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**Newsletter
Number 193
March-April
2015**

Editor for Duration Times

Our long serving and esteemed Editor of Duration Times will not be continuing in the role and we are thus looking for a member to replace him.

As Editor you will be responsible for the production and publishing of Duration Times in a form suitable for distribution via the internet as well as for the production of a hardcopy version.

A knowledge of publishing software such as MS Publisher and familiarity with an email package is a minimal requirement as well as access to the internet.

Please contact the President or Secretary (contact details on page 2)

WYONG OLD TIMER WEEKEND

WYONG RIVER MAC, SOUTH TACOMA ROAD,
WYONG

16 AND 17 MAY 2015

Saturday 10am Gordon Burford

1pm R/C Duration

Sunday 9:30am 1/2 hour Cabin Scramble,

10am 1/2 A Texaco

1pm R/C Texaco

On field Catering Saturday and Sunday (BBQ)

Information: Bob Marshall

02 4363 2818

THE NEW ENGLAND GAS CHAMPS—TAMWORTH

T.A.R.M.A.C. FLYING FIELD, OXLEY HIGHWAY,
SOMERTON

13 and 14 June 2015

Saturday 10 am Gordon Burford

followed by R/C Duration

Sunday 9am 1/2 A Texaco

followed by R/C Texaco

Get together in Tamworth on Saturday Night Catering
available at roadhouse adjacent to the field

Information: Basil Healey 02 4341

7292 or Neil Jewel 02 6760 6257

Golden West Oldtimer Competition - Parkes

Parkes Miniature Aero Club Inc. — Nelungaloo Field.

18th-19th JULY, 2015

** On field catering all day and camping on field (\$10 per adult per night)

(Campers please note—power, toilets and hot shower now available in the new amenities block)

Saturday: 9:15 Start: Gordon Burford, Nostalgia, Duration

Sunday: 9:15 Start: 1/2 A Texaco, Texaco, Tomboy Scramble

Get together in Parkes Saturday Night

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

Note: Modelers must produce a current MAAA membership card

DURATION TIMES

Duration Times is the official Bulletin of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Peter van de Waterbeemd	35 Cosham Close, Eden, NSW, 2551	02 6496-4769
Vice President:	Jim Rae	40 Garden Circle, Merimbula, NSW, 6348	02 6495-3530
Secretary:	Grant Manwaring	7 Arthaldo Court, Nicholls, ACT, 2913	02 6241-1320
Treasurer:	Paul Farthing	"Bogwood", Lockwood Road, Canowindra, NSW, 2804	02 9624-1262
Newsletter:	Peter van de Waterbeemd	35 Cosham Close, Eden, NSW, 2551	02 6496-4769
Committee Members:	Bob Marshall, Ph 02 4363 2818,	Alan Brady, Ph 02 9629 7014	
Email for Duration Times - waterbee@bigpond.com			

Oldtimer Events for 2015

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	Calvert 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 Luckett	02 6342 3054
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 Old Timer events will include Electric Oldtimer Events



From the President: Canowindra has come and gone and for the first time in many years the weather was not kind to us. Wind and rain were the order of the day on all days but one. Unfortunately some events were cancelled and many events were shortened to three rounds or less in an endeavour to complete as many events as possible. On the bright side it did allow contestants to spend a lot of time talking to one another over all manner of subjects.

I believe that the highlight of the week was the awarding of Life Membership of SAM1788 to Paul Farthing for his unfailing support of SAM1788 and for the continuing use of his property for running the Canowindra competition. The motion was unanimously supported at the AGM. Paul's wife Kim was also recognized with the award of a Certificate at the dinner.

Our long term editor of Duration Times was unable to accept the role again. Ian has given an enormous amount of himself in producing DT for over 20 years and we all owe him an huge vote of thanks for his time, his skill and his most interesting articles. Thank you Ian. There will be more on this later.

There was a change in the executive and committee at the AGM. Many thanks are due to both our past President Peter Scott and to our past Treasurer Gail Scott for their work over many years. I can't remember when they weren't on the executive. They have spent an enormous amount of time and effort in performing their duties and many of those duties were just not visible to us. Thank you Peter and Gail.

The functions at Canowindra including the BBQ and Dinner were very well run and well attended. The BBQ was excellent. At the dinner a departure from previous seating arrangements was the ladies who had organised a table all to themselves— men not invited! They produced a most interesting submission for the concourse model which highlighted the foibles of mere male modellers. See elsewhere for a photo of their submission.

I must thank those many contestants who came long distances to attend the competition from such places as Townsville, Brisbane, Adelaide, Victoria and of course our members from New South Wales. The championships were enhanced by the presence of all modellers who provided camaraderie, friendship, assistance and when necessary, misinformation. It is hoped we will see you all, plus many more, at Canowindra next year.

Ian Avery, Extraordinary Newsletter Editor by Basil Healy

Ian has finally retired from the position of newsletter editor for SAM1788. During his time as editor he has edited no less than 129 of the 192 issues circulated to date. His first stint started at No 53, May - June 1991 and lasted until No 110, March 2001. His second longer stint started at No 122, May - June 2003 and lasted until No 192, January - February 2015. Prior to his stint as editor Ian commencing at issue 53 also collated and distributed DT, so Ian has been associated with DT has been for most of its existence.

During his tenure as editor we have seen Duration Times change from the small A5 format in black and white to a full colour A4 format, available in hardcopy form or by email. His mastery of Microsoft Publisher enabled him to produce a newsletter that is equal of many professionally produced publications, and certainly one of the best in aeromodelling circles. In fact Duration Times is closer to a magazine than a newsletter.

In his quest for material for Duration Times, he established contacts worldwide with Old Timer groups and frequently used excerpts from other publications in Duration Times. This enabled members of SAM1788 to stay aware of trends, equipment changes and long lost designs surfacing in overseas newsletters.

Having produced Duration Times myself in its early days I am fully aware of the effort required to put each issue together to meet publication dates. Ian has shown a level of dedication to the task for so long that we have all taken it for granted that Duration Times will appear at the end of each even numbered month for our reading enjoyment.



Below: Texaco winners at Canowindra. Brian Stebbing with a Rambler, 2nd, Dave Brown with his Flamingo 1st and Donald McKenzie with a Lanzo Bomber, 3rd.



Above: View of pits during the Duration event on Sunday. Some of the notables are Dave Paton, Peter vdW, Paul Farthing (red cap), Jim Rae, Basil Healey, May Smith, Grant Manwaring, Brian Dowie and Don Southwell. Note the angry clouds in the background.

