



Points of Interest Inside:

- Upcoming Oldtimer events.
- From the President
- Wyong results and photos
- Tamworth results and photos
- SAM 1788 Point Score final 2015 scores.
- Taipan 2.5cc Series 13.
- The Back Page.

**Newsletter
Number 194
May—June
2015**

**DURATION
TIMES**

Comments from Karen Paton on their recent visit to Mt Borah and Wyong. It doesn't get any better! "Between the two comps we spent a few days at Mt Borah for the boys to slope soar. It is a magical place and this year the weather was spectacular as far as I was concerned because it was much warmer than it normally is. There were also Paragliders still there and I found them amazing to watch. The Tamworth comp was even better than normal. For a small club they have some amazing workers. We arrived to find a brand new fire pit made from a beer barrel to keep us warm. And a whole trailer of fire wood was sitting there waiting to be devoured. The on field catering was a bit special. As well as the usual BBQ there was also Gary Whitton's Mum chicken casserole and rice and some very yummy home made cakes and slices."

Golden West Oldtimer Competition - Parkes

Parkes Miniature Aero Club Inc. — Nelungaloo Field.

18th-19th JULY, 2015

**** On field catering both days and camping on field (\$10 per person per night)**

(Campers please note: power, toilets and hot shower are now available in the new amenities block. Please let John Watson know (0427 522 920) if you intend to camp so he can open up Friday night)

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

Sunday: 9:15 Start: ½A 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

Cootamundra Oldtimer Weekend

The Coota Cup

4—6 September 2015 at the State Flying Field—Cootamundra

Friday 4 September

1:00 pm Informal Old timer Model Flying, not part of the Coota Cup

Saturday 5 September

9:30 am Gordon Burford Event followed by Duration

A social dinner at the Central Hotel, Parker Street, Cootamundra

Sunday 6 September

9:15 am Cabin Scramble, 10:15am 1/2 A Texaco followed by Oldtimer Texaco

**** All events will be run to MAAA 2013 rules ****

Information: Grant Manwaring 02 6421 1320 grantandmary7@gmail.com

Duration Times is the official Bulletin of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA INCORPORATED

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	

Oldtimer Events for 2015

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: How quickly the weeks pass. There have been two well attended events at Wyong and Tamworth with full cards flown at each event. See the reports inside. Some members also attended the Sunshine State Champs at Calvert Field in Queensland and followed up from there for some slope soaring at Mt Borah. You have to admire their stamina and determination to commit aviation!

Thank you for those who have enquired regarding my rotor cuff operation. The surgeon has assured me all is going well but I'm sure that it did not take as long to heal on the previous repair on my left shoulder. Anyway I am out of the sling and will be attending Parkes in mid July.

There have been some discussions regarding next year's Nationals which will be conducted in NSW. SAM 1788 has been asked to take part in the running of the Old Timer events and we are looking into this.

I had the opportunity to attend a "fly in" at the NAAS field in Canberra last week and came away even more impressed that the first time I visited the field. This will be the field used for the November Belconnen/NAAS event and this is a great venue and I urge all to attend. The catering was superb as well as the amenities. Highlight was a 115 cc tug towing a huge 1 to 2.5 scale ASK 21 glider. The model was over 6.8 metres wingspan and around 3.5 metres long. Also on display was a \$5000 quadcopter with all known bling which even raises its landing gear to move it out off the way of the camera for full 360 degree panoramic videos. Model was on GPS hold, absolutely stationary, for filming.

Don't forget Parkes on 18 and 19 July. Please let Grant or me know if you are attending so we can let the Parkes club know for catering purposes.

I will be in Scotland for the month of August so the next edition of Duration Times will be delayed until after the Coota Cup. I have been unable to find model aircraft or model engine distilleries over there but another type keeps cropping up in google searches. I may have to visit those instead. Number one wife however has discovered all manner of castles and cashmere vendors. Keep safe!



Secretary's Report

The tasks I undertake as secretary concern the back office detail and record keeping required to run SAM1788 effectively. It also involves liaison with various host clubs for our Old Timer competitions, assistance with material for Duration Times and the preparation of the annual competition calendar.

We have scheduled a SAM1788 committee meeting for the Parkes Old Timer weekend.

I have a draft agenda prepared for this meeting, if any member has an item they would like considered, please advise me prior to 15 July 2015.

