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No. 186
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2014

Worth Noting:

The Veterans Gathering is on again this year at Muswellbrook on 3-4 May. This is a great weekend of fun and flying in all facets of Aeromodelling - Control Line, Free Flight and Radio Control. For further information contact Phil Thiethener on 0417 725 981 or www.mdmas.org.au

See the back page of this DT for information about "The Nation Electric $\frac{1}{2}$ A Texaco Team Challenge" which is currently underway in Australia. Already a joint team from SAM 600 and VARMS in Victoria have achieved an aggregate score of 6hours 14minutes and 53seconds with four electric $\frac{1}{2}$ A Texaco models. Is there another team in Australia that is going to beat this? Here is a real challenge for all our electric $\frac{1}{2}$ A Texaco fliers. Get your team together and see what you can do. For further information contact Gary Ryan on 0408 325 048 or email garyryan@vegas.com.au

Society of Antique Modellers of Australia

SAM CHAPTER 1788

32nd Oldtimer Championships

at Bogwood Farm
CANOWINDRA

EASTER - 17th April to 21st April, 2014.

**** ENTRIES CLOSE 15th APRIL 2014 ****

Entry Form is with this Duration Times



Duration Winners at the recent MAAA Nats L to R: Kevin Fryer/Cumulus 3rd, Jim Rae/Lion Cub 1st and Steve Gullock/Playboy 2nd. Photo from Don Grant.

Duration Times is the official Bulletin of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

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Oldtimer Events for 2014.

March	1 - 2	Hunter Valley Championships	Muswellbrook	Grant Manwaring	02 6241 1320.
April	17 - 21	SAM 1788 Championships	Canowindra	Grant Manwaring	02 6241 1320.
May	3 - 4	Veterans Gathering	Muswellbrook	Phil Thiethener	0417 725 981.
May	17 - 18	Wyong Old Timer Weekend	Wyong	Bob Marshall	02 4363 2818.
June	7 - 8	Vintagents Old Timer Meeting	Gratton Field	Dave Paton	0732 455 991.
June	14 - 15	New England Gas Champs	Tamworth	Basil Healy	02 4341 7292.
June	21 - 22	KMFC Old Phartz and Friends 2014	Coffs Harbour	Fred Pearson	02 6653 2997.
July	19 - 20	Golden West Old Timer	Parkes	Peter Smith	0423 452 879.
August	29 - 31	Oily Hand Weekend	Cowra	Andy Luckett	02 6342 3054.
Sept	13 - 14	Coota Cup	Cootamundra	Grant Manwaring	02 6241 1320.
October	4 - 5	Eastern States Gas Champs	Wangaratta	Grant Manwaring	02 6241 1320.
Nov	15 - 16	Belconnen / Yass Old Timer	Yass	Grant Manwaring	02 6241 1320.

Note: Wyong, Wangaratta and Yass/Belconnen Old Timer events will include Electric Oldtimer Events.



From the President: This is the last issue before the SAMs Champs at Canowindra at Easter, so I will inform you as to some details.

The first event is Free Flight on Thursday. You have the entry form for details of most of the events of the week, but remember it's a 7am start on Thursday for Free Flight events. This is when there is less likelihood of it being windy. Start will possibly be at the top paddock, high on the hill. Wind direction may need a change of the start area - so look around you and you will find us.

The models must be as per MAAA vintage free-flight power rules. Basically any model published before 1957, powered by any motor made before that date - or replica of that motor or any production Burford made plain bearing. 1.5cc engine. Models cannot be scaled up or down.

Three official flights of three minute max. Three maxes and you're in the fly-off. You may enter more than one model but each model must be a separate entity; ie: if you break one model you may start again with another.

For this year we have brought in radio use but you are restricted to two channels. One to shut the motor, one to D.T. and these must be one-way systems. No trims and no steering. On the positive side, no power dives to the ground or long retrievals - and no wondering whether you set the timer. See the photos of my model set up this way in the last DT Newsletter. Any questions, any advice, phone me.

At this point I would suggest that you all bring a piece of matting or old carpet for take-offs in all events. It could be dry and dusty and when you start your motors for take-off remember all the people behind you on the flight line. The carpet is not, as some people in the past have decided, to make for a smooth take-off area, but for reducing the cloud of dust behind the model.

Two control line circles will be in operation as we have a big entry in Phantom and champ. If you want a bit of a quick build, no stress flying, Brownie can supply a Champ kit and you can put it together in one night. Mills .75 or MP Jet .6 for power. David Owen will be CD assisted by Geoff Potter. David has provided more details re the CL events elsewhere in this Newsletter.

Anyone who would like to spare the time to C.D. a contest, please phone me. We have C.D.s for control line, Free Flight, Tomboy/Sport scramble, Standard Duration and Glider at present.

The Presentation dinner is at the Canowindra Services / RSL Club, 6.30pm Sunday. This is a change from the entry form. The AGM for SAM 1788 is at the CWA hall, Blatchford St. as usual. If you are a 1788 member, please attend as your input is re-

quired. Non-1788 members are welcome but please abstain from voting. A lucky door prize of a motor has once again been arranged.

Standard Duration. I will be C.D. for this event and would like to bring to competitors notice the rule 5.4.10.2c - engine with a carburettor are to be fitted with a mechanical stop on the throttle linkage to limit the maximum RPM. So, no setting the max RPM on the transmitter as this could be seen by some to offer a bit more throttle when airborne. I have an accurate audio tacho and I can tell if RPM alters on take-off.

R/C scramble. The rules for this have been noted in previous Duration Times, but eligibility reminders here. No motor over 1.5cc. Any sport - ie: cabin, semi scale looking model pre 1960. So, no old duration models. 3 minutes max, engine must have stopped for retrieval. All launch in the same direction with landing behind line at rear of flight line. Any questions please phone me.

See you there,
Peter Scott.

PHANTOM RACING, CANOWINDRA, EASTER 2014 From David Owen.

This year we are expecting a larger field than usual, with every indication the blokes from WA are very competitive and out for blood after a two year break.

As before, we will fly the four classes for diesels up to 2cc capacity, standing start for 12 laps on 35' lines:

- Class One - for piston-port engines only
- Class Two - for plain bearing, non-Schneurle engines
- Class Three - for single or twin ballrace, non-Schneurle engines
- Class Four - for all Schneurle-ported engines

There will be a plaque for the fastest time in each Class and the winner posting the greatest increase in speed across the four classes, compared to the previous year, will take home the Phantom Shield to be engraved with his name.

In addition, we will fly the **KK Champ**, same rules as above, but limited to smaller piston-port engines such as the Mills .75 and MPJet 0.6cc diesels. There will be a plaque presented for the fastest time in the KK Champ Class.

I will CD the event, with much appreciated assistance from Geoff Potter. Phantom will start at 1pm on Thursday 17th April and again at 9am the following day, Friday. I expect we will have a large number of flights to get through, with each flyer entitled to have three attempts. At the completion of your timed 12 laps, I will ask you to walk across to the adjacent circle while flying out the tank, so that we can get the next entrant up with minimum delay.

