



### Points of Interest Inside:

- Upcoming Oldtimer Events 2015
- From the President - Peter Scott.
- Canowindra Update Information.
- Orange Oldtimer Results, Report and Photos.
- Some early O.S. History - Don Howie.
- Oldtimer Glider - Grant Manwaring.
- Cloud Cruiser Oldtimer plan.
- Purchasing & running Brown Junior Engines.
- Ed Solenberger and his original Deezil.
- South Australia Oldtimer Comp Calendar 2015.
- The Back Page.

**Newsletter  
No. 192  
January-February  
2015**

**DURATION TIMES**

**FROM TREVOR CAREY:** Without going into the in's and out's of the organisation of the Nats to be held here in April, Jim Hardy and I have taken it upon ourselves to offer assistance to any one requiring accommodation for the period the MAAA Nationals are on.

We can both offer limited accommodation to "couples" and / or the odd single. In addition we can point those requiring accommodation in the right direction (both cost and probable availability) if they so desire.

There are camping sites available at the field (that most of the "southerners" can tell you about) but the cabins are I believe taken. Warren Hathaway has acquired one and the other has been acquired by an "unknown" person.

As you might have heard Warren Hathaway is "the organiser" for the O/T events and I know nothing else except that I won't be competing. I have just had the second of 2 cataract operations and with a 1 month recuperation period I will not have time to adequately prepare so currently the plan is to assist Jim as and where required.

Any way that is the current state of play. Hopefully we will have a good turn out but who knows. Look forward to hearing from you .

Trevor Carey. tjc240z@gmail.com

BTB In case you forgot Jim and I both live in Rosewood which is about 10 - 15 minutes from the field.

**FROM DAVE BROWN:** I have until the end of the month to move out, going to 31 Lane Street, Wallerawang, 2845, should be same home/mobile phone and email details. Will make an official announcement later and have a re-direction, but if you're sending stuff out for Canowindra, the new address, is working, now. More later, Brownny.

**FROM PETER (CONDO) SMITH:** Well nice new logo, MASNSW. Disappointed really. Given that in the last 20 or so years OLD TIMERS have been the biggest group in all national events, and we didn't even get a picture of an oldtimer on the new logo. WHAT WERE THEY THINKING, oops, they didn't think. Again well done to MASNSW. Rates right up there with the last Richmond Nats. Peter J Smith. peter\_condo@yahoo.com.au



The SAM 1788 Australia Champs are on again at Canowindra this coming Easter.  
2-6 April, 2015.  
Program and Entry Form accompany this Newsletter.



## Hunter Valley Championships

7th and 8th March, 2015.

MUSWELLBROOK

R/C Oldtimer Competition Events

Saturday: \* 10am Start - Oldtimer Glider then Nostalgia.

Sunday: \* 9am Start - Tomboy 30 Minute Scramble, 1/2A Texaco then Texaco.

BBQ both days for breakfast and lunch - Drinks, Tea & Coffee available all day.

Check the web site for entry fees, rules and other information regarding this great weekend

[www.mdmas.org.au](http://www.mdmas.org.au)

For further information contact:

Grant Manwaring 02 6241-1320 Email: [grantandmary7@gmail.com](mailto:grantandmary7@gmail.com)



Duration Times is the official Newsletter 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.

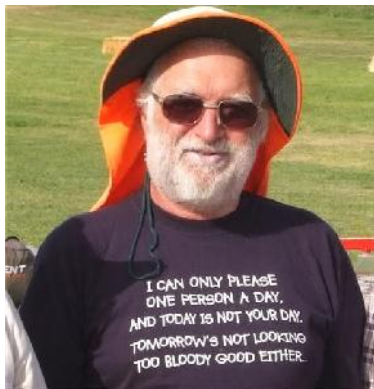
Committee Members: Basil Healy, Ian Connell.

Email for Duration Times - iwa@iinet.net.au

### OLDTIMER EVENTS FOR 2015

March	7 - 8	Hunter Valley Championships	Muswellbrook	Grant Manwaring	02 6241 1320.
April	2 - 6	SAM 1788 Championships	Canowindra	Grant Manwaring	02 6241 1320.
May	2 - 3	Veterans Gathering	Muswellbrook		
May	16 - 17	Wyong Old Timer Weekend	Wyong	Bob Marshall	02 4363 2818.
June	6 - 7	Vintagents Old Timer Meeting	Gratton Field	Dave Paton	07 3245 5991.
June	13 - 14	New England Gas Champs	Tamworth	Basil Healy	02 4341 7292.
July	18 - 19	Golden West Old Timer	Parkes	Peter Smith	0423 452 879.
August	29 - 30	Oily Hand Weekend	Cowra	Andy Lockett	
Sept	5 - 6	Coota Cup	Cootamundra	Grant Manwaring	02 6241 1320.
October	3 - 4	Eastern States Gas Champs	West Wyalong	Grant Manwaring	02 6241 1320.
Nov	14 - 15	Belconnen / NAAS Old Timer	NAAS, Canberra	Grant Manwaring	02 6241 1320.

**Note:** Wyong and Belconnen / NAAS meetings will also include electric events.



### FROM THE PRESIDENT:

Well, the ideas for attracting more fliers, floated in my last report in which I suggested some fun-fly events and asking for comments or ideas certainly received little in the way of response - as in NONE. Are any of you prepared to voice an opinion and come up with some ideas? Does anyone care if Old Timer events fade away and disappear?

We will discuss this matter and listen to any suggestions at the A.G.M., Canowindra. So, try to be there and think of how you can help to keep the Old Timer comps going into the future.

I will again donate an engine as a lucky door prize at the A.G.M.

I think that all is in place for the SAMS Champs. All much the same as last year. I will be taking some classic control liners to fly this year instead of flying Phantoms. I know that some of you have some great stunters. Peter Van de Waterbeemd has a nice Ringmaster, for example. So, some of us should try and make a better showing of these types of models. The only draw-back is how to fit them all in the transport.

I have read the New Zealand O.T. latest newsheet. A great read and an eye-opener as to what they fly. They include electric and fun-fly free-flight. A bit like the American scene. An event for everyone and anything. I note that while the options are large, the amount of fliers is not. The most entries are in the classes that are the most popular in this country.

The Americans have voted to adjust their cut-off date to 1950 for Old Timer designs. I don't disagree with this but this does not redress the age of the contestants and the diminishing numbers.

While we still can, we should promote what we do. For instance, why don't we follow up on promotional pamphlets, to be sent and given out to all clubs and handed out at events like the Veterans Gathering and the Oily Hand Day. Maybe a stand with a placard - a range of models on show with, possibly demonstration flights. A display case of old model engines, maybe a test bed to run a few of the older ones. Like most things, to achieve anything, effort and decisions are important.

Enough of beating of that drum. Whilst numbers may be down, in general, I'm sure that Canowindra will again be a great event. The West Australians miss this year and the Nationals, in Queensland, are on the following week, which may reduce entries from Queensland but I'll be surprised if the lure of our great event doesn't bring a large field of contestants. We do, after all, cater for most tastes.

Don't forget to attend the free-flight event, Vintage Power - to MAAA rules. You may also use a PB Burford 1.5cc motor. If you need help or advice give me a call. We will also run a sport model free-flight ratio event - engine run to flight time. A good Tomboy or the like would be fine. Any motor - glo or diesel.