O/T Glider

Name	Model	Score
Basil HEALY	Balastrucko	838
Bob MARSHALL	Frog Prince	396
Ian CONNELL	DG 23	336
Grant MANWARING	Odeaman's A2	245

Nostalgia

Name	Model	Score
Grant MANWARING	Spacer OS 40H	1059
Basil HEALY	Sunstreak K&B 40	866
Alan BRADY	Creep OS 25	713
Dave BROWN	Swayback K&B 40	541

Tomboy

Name	Model	Score
Grant MANWARING	Irvine Mills .75	969
Alan BRADY		733
Bob MARSHALL		607

1/2a Texaco

Name	Model	Score
Garry WHITTEN	Baby Burd	1260 588
Basil HEALY	Stardust Special	1260 493
John BRADBURN	1941 Lil Diamond	1260 459
Grant MANWARING	1941 Lil Diamond	1005
Bob MARSHALL	1941 Lil Diamond	511



Right. John Blackburn preparing his bomber for Texaco and the unfortunate result (above) after one round in very adverse conditions. The event was cancelled after the first round. Steve White, Grant Manwaring and Dave Brown in the background.

Hunter Valley Championships 2015 Old Timer Events, From Grant Manwaring

Again Old Timer events were flown as part Hunter Valley Championships. The weekend is a mega for control line flyers with stunt, combat and racing events for various classes flown over the weekend. The speed of the combat models is something to be seen.

Entries this year were down again, this is a bit disappointing. First event was Old Timer Glider with four entries, two of them new models. Basil Healy flew the new Balastrucko into first place, Bob Marshall, Frog Prince second with Ina Connell flying the DG23 in third place. Nostalgia on Saturday afternoon with four entries. No fly off required with Grant Manwaring flying the Spacer into first place, Basil Healy second, Sunstreak and Allan Brady flying a Creep in third place.

Sunday morning we flew a 20 minute Cabin Scramble with three entries. Grant Manwaring recorded 16 minutes, Alan Brady 12 minutes and Bob Marshall 10 minutes.

Good to see Gary Whitten from Tamworth come to fly 1/2A Texaco. Was worth his while as he took out the event, followed by

basil Healy in second with John Bradburn third after a three way fly off.

Texaco event was abandoned due to the significant deterioration in the weather conditions.

Thanks to the Muswellbrook club and Matthew Leman for their assistance over the weekend.



**Society of Antique Modellers of Australia
Inc.
SAM1788**

Minutes of Annual General Meeting 2015.

Held on 3rd April 2015 at the CWA Hall, Batchford Street, Canowindra, NSW.

Meeting opened at 8.00pm with President Peter Scott as Chairman.

The Chairman welcomed all in attendance and also advised that voting within the meeting was restricted to SAM1788 members only.

Members in Attendance (As per the circulated attendance sheet)

Basil Healy, John Bradburn, Allan Brady, David Owen, Peter Van de Waterbeemd, Robert Marshall, Grahame Mitchell, Jim Rae, Warren Hathaway, Brian Laughton, Brian Dowie, Gary De Chastel, Hubert De Chastel, Paul Farthing, Mark Nelson, Brian Payne, Dave Paton, Paul Allen, Peter (Condo) Smith, Don Southwell, Peter Cutler, Don McKenzie, Geoff Black, Gail Scott, Karl Paszkiewicz, Laurie Chetter, Peter Scott, Grant Manwaring

Visitors

Colin Collyer, Kevin Fryer, Lynn Payne, Kim Turner, May Smith

Apologies

Ian Connell

Minutes of the 2014 AGM

The minutes of the 2014 AGM were published in Duration Times No 187, March – April 2014.

Moved Allan Brady, Seconded Jim Rae that the minutes be accepted. Carried.

Correspondence

The secretary provided a resume of the correspondence in and out for the previous year. This correspondence related to the ongoing activities of the association, thank you letters to host clubs and advice from the MAAA and Aeromodelling NSW. (The correspondence is held by the secretary and available for inspection if required).

Moved David Owen, Seconded Mark Nelson that the correspondence be accepted, Carried.

Reports

President's Report

The President advised SAM1788 had conducted its competition calendar for the year with generally good attendances. Entries for the 2015 Champs were good which was encouraging. He also spoke of the need to encourage more flyers into our activities.

The President thanked the committee for their efforts during the year.

Moved Peter Scott, Seconded Jim Rae that the President's report be accepted. Carried.

Treasurer's Report

Copies of the Treasurer's Report showing the financial details of the association had been circulated to the meeting. The report showed SAM1788 in a sound financial position and able to fund its ongoing activities.

Moved Gail Scott, Seconded Peter (Condo) Smith that the Treasurer's Report be accepted. Carried.

Competition Reports 2015 SAM1788 Champs

Free Flight

Peter Scott advised no free flight events had been held at this stage due to the adverse weather conditions. There would be an attempt to run them later in the weekend weather and time permitting.

Control Line

David Owen provided a report and Champ and Phantom racing. David reported that all times were slower than previous years with the exception of Class 4 where Brian Stebbing had increased the speed to 79.02 mph, an increase of 10.9%. Brian was the overall winner of the Phantom Shield for 2015.

Radio Control

Peter Scott reported that only Old Timer Glider and Nostalgia had been completed at the stage due to the weather. The remaining events would be run as per the timetable with consideration of reduced rounds to allow missed events to be included.

Election of Office Bearers

The President declared all positions vacant and requested David Owen to chair proceedings for the election of office bearers for 2015 – 2016. David Owen took the chair and thanked the outgoing committee for their work during the previous year.

President

Peter van de Waterbeemd, Nominated Dave Patton, Seconded Warren Hathaway
Peter Scott, Nominated Basil Healy, Seconded Allan Brady
The Chairman requested a secret vote, with oversight by Colin Collyer.

The ballot result was 17 votes for Peter van de Waterbeemd, 11 votes for Peter Scott.

Peter van de Waterbeemd Elected.

Vice President

Jim Rae, Nominated Peter van de Waterbeemd, Seconded Robert Marshall
Jim Rae Elected Unopposed.

Secretary

Grant Manwaring, Nominated Robert Marshall, Seconded Basil Healy
Grant Manwaring Elected Unopposed.

Treasurer

Gail Scott Declined Nomination
Paul Farthing, Nominated Mark Nelson, Seconded Don Southwell
Paul Farthing Elected Unopposed

Committee Members (2 positions)

Robert Marshall, Nominated Jim Rae, Seconded Don Southwell
Allan Brady, Nominated Jim Rae, Seconded Peter (Condo) Smith

There were no other nominations for these positions. Robert Marshall and Allan Brady elected on show of hands.

Minutes of AGM 3 April 2015 ContinuedNewsletter Editor

Ian Avery has advised he can no longer be Newsletter Editor and the position remains vacant at this stage. This situation will need to be addressed by the incoming committee.

Public Officer

This position will be held by the incoming President, under the current Department of Fair Trading rules the Public Officer must reside in NSW.

General Business

Item 1.

Meeting approval of payment of \$1000.00 to Kim Farthing for the use of "Bogwood Farm" for the 2015 SAM1788 Championships.

Moved Peter Scott, Seconded David Owen Carried on show of hands.

Item 2.

Setting of membership fees for 2105 – 2016. Committee recommends that the membership fees remain as at present, Duration Times by email \$20.00, by mail \$30.00. Moved Gail Scott, Seconded John Bradburn Carried on show of hands.