The procedure will be to check in with me on the c/l field, get your lines out and checked for length, then move out to the circle when called. I'll try to make allowances for entrants in R/C Glider and we will probably finish up on Thursday around 4pm. Friday is a busy day at the Championships and I am hoping most of the Phantom flights will be those who did not arrive at Canowindra in time for the previous day's racing.



From the Secretary - Grant Manwaring.

Update - 32nd SAM 1788 Old Timer Championships, Canowindra 2014

Arrangements are well in hand for this year's SAM1788 Championships over the Easter holiday period. Once again the format will be similar to previous years. An events program was included in the last and also in this issue of Duration Times. Get the entries into Dave Brown so he can collate the entries and prepare score sheets for us.

For those intending to camp / caravan at Bogwood Farm, could you please let Paul Farthing know your intentions and when you intend to arrive. Please telephone Paul on 02 63640264 or mobile 0427640264 to book your spot at Bogwood.

On field catering for lunches by the local CWA Group will be available Friday, Saturday and Sunday. Drinks will be available throughout the day. The CWA group will also be catering for the Saturday night BBQ at Bogwood.

There has been a change of venue for the Presentation Dinner on the Sunday night. This will now be held at the Canowindra RSL Club in Gaskill Street. Times are still the same, 6:30 for 7:00PM.

There will be two control line circles in operation this year. David Owen and Geoff Potter will look after the Phantom and Champ speed trials. The rules are the same as last year. Bring along a model for this fun event.

I will not be attending this year's event, first time in many years. I have in place contest directors for all events, and prepared a running sheet for the committee covering all details for the event. If you have any enquires I can help with these till March 31, after that please contact Peter Scott or Basil Healy. To all contestants, good luck with the flying, fly and travel safely over this holiday period.

Footnote: For the on field lunches, BBQ and presentation dinner, if there are any special diet requirements could you please let me know in advance so I can advise our caterers. Please email at: grantandmary7@gmail.com or phone: 02 6241 1320.

RESULTS - Orange MAC Oldtimer - 2014

Gordon Burford Event

Grant	MANWARING	Lil Diamond	PB	900	319
Bob	MARSHALL	Atomiser	PB	900	282
Peter	SCOTT	Jaied Maid	B/B	869	
Basil	HEALY	Creep	Taipan Tyro	849	
Peter J.	SMITH	Spoofem	PB	600	
Alan	BRADY	Spacer	BB	591	
Darren	LIDFORD	Stomper	BB	386	
John	DIDUSZKO	Eliminator	PB	336	

Duration

Grant	MANWARING	Bomber 85%	Saito 62 4/	1260	297
Peter	SCOTT	Bomber	OS 60 4/	1260	185
Basil	HEALY	Megow Chief	YS 53 4/	1260	
Brendan	LIDFORD *	Bomber	ASP 52 4/	1229	
John	DIDUSZKO	Bomber 85%	Magnum 61 4/	1148	
John	BRADBURN	Playboy	Saito 50 4/	1130	
Craig	THORNTON	Playboy	OS 37 2/	1095	
Geoff	POTTER	Playboy	TTiger 36 2/	990	
Peter J.	SMITH	Playboy 106%	Proffi 40 2/	939	
Darren	LIDFORD	Playboy	OS 56 4/	840	
Bob	MARSHALL	Bomber 85%	ASP 61 4/	346	

1/2a Texaco

Brendan	LIDFORD *	Playboy	1260	383
Bob	MARSHALL	Lil Diamond	1260	340
Peter	SCOTT	Baby Burd	1260	315
Grant	MANWARING	Lil Diamond	1260	216
John	BRADBURN	Lil Diamond	1259	
John	DIDUSZKO	Lanzo Racer	1248	
Basil	HEALY	Stardust Spec	1133	
Dave	BROWN	Megow Chief	1072	

Texaco

Dave	BROWN	Flamingo	O&R 60	1800	668
John	BRADBURN	Bomber 85%	OS 40 4/	1800	505
John	DIDUSZKO	Bomber	Enya 46 4/	1781	
Darren	LIDFORD	Bomber	ASP 52 4/	1740	
Grant	MANWARING	Bomber	OS 60 4/	1697	
Peter R.	SMITH	Bomber	OS 60 4/	1200	
Peter	SCOTT	Bomber	Cunningham 64	600	
Alan	BRADY	Bomber	OS 60 4/	600	
Steve	WHITE	Bomber	OS 40 4/	490	
Geoff	POTTER	Bomber	O.S. 61 4/	L/O	
Basil	HEALY	Lanzo Stick	Enya 60 4/	L/O	

ORANGE MODEL AIRCRAFT CLUB Inc.

ALAN BROWN

Perpetual Memorial Texaco Shield
1st and 2nd FEBRUARY, 2014.**Report from Peter Scott**

Well, it could be hot or cold, windy or calm, and most times at Orange it's a bit windy but this year the weather was hot with a light breeze. Hardly a cloud in the sky, the breeze slightly cooler Saturday than Sunday. Thoroughly enjoyable! mid-afternoon on Sunday was probably a bit too hot as the light breeze faded. Altogether a top weekend, weather-wise.

We had about twelve contestants all up, and a good range of models. The first event was Burford which started at 10am Saturday. It soon became apparent that the lift was very fickle. Some great lift, then nothing, for everyone. This really was the story all weekend. The Burford fly-off was between only three people - Grant Manwaring, 'Condo' Smith and Bob Marshall. Condo landed out, Grant made 319 seconds and Bob was second.

After lunch that was well catered by the Orange club, we flew Duration. I thought that I was going well but lost control of my Playboy after about four minutes. The wings broke down the centre after a short, spiral dive. It went down over the main road so I left it for later and flew my back-up model, an 85% Bomber. Again there were three in the fly-off but Basil decided that he'd had enough and left Grant and I to battle it out. Grant won but the scores were low.

After flying, a group of us set out to locate the smashed Playboy. After a long search it was May Smith's eagle eyes that spotted it just as we were losing hope. Thank you, May. (We slept well that night). It was thoroughly smashed, but I at least got it back. We didn't bother looking for the wings.

Quite a few of us met at the RSL for tea. We enjoyed a good meal and a great time of recapping.

Sunday was another glorious day. I flew a Baby Burd in $\frac{1}{2}$ A. This is the same design that Brian Potter gave me some years back, my first radio model and my first old timer model. This one seemed to fly a lot better and I had no trouble getting into the fly-off, or maybe I've learnt a thing or two! There were four in the fly-off and against all expectations of a long one, all were soon on the ground.

After lunch it was time for Texaco. After about the second flight I damaged my model and couldn't find the energy to get out my back-up model. The heat had got to me. Only two fliers for the fly-off, Brownny and John Bradburn. Everyone else had either followed my example i.e. damaged their model, or picked rotten air. It looked like Brownny was down and out as his O&R 60 ran for about a minute at a slow 4 stroke. Fortunately, it picked-up and then ran for ages, getting more height than John to tie-up the contest.

A top weekend, and it was great to see some local entries. Darren, Brendan and Gemma Lidford proved that families can spend quality time together.



The Lidford family at work in the Burford event. Brendan launching his Dad's (Darren) Stomper while Gemma takes care of the timing duties. Offering encouragement is Peter (Condo) Smith.