Over the next few months I will be starting to look at contest calendar for 2016, including details for the SAM1788 Champs at Easter. My intention is to have a draft available for Duration Times, September - October issue with a final published in the November - December edition.

Coota Cup Update 2015 From Grant Manwaring

Again for the Coota Cup Weekend, 5 - 6 September 2015 we have booked the Cootamundra State Field to include Friday 4 September 2015. This will allow campers time to set up and allow some informal Old Timer model flying on Friday.

The intention for Friday is to do some Old Timer Glider flying and allow some time for test flying new models, helping newcomers if required. My intention is to be at the field by 12.00 noon Friday, I will have a glider winch and bungee available.

Please note this is not part of the Coota Cup point score event and that there will be no on field food catering on Friday.

On Saturday night we have arranged a dinner at the Central Hotel in Parker Street. We have previously dined there, the food is good quality and realistically priced.

Come along and enjoy this year's Coota Cup and have a great weekend of Old Timer model flying.

Contact Details Grant Manwaring, email grantandmary7@gmail.com or phone 02 6241 1320

Local Contact for State Field, John Manwaring, email jmanwari@bigpond.net.au, or mobile 0429 423 003



Left: Dave Paton in control as his slope soarer is launched by Paul Nightingale at the Mt Borah slope soaring site.

Right: Dave Brown concentrating on his glider. Spectacular country!

Photos: Karen Paton

Wyong River M.A.C Old Timer Weekend

16 - 17 May 2015

From Basil Healy

Portents of a fine weekend were not good in the days leading up to this competition. The Wyong club field had been closed to all flying on the two previous weekends, however a few days of sunshine and light winds from midweek allowed the field to dry out sufficiently for the models to take off, even if the pits area and carpark were quite muddy.

The Gordon Burford event got underway at 10.00am Saturday with nine entries. Light winds and abundant lift saw six flyers through to the fly off. Allan Brady missed the fly off by one second, bad luck Allan. In this event I found the normally reliable Dixielander completely uncontrollable under power, even the glide requiring full left trim to control it. The cause, a severely warped wing, so I abandoned flying till it can be corrected. Bob Marshall lost control shortly after takeoff due to the rudder servo output arm dislodging itself in flight. The model landed in long grass eastern end of the field and was retrieved by local member Darrel Tanks.

On completion of the Burford event, a BBQ lunch provided by local club members Dick, Jim and Ian Connell.

Duration event got underway at 1.30 in flat calm conditions, however the cumulus clouds were now replaced with dark solid overcast sky making visibility difficult. We completed the first round with light rain falling. The rain only got worse so the remaining round were rescheduled till Sunday morning,

Saturday evening was spent at Bob & Annie Marshall's "Chopstix" restaurant in Avoca Beach. The meal was great, a banquet meal with a wide variety of food to suit all tastes. Also pleasing to see a good number of ladies present.

Sunday morning saw the electric flyers arrive to fly their events. All remaining events were flown in three rounds. Duration was completed in perfect conditions with eight flyers in the fly off. Peter (Condo) Smith was the winner of this one.

Next was 1/2A Texaco with ten entries. Allan Brady had his grandson Lachlan Darlington along for the weekend and I lent him my Atomizer for the event. Lachlan proved very capable taking out third place assisted by Allan and John Bradburn. Garry Whitten from Tamworth was second with Jim Rae in

first place.

Texaco after lunch with five flyers in the fly off. All models got good heights in the fly off with Allan Brady making twenty one minutes in first place, Geoff Potter, Condo Smith combination in second place with Grant Manwaring in third place.

The electric events attracted five entries and were flown concurrently with the IC events. The electric events flown were Height Limited Duration, 1/2A Texaco, Texaco and Duration. It was good to see the performance of these models and have the flyers along enjoy the proceedings. Speaking with Phil Stevenson he believes there will be more entries at the NAAS meeting in November.