Before this we have the Hunter Valley Champs. This has not had a lot of support over the last couple of years, but if you can attend, it is a great venue and always a friendly gathering of fliers.

Jim Rae is progressing well after his hip replacement and will be with us at Canowindra. He is keeping the club score tally sheet up to date.

Peter Scott.



## FROM THE SECRETARY.

### Update 33<sup>rd</sup> SAM1788 Old Timer Championships, Canowindra 2015

Arrangements for this year's SAM1788 Championships over the Easter period follow the same successful format as used in previous years. The program of events and entry form are included with this edition of Duration Times.

Please note there is a change of address for Dave Brown, there is a mail redirection in place but entries can be sent to the new address at 31 Lane Street, Wallerawang. NSW. 2845

For those intending to camp / caravan at Bogwood Farm, please advise Paul Farthing of your intentions prior to the event. Paul's telephone numbers are: 02 63640264 or mobile 0427640264.

On field catering for lunches by the local CWA as per last year, **Friday, Saturday & Sunday**, drinks available through the day.

Presentation diner is Sunday night at the RSL Club in Gaskill Street (main street). Dinner is 6.30 pm for 7.00pm. To assist with catering arrangements please let me know of any special diet requirements.

Please email me at: grantandmary7@gmail.com or telephone 02 62411320.

Hoping for great weather and an enjoyable 33<sup>rd</sup> championships. See you there.

Grant Manwaring.

## The 2015 PHANTOM SHIELD for Phantoms and KK Champs to be flown at the 1788 SAM EASTER CHAMPIONSHIPS on 2<sup>nd</sup> & 3<sup>rd</sup> April at Canowindra, NSW. Update from CD David Owen.

Last year, we had the highest number of entries yet in Phantom, bolstered by strong competition from interstate entries. Let's hope we see the WA entries again and that QLD flyers who have not been directly affected by the recent cyclones up there will head south once more.

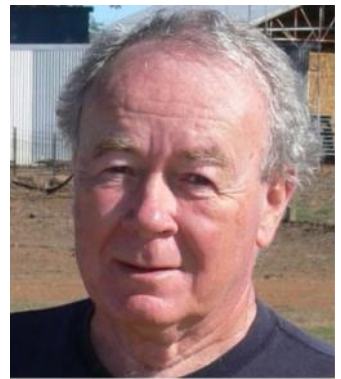
We will run the same four Phantom classes plus Champ this year. There have been no changes to the rules, which require diesels only up to 2cc capacity (Champ max .75cc), 35' lines and are timed over 12 laps from a standing start. The event will be run over 2 days to allow scrutineering for other events and the possible late arrival of some entrants. That said, it would help timekeepers if every effort is made to get your three allowed attempts in as soon as you can.

Thursday	2 <sup>nd</sup> April	Controline flying, Phantom and Champ racing	1.00pm to 4pm.
Friday	3 <sup>rd</sup> April	" " " " " " " "	9.00am to 12 Lunchtime

This year we have the situation in that the results in three of the five classes were slower than previous fastest times. The exceptions were Class 4 and Champ. The fastest time in each Class still wins that Class for the current year. But the overall winner of the Phantom Shield is the entrant who has recorded the greatest percentage increase in speed related to the highest speed ever attained in each Class. So, results in Classes 1, 2 and 3 this year are not compared to 2014 results.

The speeds to beat in 2015 are:	Class 1	54.00 mph (2011)
	Class 2	72.23 mph (2012)
	Class 3	77.32 mph (2013)
	Class 4	71.23 mph (2014)
	KK Champ	45.26mph (2014)

As always, if you are entering Phantom/Champ for the first time and not feeling too confident about your flying ability, or have some engine issues, please don't hesitate to Peter Smith or myself for assistance. There is always room on the field for other control-line flying, so bring what you have and have some fun.



## REPLY TO CONDO SMITH

From Brian Laughton

Hello Condo nice to hear your comments in the last Duration Times on Victoria's trial of shorter engine runs & fuel allocations.

To reply to your comments I don't believe that rule changes are designed to encourage new people to our hobby. I believe that they are designed to make a level playing field for ALL competitors not just the die-hards that believe they should win everything at all costs and with the current rules we are getting close to that as each time we are able to change the rules there are less changes therefore more satisfied people.

When we get new members they would fly by the new rules & would not know what the old rules were unless your die-hards tell them.

It would be good for you to note that the decision to trial the shorter runs was made at our A G M and was made by all the flyers at the September Cohuna flying meeting where a large majority of our active members were present. The vote was unanimous with only 1 no vote, I believe this is how a democratic association should run, not just have the opinions of the committee who are generally your die-hards.

The change was made not to disadvantage some but to make it more comfortable and safer for all.

You may also be interested to know that I have been contacted by S A , N S W and Queensland and they have either trialled it already with success or are going to trial it in the coming year, so maybe you are in the minority with your opinions.

I am sorry I have had reply to you in this manner but your comments to something that had nothing to do with you were very offensive.

Brian Laughton.

Contest Coordinator SAM 600

SAM1788 member SAM No 3041

**ALAN BROWN MEMORIAL OLDTIMER, ORANGE, 31 JAN -1 FEB 2015.**

Report from Peter Scott.

This event was again a top weekend. Lovely weather, great company and good flying.

First up, on the Saturday, was the Burford event. We had eight starters - or in Condo's case, non-starter, which was later put down to a fuel problem.

Bob now has a Commando to fly. Peter Van de Waterbeemd had two models - both new: an Ollie, which he flew into 3<sup>rd</sup> place, and an oversize Tomboy. This reverting to an old cabin sport model by Peter 'Condo' Smith has obviously set a trend. What next?

Grant and myself came first. Grant was awarded the trophy as .3 of a second on the watch was in his favour.

After a good lunch, put on by the Orange club, it was time for Duration. This was a bit of a disappointment for me when I discovered that I had left the wings for both my Playboys at home.

I borrowed Bob's model but couldn't get the throttle servo to work with my receiver. So, I guess that it was just not meant to be. Only two fliers in the fly-off - Brownny and Peter Van de Waterbeemd, both with Bombers. Brownny came out on top as he tends to do.

We went to the RSL club in the evening for a reasonable evening out. Good company but the food and service could be improved.

Sunday was, again, perfect in the weather department. I flew my Baby Burd in Half A and at times it was so high that all my attention had to be on the little white speck overhead and way -up.

I came out on top; Peter Van de Waterbeemd made second and Basil a far-off third. Eight flew so it is still a popular event.

After another good lunch prepared by the Orange club, it was the big Texaco event. Mostly Bombers, of course. I missed the fly-off by 3 seconds leaving only two in the battle for first place.

Alan Brady kept Grant Manwaring in second place, beating him by 13 seconds. Both used the old, reliable OS 60 four-stroke in a Bomber.

Four hours later we were home in Sydney. Thanks to Brownny and the Orange club for running the weekend and the weather gods for being so reasonable.

Peter Scott.