Brendan beating all the 'oldies' to win ½A Texaco. After prize giving it was back to the caravan park to clean-up then off to the RSL for tea again - what a tough life!

Thanks to Brownny for running the event and supplying the results. Thanks to the Orange club - the club with stunning views - for having us and providing lunch and refreshments. A huge thanks to the weather gods and competitors who made it a great weekend.

During Texaco, a father with three small children was seen walking up from the road struggling with wings. Yes, the Playboy wings had been found. They stayed for a drink and to watch the flying. The children were most impressed. There is hope for the future!

Report - Orange Oldtimer - from Dave Brown daveb@ix.net.au

Goodday All, Weather predictions were correct, hot without much wind, and we all got very hot, but times where the windssock for Orange was not needed. I noticed when doing the Duration results some new combinations were trotted out... Got to Congratulate Brenden Lidford, our Junior member winning 1/2A in a Flyoff, he is steadily improving. More later, Brownny.



Later roles were reversed with Darren Lidford assisting Condo with his new Spoofem., which reports indicate still needs some fine-tuning.



Above Left: Bob Marshall enjoyed a great weekend's competition with a second in Burford and 1/2A. Above: Lithgow crew (Diduszko, Brown & White) enjoying flying and the splendid scenery. Far Left: Local John Diduszko had a good day with 3rd in Texaco.



Left: Dave Brown being presented with 1st Place in Texaco and the ALAN BROWN Perpetual Memorial Texaco Shield for 2014. Below: Much appreciated shady pits.



NTSB report of Playboy 106 disappearance and subsequent crash in Wangaratta on Monday 30th December, 2014.

The investigation was carried out by the Model Aircraft Crash Investigation arm of the NTSB. (forthwith known as MACI).

On Monday 30th December, 2014, seven or so models lined up for the final flight of the competition. The order to go was given and all but 2 models immediately left the ground in an upwind direction to the right of the start line. The two models remaining on the ground were the Playboy 106 (hence-forth known as the HIGH flying model) and the Lion Cub 130 (hence forth known as the LOW flying model).



The following are the circumstances that led to the loss of the HIGH flying model.

The LOW flying model took off and flew straight into the sun causing the pilot shut down the ending after losing sight of the aircraft. When the model was finally sighted again it was about 200 meters high and inverted.



Beryl Southwell retrieves the "LOW flying model" - Jim Rae's Premier Lion, after its winning Duration flight.

The HIGH flying model had engine trouble on the start line and required 3 attempts to start it. This resulted in a reduced fuel load, which affected the climb and subsequent direction of powered flight. After leaving the ground the HIGH flying model was allowed to veer left and miss the sun, but the engine cut at 15 seconds, (due to the reduced fuel load mentioned previously), and did not allow a flight correction to the right side of the field.

The models that went right after taking off soon found sink and were on the ground in a short space time. Thus the LOW flying model and the HIGH flying model ended up in the same air on the down-wind side of the flight line.

The LOW flying model was setting up to land when strong lift was stumbled upon. The HIGH flying model was already in the lift and several hundred feet higher already. Both models rode the lift to a great height slightly down wind of the flying field. The HIGH flying model adopted the policy of "sitting on top" of the LOW flying model and just circled around it. It was obvious that the HIGH flying model was gaining height, where-as the LOW model was just maintaining the same height.

About this time there was "radio chatter" coming from the LOW flying model, i.e. the pilot, the time-keeper and interested observer were herd to comment about the colour of the HIGH flying model, and how high it was getting and being hard to see.

We believe this "radio chatter " may have played a part in distracting the pilot of the HIGH flying model.

At about 27 minutes into the flight the HIGH flying model executed a right down-wind turn to fly up to the LOW flying model. This turn resulted in the HIGH flying model entering an even stronger area of lift which sucked the model up and out of sight.

Once the HIGH flying model was deemed lost the pilot applied full up elevator and full right rudder, and maintained these control inputs for approximately 8 minutes.

The crash sight is shown at the right and is the green grass amongst the expensive caravans.

Eye witness reports suggest the HIGH flying model floated down in a circular motion (much like a leaf falling from a tree) before it impacted the ground.

Upon impacting the ground the battery hatch popped-off thus revealing the name and phone number of the HIGH flying model. The radio tracking device (forthwith to be known as "The Silver Box") was found next to the model. The "Silver Box" battery was ejected out upon impact and no signal was forth coming.

The HIGH flying model sustained very minor damage con-



sidering it flew approximately 7klm and landed heavily. There was a 50mm dint in the left wingtip and a 20mm dint in the right wingtip. The pylon was not damaged nor was the propeller or tail feathers damaged. The undercarriage was not bent and there was no dirt on the spinner nut. At this time MACI is wondering how the wings were dented! Also, fortunately, there was no damage to any Caravans or other property either.



Final report from MACI.

- * It is believed that the HIGH flying model was too high, and resulted in the pilot and interested observers losing sight of it.
- * It is believed that the "radio chatter" from the LOW flying model crew may have distracted the Pilot of the HIGH Flying Model.
- * It is thought that the colour of the HIGH Flying Model was hard to see given the cloudless day.
- * It is known that flying down-wind on windy days is fraught with danger.
- * It is thought that inexperience of the HIGH flying model pilot played a part, as the combined ages of the LOW flying model was over 240 years (pilot, time keeper and 1 interested observer) where-as the combined ages of the High flying crew totalled just 152 years.
- * It is thought that had the HIGH flying model started first attempt it would have flown right and thus have been safely on the ground in a short time.

MACI Recommendations resulting from loss of PLAYBOY 106.

- * Perhaps a more blue-sky colour-friendly scheme be tried.
- * Perhaps more "OLDER" people be recruited for the aircrew.
- * When engine trouble is encountered on the start line, refill the tank.
- * Don't listen to "radio" chatter - wear earplugs.
- * Limit the down wind flying, especially on windy days.
- * Perhaps visit an optometrist - AGAIN!
- * The "full left and full up" manoeuvre may well have saved the HIGH flying model from landing in Albury.
- * Given the height gained in the lift encountered by the LOW flying model, it is our belief that even a brick will gain height given the right combination of conditions.

This closes the case of the loss and minor damage to PLAYBOY 106.

Findings: A typical case once again of Old Age and Cunning beating Youth and Exuberance.



AUSTRALIAN MADE CONTROL LINE MODELS

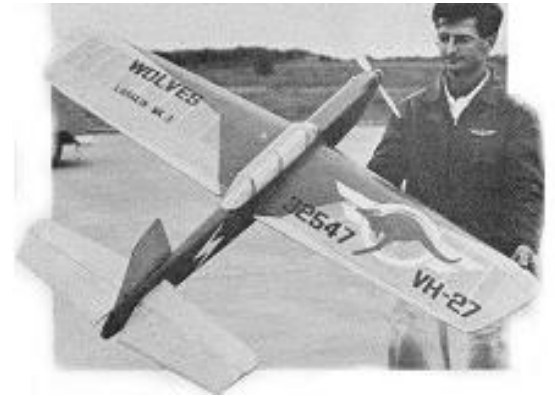
by Terry McDonald - from material supplied by Alwyn Smith.