Electric Event ResultsHeight Limited Duration

1 Gary A	1248
2 Phil Stevenson	1163
3 Rob Watson	1078
4 Peter Henderson	660

1/2A Texaco

1 Phil Stevenson	1200 + 30%
2 Peter Henderson	1200 + 10%

Texaco

1 Gary A	1800 + 45%
2 Rob Watson	1800 + 43%
3 Phil Stevenson	1800 + 42%
4 Peter Henderson	1800 + 26%

Duration Class

1 Gary A	900
2 Phil Stevenson	892

Presentation of trophies in the form of certificates produced by Ian Avery was the duty of club Wyong club President Bob Marshall. He explained the requirement for a CASA Height Clearance for this site and the cost of obtaining the clearance, funds that would normally be used in providing trophies. Also a special presentation of the 1/2A Texaco Atomizer to Lachlan Darlington, may he continue to come to our contests. Thanks also to the cooks who provided food and drinks over the weekend, a job well done.

Wyong Photos



Above: Basil Healey holding Grant Manwaring's 105% Playboy Duration Model. The good looking fellow on the right is Peter Scott.



Above and below: Peter Henderson's "Floater" designed by Charles (Chuck) Hollinger. The original was 100" span. Mine is 120". The model weighs just over 2kg. The model is flown with a 4s battery and a Turnigy Outrunner fitted with a 16x8 light wooden prop.

This model is used for the height limited comp: Single motor run to 200m or 30 sec (whichever is first) and a 7 min task. As far as can be established only 4 of these models have ever been built. The original, followed by 2 more from Dale Tower (US mate of CH) and myself. The model is flawed in that the huge 60" span tail is very vulnerable when landing.



Wyong 16-17 May Results

Gordon Burford Event

First Name	Last Name	Model	Engine	Score	Fly Off
Peter J.	SMITH	Faison	Taipan plain (T)	900	824
Jim	RAE	Amazoom	Taipan BB	900	668
Mark	NELSON	Creep 120%	Taipan B/B	900	598
Grant	MANWARING	Lil Diamond	Taipan plain (T)	900	484
Peter	SCOTT	1953 Jaided Maid	Taipan BB	900	413
Geoff	POTTER	Spacer	Taipan plain	900	0
Alan	BRADY	Spacer	Taipan BB	899	0

Duration

First Name	Last Name	Model	Engine	Score	Fly Off
Peter J.	SMITH	1941 Playboy	Saito 50 4/	840	632
Jim	RAE	Lion Cub 130%	Saito 56 4/	840	621
Grant	MANWARING	1941 Playboy	YS53 4/	840	585
Bob	MARSHALL	92% Playboy	Saito 56 4/	840	565
Peter	SCOTT	1942 Stardust Spl	Enya 53 4/	840	528
Alan	BRADY	1938 Bomber	YS 63 4/	840	521
John	BRADBURN	1941 Playboy	Saito 50 4/	840	455
Geoff	POTTER	1941 Playboy Cabin	Enya 53 4/	840	0
Basil	HEALY	Megow Chief	YS 53 4/	420	0

1/2a Texaco

First Name	Last Name	Model	Score	Fly Off
Jim	RAE	Pine Needle	840	636
Garry	WHITTEN	Baby Burd	840	602
Lachlan	DARLINGTON	Atomiser	840	580
Peter	SCOTT	Baby Burd	840	529
John	BRADBURN	Lil Diamond	840	505
Grant	MANWARING	1941 Lil Diamond	840	482
Peter J.	SMITH	1941 Lil Diamond	840	389
Basil	HEALY	Stardust Special	840	0
Bob	MARSHALL	1941 Little Diamond	420	0

Texaco

First Name	Last Name	Model	Engine	Score	Fly Off
Alan	BRADY	1938 Bomber	OS 60 4/	1200	1307
Geoff	POTTER	1938 Bomber	O.S. 61 4/	1200	1228
Grant	MANWARING	1938 Bomber	OS 60 4/	1200	975
Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1200	845
Jim	RAE	75% Dallaire	ASP 30 4/	1200	733
Peter	SCOTT	1938 Bomber 85%	OS 60 4/	1012	0
John	BRADBURN	1941 Playboy	Saito 50 4/	L/O	0



Left: Scene at a briefing at Wyalong given by Basil Healey. Looks like it may have been for Texaco. That's a very pensive look Mr Manwaring.



Jim Rae receiving one of his multitude of certificates from Wyong President Bob Marshall



Bob Marshall servicing his model attended by Geoffrey Potter. Jim Rae wandering of into the background on the right and John Blackburn, Lachlan Darlington and Allan Brady hovering over the wingtip.