Item 3.

Meeting approval to grant Paul Farthing Life Membership of SAM1788 in recognition of his contribution to our association over many years. A background note had been previously distributed to the meeting outlining Paul's contributions and achievements in relation to SAM1788. (The background note is available from the secretary if required)

Moved Dave Brown, Seconded Mark Nelson Carried on show of hands.

Item 4.

Discussion regarding member participation in events and how to attract more flyers.

Various members provided comment on this subject, there appeared to be little support for rally type events, SAM1788 should try to get more exposure through magazines and other newsletters, including exposure to clubs and other events.

The support for our Canowindra Champs was overwhelming, many members make this their annual event and value it highly in their modelling activities. Committee have noted these comments and will take into consideration in ongoing planning.

Item 5.

Robert Marshall raised the issue of remuneration to the Newsletter Editor. This was discussed and will be left to the incoming committee to address in filling the Newsletter Editor's position.

Item 6.

Lucky Door Prize, this was won by Peter van de Waterbeemd.

Colin Collyer requested permission to address the meeting. He addressed the following subjects.

Minutes of AGM 3 April 2015 Continued

1. The eligibility of the Dixielander design in our Old Timer rules. Basil Healy will provide appropriate documentation on this model.
2. Older models receiving bonus points.
3. Height limitations, SAM600 is trialling shorter motor runs to reduce heights and make it easier for older flyers with failing vision.

Meeting Closed 9.25pm.

SOCIETY OF ANTIQUE MODELLERS

INCOME AND EXPENDITURE STATEMENT
FOR THE YEAR 1ST FEBRUARY 2014 TO 31ST JANUARY 2015

<u>INCOME:</u>	2014/15	2013/14
Membership (adult/jnr/family)	\$ 1295.00	\$ 1350.00
SAM Speaks	\$ 480.00	\$ 560.00
MAS NSW- affiliations	\$ 500.00	\$ 839.00
Regalia	\$ 5.00	\$ 127.00
Covering & plans	-	\$ 274.65
Canowindra Income 2014 (see over)	\$ 4709.00	\$ 4211.00
Tamworth Entry Fees	\$ 270.00	\$ 315.00
Cootamundra	\$ 340.00	\$ 670.00
Eastern State Gas Champs.	\$ 480.00	\$ 345.00
Parkes	\$ 595.00	\$ 347.00
MAS NSW Refund	\$ 250.00	\$ 100.00
Interest on Term Deposit	\$ 98.55	\$ 124.01
	<u>\$ 9022.55</u>	<u>\$ 9262.66</u>

EXPENDITURE:

Bank Fees	\$ 22.20	\$ 26.80
Duration Times – Postage/stationery	\$ 150.16	\$ 261.65
Duration Times – Photocopy/printing	\$ 463.55	\$ 366.00
Duration Times – Editors Expenses	\$ 98.50	\$ 104.15
Postage & Stationery	-	\$ 66.45
Canowindra Expenses	\$ 4240.40	\$ 4436.30
Tamworth Expenses	\$ 302.50	\$ 302.40
Cootamundra	\$ 215.60	\$ 497.20
Eastern States Gas Champs.	\$ 648.60	\$ 646.30
Parkes	\$ 450.00	\$ 296.00
Aero Sports Affiliation	\$ 525.00	\$ 890.50
Dept Fair Trading	\$ 52.00	\$ 84.00
SAM Speaks	\$ 798.44	\$ 561.00
Sundries –point score	\$300.00	
" - badges	\$379.50	
" - misc.	\$12.40	
	\$ 691.90	\$ 430.00
Fuel	\$ 80.00	\$ 0.00
	<u>\$ 8738.85</u>	<u>\$ 8968.75</u>
Net Profit for the year	\$ 283.70	\$ 293.91

Cheque Account 1 st Feb 2014	\$10247.81
Term Deposit 1 st Feb 2014	\$ 6714.44
Petty Cash 1 st Feb 2014	\$ 57.50
	<u>\$17019.75</u>

Total Society Funds 31st January 2015 \$17303.45

REPRESENTED BY:

Cheque Account 31 st January 2015	\$ 4152.96
Term Deposit 31 st January 2015	\$13112.99
Petty Cash 31 st January 2015	\$ 37.50
	<u>\$17303.45</u>

Canowindra 2015 Report by Jim Rae

Once again the SAM 1788 Champs were held at "Bogwood", Paul and Kim Farthing's property at Canowindra. In a break from tradition the weather was not kind with some significant wind and rain.

Thursday.

Free Flight was scheduled for first light on Thursday, however the breeze was up and so the event was postponed in the hope of more favourable conditions later in the program. Unfortunately these did not eventuate and Free Flight was not held which was a pity as this contest is the only time that my FF model is flown.

Old Timer Glider was to start at 1.00pm, however it was too windy. The wind started to drop and it eventually got underway about an hour late. The wind was fickle, changing speed and direction and it caused a lot of problems with crossed lines. The lines problems indicated a need for some organizational changes. Maybe next year. Due to the difficulties caused by the wind the event was stopped after two rounds, which was enough to provide a result.

During the afternoon the control circle was active with mainly Phantoms setting speed times. There was a bit of carnage with at least two and possibly more Phantoms being demolished. One of the accidents appeared to be due to the control lines binding on take-off which caused a wing-over into the ground and another was a structural failure where the wing and fuselage parted company, the fuselage and running engine continuing on like a rocket. Fortunately it did not hit anyone or anything.

The scheduled **Scramble** was not flown due to the wind, however it could have been flown later in the afternoon, by which time many pilots had called it a day.

Friday

The weather was still very windy, generally being above the 7 m/s limit. There was a lot of activity at the control line circle with Champs taking advantage of lulls in the wind and Phantoms flying all the time.

Nostalgia started at 11.00am and was halted after one round due to wind. Early in the afternoon the wind appeared to be moderating and a pilots meeting decided to fly Round Two so that a result could be decided and it was then decided to fly Round Three. This resulted in a five model fly-off in patchy air. Two models were down under five minutes and another two around seven or eight minutes. The winner, Col Colyer, a glider guider from way back had found good lift and proceeded to great height, where he stayed long enough to easily win. The scheduled 1/2A Texaco was not flown due to the time.

The **SAM 1788 AGM** was held in the evening and

resulted in quite a change in the committee. For the first time in a long time there was an election for President which resulted in a change at the helm, with Peter van de Waterbeemd being the new President. The rest of the committee consists of Vice President Jim Rae, Secretary Grant Manwaring, Treasurer Paul Farthing and Committee members Bob Marshall and Alan Brady. Paul Farthing was awarded Life Membership.