Readers of my column, *Wind in the Wires*, will know that I am an ardent collector of old control line plans and I'm always looking for something new to add to the list of my plans service, hoping to keep this great branch of the hobby alive. In Yearbook No 12 I wrote about a batch of early German stunt models which I had acquired from Sam Alexander and to which I've since added a couple of other Graupner plans and some Italian ones (but you'll have to read the column to find out about those). Over the past few years, I've managed to add a whole pile of Australian material to my collection which I will now tell you about.

I regularly correspond and swap plans with Alwyn Smith who lives 'Down Under' in Melbourne. Alwyn is a mine of information regarding aeromodelling in that part of the world and has a huge collection of Aussie plans, a selection of which I have copied here.

My own first inklings of the Antipodean control line scene were the plan of Calamity Jane in the *Aeromodeller* and later mentions of Brian Horrocks who won the Gold Trophy with his own designed model The Larrikin (or perhaps Waltzing Matilda - I've heard both names mentioned). What I hadn't realised was what a well established kit producing industry they had over there. I had assumed, due to the relatively small size of the home market, that they would largely buy American or British products but while that may have been true of engines, it certainly wasn't with regard to kits. The first Australian kit which I saw was a Kookaburra

Kits Kawasaki Swallow (Tony), a semi-scale stunter for 2.5 to 3.5cc motors, designed by Geoff Pentland. This was because my brother Stuart built one in about 1964. It was a very pretty little plane which performed well on an Enya 15D and I still have the kit plan; perhaps I'll get round to building it one day! This is much more scale-ish than the Frank Warburton Tony Junior (a scaled down version of his Gold Trophy winning design) which Bradshaw Model Products kitted also in the 60's. My next encounter was in the early nineties when I bought a copy of the Hearn's Swift Team Racer plan from the John Pond Collection, this was a very conventional looking 1955 FAI type model and should perform acceptably, though I haven't seen one built, up to now. I can't leave the topic of what I've seen of these models without a mention of the Shorty, a very ugly Class A Team Racer which won the Aussie Nationals in 1956. The model was quite well favoured over here some years back and I remember Alan Jupp campaigning successfully with one at the time. Apparently the beast flies very well and has good ground handling but as the photo shows, it ain't handsome by any stretch of the imagination!



Brian Horrocks with the Larrikin Mk 3 which he won the 1961 Gold Trophy.

I knew that there was a Vintage Team Racing movement over there as we have had the pleasure of seeing some of their teams competing at the Nationals. Norman Kirton and Hans Bertina made it to the finals of Class A, as did John Hallowell and John Duggan, though both teams were flying British designs. Looking on the various Australian websites shows some of their own productions and it seems that they are flying a vintage B nowadays which they didn't a few years back. Of course going back a long way, the Aussies were the only country to fly Class C with engines up to 10cc capacity. I've been told that these were the real hairy-chested stuff and I believe it too, the pull on a fast B model is quite enough for me thanks! Robin Heirn the speed flier is also quite a regular at the Nationals but does not fly vintage to my knowledge.

I had the pleasure of meeting Alwyn Smith at the Nationals a couple of times, then we spoke on the phone and wrote to one another and hence got into the plan swapping mode. When I received a batch of kit plans for early stunters I thought that an article on the subject of Australia's contribution to control line would not come amiss in this Yearbook. At various times Alwyn has sent me Xeroxes of early Australian model magazines such as *Australian Model Hobbies*, *Australasian Aeromodelling* and *Model News* which helped to provide a framework for this article. Firstly, the magazines included plans of team racers based on the American FAST Club rules, in 1950 the Firecracker was the first practical plan followed by the Firecracker II in 51. The further development of this line was Starbomb which was published in early 1952 and later kitted by *Model Aircraft Industries* of Glenelg, South Australia under the name of a 'Deluxe Superkit'.

It wasn't just team racers which were featured in the Aussie magazines, Les Organ sent me the page from *Aircraft* which featured Wildfire II, a handsome flapped model for the Anderson Spitfire designed by Don McLaren. This large model won the Australian Nationals Stunt and the plan was published in the May 1953 edition of the magazine. There is a note in the write up quoting that a 3lb model flying at 70 mph is not exactly a gentle plaything! Les confirms this and says it pulls like an elephant but is a superb stunter. It was also available in a smaller size for 35 - 40 motors.

Hearn's Hobbies

The firm of Hearn's Hobbies of Melbourne seem to offer the widest range of kits of any Australian manufacturer. In an advert dated Sept 1951, the names of the following models are mentioned Competitor (Class A racer), Super Skylark (5cc stunter), Lapmaster (Class B racer), Little Joe (stunter), Jitterbug ($\frac{1}{2}$ A ?), and Flapjack, 'the ultimate in stunt planes for class B engines' (well that's what the ad says anyway). According to the advert, all Hearn's kits contained ready cut ribs, spars, tips, tail surfaces etc, ready made tank, sponge wheels and all hardware, so they sound good. The prices quoted are on a par with the imported Keil Kraft kits advertised but if the pre-fabbing was any good, they had to be a better bet. The magazines continued to turn out a series of



Hearn's Hobbies Demon.

plans; the ones which I have are team racers such as the Hoofmark, Wolverine, Easterner and Tracer (Classics). The adverts I have show a range of machines available *Hearn's* show the Sabre Trainer, Frisky 2.5cc stunter, scale SE5 and the Swift T/R in about 1957. The other *Hearn's* plans which I have, the Demon and Cadet, are from the early fifties and show two early stunt schedules. The name Sabre 2.5 diesel on the Cadet plan dates it to before ca1956, when Gordon Burford lost his case with North American Aviation and had to change the name to Taipan.

Other Manufacturers: I have mentioned *Kookaburra* already, they seem to have been a latish arrival on the scene and were the product of Geoff Pentland. He still trades, though mainly in books I believe, he is associated with those excellent Kookaburra books on the colours of Luftwaffe aircraft in the Second World War. I remember them as running a close second to the definitive "Dora Kurfurst + Rote Dreizehn" from my plastic kit building days. Geoff still publishes the plans for his models which are largely semi-scale stunters: in February 1960, he advertised Chipmunk, Tempest 52", Spitfire 54" and 32", Me 109 36", a profile 36" W/S Aircobra and Spook a combat wing. Incidentally, the same magazine has a glowing review of the *Hearn's Hobbies* All Australian, the plan of which I have, a large 600 sq in non flapped stunter for the 35 - 49 sized motor.