**Orange Oldtimer Results.**

**Gordon Burford Event**

Grant	MANWARING	Dixielander	Taipan plain (T)	900	341
Peter	SCOTT	Eureka	Taipan plain	900	341
Peter	Van de WATERBEEEMD	Ollie	Taipan BB	900	334
Geoff	POTTER	Spacer	Taipan plain	900	278
Basil	HEALY	Dixielander	Taipan plain	900	248
Bob	MARSHALL	Zoot Suit	Taipan plain	826	
Alan	BRADY	Spacer	Taipan BB	646	
Peter J. SMITH		Commando	Taipan plain (T)	DNS	

**Duration**

Dave	BROWN	Bomber 85%	Saito 56 4/	1260	447
Peter	Van de WATERBEEEMD	Bomber	McCoy 60	1260	376
Peter J. SMITH		Playboy 106%	Proffi 40 2/	1203	
Grant	MANWARING	Playboy	YS53 4/	1143	
John	BRADBURN	Playboy	Saito 50 4/	1048	
Geoff	POTTER	Swoose	Enya 53 4/	259	
Alan	BRADY	Bomber 85%	YS 53 4/	DNS	
Basil	HEALY	Megow Chief	YS 53 4/	DNS	
Peter	SCOTT	Bomber	Enya 53 4/	DNS	

**1/2a Texaco**

Peter	SCOTT	Baby Burd	1260	1266
Peter	Van de WATERBEEEMD	Lil Diamond	1260	1111
Basil	HEALY	Starsust Special	1260	650
John	BRADBURN	Lil Diamond	1260	460
Geoff	POTTER	Stardust Special	1260	
Bob	MARSHALL	Little Diamond	1212	
Grant	MANWARING	Lil Diamond	1034	
Peter J. SMITH		Lil Diamond	675	

**Texaco**

Alan	BRADY	Bomber	OS 60 4/	1800	888
Grant	MANWARING	Bomber	OS 60 4/	1800	875
Peter	SCOTT	Bomber	Cunningham 64	1797	
Steve	WHITE	Bomber	OS 40 4/	1489	
Peter J. SMITH		Bomber	Sup Cyclone	1338	
Peter	Van de WATERBEEEMD	Bomber	Saito 65 4/	1320	
Geoff	POTTER	Powerhouse	Enya 60 4/	1239	
Bob	MARSHALL	Bomber 85%	OS 40 4/	481	
Basil	HEALY	Lanzo Stick	Enya 60 4/	L/O x 2	
John	BRADBURN	Bomber 85%	OS 40 4/	DNS	
Dave	BROWN	Flamingo	O&R 60	DNS	



Above: Dave Brown relaxes as he is on his way to his win in Duration. Steve White timing, Rob Marshall observing with Basil Healy watching on.

Below: Peter Van de Waterbeemd returning with his Bomber after a successful Texaco flight.





*Clockwise from bottom left: 1. Condo preparing his Bomber assisted by Alan Brady. 2. Grant Manwaring his Bomber for Texaco. 3. Dave Brown with Steve White starting up for Texaco. 4. Peter Van de Waterbeemd about to fly Duration with Geoff Potter assisting. 5. John Bradburn starting up for Duration assisted by Alan Brady. 6. Geoff Potter on his way in Texaco with his Powerhouse. 7. Peter Van de Waterbeemd in full concentration mode in Texaco Flyoff assisted by Condo and Bob Marshall.*

**SOME EARLY O.S. HISTORY**

By Don Howie

In my last article I mentioned the M&M "High Speed" engine made in Seattle, west coast U.S.A. Many Japanese migrated to the U.S.A. west coast before the Second World War and I suspect Mr. Ogawa had friends or relatives in Seattle. I suspect he was sent the M&M engine and perhaps an Atwood Torpedo 29 also made on the west coast in 1940.

Some Americans consider the O.S. Type 10 of 9.7cc capacity to be the engine made by Mr. Ogawa in 1943, and they call it the O.S. Type 9. It has 360 degree porting with the cylinder and head combined, and uses rear induction, which could be reed type like the M&M ? All of this is very logical and I would tend to agree with them. One problem, I have never seen this engine, other than when I visited the O.S. Museum on the 4th Floor of the O.S. distribution centre in southern Osaka, quite a few years ago.

Much help was given to me by Tony Farnham when I was testing and flying the O.S. Type 9 on spark ignition about 14 years ago. He sent me the O.S. Museum sheet produced by Shigeo Ogawa in 1980, when he was still alive and running the company.

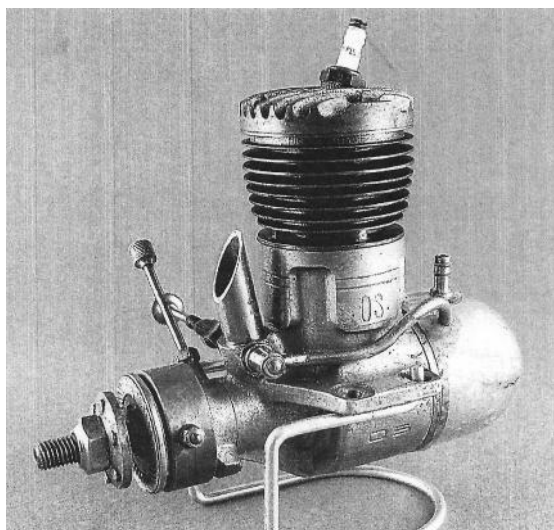


This definitely shows the front rotary engine as made in 1943. Tony started importing O.S. engines into Australia in 1953 and was second after Bill Atwood, who was importing O.S. engines into the U.S.A. from the late nineteen-forties. Australia is now the third largest importer of O.S. engines and electric motors, U.S.A. first with Germany second.

During the Second World War, Shigeo Ogawa (Japanese use the surname first, hence O.S.) formed a friendship with two other engineering types. These being Sochiro Honda and Mr. Mabuchi. When the three returned to Japan (September 1946), Mr. Honda found a number of four-stroke generators for sale, these I suspect were made by Briggs and Stratton for use in 1945 when power was not available in the larger cities. The generators gave lighting and perhaps power for a cabinet radio or radiogram with records for the Japanese people.

Sochiro Honda first fitted the small four-stroke generator engine to his wife's bicycle, this being the start of his four-stroke motor cycles. Honda never forgot the generator and he is now the world's largest producer. How does all this relate to O.S. model engines ?

Mr. Ogawa had free access to the Honda die makers they were not busy and the die casting of the O.S. engines just got better and better, no other model engine maker



**O.S. 1947 Type 12**  
Spark Ignition 360 degree porting - very rare engine. Improved development of Type 9.  
Engine owned by Tony Williams.

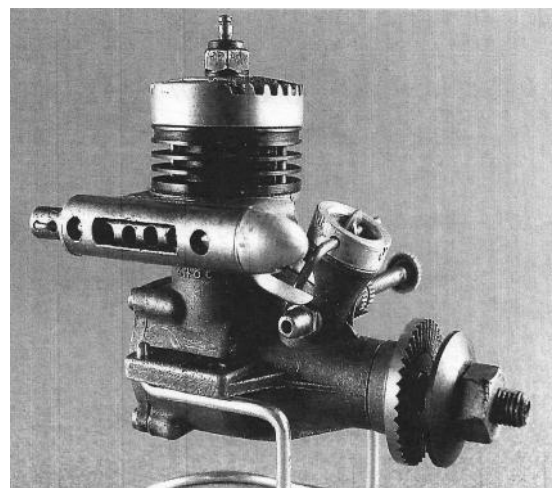
could compare (or afford) this quality.

Next we come to his other lifelong friend, Mr. Mabuchi, who saw the need for low cost, but high quality 12 volt electric motors.

The 540 size was fitted to 4 door cars and the 550 size also worked the windows on the 2 door cars with larger windows.