It seems Electric winners are all grinners. Editor's apologies for not naming these gentlemen (Bob is excused) as I have not met these gents before.



Proud grandfather Allan Brady with grandson Lachlan Darlington and Bob Marshall. Lachlan placed third in 1/2A Texaco with a borrowed model.

The New England Gas Champs, Tamworth, June 13 & 14, 2015

Report by Jim Rae

The New England Gas Champs were held over the weekend of June 13 and 14, however, prior to the Champs some of the entrants took the opportunity to go out to Mount Borah at Manilla to do some slope soaring. Dave Brown and Steve White got out several days early and were joined by some others and they had some excellent flying. I went out on Friday and unfortunately the breeze was a bit too light for my model, others were flying electric and so could get home if necessary, however after I left it picked up and they had some good flying. Even if you don't fly a trip to the top of the mountain is very worthwhile because the views are magnificent. The road was just OK for two wheel drive. It has had some work done on it with sections of loose aggregate so traction was a bit hit and miss on occasion. It should all settle down after a bit of rain and use.

The weather for the Champs was perfect. It was a little cool early in the morning, however the middle of the day temps were around 20 degrees which is very nice for Tamworth in winter. It was also great to see Bruce Knight back flying again after an absence of quite a few years. Was also great to see interstate visitors Paul Nightingale, Dave Paton and Brian Stebbing and their wives who made the social side so enjoyable.

First event Saturday was Gordon Burford. Convection hadn't really started so only two made the fly-off, Geoff Potter and me. Dave Paton was a bit unlucky as he missed out by four seconds. Unfortunately I had an over-run so made it easy for Geoff. I don't know for sure what caused the over-run but suspect that when the fuel tube was pulled off the elbow it was close enough to let a drop of fuel jump across, just enough to give a burp after the off.

Duration was flown in the afternoon, by which time the lift had really built up so that almost the whole field made the fly-off. Three flyers, Brown, Scott and Potter ran away from the field and got extremely high, so high that some assistance was needed to see the models. Gail Scott was heard to say that it was too hard and she didn't want to do this any more. The fly-off didn't make the hour but it got close, with Dave Brown the winner.

On Saturday night a dinner was held at a Tamworth pub with around eighteen in attendance, an enjoyable social get together.

Sunday morning was 1/2A Texaco and the lift was very good, almost everyone making the fly-off. The place getters were a repeat of last year with me coming out on top followed by Dave Paton and Gary Whitten. The fly-

off was over sixteen minutes which is long enough for me.

Texaco was flown in the afternoon and once again the air was great and half of the field made the fly-off. In round two there was a very rare, fortunately, occurrence. Peter Scott was flying an RC1 with a Brown Junior which was going very nicely and the model was quite high. Suddenly another model cut half his wing off with the inevitable result. Shortly afterwards Basil Healy was heard to say that his model was turning tightly and would not fly straight even with full rudder so he proceeded to land out. When his model, a Lanzo Stick, was recovered it was found to have a large section of wing attached to the undercarriage, which was probably why it insisted on turning. Basil's model was not damaged and continued for the rest of the event.

In the fly-off, Dave Paton and Paul Nightingale, whose engines had been running perfectly during the rounds, had early engine failures and the fly-off became a competition between Dave Brown, Brian Stebbing and Basil Healy. Basil dropped out after about fifteen minutes leaving Dave and Brian to fight it out. In the end Dave won with a flight of almost half an hour.

All in all it was a most enjoyable competition. The weather was perfect, the air was great and it was a very social get together. Those staying on the field hosted a happy hour after flying and a great time was had by all.



Tamworth Gordon Burford placegetters Jim Rae, Second Geoff Potter First and Dave Paton Third.

This is getting to be a habit Mr Potter. I wasn't at Tamworth but what are they standing on? A road or a runway?

