

### Points of Interest Inside:

- Upcoming Oldtimer events.
- From the President
- Cootamundra results and photos
- Cowra Oily Hand days.
- GB (Gee Bee) 50 Diesel.
- The Back Page.

**Newsletter  
Number 195  
July—August  
2015**

Editors Note. This issue of Duration Times is a little late. My apologies. Whilst it is dated July—August in reality it has been published in September as your erstwhile editor was overseas sampling a dram or two. Jet lag is real but I did make it to Cootamundra with no accommodation booked! I was put up in a cabin by Gail and Peter Scott—Thank you!! I have used this competition as the excuse to delay publication else there would have been no competition results at all due to the postponement of the Parkes competition—see elsewhere.

At the Parkes committee meeting I reported that there were no takers for the job of DT editor so I have now been confirmed in this role. Peter vdW

### **EASTERN STATES GAS CHAMPS - WEST WYALONG**

3-4 October 2015 at the AB Field, 1390 Clear Ridge Road, West Wyalong

**Saturday, 3.10.2015**

9.30am Start: '38 Antique, Gordon Burford, lunch then Duration

**Sunday 4.10.2015**

9:15 Start: Cabin Scramble finishes at 9:45am sharp

10:00am ½A Texaco, lunch followed by Texaco

All events run to MAAA rules, MAAA membership card to be shown

**\*\* Self catering for lunch. Tea, coffee and soft drinks will be available \*\***

For further information Grant Manwaring - 02 6241 1320

[grantandmary7@gmail.com](mailto:grantandmary7@gmail.com)

### **Golden West Oldtimer Competition - Parkes**

Parkes Miniature Aero Club Inc. — Nelungaloo Field.

**14th-15th November, 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](mailto:peter_condo@yahoo.com.au)

**Note: Modelers must produce a current MAAA membership card**

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

October	3 - 4	Eastern States Gas Champs	West Wyalong	Grant Manwaring	02 6241 1320
Nov	14 - 15	Golden West Old Timer	Parkes	Peter Condo Smith	0423 452 879

**A draft calendar of events has been put together for 2016 and will be published in DT 196**



#### From the President:

Flying has been a bit scarce of late. The Parkes competition was postponed due to the adverse weather and the field being flooded and this meant that no models were launched in anger for nearly three months since Tamworth in mid June. However we enjoyed a great competition at Cootamundra hosted by the Cootamundra club at the NSW state flying field.

There are two more competitions planned for the remainder of the year: the Eastern States Gas Champs at West Wyalong on 3-4 October and the postponed Golden West Old Timer competition in Parkes on 14-15 November.

The Eastern States Gas Champs at West Wyalong will run the same events as were run in Wangaratta but note that there will be no on field catering so bring your own lunch! Tea, coffee and soft drinks will be available. The committee has accepted the Wangaratta club's offer to return this event back to Wangaratta next year following an agreement on charges.

The Golden West Old Timer competition in Parkes will run the same events as were planned for July and will be catered and additionally, offers on field accommodation. This event, with the agreement of the Parkes MAC, will now be run in mid November in future years. It is hoped that the weather will be better in November than in July.

The Point Score competition has been cancelled. The competition was intended to increase attendance at competitions and participation in events but it failed to do so. The committee is considering other means. Any suggestions as to how to increase participation will be gratefully accepted.

You will no doubt be aware of the ructions between Aeromodellers NSW, the NSW Free Flight Society, NSW CLAS and the MAAA regarding the change to the MAAA Statement of Rules (Constitution) which now requires that each State or Territory be represented by ONE Ordinary Member. Currently there are three Ordinary members in NSW. The issue relates to the organisation which will become the NSW Ordinary Member and represent all NSW aeromodellers. SAM 1788 is affiliated through Aeromodellers NSW. The committee is keeping itself abreast of developments.

Please endeavour to make it to both the West Wyalong and the Parkes competitions. They are there for all of us to enjoy. In the meantime: Keep safe!

## Secretary's Report



**Post Coota Cup:** A post event check of the Coota Cup aggregate score revealed an oversight in the score posted to Peter (Condo) Smith for the 2015 Coota Cup.

The correct scoring shows Peter achieved the same 31 points as did Dave Paton. With this result Peter Smith and Dave Paton are the joint winners of the 2015 Coota Cup, the exact same result as last year. All other results remain the same.

