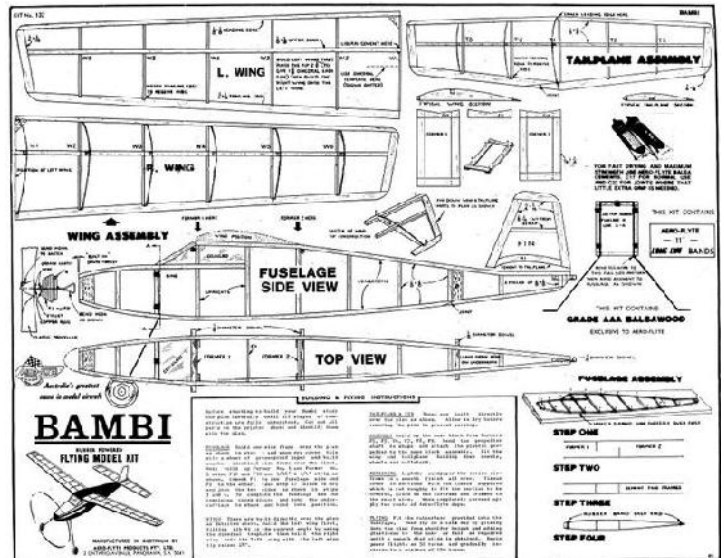
The Veteran's gathering at Muswellbrook may well be the biggest annual gathering of model flyers in Australia (outside the nats), and it's been going for a couple of decades. Talk of competition is banned - this is strictly a fun flying event, and all types are flown. Held over two days of a weekend in autumn, this is the event to put a model in the air, meet old friends and have a social aeromodelling time - a highlight is the Saturday dinner, which in the early years had musical entertainment by Frank Bryant (author of 'There's always bloody something' - the book of his experiences in the RAAF, WW2). Over the years, the dinner has also had a line-up of distinguished after-dinner speakers from the international aeromodelling world.

Theme models are chosen periodically, often both a FF and a CL model, and always of course an Australian design, with attendants encouraged to build the for a mass launch. Models in the past included the Demon for CL, Adrian Bryant's Boomerang and Jim Fullarton's 'Sportster' among many others.

Next year, the theme model is the Aeroflyte Bambi, a 24" beginner's rubber model. The plan is available on Outerzone, prop and rubber (and jap tissue, if you would like to be authentic) from Peter Lloyd at Pel-Aero (search for both on the web). Of course, there would be no problem converting the design to RC electric.

Well, most of us in WA won't get over to Muswellbrook, I expect, so we may investigate the idea of having an event here in W.A., probably on the Gossage Road field, in sympathy. (In which case, RC may be out of the question, given proximity to another model flying club).








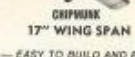


*Anyone remember the model, the plan or the adverts for Aero-Flyte?
George Car.*



SAILPLANES AND GLIDERS

| | | | |
|--|---|--|---|
|  FALCON 30" span sailplane for beginners. Solid batonage, built up wing, fully detailed plan, die-cut parts. |  RASCAL All sheet balsa beginner's sailplane. Fully detailed and ideal for school projects, etc. 30" wing span. |  NIMBUS High performance sailplane. 30" wing span, detailed plan, easy to build and fly. |  CIRRUS 43" span contest winning high performance sailplane. Very easy to build and fly. Detailed plan. |
|--|---|--|---|

RUBBER POWERED MODELS

| | | | |
|--|---|--|---|
|  CESSNA 12" SPAN |  SPIFFIRE |  CESSNA |  BAMBI 24" wingspan rubber powered model. All parts pre-cut. Detailed building and flying instructions. Plastic propeller, rubber, etc. supplied. |
| EIGHT POPULAR MODELS IN THIS JUNIOR SERIES ⊙ ALL PARTS PRE-CUT ⊕ ALL PARTS PRE-COLOURED ⊖ DETAILED BUILDING INSTRUCTIONS | | | |
|  ISTANG 11" SPAN |  PIPER PACER 13" SPAN |  SABLE 11" SPAN |  SCAMP 12" SPAN |
|  AUSTER 12" SPAN |  SPIFFIRE 12" SPAN |  PIPER TRIPACER 16" WING SPAN |  BEAGLE PUP 17" WING SPAN |
|  GRIFFHAWK 17" WING SPAN |  CESSNA 20" WING SPAN | FOUR BIG SENIOR SERIES MODELS — EASY TO BUILD AND FLY | |
| FULL SIZE, FULLY DETAILED PLANS ALL PARTS PRECISION DIECUT RUGGED CONSTRUCTION | | | |
|  HUSTLER 60" wingspan great model for beginners or experts. Sings to 300 channels. 10-25 engine. |  INVADER MK II Carrying new wings for 5.5 cc. to 80 cc. (19 cc. 32 cc.33 engines). 24" wing span completely plasticized kit for single to six channel RC. |  STORMER High performance, beautiful, iridescent appearance makes this model a joy to own and fly. 50" wingspan. Sings 20-70 engine. | |