Photo: Karen Paton

New England Champs—Tamworth 13 - 14 June**Gordon Burford Event**

First Name	Last Name	Model	Engine	Score	Fly Off
Geoff	POTTER	1942 Stardust Spl	Taipan B/B	900	352
Jim	RAE	Zero	Taipan Tyro	900	O/Run
Dave	PATON	1942 Stardust Spl	Taipan plain	896	0
Bruce	KNIGHT	1956 Dream Weaver	Taipan plain	893	0
Peter	SCOTT	Eureka	Taipan plain	882	0
Basil	HEALY	Dixielander	Taipan plain	866	0
Bob	MARSHALL	Commando	Taipan B/B	530	0

Duration

First Name	Last Name	Model	Engine	Score	Fly Off
Dave	BROWN	1938 Bomber 85%	Saito 56 4/	1260	3037
Peter	SCOTT	1941 Playboy 112%	McCoy 60	1260	2644
Geoff	POTTER	1941 Playboy	Nelson 40	1260	2519
Bob	MARSHALL	Bomber 75%	Enya 53 4/	1260	930
Basil	HEALY	Megow Chief	YS 53 4/	1260	922
Dave	PATON	1941 Playboy 105%	YS 63 4/	1260	624
Jim	RAE	Lion Cub 130%	Saito 56 4/	1260	568
Paul	NIGHTINGALE	Megow Ranger	OS 37H	1260	509
Bruce	KNIGHT	1941 Playboy 105%	Webra 40	1169	0

1/2a Texaco

First Name	Last Name	Model	Score	Fly Off
Jim	RAE	Pine Needle	1260	979
Dave	PATON	1942 Stardust Spl	1260	818
Garry	WHITTEN	1941 Little Diamond	1260	806
Basil	HEALY	Stardust Special	1260	495
Peter	SCOTT	Baby Burd	1260	460
Bob	MARSHALL	1941 Little Diamond	719	0

Texaco

First Name	Last Name	Model	Engine	Score	Fly Off
Dave	BROWN	1938 Bomber 107%	T.Tiger 54 4/	1800	1762
Brian	STEBBING	Rambler	OS 40 2/d	1800	1715
Basil	HEALY	1937 Lanzo Stick	Enya 60 4/	1800	980
Dave	PATON	1938 Bomber 80%	OS 61 4/	1800	164
Paul	NIGHTINGALE	1938 Gas Bird	Saito 50 4/	1800	95
Bruce	KNIGHT	1938 Airborne	O.S 61 4/	1578	0
Geoff	POTTER	1938 Lanzo Bomber	O.S. 61 4/	1541	0
Jim	RAE	75% Dallaire	ASP 30 4/	1484	0
Peter	SCOTT	1936 RC1	Brown Jnr	600	0
Bob	MARSHALL	1938 Bomber 75%	Enya 53 4/	207	0

The New England Gas Champs 13–14 June Photos.



Top left, Duration: Peter Scott Second, Dave Brown First and Geoff Potter Third.

Top right, Texaco results: Brian Stebbing Second, Dave Brown First and Basil Healey Third

Right 1/2A Texaco results: Garry Whitten Third, Jim Rae First and Dave Paton Third. Love the pink wings Jim.

Bottom, Duration Line up. All 9 contestants ready for the fray.

All photos courtesy Karen Paton



Mt Borah and The New England Gas Champs Photos.



Above: Paraglider launched at Mt Borah



Above: It seems the two Daves had to have all creature comforts including coffee on Mt Borah. Generator and coffee maker duly taken to the top.

All photos courtesy Karen Paton

Right: Duration Pits at Tamworth. Gail Scott in foreground with Bob Marshall entering (upgrading?) his score. Steve White and Dave Brown hiding behind the model. Geoff Potter without hat! striding across the field.



Left: Tamworth socialising.

Well set up field with all amenities. Heater and firewood supplied as well as excellent food.

Why does Steve White always score the best chair?

Taipan Series 13 2.5cc Diesel



Background

As long-time readers of these pages will know, I have two mildly debilitating fetishes: Twins and Taipans. The latter is explained by fond childhood memories of my first engine which led to an affection for the range. Strangely, my collection contains relatively few examples of both fixations, but I'm drawn towards them nevertheless. So when I was contacted (as President of (Model Engine News dot org)) to help the owner of a Taipan in need of repair, I found myself conflicted. The engine needed a new contra-piston (a long story). This would have to be custom made, and at any charge rate that accounts for the time involved, would result in a cost greater than the worth of the engine. On the other hand, it was a **Taipan**; how could I refuse? So the engine was restored to fully operational at a cost that both the owner and I could live with, and the world has another running Taipan.