Aeroflyte are another company who appear later in the golden age of control line, their advert in *Model News* for December 1960 shows quite a wide range of different types available. Team racer Fury for Class A, listed as a winner at the Nationals, is quite a

smart looking little plane, though I fancy that the spats might not last long in the hurly-burly of modern racing. It does have a sensibly placed wing and shows a high mounted tank which fits in with modern ideas for an effective racer but it does not have a drop in engine, that other modern requirement. Other *Aeroflyte* offerings are two trainers the Mustang and Taipan, a combat wing the Firestreak and Rambler a B racer(?). For stunt they have Stuntmaster for 5 cc stunt and combat, Husky (1.5 cc), Typhoon F86 and Vulcan P17 (2.5 cc) and top of the shop the Thunderstreak a handsome looking 54" model for 35 engines which looks similar in some ways to the Bob Palmer Thunderbird. A later advert shows four semi-scale stunters, Hurricane and Mustang for 1.5 cc and Spitfire and Kittyhawk at 36" span for 2.5 cc. I saw two of these kits on sale from the estate of the late Dave Campbell but didn't inspect them closely. *Aeroflyte* are still in business in Adelaide, South Australia a recent coloured catalogue which I've seen shows mainly R/C models but there are still a few small control liners in evidence.

W.W. (Bill) Evans' *Aristocrat* Kits produced the following,

Thunder Bug; 54" span Stunt model with shoulder wing. Alwyn et al have put together a full size plan of this model as none was included with the kit, only a $\frac{1}{4}$ size drawing for building instructions. They have three different tailplanes and elevators from different original kit built models and two different fin and rudders. Ken Taylor advised that modifications to the kit were made during production. Alwyn obtained an original ThunderBug model a number of years ago and it is only 50" W/S. Ken told him this was correct for the early kits but the wing tips were extended to 54" later during kitting. The fuselage back top also appears to have been altered to give a more rounded top and the rounded fin and rudder fitted at the same time. (1958)

Stunt Star 44" span stunt model for 5.0cc engines

Star Fire 32" or 33" span smaller version of the Stunt Star, for 2.5cc engines. Both wing spans are shown in their advertising (1958)

Star Shell Class " A " T/Racer.

Star Bomb 5.0cc Class "B" T/Racer from 1952

Other *Aristocrat* kits were advertised but at this stage no one can remember any kits being sold, although the late Dave Campbell did obtain one from a seller in Perth in Western Australia.

The 1958 adverts for these *Aristocrat* Star Kits, produced in South Australia, show the Starfire and Stuntstar stunt models and a picture of the Veco Redskin masquerading as one of their team racers Starshell and Starbomb - very naughty. They also listed a range of Starstreaks in differing sizes but described as beginners' models.

Central Aircraft (Melbourne)

Central Zero Semi scale and stunt? Won scale at the Australian Nationals in Tasmania in 1957?

Central Cyclone Biplane Stunt by Les Heap in about 1951

Central Centaur 5.0cc Stunt model by Ken Taylor Flies very well.

Central Whirlwind 34" W/S stunt model for 2.5cc with fixed flaps

Central Whirlwind 34" W/S stunt model with flaps

Central Aircraft did have a number of other small C/L trainers but at this stage we do not have names or plans

Montgomery Models (Melbourne)

Ramrod 48" wing span Stunt Model designed by Ian Hooper winner of many competitions from about 1957. Ian designed the model to 52" span but it was kitted to 48" due to availability of balsa to this length. Kits were produced by Ken Furlonger and Ken Taylor

Stiletto 34" span stunt model, very thick, mid wing, with excellent performance with the O.S. Max 15 without the muffler.

Bambino 26" W/S built up wing, profile fuselage. This is a good advanced trainer with an average 1.5cc diesel

Tiger 18" W/S Sheet wing, profile fuselage, beginners trainer for .75 to 1.0cc engines

Hobby Den (Melbourne)

Wolverine " A " T/Racer kitted about 1952

Super Kits (Ballarat) Accelerator Class " B " T/Racer from 1957 designed by Bob Hyde, plan drawn by Mark Wise. Don Blackam who has represented Australia in F1B a number of times over the last few years was involved with Bob and Mark and probably a few other modellers from Ballarat in producing the Accelerator and the Cutlass combat models.

Cutlass 5.0cc Combat model.

Performance

I asked Alwyn about some of these models in practice and he wrote about the Frisky. The leading edge of the wing is cut away to accommodate the fuel tank which weakened it but the model is a very good flier with an engine like the O.S. Max I & II 15 glow. These are motors which are very powerful and light. With a current engine like an O.S. 15 FP with muffler or an Enya 15 with



Montgomery Stiletto.
Montgomery Ramrod.



Montgomery Tiger.



Cutlass Combat Model by Super Kits.

muffler the Frisky needs weight in the tail, which is a little like the dog chasing its tail! As the new engines are more powerful but heavier, when you add tail weight for the correct balance for aerobatics, the wing loading goes up and you lose all the performance gain from the newer more powerful engine. The All Australian receives rave reviews in the press of the day who rhapsodise about the performance of a Merco 35 powered version in the hands of Monty Tyrell at the Nationals. It looks a capable beast from the plan but with no flaps it would be at a disadvantage flying the F2B schedule as required for BMFA Classic Stunt.

Who was the best Aussie designer? Well, I would have to name Ken Taylor, as he was associated with a number of the kit producers (Hearn's Hobbies, Aristocrat and Montgomery) and he also produced the Crescendo class " B " T/Racer and a bigger version of the Crescendo at 36" W/S.

Alwyn's notes on the Hearn Family:

There were three brothers, Keith (deceased) Jack and Bruce and I knew them all to speak to, and spoke to Jack a little while back. I was trying to obtain some information about one of their plans and told him that I (Alwyn writing) had about 45 Hearn's plans; he was amazed that they had produced so many kits. Jack left the hobby trade in the late fifties but his brothers carried on working for the firm, even after they had sold the business.

Geoff, the son of Bruce Hearn, still flies R/C Gliders with my friend John Lee in Melbourne and young Bruce (Son of Keith) flies full size A/C and still has many of the original HH plans which he loaned me many years ago to copy. I had many HH plans that Bruce did not have and we were able to help one another.

We should be able to obtain some information from some of these people. I have spoken to Jack Hearn many times. He was flying CAC Wackett Boomerangs in the Second War, and I am guessing that he is about 85 now. The Hearn family owned a DH Hornet Moth in about 1948, and I have a photo in one of my magazines taken at the Nationals with Jack wearing a Monkey mask after flying in to see the model flying.

It had been suggested to me that the Diesel Demon Mk II was the first C/L kit put out in Australia but I spoke to Ivor Stowe (Ivor F) a few years ago and he told me that there was a Diesel Demon Mk 1. Apparently the same model but with a solid sheet wing. It was designed by Noel Waldron. I know that Les Organ told me that he had one with a Mills 1.3, and that it was timed at 60 MPH.

Conclusion

I hope that this short insight will tempt some of you to try a design from "down under" to provide a little bit of new stuff for the British competition scene. I've only scratched the surface of this fascinating topic as yet, Alwyn has sent me much more material to ponder on and Les Organ has sent me a copy of one of his very early designs which has recently won a Vintage Stunt contest. However, I want to leave room for a number of plans to give you a good idea of what they look like.

Appreciation

I'd like to thank Alwyn for his considerable efforts in aid of my writing this article and also Les Organ who has supplied other plans and an idea of what the team racing scene was like in the Southern Hemisphere when we were all young.

From David Beake

dbeake@teaching.com.au

Thought I would send you a few photos of my rebuilt Westerner.

I was going to rebuild it anyway but I had a complete receiver battery failure at Coota in October and the Westerner spiraled in from a thousand feet so it sped up the rebuild process.