In the late nineteen fifties or sixties, Tony Farnam also met Mr. Mabuchi in Japan, I suspect when he was advising O.S. on its reed type radio equipment. Tony became Australian Agent for Mabuchi electric motors and his business was to sell electric motors to the makers of electric windows and later mirrors for the Australian-made motor cars.

O.S. had a major boost of sales when Ron Draper of England was the World F.A.I. Free Flight Champs in 1956 with his Crescendo model powered with an O.S. 15 Max glo engine, turning an 81/2 x 31/2 Topflite prop. This was the start of world-wide sales of O.S. Engines and the company is the longest producing, making, having started in 1936.



**O.S. MAX 15 II R/C Glo - 1958**  
Early type throttle on exhaust and intake.  
Improved development of 1955 MAX-1  
.15cu.in or 2.45cc  
Engine owned by Tony Williams.

**ENGINES FOR SALE**

- \* ROJETT 61.....had little use and in extremely good condition. Ring for details. \$ 175
- \* FOX 50 C/L.....ringed piston, muffler, direct mount spinner assy. All NIB. \$ 140
- \* CS OLIVER TIGER.....new and unrun. Feels very good. \$ 135
- \* CS OLIVER TIGER.....new and unrun. Very tight p/cyl needs careful run-in. \$ 120
- \* ENYA 15D Mk2.....excellent overall, starts and runs beautifully \$ 140
- \* COX 15 Medallion.....new and unrun, some spares \$ 65
- \* PAL LOLA 020 Diesel.....just released, save over \$50. One only NIB \$ 240
- \* DC DART 0.50cc DIESEL.....NOS from the '60s, when DC made really good engines \$ 99
- \* DC SUPER MERLIN 0.76cc DIESEL.....details as per Dart \$ 99
- \* DC SPITFIRE 1.00cc DIESEL.....details as per Dart \$ 99

Above engines are offered on behalf various vendors. Postage extra. Payment EFT.

**DAVID OWEN** (phone) 02-42272699 (email) owendc@tpg.com.au

A blonde & her husband are lying in bed listening to the next door neighbor's dog.. It has been in the backyard barking for hours & hours. The blonde jumps up out of bed and says, "I've had enough of this". She goes downstairs. The blonde finally comes back up to bed and her husband says, "The dog is still barking, what have you been doing?" The blonde says, "I put the dog in our backyard, let's see how THEY like it!

## R/C OLDTIMER GLIDER From Grant Manwaring

The revival of the Old Timer Glider event at the SAM1788 Championships saw six entries in 2010. Subsequent years have seen entries up to eighteen, with better performances and a variety of designs appearing. From reports of flyers building new models I am hoping for a good entry at this year's event.

Basil Healy has completed and flown the Balestruccio, this model the subject of John Quigley's article in Duration Times No 190. Basil reports the model performs well and seems on a par with the Nibbio design, by the same designer, that he has been flying for some time. Basil will have the model at Canowindra at Easter.

Basil has also been researching other Italian designs and has drawn full size plans for three that look promising. The designs are the Chimera, AC82 and the GF20. All designs have good proportions and wing sections and they are certainly worth a look if you are looking for a good glider. We published the plan of the GF-20 in DT 191 and will print the remaining two over the next two editions of Duration Times. Contact Basil to check out the plans, Dave Brown can do a partial kit.

I have just completed a new glider, Odenman's 1950 A2, scaled to 185% of original size. This is a Swedish design and placed second at the first World International Glider event in 1950. Not flown as yet but looks promising.

Last year's Old Timer Glider event at Canowindra saw Colin Collyer achieve a fly off score, John Quigley missed the fly off by thirty three seconds. Maybe 2015 will see a fly off in this event, let's hope so.

See you at Canowindra.  
Grant Manwaring.

**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  
31 Lane Street  
Wallerawang NSW 2645  
Email: daveb@ix.net.au  
Telephone: 02 6355-7298



Odenman's 1950 A2, 9' Wingspan.

## FROM MIKE MYERS

mikemyersgln@charter.net

Hey Dick, putting the batteries in the Walston upside down happens some time, especially if you've not used a Walston before. I've watched great FF guys like the late John Oldenkamp make that mistake with a Walston first time they used it.

(Three different guys did that at Taft with new Walstons over a two year period back in the late 80's or early 90's. Most of them were not lucky enough to get their brand new transmitters - and the airplane - back.)

Having seen that happen I was always careful to take my receiver about half a mile away and "tune" my receiver at the start of each flying day. It's not really "tuning" - it's just that my Walston receiver had three bands on it (the most common model) and each band had 10 frequencies selected by a rotary dial. You wanted to make certain that you had dialled in the correct frequency. Some guys used to make a slight pencil mark on the dial to indicate the 'centre' of their particular transmitter frequency.

Course it's easier to go half a mile away if you're using a chase bike. You just ride out to an appropriate spot. Larry Davidson doesn't bother with that; he simply takes the antenna off his receiver, and get a pretty good signal strength check from just a few feet away from the airplane/transmitter combo. Once you've "tuned" the receiver to best reception, you're good to go for the rest of the day.