Saturday

The first scheduled event was **Gordon Burford** which started on time at 9.00am. For the first round the weather was fair, the breeze was moderate and a lot of max's were achieved. During Round Two the breeze on the ground increased somewhat, however at altitude it became very strong and turbulent. This caused a lot of models to land out, one even reaching the edge of the highway. Rounds 3 and 4 were flown in a strong breeze with everyone requiring down trim and occasionally down elevator to stay in the park. At the end of the rounds seven pilots had made the fly-off. Just as Round 4 ended the rain started and so the fly-off was postponed in the hope of an improvement. Unfortunately, even though there were a couple of rain free periods the cloud had dropped to below a safe flying height and so the fly-off was rescheduled for 8.30 on Sunday.

Due to the weather the scheduled **Texaco** event was not flown and was postponed to a later time if possible.

The **BBQ** was held in the evening in the workshop shed at Bogwood. Catering was by the CWA and the local Masons group and was excellent including steak, rissoles, veggies, salads and dessert. The evening was very well attended with around 50 present. The proceedings were enlivened with the flight of an extremely well illuminated model. The whole perimeter of the model was lit with LED's, with a different colour on each wing and it flew very well and did not hit anything. It was of course electric powered, but you can't have everything.

Sunday

The weather made a definite improvement. The **GB** fly-off was started at 8.30am and due to a lack of lift was over by 8.45. The air was good with only light wind but with a lot of cloud cover.

38 Antique started on time at 9.00am. It is undoubtedly one of the most interesting events with the greatest variety of models and old engines. The old sparkies put on quite a show. The lift improved during the event and a significant proportion of the entry made the fly-off **Duration** followed 38 Antique and was the usual drag race. It is interesting to see and hear the differences between the howling two strokes, the thunderous McCoy 60's and the relatively silent 4 strokes.

The weather was continuing to improve with most of the sky blue dotted with cumulus. It doesn't happen

Canowindra 2015 Report by Jim Rae Contd.

very often but during Duration there was a collision between two models. The wing of one cut through the fuselage of the other and then proceeded to continue flying with some but not terminal damage. The other, now tail-less, model made a quick return to earth, doing itself further damage. About half the field made the fly-off, which wasn't very long by Canowindra standards, the winning time being just over 12 minutes.

The postponed **Texaco** event was slotted in after Duration. When the events are so close together the difference in approach is very marked with the rip and roar of Duration contrasting with the sedate progress of Texaco. During the rounds a Bomber was released with the radio turned off. To avoid embarrassment the pilot shall remain nameless, however his initials are PvdW. The model seemed to climb better without pilot interference and reached a great height. The drift wasn't very strong and the model remained visible at height for quite some time. The model was fitted with a tracker and was not found on Sunday, however on Monday morning Peter went looking again and got a signal, so went into the farm to get permission from the farmer to look over his property. He was told that they had found it and that it was up on the front lawn. (No wonder he got a signal).

The day had by this time had become clear and hot with a beautiful blue sky and puffy white cumulus. After the overnight rain this weather brought on an insect hatch and the flight-line was engulfed in a cloud of small insects like flying ants. More than $\frac{3}{4}$ of the pilots made the fly-off which lasted more than half an hour.

The **Presentation Dinner** was held in the evening at the RSL Club. The catering was very good and it was a most enjoyable affair. There was a large group of ladies present and they certainly enlivened the proceedings.

Their voting for the Concours winner introduced some humour into the award. Their votes for "The Red One" and "The one that flew away" were most helpful. The Concours was won by Alan Brady's Commodore which is just beautiful. In order to keep all amused and the new president humble, PvdW was awarded the free flight trophy for his mastery of the sky. Lessons in the function and use of an On/Off switch were also offered.

Monday

The day dawned cold and raining. It had been decided to run the postponed **1/2A Texaco**, starting at 9.00am, however by 9.15 it was still wet and a pilots meeting decided to wait until noon to decide whether to abandon the day. By around 12.00 the weather had improved somewhat and it was decided to fly 1/2A Texaco with a single fly-off flight. This was won with a flight of $9\frac{1}{2}$ minutes.

Standard Duration followed with 3 rounds, two to count. Three pilots made the fly-off which had great lift with the models being almost OOS overhead. The winning flight was just over 17 minutes.

Due to the closing in again of the weather it was decided not to fly 2cc Duration.

All in all, despite the weather, most people seemed to enjoy themselves. The scheduled events that were not run were Free Flight, the Scramble and 2cc Duration. The on field catering by the CWA was most satisfactory and the social events were well attended and everyone seemed to have a good time. There was great attendance by interstate flyers, with representation from South Australia, Victoria and Queensland. The presence of more ladies than usual was a bonus.

Special thanks must go to Paul and Kim Farthing for the use of their property. The use of Bogwood and all its facilities, plus Paul and Kim's hospitality helped to make the Champs so enjoyable.



The ladies table at the presentation dinner. Kim Farthing (front row 2nd from right) was presented with a certificate at the dinner in recognition of the hospitality she has shown for many years as the first lady of Bogwood.

The ladies also produced a memorable assessment of models for the concours model.

Results - 33rd SAM 1788 Oldtimer Championships - Canowindra Easter 2015

O/T Glider

Name	Model	Score
John QUIGLEY	DG 42	293
Jim RAE	Fugitive	286
Dave PATON	Archangel	268
Basil HEALY	Balestruccio	229
Brian LAUGHTON	Fillons Champion	207
Bob MARSHALL	Frog Prince	197
Grant MANWARING	Odenmans	120
Peter SCOTT	Vega Gull 1	106
Colin COLLYER	Satyre	L/O
Geoff POTTER	Frog Prince	L/O
Gary RYAN	Frog Prince	L/O

Nostalgia

Name	Model	Engine	Score
Colin COLLYER	Ramrod	OS 40 H	840 818
Grant MANWARING	Spacer	OS 40H	840 489
Jim HARDY	Swayback	OS 40H	840 445
Grahame MITCHELL	KV62	OS 25	840 274
Peter van de Waterbeemd			
	Swayback	K&B 40	840 250
Michael WALSH	Hyphen	K & B 40	826
Geoff POTTER	Swayback	K & B 40	818
Brian LAUGHTON	Pencil	K&B40	795
Peter SCOTT	Jaided Maid	OS25	757
Kevin FRYER	Spacer	OS 40 H	755
Basil HEALY	Sunstreak	K&B 40	742
Bob MARSHALL	Spacer	OS 40 H	666
Dave PATON	Jumping Bean	K & B 40	666
Steven GULLOCK	Playboy	OS 40 H	659
Jim RAE	Mercury Teal	OS 40 H	646
Dave BROWN	Swayback	K&B 40	631
Alan BRADY	Creep	OS 25	622