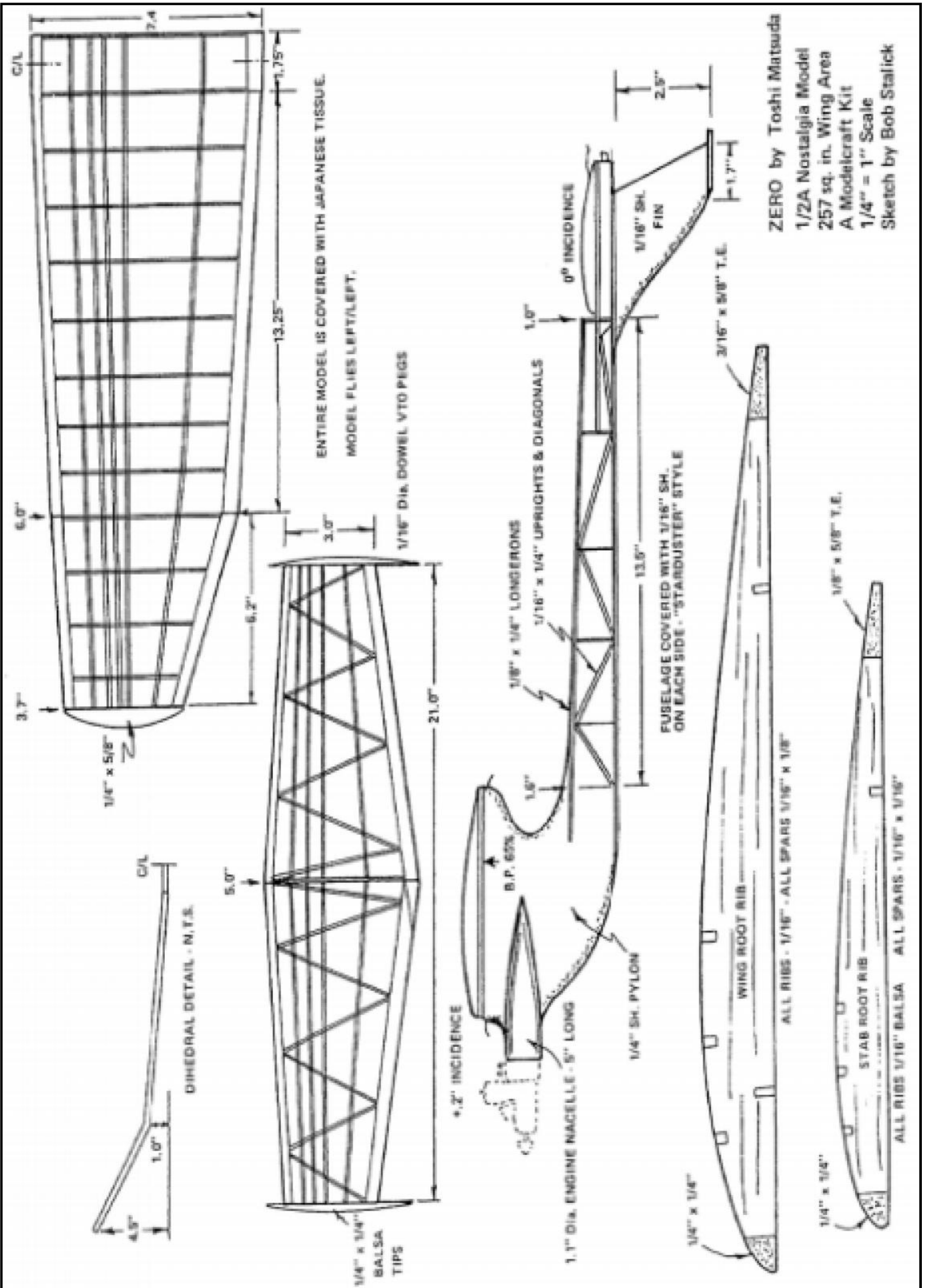
The only original bits left are the engine and the stab - everything else new.

I also went away from Polyspan and completely covered it in super monokote.

It looks great - I only have to test fly it before Canowindra.

Regards, David Beake.





67th MAAAModel Aircraft Championships
Albury/WangarattaDecember 28th 2013 through to January 6th 2014
Hosted by the VMAA

Results of Oldtimer Events at Wangaratta

2cc DURATION	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Basil Healy	265		275	300		838
Peter Condo Smith	299	214	146	259		772
Brian Stebbing	182	284	211			677
Graham Mitchell	127	227	211	204		632
Peter Scott	277	171	143			591
Jim Rae		209	164	210		583
Peter Van de Waterbeemd	68	244	99	65		411

DURATION	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Jim Rae	420	420	420		2281	3541
Steve Gullock	420	372	420	420	906	2166
Kevin Fryer	420	420	420		785	2045
Brian Stebbing	O/R	420	420	420	585	1845
Brendon Taylor	420	260	420	420	559	1819
Lyndon Clifford	420	420	420		546	1806
Don Grant	420	420	420		540	1800
Peter Condo Smith	420	420	420		Lost	1260
Basil Healy	412	420	302	420		1252
Graeme Mitchel	337	326	420	420		1177
Pat Keely	420	311	420	303		1151
Dave Paton	420	420	299			1139
Peter Van de Waterbeemd	382	325	420	197		1127
Greg Mitchell	340	278	420	L/O		1038
Peter Scott	420	420				840

TEXACO	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Peter Condo Smith	600	582	600	600	1322	3122
Robert Taylor	600	600	492	600	1206	3006
Peter Smith	600	600	544	600	1201	3001
Basil Healy	600	600	600		1131	2931
Kevin Fryer	600	600	598	600	1086	2886
Lyndon Clifford	600	600	600		1064	2864
Jim Rae	600	600	600		854	2654
Dave Paton	600	600	600		834	2634
Pat Keely	600	600	600		812	2612
Peter Scott	600	600	437	600	796	2596
Steve Gullock	600	600	600		L/O	1800
Graeme Mitchel	600	600	458	600		1800
Peter Van de Waterbeemd	512	600	581	488		1693
Don Grant	425	600	537			1562
Greg Mitchell	600	395	L/O			995

NOSTALGIA	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Peter Condo Smith	420	420	420		558	1818
Jim Rae	420	420	420		503	1763
Peter Smith	420	420	420		396	1656
Peter Scott	420	420	420		395	1655
Dave Paton	420	420	358	386		1226
Peter Van de Waterbeemd	420	397	377	364		1194
Basil Healy	403	344	420	354		1177
Steve Gullock	420	L/O				420

1/2A TEXACO	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Brian Stebbing	420	420	420		574	1834
Jim Rae	420	353	420	420	540	1800
Lyndon Clifford	420	207	420	420	503	1763
Peter Van de Waterbeemd	420	318	420	420	430	1690
Dave Paton	391	420	335	420		1231
Peter Scott	387	L/O	326	240		953
Graham Mitchell	285	230	286	277		648
Peter Smith	420	91	L/O			511
Kevin Fryer	420	L/O	71			491
Bob Smith	289	152				441
Don Grant	212	201				413
Basil Healy	L/O	402				402