## Punch Of The Day

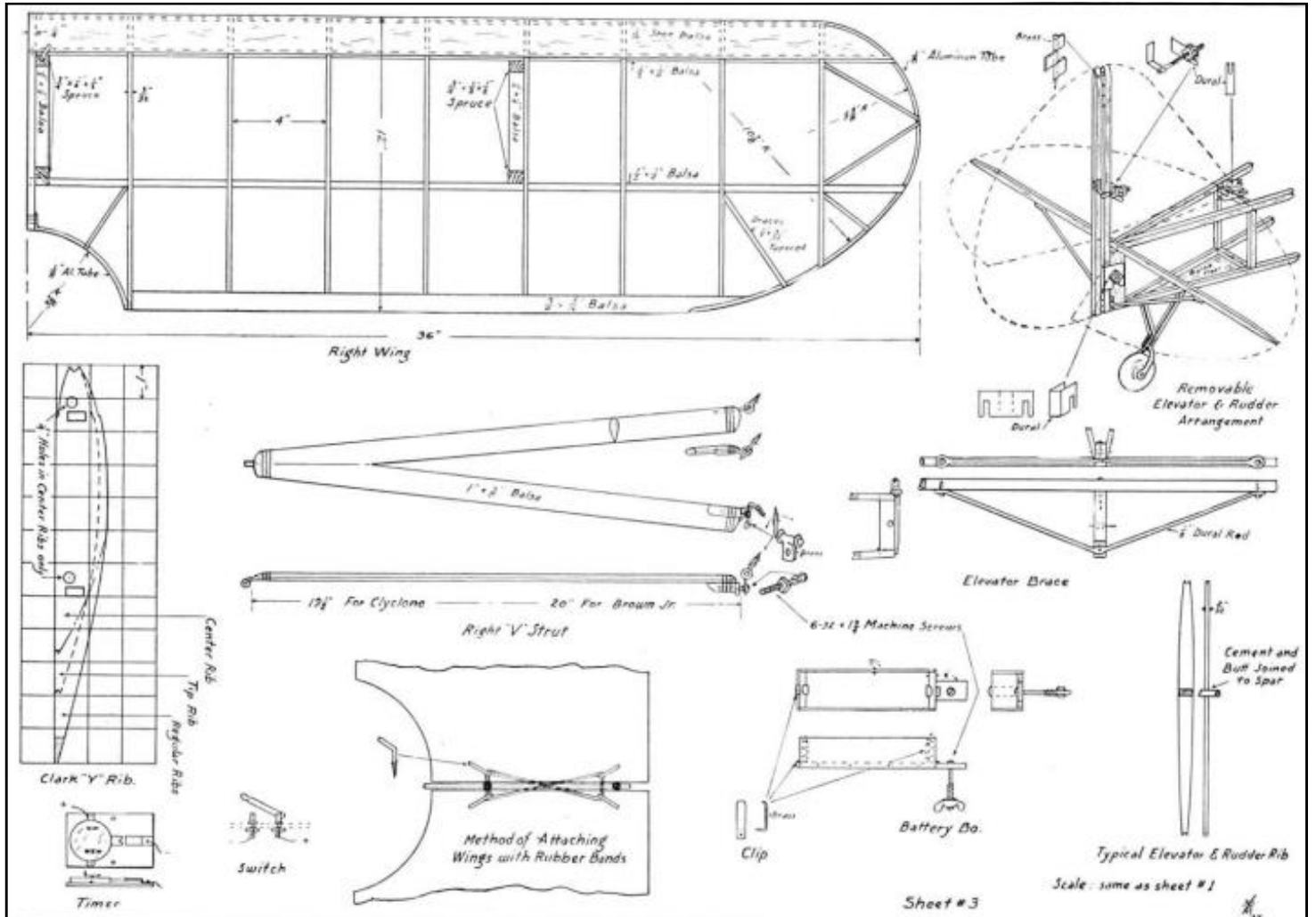
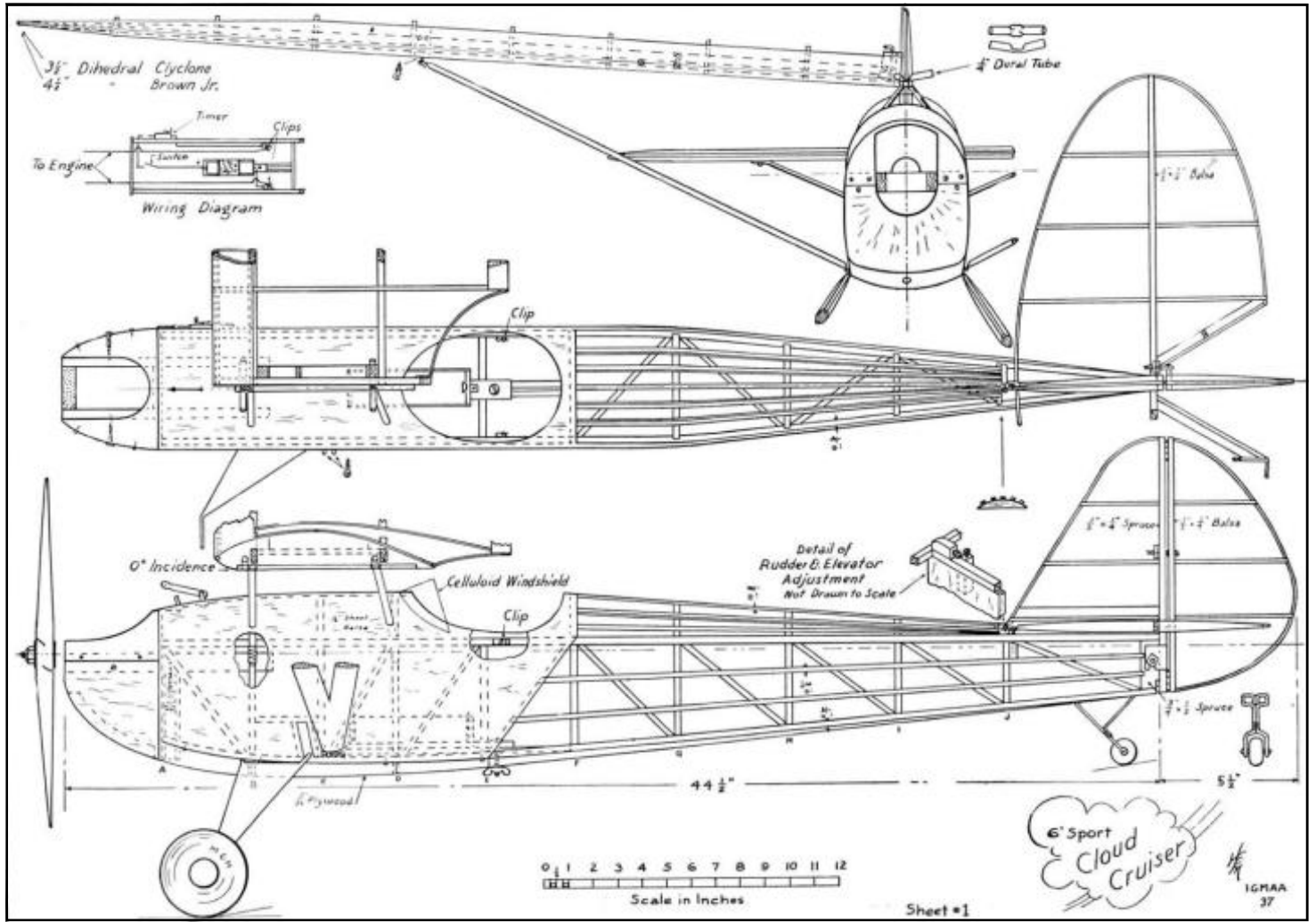
**Once A Man Asked God:**

"Why All Girls Are So Cute & Sweet,  
And All Wives Are Always Angry?"