During the email exchange, I was asked about the history of this engine and having a new one in my own meagre collection, decided it would be a good "Engine of the Month" subject. At the same time, another email arrived from a lucky bloke who'd picked up a *Sabre* diesel at a flea market. The new owner knew of the *Sabre*/*Taipan* connection and suggested the story would make good reading for these pages. Being a bit light on for news, this sounded like a great idea, especially as it dove-tailed with the subject chosen for review. So before looking at the Lucky Last Series 13 Taipan

2.5 TBR, let's travel back to the nineteen-fifties for a David and Goliath story (in which the giant wins for a change).

Gordon Burford and the Sabre

Gordon Burford (second from the left in



this picture taken in the MEN Library) has been a household name in Australian modelling circles (pun) since about forever. Born on August 3, 1919, Gordon was bitten by the aeromodelling bug at an early age. Economic times being what they were while Gordon was growing up during the Depression, owning an engine was beyond his reach, but this in no way diminished his attraction to them.

During WWII, Gordon was classified as "skilled personnel" and put to work as an automatic pilot instrument mechanic [\[1\]](#), further refining his skills as a machinist. So when the Sparey 5cc diesel plans appeared in the May 1946 issue of English magazine *Aeromodeller*, Gordon made three engines based around the design. The story of how these were lost, and how, more than 50 years later, one was found and returned to Gordon by our own Bert Streigler, was recounted by Motor Boy, David Owen in *Model Engine World*, 1997 [\[2\]](#). Gordon and David later collaborated on a faithful reproduction of this engine, seen here.



This article reproduced from Model Engine News with the kind permission of David Owen.

In 1947, Gordon launched his first production engine, the **Gee Bee Stunt-Mota**. The "Gee Bee" would have resonated with air-minded modellers from the famous racing plane, as well as being Gordon's initials. Based on the fixed compression, US



made Drone diesel, about 250 examples of the Stunt-Mota were produced (just love that name by the way). Other models followed, both glow and variable compression diesel. The machinations of wily Australian entrepreneur, Bill Evans, forced Gordon to abandon the Gee Bee name, so in late 1950, he introduced a new range of glow and diesel engines under the name "Sabre" [3].

Gordon applied to register "Sabre" as a Trade Mark in April 1952 [4]. Government bureaucracy being what it is, the application was finally Gazetted in November 1955, allowing a period of three months for objections. What followed is so well stated by Ivor F in reference [4] that I'll simply quote him verbatim:



On 9th February 1956, eight days before the deadline for objection to Gordon Burford's application No. 109664, a firm of Patent and Trade Mark Attorneys (delightfully Dickensian phrase) sent Burford a letter on behalf of their principals advising that an extension of time to lodge an objection was being sought. The letter also advised that the firm of Spruson and Ferguson were in receipt of instructions to demand that you will withdraw application 109664 and give an undertaking not to use the trade mark on model internal combustion engines for model aircraft, cars, and boats, in as much as such use could deceive and confuse the purchasing public (that's you, you stupid gullible engine buyers) into believing that they were products of North American Aviation Inc. or their permitted users in Australia, Commonwealth Aircraft Corporation Ltd.

To cut a long story short, while the case was laughable and probably winable, the cost would have destroyed him. So Gordon capitulated and for a time, his engines were unbranded. To rub salt into the wound, in November 1955, the same month that Gordon's three-and-a-half year old Trade Mark application was finally Gazetted, Aeromodeller carried an inside cover advertisement for the new Davies Charlton *Albion Sabre*! DC could hardly be unaware of prior use of this name as the GEE-BEE (sic) SABRE 250 Diesel had been the subject for Lawrence Sparey's *Engine Analysis Number 35* in the May 1951 issue of the Aeromodeller. DC were never challenged over this usage, nor by Supermarine for applying the name *Spitfire* to another of their diesels. Maybe the tribulations Gordon suffered arose from the diligence which the Australian attorneys for the Commonwealth Aircraft Corporation exerted to protect their client from potential loss, presumably for an appropriate fee.

Anyway, after a no-name period, Gordon



settled on *Glow-Chief* for his glow engines, and *Taipan* for the diesels [5].

Makes sense to me, and the distinction is clearly inferred from the advertisement appearing *Model News* of November-December, 1957. Lamentably, a later ad in the same publication from 1962 clearly shows the Taipan 2.5cc glow. Argghhh!