38 ANTIQUE	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Peter Condo Smith	600	579	535	600		1779
Robert Taylor	404	600	480	600		1680
Lyndon Clifford	600	378	446	580		1626
Kevin Fryer	600	560	L/O	427		1587
Peter Van de Waterbeemd	259	364	600	353		1317
Basil Healy	382	388	495	342		1265
Peter Scott	324	391	491	329		1211
Don Grant	512					512
Jim Rae	L/O	498				498

GORDON BURFORD	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Peter Smith	300	300	300		942	1842
Brian Stebbing	300	300	300		828	1728
Jim Rae	300	300	300		710	1610
Peter Condo Smith	300	300	300		697	1597
Dave Paton	300	300	300		635	1535
Peter Scott	300	300	300		608	1508
Kevin Fryer	300	300	300		587	1487
Lyndon Clifford	300	300	300		508	1408
Don Grant	300	300	300		434	1334
Basil Healy	300	300	300		366	1266
Peter Van de Waterbeemd	163	300	300	300	66	1129
Graham Mitchell	300	300	300			900
Steve Gullock	200	296	300	294		1090

STANDARD DURATION	Rnd1	Rnd2	Rnd3	Rnd4	Fly Off	Total
Dave Paton	300	300	300		445	1345
Peter Van de Waterbeemd	147	300	300	300	335	1235
Peter Scott	159	300	300	297		897
Peter Condo Smith	300	300	249	267		867
Graham Mitchell	183	300	227	300		827
Jim Rae	281	300	L/O			581
Lyndon Clifford	300					300
Steve Gullock						0
Geoff Potter						0



Above: Nats Nostalgia winners - 2nd Jim Rae / PAA Packet 141%, 1st Peter (Condo) Smith / Swayback and 3rd Peter (Canberra) Smith / Ollie
Below: Brian Dowie assists Kevin Fryer with his Cumulus in Duration.
Bottom: Basil Healy receives his 1st Place trophy for 1/2 A Texaco from CD Steve Gullock. (Photos from May Smith and Don Grant)



Above: Dave Paton from Queensland hard at work during the Standard Duration Event which he won with his Playboy/OS40 combo.
Below: Busy Pits area with the very much appreciated shade umbrellas.

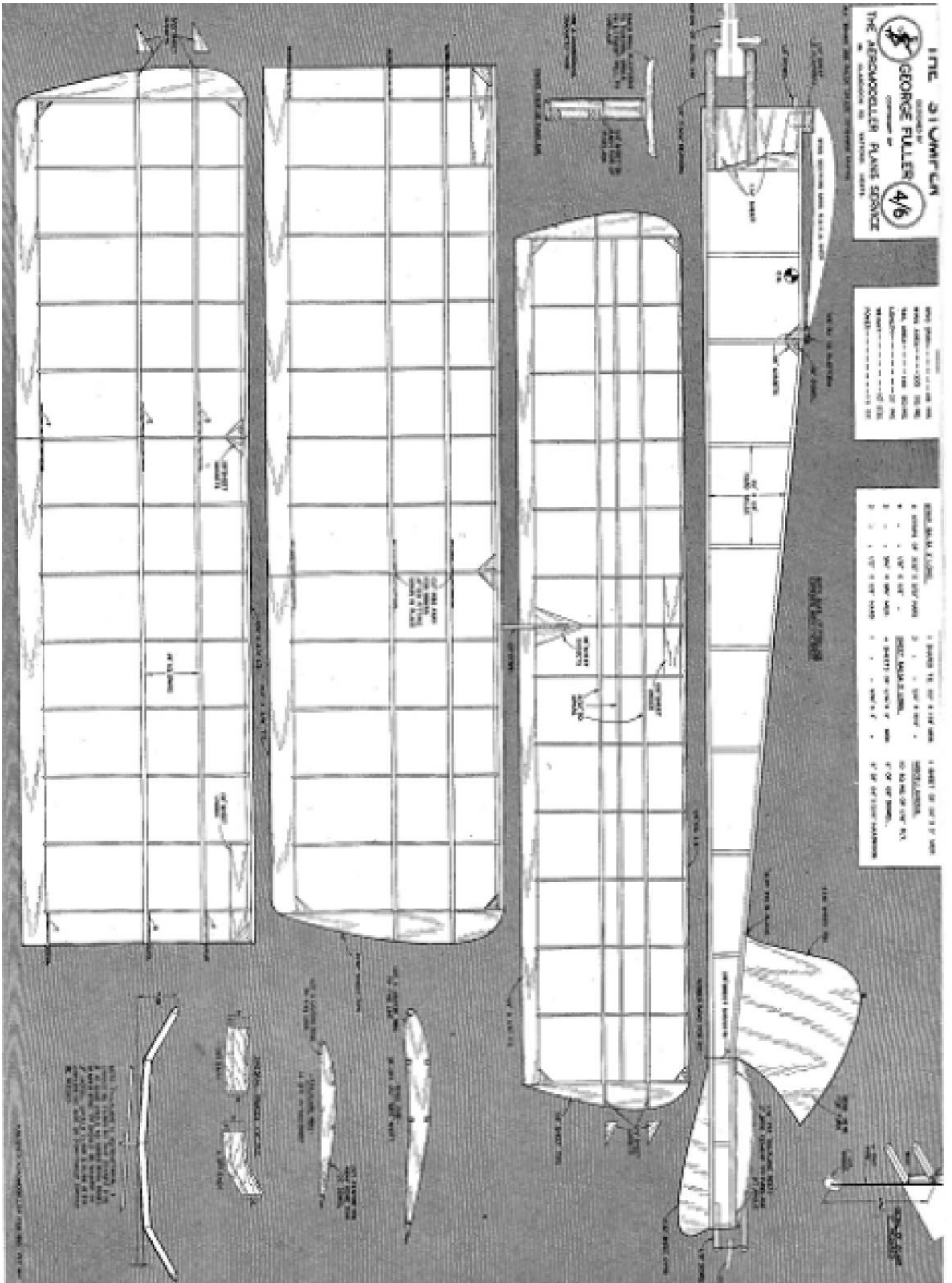


SAM 1788 Point Score Summary to Orange 2014 From Jim Rae

Competitor	Yass	Wang	Coota	Parkes	Orange	Total
1 Condo Smith	8	9	11	8	5	41
2 Grant Manwaring	7	8	9	8	8	40
2 Jim Rae	8	10	13	9		40
4 Peter R Smith	7	9	9	8	6	39
5 Peter Van de Waterbeemd	8	10	10	9		37
6 Basil Healy	8		12	8	8	36
7 Peter Scott	8		8	9	8	33
8 David Beake	7	10	8			25
9 Bob Marshall			6	8	7	21
10 Alan Brady	6			8	6	20
11 John Bradburn	6			6	7	19
12 Dave Brown			5	6	6	17
13 Darren Lydford				6	7	13
14 Geoff Potter			6		6	12
15 Jim Hardy			11			11
15 Geoff Malone		6	5			11
15 Dave Paton			11			11
18 John Diduszko					8	8
18 John Key	8					8
20 Brendon Lydford					6	6
20 Paul Nightingale			6			6
22 Brian Dowie		5				5
22 Mike Masters	5					5
22 Craig Thornton					5	5
22 Steve White					5	5

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Note: Committee members Connell, Healy, Manwaring, Rae and Scott are not eligible to win the big money.