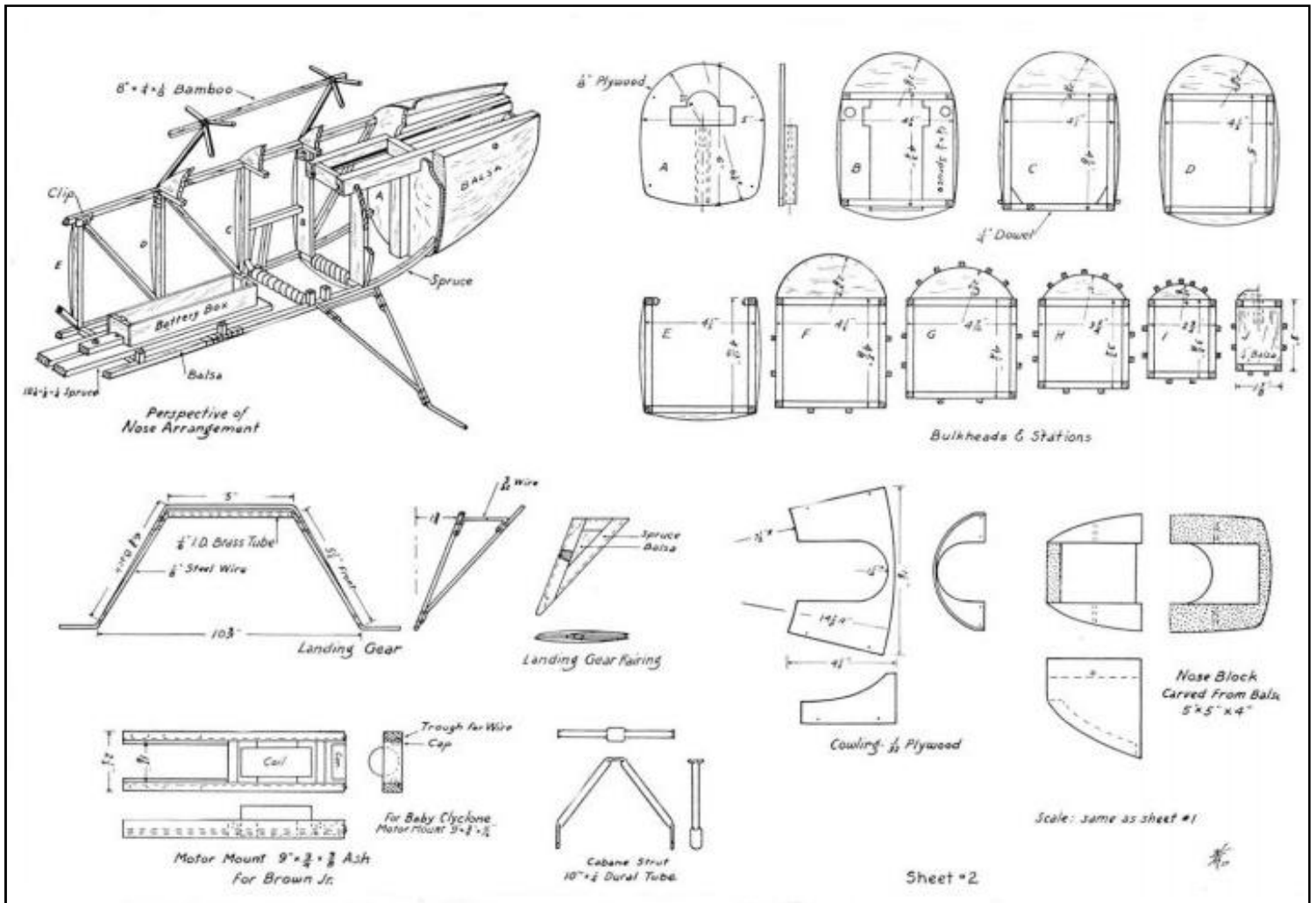
**God Answered:**

Girls Are Made By Me ...  
And You Make Them Wife's. !!!  
Your Problem ... !!!









# Cloud Cruising Gas Model



## Purchasing and Running Brown Jr. Engines

SAM Talks posting by Jim Hainen

19 May 2011

If you are contemplating the purchase of a Brown Jr. engine on eBay I would like to offer some advice.

First of all, there are basically two kinds of Browns, lapped (B models) and ringed (D models). Forget the A models, they are too few around to think about and the C model is generally a ringed model like the D. Just think in terms of B and D models for all practical purposes.

Generally a good lapped one is slightly more powerful than the ringed one. However when you buy a lapped Brown on eBay you have no idea how the compression is on the engine. This is ultra important on the Brown. When the lapped ones lose good compression they are poor runners. What is important to remember is that if you get an engine like this on eBay you are most of the time stuck with it or at best re-packing it and paying shipping charges twice. That is if the seller will take it back, most won't. Finding someone to chrome plate and refit the piston/cylinder is very difficult and if you find someone it probably will be expensive. If the seller won't guarantee that the engine has very good compression I would stay away from it.

When bidding on a ringed Brown (D model) you are much safer. If you receive a ringed D model and the compression is low and performance is poor you can send it to Ringmaster for \$25.00 plus postage, (best to send him just the cylinder, piston with rod assembly so he has less work). He will true the cylinder and fit new rings to the piston and for all practical purposes you will have an almost new ringed Brown that will run and start well.

There are two types of timers that Brown used. They both work well. The banjo model may need a shim washer to get the right point setting. No big deal. Another fix for the banjo is to simply lock the timer in about the 1:30 position at the correct distance so that the breaker points have a decent gap and close correctly. Remember the drive washer with the bump on it has to be in the correct position to fire at the right time.

Whether you use gasoline or alcohol fuel is simply a choice. More important is that you have at least twenty-five to thirty percent oil in the fuel mix. Personally I use alcohol for LER events and gasoline fuel for Texaco events. The needle setting will be a little more touchy with gasoline. Just get used to it. Alcohol fuel gives a little more power and gasoline fuel gives a longer engine run for Texaco events. For Texaco events I restrict the intake about fifty percent and retard the spark about five degrees more than I would use for LER. You can restrict the intake many ways. You can use a piece of dowel with a hole drilled in the centre or fit a custom machined plug, etc. If your intake has the knurled cap on the end use it about half open (experiment). For Texaco I like to use a filter with a separate tank and if you have a stock attached tank, be sure the tank is clean and the fuel strained. Always blow the needle valve out before a Texaco run. That's a mighty small opening. Don't use alcohol fuel in the plastic stock tank.

Props. Another choice of preference. For LER events, I like a 13/6 APC or good wood 13/6. For Texaco you might want to experiment a little. I have seen props of all size used for Texaco. I like a 16/6 wood. However I have also used a 15/6 and 14/6. I recommend a 14/6 for break-in at slightly richer setting and an additional five percent or more oil. A two to one gasoline mixture would be good. An alternate method is to use a glow plug adapter, alcohol fuel with two to one mixture, and run for about a half hour with start and stops ever five to ten minutes. This saves set up time for break-in.

I use Champion or NGK spark plugs, makes little difference. Make sure you have the thick washer for the NGK. For ignition I use both the old fashion coil and condenser system as well the newer transistor type. Makes little difference. Browns like a hot spark so do use a fully charged battery pack for each flight.

One thing though, we won't run out of Browns. There were well over sixty thousand Browns manufactured. So fly Browns with that unmistakable sound and re-create the powered flight that started powered model airplane flight. Help preserve our model history. A SAM model contest without the Brown event is just inconceivable to me.

See you at the flying field and the Champs. Jim Hainen



Brown Junior model B



Above is a picture of Don Bekins with his winning Folly.



Above is a picture of the Brown competitors with their engines. Jim is the fellow in the black T Shirt standing to our right of the person kneeling.

## ED SOLENBERGER AND HIS DEEZIL

From David Owen

Like Ed Hamler, Ed Solenberger is a member of SAM27 which is based around the famous Napa wine-growing region, a little north of San Francisco. The latter may explain why these blokes are a little laid-back and so friendly! I met Ed Solenberger in 2005 and was impressed with his building skills, both airframe and engine-wise. He may not be the first to get an original Deezil into the air, but he would certainly be one of the few!

### From Ed Solenberger:

Dear David. I hope this finds you in good health! I often think of you and your contributions! BTW, We share all the same beliefs. I thought you might enjoy this. Parts are true, some fictitious. Cheers, Ed

Over half a lifetime ago, I joined thousands of youngsters who sent their lawn-mowing money to that Great Hobbystore, Gotham Hobbies for a "Real Deezil Motor"

Each passing day seemed like a lifetime, with anxious trips to the mailbox, to see if my treasure had arrived. In due time, the small



package arrived. However, even with the help of the friendly, local chemist, who formulated what he thought was the best diesel fuel known to man, the engine refused to even try. I wrote to Gotham and never received a reply. Time passed and life went on.

A few weeks ago, I was awakened from sound sleep by the phone next to my bed. A very pleasant voice, with a New York accent, said that he had found my letter, and there was a box in the warehouse labelled "OS Pistons". He said he had always thought they were for OS Max engines, but they were, in fact over-

sized pistons for the DEEZIL and he was sending me 3 new pistons, and hoped they would fix my engine, at no charge!

Hearing my voice, my dog put her cold nose on my neck, and only then, I realized that I was sitting on bed, talking into my slipper.