Gordon Burford

Name	Model	Score
Peter J. SMITH	Faison PB (T)	900 925
Michael WALSH	Calypso PB (T)	900 776
Mike MOORE	Fleebo BB	900 587
Jim RAE	Amazoom BB	900 565
Brian VICTOR	Spacer PB	900 486
Peter van de Waterbeemd	Ollie BB	900 425
Alan BRADY	Spacer BB	900 278
Geoff POTTER	Spacer PB	888
Dave PATON	Stardust Spl PB	865
Warren HATHAWAY	Dixielander PB	864
Brian STEBBING	Swiss Miss BB	856
Wayne HARRIS	Eliminator PB	854
Garry De CHASTEL	Dreamweaver BB	847
Peter SCOTT	Eureka PB	845
Steven GULLOCK	Stardust Spl B/B	844
Grahame MITCHELL	Dream Weaver PB	814
Basil HEALY	Dixielander PB	777
Grant MANWARING	Dixielander PB (T)	738

Jim HARDY	Blazer Taipan B/B	735
John URRY	Swiss Miss PB (T)	707
Brian LAUGHTON	Dixielander PB	600
Geoff BLACK	Dixielander PB	600
Kevin FRYER	Atomiser PB	591
Peter CUTLER	Dixielander PB (T)	544
Mark NELSON	Creep 120% B/B	477
Paul ALLEN	Dixielander PB	430
Don HOWIE	Eureka 19 PB	300
Donald MCKENZIE	Dreamweaver B/B	L/O
Bob MARSHALL	Commando B/B	L/O

38 Antique

Name	Model	Engine	Score
Michael WALSH	Westerner	Anderson Spitfire	1200 1121
Peter SCOTT	Rec Breaker	Forster 99	1200 1037
Brian STEBBING	RC 1	OK Super 60	1200 988
Grant MANWARING	RC1	GB 5cc	1200 896
Kevin FRYER	Cumulus	Forster 99	1200 803
Brian VICTOR	Quaker Flash	ED Hunter	1200 699
Dave BROWN	Flamingo	O&R 60	1200 684
Peter van de Waterbeemd			
	Long Cabin	GB 5cc	1200 653
Peter J. SMITH	Westerner	Madewell 49	1200 574
Dave PATON	Schmaedig Stick	ED hunter	1200 122
Colin COLLYER	Red Zephyr	McCoy 60	1195
Steven GULLOCK	Polly	GB1 5cc d	1161
Jim RAE	1938 Rambler	Forster 29	1050
Alan BRADY	Commodore	Madewell 49	949
Geoff POTTER	California Chief	DC 346	895

Duration

Name	Model	Engine	Score
Michael WALSH	Stardust Spl	McCoy 60	840 729
Don HOWIE	Bomber 85%	Saito 56 4/	840 664
Peter J. SMITH	Playboy 115%	McCoy 60	840 612
Dave BROWN	Bomber 85%	Saito 56 4/	840 543
Basil HEALY	Megow Chief	YS 53 4/	840 535
Brian VICTOR	Playboy	Saito 62 4/	840 515
Warren HATHAWAY	Stardust Spl	YS 63 4/	840 502
Dave PATON	Playboy 105%	YS 63 4/	840 456
Brian STEBBING	Stardust Spl	DubJet 35	840 438
Brian LAUGHTON	Playboy	TT 36 2/	840 434
Donald MCKENZIE	Bomber 85%	YS 53 4/	840 431
Steven GULLOCK	Playboy	OS 52 4/	840 390
Kevin FRYER	Cumulus 92%	McCoy 60 spk	840 362
Garry De CHASTEL	1941 Playboy	YS 63 4/	840 350
Geoff BLACK	Playboy 105%	YS 63 4/	840 328
Jim HARDY	Playboy 105%	YS63 4/	840 312
Peter SCOTT	Playboy	Saito 62 4/	840 302
Peter van de Waterbeemd			
	Lanzo Bomber	McCoy 60	840 236
Bob MARSHALL	92% Playboy	Saito 56 4/	840 217
Colin COLLYER	Super Quaker	Rossi 40	840 190
Kent URRY	Bomber 85%	Saito 56 4/	817
Graham MITCHELL	1941 Playboy	Super Tiger 34	798

Results - 33rd SAM 1788 Oldtimer Championships - Canowindra Easter 2015 Continued

Mike MOORE	Bomber 86%	Saito 62 4/	779
John URRY	Bomber 85%	Saito 564/	719
Kim TURNER	Bomber	OS 61 4/	603
Alan BRADY	1938 Bomber	YS 63 4/	545
Peter CUTLER	1938 Bomber	YS 53 4/	491
Grant MANWARING	85% Bomber	Saito 62 4/	354
Geoff POTTER	1941 Playboy	Nelson 40	L/O

Texaco

Name	Model	Engine	Score
Dave BROWN	1938 Flamingo	O&R 60	1200 2195
Brian STEBBING	Rambler	OS 40 2/d	1200 1925
Donald McKENZIE	Bomber	Saito 56 4/	1200 1883
Kevin FRYER	Cumulus	OK Super 60	1200 1658
Steven GULLOCK	Bomber 85%	Enya 53 4/	1200 1225
Kent URRY	Bomber 85%	Saito 56 4/	1200 970
Peter J. SMITH	Bomber	OS 60 4/	1200 883
Grant MANWARING	1938 Bomber	OS 60 4/	1200 863
Warren HATHAWAY	1938 Bomber	Saito 65 4/	1200 14
Geoff POTTER	1938 Bomber	O.S. 61 4/	1200 757
Alan BRADY	1938 Bomber	OS 60 4/	1200 732
Basil HEALY	1937 Lanzo Stick	Enya 60 4/	1200 730
Dave PATON	Lanzo Bomber	OS 61 4/	1200 706
Mark NELSON	Trenton Terror	OS 60 4/	1200 701
Kim TURNER	Bomber	OS 61 4/	1200 542
John URRY	Anderson Pylon	Saito 65 4/	1200 495
Dave SAMPSON	Bomber	OS 60 4/	1200 470
Garry De CHASTEL	Bomber	Saito 65 4/	1200 116
Geoff BLACK	1938 Flamingo	Saito 65 4/	1200 L/O
Colin COLLYER	MG	OK Super 60	1179
Laurie CHETTER	1938 Bomber	Saito 56 4/	1137
Peter van de Waterbeemd			
	1938 Bomber	Saito 65 4/	1112
Peter SCOTT	1936 RC1	Burford 5cc d	1048
Jim HARDY	Lancer	Enya 41 4/d	1024
Michael WALSH	Lanzo Racer	Anderson	933
Peter CUTLER	Bomber	Saito 65 4/	L/O

1/2A Texaco

Name	Model	Score
Peter J. SMITH	1941 Lil Diamond	570
Peter SCOTT	Baby Burd	564
Peter van de Waterbeemd	1941 Lil Diamond	495
Basil HEALY	Stardust Special	442
Geoff POTTER	Stardust Special	264
Jim HARDY	Airbourne	1
Dave PATON	Stardust Special	1