February, 1953

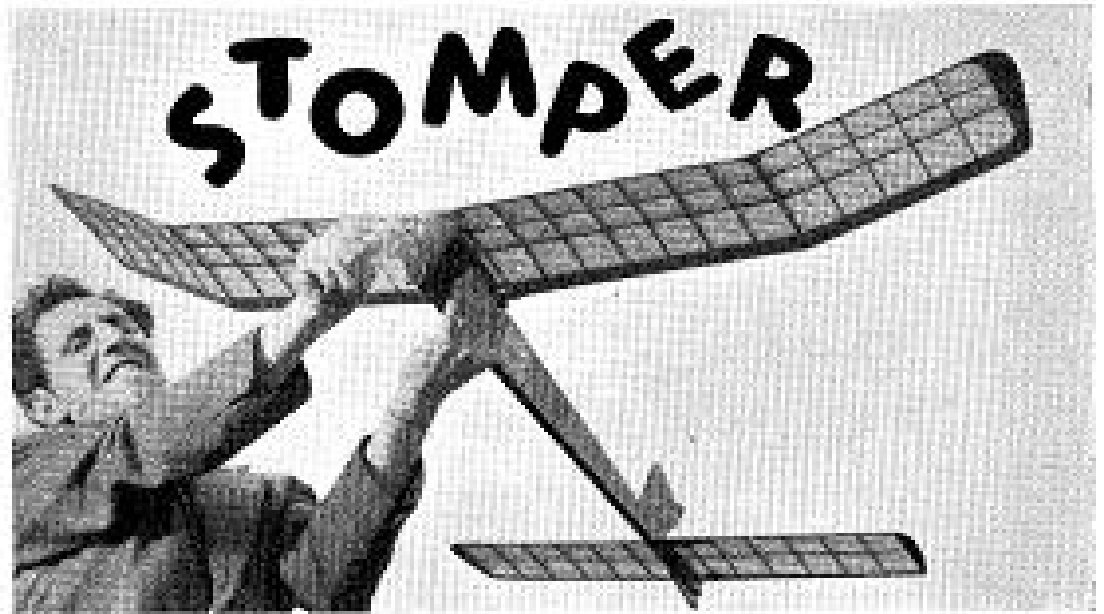
85

AERO
MODELER

AN EASY TO BUILD
EASY TO FLY
CONTEST DESIGN
FOR THE 1-5's

By
GEORGE FULLER

Founder member St. Albans M.A.C. . . . aged 23 . . . has been aeromodelling as long as he can remember . . . wife was 1951 Women's Champion . . . also a Jazz and Jive fan.



WHEN George Fuller builds a contest model, the main points he considers are: (1) Simplicity, (2) Cheapness, (3) Ease of Trimming. Stomper was therefore designed with these three factors in mind.

Three Stompers were built in 1952. All have proved to be good flyers and they were placed high in three out of the five contests entered:—

- 3rd Croydon Gala.
- 3rd West Essex Gala.
- 1st South Midland Gala.

As a good example of "Quickie" construction it is an ideal model for the beginner, and will take any engine of 1 c.c.—1.5 c.c.

Construction

Draw plan of Fuselage on 1/16 sheet balsa then pin down to flat board. Add $\frac{1}{2}$ in. x $\frac{1}{4}$ in. longerons and spacers. Cement in the $\frac{1}{4}$ in. sheet thoroughly and add engine bearers. When dry, remove pins. Do not remove from board but add other 1/16 sheet side. Then remove from board, trim off surplus balsa and sandpaper well. Cover with Lightweight Modelspan and give two coats of clear dope plus one of Banana oil.

Wing mounts can then be added, well cemented and pinned to the fuselage, then reinforced with cotton gauze for extra strength. Drill holes and add $\frac{1}{4}$ in. wing and tail fixing dowels. Then cement the tail mounts in place, making sure they are tilted up on starboard side.

Tailplane is quite straightforward and no difficulty should arise. Utmost care must be taken to see that there



are no warps (to prevent this, add a few drops of castor oil to the dope).

Mainplane. Pin trailing edge down on plan, add wing ribs then leading edge. Next, add the two top spars, leave a few minutes for cement to dry then remove from plan and cement the two lower spars in place. Sheet wing tips and the two braces are next, then repeat procedure on other half of wing. When both sides are complete, cut wing at the dihedral break, making sure one half is cut at an angle so that it will fit flush when the tip is raised. Wing halves are then cemented together, add gussets, plywood, etc., sandpaper well, cover in Lightweight Modelspan and dope.

Trimming. Owing to the tailplane being offset and at an angle, the starboard wing must be "washed in" 2".

Before test gliding, check that the C.G. is in the correct position, set trim tab over slightly right, and then gently hand launch. If glide is flat, with a slight turn to the right, everything is set for power flight.

Have motor revs. as low as possible before letting go. If the Stomper climbs to the right, everything is O.K., if not, adjust trim tab until satisfied.

The Stomper must climb and circle in the glide to the right, no down-thrust or side thrust is needed. It should corkscrew up, and whatever the position it is in when the motor cuts, it will roll out without a stall into a very flat "skidding turn" glide. The original is powered with an Elfin 1-49 c.c. and has a still air time of 4.15 secs. on 15 secs. motor run.



NATIONAL ELECTRIC "1/2A" TEXACO TEAM CHALLENGE

It's on!!!

22,493 Points, or if you like, **6hrs 14min 53 sec**.

This is the aggregate score, or flight time, of four 1/2A electric flyers, on behalf of the joint SAM 600 and VARMS supported Victorian team. Their best three flight times averaged 31 min 14 sec per flight.

After much waiting through the spring winds of October and November, we were finally able to see a possible window of reasonable conditions for the 18th of December, and it came to fruition that on the day, eight team members were able to assemble at the VARMS Field in Wantirna South, a south eastern metropolitan Melbourne field. Once the field was clear for glider flying at 12.00pm, we were able to use quite good thermal conditions for an hour or so, until the sea breeze kicked in for the main part of the afternoon, however by 5.00pm the thermals were back, and some good flight times were again achieved.

Flying saw various eligible Old Timer Designs (pre December 1948, built and flown to the MAAA National Electric 1/2A Texaco rules) take to the air. Stardusts, Lanzo Airbornes, Bomber, Red Ripper of some 340 to 380 sq. inch WA with a nominal flight weight of around 12 to 14 oz, all flew utilising the mandated 2S 460 mAh battery.



Great flight times were achieved, with Alan Mayhew having the single best flight time of 49 min, 59 sec, and Colin Collyer, the best overall score time of 1 hr. 49 min 38 sec (combined time for his longest three flights). Magic to see what talented thermal flyers can do with such simple planes built to vintage designs. All had a great time, with much banter, frivolity, camaraderie, and a quiet social time, to complete the day.

The issue now, is to not only see who can break the magic one hour flight time, but more importantly, what other state or international team can beat this score???????