Recently, I spotted what looked like the DEEZIL in the old ads. Not the ones folks are selling on EBay, but one of earliest ones. Hurray, this one was very well made, and properly fitted, so that it was capable of actually running! After adding a tank and a better prop drive, it did exactly that. Not only that, but it has flown my 1/2 size 1934 Lanzo RC 1. I have spoken with many Old Timers and none have ever seen one run, let alone fly a model. Is it possible that this an historic first?



### South Australia Oldtimer Association - Competition Calendar 2015

29 <sup>th</sup> March	1/2A, Burford, Duration.	Constellation
2 <sup>nd</sup> to 6 <sup>th</sup> April	Australian SAM Champs	Canowindra, NSW
9 <sup>th</sup> to 19 <sup>th</sup> ? April	MAAA Australian Champs	Brisbane, QLD
2 <sup>nd</sup> and 3 <sup>rd</sup> May	Combined SA/Vic State Champs	Cohuna, VIC
11 <sup>th</sup> June (Thursday)	Glider and Burford	Willunga
24 <sup>th</sup> September (Thursday)	Texaco and Nostalgia	Willunga
18 <sup>th</sup> October	Duration and '38 Antique	Constellation
12 <sup>th</sup> November (Thursday)	Glider	Willunga
29 <sup>th</sup> November	Glider and Burford	Constellation

If any events are "blown out", we will endeavour to re-schedule them at a later date at Willunga, possibly. Christmas break-up function to be confirmed later in the year.



### EARLY R/C FLYING.

From David Owen.

Though previously published, this may be of interest to late-comers to R/C, who may have no idea what preceded their fabulous switch-on and fly equipment. Blokes were flying R/C much earlier than I, but the model and R/C gear mentioned below was really the sort of thing that popularised radio-control and led, ultimately, to the sophisticated flying we enjoy now.

Single-channel R/C was both frustrating and a lot of fun! I started in 1961 with an Invader powered by an Enya 09 glow. The Tx was a secondhand ground-based HMV-Wright set made in New Zealand. I built the Rx from a design published in Aeromodeller and used an ED 2-pawl actuator in this first model. There were many flights and many crashes. Then I built another Invader and powered it with one of the new Cameron 15 Glows, a great little engine which sold for \$3.95 in 1961.

This is the model in the attached image. It is still up in the workshop! The red Dymo sticker says 'Anderson Spitfire'! What was I thinking of? Also attached is an image of the radio installation sheet, which resides in a balsa pocket in the fuse. This new model was flown with one of the new Advance Silvertone hand-held Txs and a matching Rx. Will include images of the Silvertone rig and my own home-built Rx.

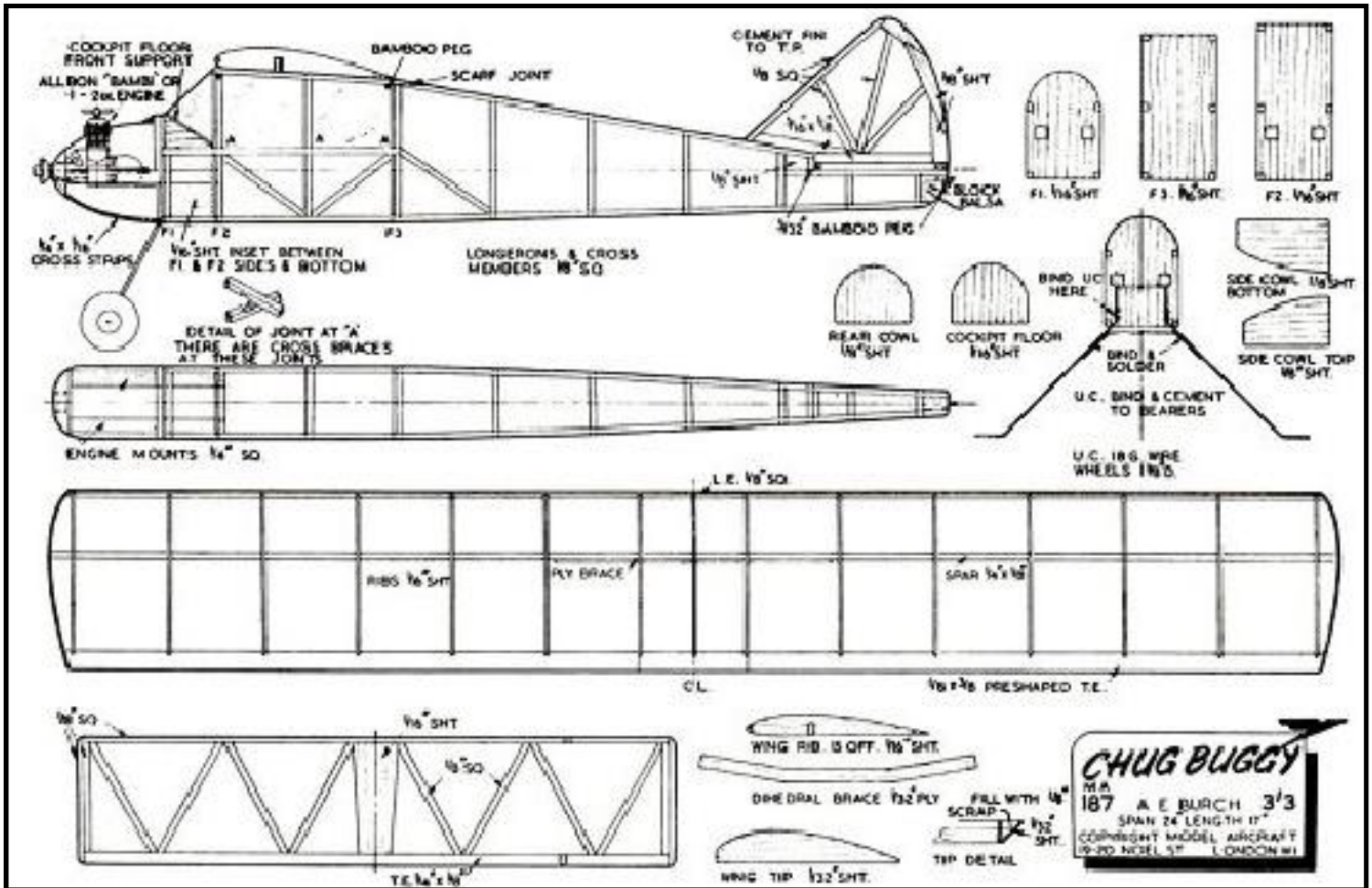
There was quite a lot of local interest in radio in those days and at least a dozen blokes would turn up on Sunday morning. These were super-regen radios and what with the time taken to tune them and the fact that only one could be in the air at the time, one didn't get too many flights in a day.

Typical conversation on the flight line would go:

"Have you got it?" "Yeah, yeah.....NO. I've lost it!" And we would leave whatever we were doing and start off after the errant model in the cars.