To close off the branding story, the name *Taipan* survived, although not without one last speed-bump encounter. Seemingly no sooner had Gordon launched the name in 1957, when he was contacted by the proprietor of *Taipan Projectiles* regarding prior use of the name. Talk about here we go again--Gordon could probably be excused for thinking his karma must have run over the Lord's dogma. Happily, the maker of Taipan Projectiles (for pest destruction--designate your own pest) turned out to be a most reasonable bloke. So Gordon promised in writing that, out-of-control models aside, he had no intention of ever making anything connected with ballistic projectiles, and no more was said.



Description

Back to the subject--that's the Series 13 Taipan 2.5cc twin ball race diesel in case you've forgotten. Identifying which Taipan is what is not an easy task. Changes from

one year to another range from dramatic through subtle, to none at all, and as advertising was sporadic in Australia's only model magazine of the time, references for comparison are hard to find. Luckily, Ivor F wrote the definitive story of the 2.5cc Taipan diesels for an article that appeared in *Airborne* of December 1978 [6]. From this, the engine is easily identified as being from the last series produced in 1972. While it shares a similarity to the 12th series model (known as the Series 70, produced in 1969), the black anodized head with the wire compression screw friction device, subtle case and prop driver differences, plus the spinner nut and parallel sided venturi make identification unambiguous.



Reference [6] makes it plain that there were 13 "series" of Taipan 2.5cc diesel engines, with an occasional "Mk II" of some model appearing to cloud the issue--plus "variants" which introduce a quantifiable change without any designation revision, not to mention the marine versions! However, we can call this one a twin ball race, front rotary induction, compression ignition engine with Arden porting (two transfer channels milled inside the liner, fore and aft). The liner attaches to the die cast crankcase with four metric thread screws. The cooling jacket threads onto the hardened steel liner. Piston and contra-piston are turned from cast iron. The piston is flat-topped, while the

contra-piston has a light hemispherical depression milled into the center to provide a wide squish-band, as seen here.

Australian conditions are harsh, which is to say the countryside is largely dry with accompanying dust and hard-baked, unforgiving ground. To withstand sudden arrivals, all Taipans were ruggedly made and in consequence, heavier than similar English models (where the challenge would have been being able to dig down far enough into the bog to retrieve the motor). To increase the crash resistance of his engines, Gordon's designs frequently incorporate a separate threaded stud that screws into the crankshaft, as seen here. Harking back to the first Gee Bees and Sabres, this allows a bent stud to be replaced for less cost than a bent shaft. The needle valve was quite conventional on this engine, and was fitted with a one sided, stainless steel ratchet. Gordon told me that the die to punch and form these clickers was the most expensive piece of tooling ever produced for any part of the entire Taipan range.



Optional accessories for the Series 12 and 13 Taipan 2.5 was this light weight, die cast exhaust collector ring and matching muffler. The collector ring appears to have been standard equipment for the marine version (sensible when you think about it). The muffler is a simple expansion type that would have been adequate for the days when the first stirrings of noise complaints against our past-time were being felt.



The Series 13 was supplied in a substantial, reinforced cardboard box. The accompanying instruction leaflet was quite general in nature, covering the 1.9cc plain-bearing "Tyro", the 2.5cc TBR, and the plain-bearing 3.5cc glow. The instructions also covered the adjustment of the optional R/C throttle assembly. Prominent in the Starting and Running-In section is an admonition against clamping the engine itself in a vice ("ON NO ACCOUNT..."). Not hard to see that Taipan must have received more than one or two engines for repair that has been subjected to this indignity.



Conclusion

Although Taipan continued to produce ever finer (and larger) engines for several years until Gordon retired and closed the doors, the Series 13 marks the last of the diesels--which are to me the quintessential Taipans. To paraphrase a well worn quip: Ahhh, the smell of diesel in the morning; nothing like it!

[1] F, Ivor: *Australian Production Motors*, Model Engine World, Barton Model Products, Volume 4, Issue 4, Number 40, August 1997, p17 (reprinted from an article series of the same name appearing in *Australian Modeller*, Issue 7, 1969).

[2] Owen, David: *View From Downunder*, Model Engine World, Barton Model Products, Volume 4, Issue 7, Number 43, November 1997, p6.