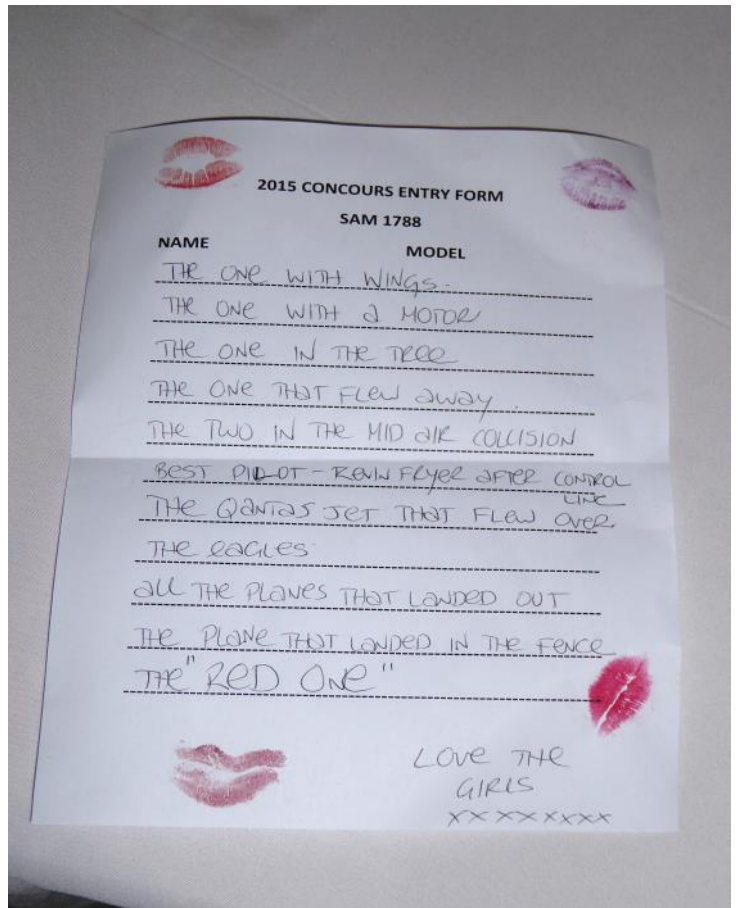
Standard Duration

Name	Model	Engine	Score
Peter J. SMITH	Playboy	Magnum 36	600 1056
Peter van de Waterbeemd			
	85% Bomber	K&B 40	600 973
Steven GULLOCK	Playboy	OS 40 H	600 660
Jim HARDY	Playboy	Webra 40	525
Dave PATON	Stardust Spl	OS 40H	300

Geoff POTTER	1941 Playboy	OS 40 H	271
Peter SCOTT	Stardust Spl	OS 40H	204

Champion Of Champions

Dave Paton



The ladies assessment of their mere male's efforts to amuse them. Got to love "the one with wings" and "the red one".

Did the Qantas jet or the eagles enter anything?



Canowindra, Tuesday Morning. Jan and Kim Turner, Paul Farthing and Karen Paton. A Hail storm brewing in the background.

The 2015 PHANTOM SHIELD for Phantoms and KK Champs, flown at the 1788 SAM EASTER CHAMPIONSHIPS on 2nd and 3rd April at Canowindra, NSW.

Numbers this year were somewhat down on the 2014 event, though entries were received from the ACT, NSW, VIC and SA. The appearance again of the very competitive WA fliers should more than make up the numbers in 2016. Despite excellent field preparation as always, the weather conditions were not so great, with some wind and rain experienced. The smaller Champs were expected to suffer badly from the wind, but this was not really the case.

Before we look at the results in detail, please take notice of the following rulings, which your committee believe is absolutely necessary following what could have been a very serious accident. This occurred when a Class 11 model disintegrated, separating the wing and control system from the fuselage. The fuselage was smashed and the engine continued unrestrained across the circle at high speed, very narrowly missing two spectators seated some 30m away, before hitting the fence behind them.

This unfortunate event exposed a basic flaw in the Mk2 Phantom design, in which the bellcrank is mounted on the wing itself, meaning that separation of the wing from the fuse in a crash can allow the heavier fuse and/or engine to continue at speed totally unrestrained. With speeds now approaching 80mph, the following rule will now apply:

ALL MK2 PHANTOMS ENTERED FLOWN IN THE 2016 SAM 1788 PHANTOM SHIELD SHALL HAVE THE BELLCRANK AND CONTROL SYSTEM RAISED FROM THE WING-MOUNTED POSITION AND FIRMLY FIXED TO THE ENGINE BEARERS.

This requirement is a practical solution to the problem of wing/ fuselage separation in the event of a crash. It will not alter the flying characteristics of the model. All new models will be built to this rule.

The addition of a ply mounting plate epoxied across the lower face of the bearers will be more than adequate. All existing models can be readily altered without major surgery, as the wing can readily be cut from the fuse and re-instated after moving the control system up to the new location.

Mk1 Phantoms already comply with this ruling. The 2015 results follow:

CLASS 1.....2 entries

1 st Peter Condo Smith	MPJ Super Atom	45.63mph
2 nd Pater Condo Smith	Deezil	42.63mph

CLASS 11.....7 entries

1 st Kevin Fryer	MVVS 2cc	70.06mph
2 nd Karl Paszkiewicz	PAW 149	45.72mph
3 rd Mark Nelson	Webra 09	39.46mph

Additional entries from Karl Paszkiewicz, Peter Condo Smith, Peter Cutler and Laurie Chetter failed to record times in this Class 11.

CLASS 111.....4 entries

1 st Peter Cutler	PAW 09BR	64.35mph
2 nd Gary de Chastel	CS Oliver Cub	59.33mph
3 rd Peter Condo Smith	Jena 2cc RV	55.37mph
4 th Mike Walsh	Jena 2cc RD	51.98mph

CLASS IV.....4 entries

1 st Brian Stebbing		Enya CX11 79.02mph
		NEW RECORD
2 nd Laurie Chetter	Fora 09	69.58mph
3 rd Laurie Chetter	Enya CX11	66.13mph
4 th Don McKenzie	Enya CX11	62.61mph

KK CHAMP.....5 entries

1 st Jim Rae	MPJet 040 Classic	47.02mph
		NEW RECORD
2 nd Peter Cutler	Irvine Mills 0.75BR	45.35mph
3 rd Peter Condo Smith	MPJet 040 Classic	40.00mph
4 th Peter Scott	Mills 0.75 (original)	36.53mph

Congratulations to Jim Rae for raising the Champ speed by 3.9% and especially to Brian Stebbing, for raising the Class IV speed by a whopping 10.9%, thus ensuring he won the 2015 Phantom Shield.

Thank you to all entrants for your courtesy in helping us get through this event in the difficult wind conditions. I look forward to running the 2016 Phantom Shield. Will we see the first 80mph flight?

David Owen CD



Too windy for competition but good weather for a Kite. Another of Peter Scott's toys.