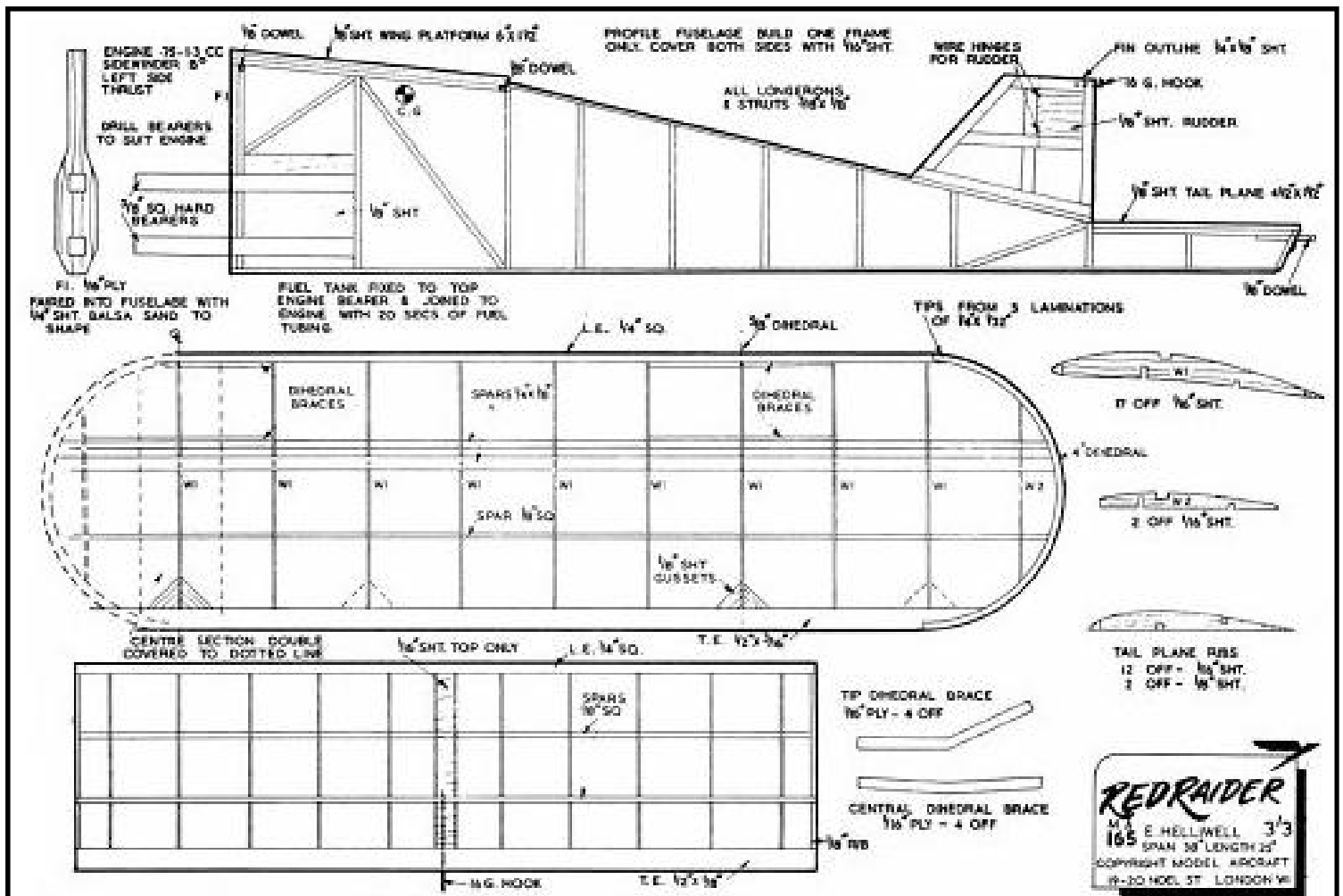
I lost my Invader once and a woman rang up about two weeks later. She said she had forgotten to ring sooner. She and her husband were sitting on the back verandah when the Invader glided to a smooth landing on the back lawn. She insisted showing me where it landed and I was horrified to see that the back verandah was completely enclosed in glass!





Above: A nice looking 24" span FF model for Bambi .1cc by A E Burch from June 1954 Model Aircraft

Below: Red Raider came out in Model Aircraft November 1953, 38" span for ED Bee and designed by E Helliwell.





This engine is pre-war design by Edgar Westbury. It runs very well on spark ignition of course, but there is a common misconception that such engines won't run on glow ignition.

The small photo shows the same engine, running as a glow, and flying my Workmate very well on a Keil Kraft 12x6 propeller and 80/20 "straight" glow fuel.

The photogenic fingers are Australian, who had noticed that the engine mount was gradually slipping out of its clamp...

In the U.K. the late John Maddaford was very well known as a maker of superb Atom Minors. Unfortunately, this engine isn't one of John's, I think his were much better, but it's still a great runner.

(This article courtesy Sticks and Tissue - James Parry Editor)



# THE BACK PAGE

## Apocalypse Glider

Here are four photos and a few words from Phil showing the model.

"Apocalypse ten foot sailplane built during war (whilst in RAF) banana shaped fuselage based on actual model built by a Free-French pupil of mine in RAF. Model exhibited at Dorland Hall 1946".



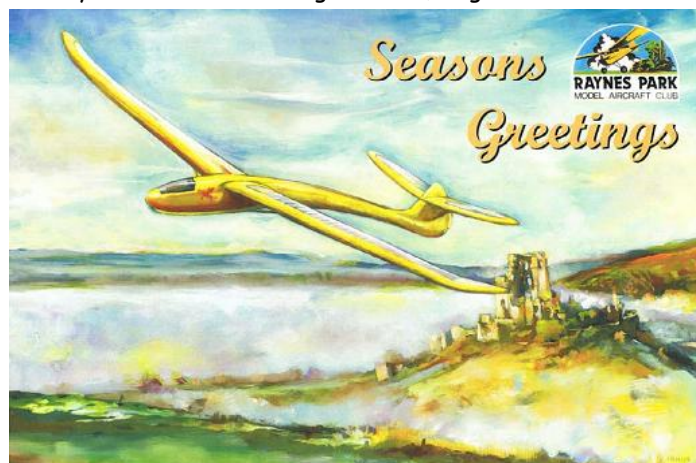
Since inclusion of the above Phil wrote the following letter to Mike Cummings:-

What a pleasant and exciting experience to see the long time "Yellow-Banana" creation adorning the face of your very much appreciated Xmas card of the Raynes Park Model Aircraft Club. You do me a great honour in accrediting the model to me after all those years, war-time in fact!

The "Apocalypse" was a bit ahead of its time, built at the expense of His Majesty's Royal Air Force at the back end of the war. I have no doubt that it was drawn out after reference possibly to an article by Alex Imrie in Vintage Corner, Aug 1984. But what I like about your lovely portrayal of the Apocalypse is its location with Corfe Castle in the background, shrouded in the low-lying morning mists. It's a romantic painting and gives me such pleasure to recall the model, not that it ever flew in such an enthralling location. You will no doubt have read the legend that went with the article, so won't repeat it here. Pity that it was that it never actually flew off a hillside, only ever towed up to altitude. If only I had waited a year or two before the advent of radio, then it might have had a different story.

As mentioned in the article, it eventually suffered a warrior's funeral in a cremation in my back garden. It was all too big and complicated to have ever been a plan for a kit, not that Veron would have ever contemplated it! But I still have the ply box, which contained the model to transport it back to Manchester where I originally lived.

The model incidentally was 9-foot span! I still have the original press photo in quarto, taken at Dorland Hall in 1946, in my Vintage files.



**FOR  
SALE**

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

**Peter Scott**

(02) 9624 1262. [qualmag@optusnet.com.au](mailto:qualmag@optusnet.com.au)

**FOR  
SALE**