[3] F, Ivor: *Australian Production Motors*, Model Engine World, Barton Model Products, Volume 4, Issue 6, Number 41, September 1997, p16.

[4] F, Ivor: *Australian Production Motors*, Model Engine World, Barton Model Products, Volume 4, Issue 6, Number 42, October 1997, p15.

[5] F, Ivor: *Australian Production Motors*, Model Engine World, Barton Model Products, Volume 4, Issue 7, Number 43, November 1997, p15.

[6] F, Ivor: *The Taipan 2.5 Diesel Story*, Australian Airborne Magazine, Number 29, December 1978, p41.

Points Table for 2014— 2015

Note: Committee members Healy, Marshall, Manwaring, Rae, and Scott and van de Waterbeemd are not eligible to win the big money.

Name	Parkes	Coota	Wang	Bel/Yass	Orange	Mus'brk	Can,ndra	Wyong	Tamworth	Total
Peter Scott	10	8	9	6	7		13	8	8	69
Basil Healy	9	8		5	8	7	10	7	8	62
Grant Manwaring		8	9	6	8	8	10	8		57
Bob Marshall	5	7		6	7	7	8	6	8	54
Peter v d Waterbeemd	10	8	9	6	8		11			52
Peter J (Condo) Smith		7	8	6	8		14	7		50
Geoff Potter		7		5	8		12	7	7	46
Jim Rae	10		9				9	8	8	44
Alan Brady	9				7	6	9	7		38
Dave Paton		8	9				12		8	37
Dave Brown	7				6	5	8		6	32
John Bradburn	5				7	5		7		24
Gary Whitten	5					5		5	5	20
Peter R (Canberra) Smith	8		6							14
Mark Nelson							8	5		13
Grahame Mitchell	5						7			12
Paul Nightingale		6							6	12
Ian Connell	6					5				11
Peter Cutler							10			10
Jim Hardy							10			10
David Beake	9									9
Brian Laughton							9			9
Gary de Chastel							8			8
Darren Lydford	8									8
Geoff Black							7			7
Warren Hathaway							7			7
Bruce Knight									7	7
Craig Thornton	7									7
John Urry							7			7
Brian Dowie			6							6
Mike Moore							6			6
Kent Urry							6			6
Paul Allen							5			5
Laurie Chetter							5			5
Lachlan Darlington								5		5
Wayne Harris				5						5
John Manwaring				5						5
Karl Paszkiewicz							5			5
Gary Ryan							5			5
Steve White					5					5

As the executive and committee are not eligible for the prizes in this competition and are therefore eliminated the prize winners are:

- 1st Peter (Condo) Smith
- 2nd Geoff Potter and
- 3rd Alan Brady

**FOR
SALE**

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

Peter Scott

(02) 9624 1262. qualmag@optusnet.com.au

**FOR
SALE**

THE BACK PAGE



OWEN ENGINES

Australian agents for
MPJet and PAW

To see the full range of engines
and accessories

Email: owendc@tpg.com.au

Phone David Owen 02 4227-2699
for latest price list



Top:
Shockwave

Left:
Only in
America

Right: RIP



Unfortunately the editor saw a model demolished to a similar extent to the one above last Sunday when the elevators on an ARF separated from the tailplane and the model was utterly destroyed when it hit a gum tree. An inspection of the debris showed that the nylon hinges on the model (which were preinstalled) were "pinned" with very small screws. However the screws were about 2 to 3 mm from the edges of the flying surfaces and as the hinges were NOT glued, only the 2 to 3 mm of soft balsa was there to retain the elevators and ailerons. This wasn't sufficient and the elevators were ripped out. There was fluttering heard prior to separation. Don't trust ARF installations and check and re-engineer everything before flying.

Some of these guys are looking for co-pilots - good part-time job for retirees.

This is an Air Show in Cameron, a small rural town in Missouri. The pilots, bike and truck drivers and the photographers are all nuts, **but very very talented!**

This doesn't border on crazy, it IS crazy! Hold on to your desk, chair, whatever!

Best viewed full screen with a HD monitor. This one is waaay more than just an airshow!

The last time I saw night formation flying was when I did it in 1944. The only lights we had were little blue ones on top of the wings. Guaranteed to cause vertigo in the unwary.

Click below:

<https://vimeo.com/100670266>

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