2015 National Championships Graton Field, Calvert, Queensland, 14 to 17 April

1/A	Model	Times		38 Antique	Model	Times	
1st	Brad Turner	Lanzo Bomber	1774	1st	Kevin Fryer	Cumulus	3657
2nd	Jim Hardy	Airborne	1722	2nd	Mick Walsh	Westener	3554
3rd	Brian Stebbing	Stardust Special	1716	3rd	Brian Stebbing	RC 1	3023
4th	Mick Walsh	Stardust Special	1644	4th	Dave Paton	Carl Schmadeic Stick	2496
5th	Peter van de Waterbeemd	Lil Diamond	1247	5th	Peter van de Waterbeemd	Long Cabin	1623
6th	Kevin Fryer	Cumulus	1147	6th	Geoff Potter	California Chief	1130
7th	Dave Paton	Stardust Special	934	7th	Steve Gullock	Polly	909
8th	Doug Moody		877	8th	Doug Moody	Miss America	224
9th	Geoff Potter	Stardust Special	538				
Standard	Model	Times		Open Texaco	Model	Times	
1st	Steve Gullock	Playboy	1551	1st	Mick Walsh	Lanzo Racer	3816
2nd	Mick Walsh	Stardust Special	1526	2nd	Steve Gullock	Lanzo Bomber 85%	3591
3rd	Dave Paton	Stardust Special	1289	3rd	Brad Turner	Lanzo Bomber 85%	3536
4th	Peter van de	Lanzo Bomber	1184	4th	Brian Stebbing	Rambler	2954
5th	Jim Hardy	Playboy	837	5th	Kevin Fryer	Cumulus	2416
6th	Geoff Potter	Playboy	778	6th	Dave Paton	Lanzo Bomber 85%	2341
7th	Kevin Fryer	Cumulus	521	7th	Warren Hathaway	Lanzo Bomber	2269
				8th	Doug Moody	Lanzo Bomber 85%	2216
				9th	Geoff Potter	Lanzo Bomber	1898
				10th	Robert Mercer	Lanzo Bomber	1800
				11th	Paul Nightingale	Gas Bird	1742
				12th	Peter van de Waterbeemd	Lanzo Bomber	1711
				13th	Jim Hardy	Lancer	1602
				14th	Grant Whittome	Lanzo Record Breaker	1431
				15th	Victor Whittome	Lanzo Record Breaker	1078
Open	Model	Times		2cc Duration	Model	Times	
1st	Brad Turner	Playboy	1812	1st	Warren Hathaway	Kiwi	808
2nd	Mick Walsh	Stardust Special	1795	2nd	Peter van de Waterbeemd	Stomper	781
3rd	Steve Gullock	Playboy	1794	3rd	Mick Walsh	Perdicto	663
4th	Warren	Stardust Sp	1764	4th	Bruce Ramsay	Red Wing	374
5th	Dave Paton	Playboy 105%	1745	5th	Kevin Fryer	Atomiser	102
7th	Brian Stebbing	Stardust Special	1721				
8th	Paul Nightingale	Megow Ranger	1675				
9th	Kevin Fryer	Playboy	1344				
10th	Geoff Potter	Playboy	1260				
11th	Jim Hardy	Platboy	1236				
12th	Peter van de	Lanzo Bomber	1200				
13th	Robert Mercer	Lanzo Bomber	969				
14th	Brian Dowie	Playboy	961				
15th	Grant Whittome	Lanzo Record Breaker	925				
16th	Victor Whittome	Lanzo Record Breaker	732				

They start with RC and work their way up to Free Flight "



"Sie fangen mit RC an und arbeiten sich zum Freiflug hoch..."

2015 National Championships Graton Field, Calvert Qld 14 to 17 April Contd.

Gordon Burford		Model	Times
1st	Peter van de Waterbeemd	Ollie	2636
2nd	Mick Walsh	Calypso	2454
3rd	Brian Stebbing	Swiss Miss	2308
4th	Steve Gullock	Stardust Special	2114
5th	Dave Paton	Stardust Special	1278
6th	Kevin Fryer	Atomiser	1178
7th =	Geoff Potter	Spacer	900
7th =	Jim Hardy	Blazer	900
9th	Doug Moody	Spacer	280
Nostalgia		Model	Times
1st	Mick Walsh	Hyphen	1749
2nd	Kevin Fryer	Spacer	1608
3rd	Jim Hardy	Swayback	1234
4th =	Steve Gullock	Playboy	1164
4th =	Peter van de Waterbeemd	Swayback	1164
6th	Paul Nightingale	Goldberg Blazer	1077
7th	Geoff Potter	Swayback	891
8th	Dave Paton	Jumpin Bean	881
9th	Brad Turner	Swayback	853

The largest entries were in Duration and Texaco with a maximum of 16 and 15 entries respectively. Perhaps a little down in numbers but the event was run just one week after Canowindra and that may have taken a toll.

There were entries from SA (one), Victoria (three), NSW (two) with the remainder from Queensland.

The events were well run by CD Warren Hathaway with the usual assistance of the competitors. There was only one fly-away but Wassa has his model back now. Altogether a most enjoyable gathering. Many thanks to the ladies for their food preparation and to Chris Graton for the use of the field.



Distinctive 2015 National Championship Trophies with 68th Nationals Posters in the background

Old Timer Nationals 2015

By Peter van de Waterbeemd.

The Old Timer component of the 2015 National Championships was held at the Calvert Field, just West of Amberley a week or so after Canowindra. Activities commenced on Sunday with registration and checking of model weights followed by a BBQ compliments of the Nationals Committee. Thanks go to the ladies (including Dave Paton) for the preparation of the feast.

There were eight events flown over the next four days (glider was not flown), one on each morning and afternoon. From the onset the weather was perfect, a little breeze with no rain and with temperatures generally in the high twenties.

The Calvert field has been especially developed for modelling with meeting facilities, powered camping with amenities, BBQ and cooking facilities and covered pit areas. All very comfortable.



Lineup of contestants for Gordon Burford. A number of well known faces including amongst others from left Peter van de Waterbeemd, Geoff Potter, Kevin Fryer, Jim Hardy, Dave Paton, Steve Gullock, Warren Hathaway and Brian Stebbing. Mike Walsh was late for the photograph as he was watching Peppa Pig with his daughter — oh how the mighty have fallen!

Sunshine State Champs

Calvert Field (Bourkes Rd West),
Calvert, Qld

6,7,8 June 2014. 9:30 am Start

Events: **Saturday: Burford, Open Duration**
Sunday: 1/2A Texaco, Open Texaco
Monday: Nostalgia, Standard Duration
Tomboy Scramble! Two ½ hour sessions!

Please note: there is a noise limit of 98 dBA on the field which will be enforced. Unfortunately, this means no McCoy's or antique sparkies without effective mufflers.

Electric Flyers will be welcome and we will run electric alongside the equivalent power event.

Events to be flown to MAAA 2013 Rules.

This field has excellent facilities and is located within one hour of Brisbane, near the city of Ipswich.

Camping on field (\$10/tent or van/night) with power and shower, toilet and kitchen facilities included.

There is a limited number of cabins available which have beds for 2-4 for about \$30/cabin/night. Book these early! Hotel accommodation is tight at this time because of a major car event in the area. If you prefer this style accommodation within half hour drive of the field, please get in touch with Jim Hardy for assistance (07 5467 9856) and book early! A bit like Canowindra in this respect.

We will have a BBQ on the field at least one night. There are several local choices for pub meals, pizza, etc. Hope to see you all there!

Mick Walsh av8rmick@gmail.com

CRESCENDO, O.S. MAX 15 GLO

By Don Howie

In my last article (last paragraph) I mentioned that Ron Draper, who was the Secretary of the Coventry D.M.A.C. in England, won the F.A.I. Free Flight 2.5 cc Power World Championships in 1956, using an O.S. Max 1 (.15 size) engine. Ron was 26 years of age at this time and spent three weeks prior to the event, building his "Crescendo" model which was intended as a back-up model.

The most popular engines used at the 1956 World Champs (Cranfield, England) were 22 - Webra Mach 1 diesels 2.47cc, 19 - K&B Torpedo 15 Glo's 2.43cc and 14 - Oliver Tiger 2.49cc Diesels. Only 2- O.S. Max 15 Glo's 2.47cc were used.

I will quote the power output and weight for the above four engines in 1956:

Webra Mach 1 diesel, .2175 bhp at 16,700 rpm, 4½ ozs.

K&B Torpedo glo, .26 bhp at 15,000 rpm, 3¾ ozs.

Oliver Tiger diesel .31 bhp at 14,000 rpm, 6 ozs.

O.S. Max 15 glo, .27 bhp at 15,000 rpm, 3½ ozs.

The first engine report for the Japanese O.S. Max 1 glo by Peter Chinn was in December, 1955, Model Aircraft Magazine and I suspect Ron Draper read the report and decided he would try and

obtain this engine, as it had a weight advantage (power to weight) over the popular competition engines.

It seems from the photo shown that he did not make the nose long enough and needed to add 2 ounces of lead behind the fibre radial mount, held by the 4 longer backplate screws, to balance the model and gone was his engine weight advantage.

Next we come to his "Crescendo" design that had 480 sq.inches of wing area, larger than many previous 2.5cc F.A.I. designs.

Ron used a vertical take off (V.T.O.) with 3 points on the fin and tail, the model seen climbing away in the photo! Only plan of this model was a small drawing in the October, 1956, Aeromodeller and the model is legal to fly in our SAM Vintage Free Flight or 2.5 cc Burford events in Australia.

I met Ron at the S.A.M. 1066 Champs in August, 2006, the 50th Anniversary of his World Champs win, this organised by my friend David Baker in the U.K. It was not the original model but the engine and prop 8½x3½ Topflite wood was from back in 1956.

Ron was now 78 years of age and flew the model on the day. I note the drag tab was as the original and would give the model a right turn on the glide. I suspect that flying free flight keeps you young, if you can fly on close cut grass at the old British airfields.

The model looks to have a slightly longer nose, to avoid adding nose weight.

Next we come to South Australia and the "Crescendo" is currently the most popular Burford 2.5 models and they win all the contests over here. In the photo is (left) Chris Britcher 3rd place, (centre) Dave Markwell 1st place and (right) Ray Bobrige with 2nd place. The 4th place was Bill Britcher also flying a "Crescendo" (not shown).

The model has a fantastic glide, and is very easy to fly under power. The long, thin fuselage can break easily if not strong enough with some very thin ply and it can be hard to fit in the radio gear in the small fuselage. Most people use the plain bearing engines, but the B.B. Taipans



Ron Draper and Crescendo. See article in Aeromodeller Annual 1956 p32



make the model easier to balance.



SAM POINTSCORE 2014/2015 - PROGRESSIVE RESULTS*Note: Committee members Healy, Marshall, Manwaring, Rae and Scott are not eligible to win the big money.*

Name	Parkes	Cootamundra	Wangaratta	Belconen/Yass	Orange	Muswellbrook	Canowindra	Wyong	Tamworth	Total
Peter Scott	10	8	9	6	7		13			53
Peter Van de Waterbeemd	10	8	9	6	8		11			52
Grant Manwaring		8	9	6	8	8	10			49
Basil Healy	9	8		5	8	7	10			47
Peter J (Condo) Smith		7	8	6	8		14			43
Bob Marshall	5	7		6	7	7	8			40
Geoff Potter		7		5	8		12			32
Alan Brady	9				7	6	9			31
Dave Paton		8	9				12			29
Jim Rae	10		9				9			28
Dave Brown	7				6	5	8			26
John Bradburn	5				7	5				17
Peter R. (Canberra) Smith	8		6							14
Grahame Mitchell	5						7			12
Ian Connell	6					5				11
Peter Cutler							10			10
Jim Hardy							10			10
Gary Whitten	5					5				10
David Beake	9									9
Brian Laughton							9			9
Gary de Chastel							8			8
Darren Lydford	8									8
Mark Nelson							8			8
Geoff Black							7			7
Warren Hathaway							7			7
Craig Thornton	7									7
John Urry							7			7
Brian Dowie			6							6
Mike Moore							6			6
Paul Nightingale		6								6
Kent Urry							6			6
Paul Allen							5			5
Laurie Chetter							5			5
Wayne Harris				5						5
John Manwaring				5						5
Karl Paszkiewicz							5			5
Gary Ryan							5			5
Steve White					5					5

Note that Peter van de Waterbeemd is also now not eligible for "the big money"

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THE BACK PAGE

Hi,

At the Sam champs last Easter I had two models crash. First one was due to lines being tangled and inhibiting up elevator .

The second was much more serious, as the model disintegrated in flight sending pieces off on a tangent . The potential for disaster was huge .

I think we need to make some changes as the models are going faster now. On the Phantom plan the bellcrank anchor plate is glued to the top of the wing and between the fuselage sides. In my view, this needs changing to make the model safer. In the latest two models that I have built, I have glued the bellcrank anchor plate to the bottom of the engine bearers which extend to the back of the wing. See enclosed pictures . The modification is to keep the engine and bearers attached to the lines should the wing fall off ,and keep the heavy engine in the circle!

The model flying apart also highlights the need to put a barrier in front of David as he sits in his chair timing the flights.

Several iron post driven into the ground with 2 inch square mesh on front should afford some protection . Regards Condo



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Everyone with a love for aircraft will appreciate this fantastic true story. It shows that performing actual TEAM-WORK can accomplish volumes. It is 16 minutes in length and worth every minute. Enjoy.

https://www.youtube.com/embed/9ruArctYYbM?feature=player_detailpage

Cowra Oily Hand Diesel Days Cowra MAC

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

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



at
Milroy Field

(Bangaroo Quarry Road
off Canowindra Road)

28th-30th August, 2015.

It is proposed that a 30 minute R/C Scramble as per the current SAMs rules will be run on Saturday afternoon followed by a Free Flight Scramble. So come and have a look at Oily Hands and compete in the Scramble