Both Peter and Dave have been notified of this revision. A suitable presentation will be made at the Parkes competition which will be attended by both flyers.

Secretary accepts responsibility for this error and apologizes to Peter and Dave for the oversight.

Grant Manwaring, Secretary

**Editor's Acknowledgement.** The photos for this issue come from a number of sources including Karen Paton, Craig Thornton, Grant Manwaring and the editor. I have lost track of the specific photographer for individual photos. However, many thanks to all the contributors.

## Parkes field at Nelungaloo under water, 17 July



The competition at Parkes on 18 and 19 July was cancelled for two reasons.. Very poor weather on the preceding days dumped a lot of snow on the region but in particular on the slopes between the coast and the inland areas. It was too dangerous for driving and hence the event was cancelled.

Coincident with this, John Watson of the Parkes MAC sent these photos of their field at Nelungaloo . It would have been impossible to run a competition under these conditions.

This was the third time we have cancelled an event at Parkes at this time of year due to the weather

As a result the committee in agreement with the Parkes MAC have moved this years competition to November 14 and 15 (see ad on page 1) and in future years we will run this competition in November. Hopefully the weather will be better

## Oily Hand Weekend 28 to 30 August, Cowra MAC, Milroy Field

This year's Oily Hand Weekend was held over 28 – 30 August 2015 at the Cowra MAC's Millroy Flying Field. Good weather conditions all weekend with the surrounding countryside an absolute picture at this time of the year. Over sixty flyers, including several SAM1788 flyers registered for the weekend's activities.

Over the weekend several events were flown. Free flight Scramble, Catapult Glider, SAM1788 Cabin Scramble and control line plank racing. Intersperse this with general sport flying, car boot sales and plenty of catching up and talking made for a great aeromodelling weekend.

Model of the meet this year was the Sundancer control line combat model designed by Merv Bell. A good number were presented for both Concourse judging and a timed flight sequence of maneuvers. The flight performances were fast and impressive.

The SAM1788 Cabin Scramble event was held on Saturday afternoon and attracted eight entries. There were other suitable models on hand but not flown due to the wind. In the Scramble event

all flyers achieved plus twenty minute flight times with the frontrunners only thirty eight seconds apart. Winner Michael Towell also won the free flight Scramble.

Overall a great weekend of aeromodelling. The event has grown over the years and now has a big following of regular attendees who come to enjoy a true aeromodelling experience. Congratulations to the Cowra Club for a great event.

### SAM1788 Cabin Scramble Results

1 <sup>st</sup>	Michael Towell	23min 57sec
2 <sup>nd</sup>	Peter Scott	23min 19sec
3 <sup>rd</sup>	Peter (Canberra) Smith	21min 27sec
4 <sup>th</sup>	Darren Lydford	21min 19sec
5 <sup>th</sup>	Jim Rae	21min 10sec
6 <sup>th</sup>	Peter (Condo) Smith	20min 57sec
7 <sup>th</sup>	Terry Griffiths	20min 55sec
8 <sup>th</sup>	W Brown	20min 48sec



The Oily Hand competitors for SAMs Scramble. From the left: Jim Rae, Peter Scott, Michael Towell, Warren Brown, Darren Lydford, Peter Condo Smith (partially hidden), Peter Canberra Smith and Terry Griffiths (from Monaro Models)

## Oily Hand Weekend 28 to 30 August, Cowra MAC, Milroy Field



Modellers doing what they do best - talking. There is great camaraderie and friendship amongst the attendees at Oily Hand. I can name only Merv Bell, third from left, Andy Luckett fourth from left and Phil Poole far right.



SAMs members Peter Smith and Bob Marshall enjoying themselves at Oily Hand



Group photo of the builders of the model of the meet, in this case Merv Bell's Sundancer. Merv is on the far left of the photo. The organiser of the weekend is Andy Luckett at the front right. These are a great control line model designed for FAI combat. Generally powered by a 2.5cc Super Tigre, Taipan or OS. Flown on 52' 6" lines. OK guys, I admit it, this is the editor's other great interest - control line.

## Oily Hand Weekend 28 to 30 August, Cowra MAC, Milroy Field



Top: Darren Lydford with Tomboy  
 Middle: Michael Towell's winning Tomboy  
 Bottom: May assisting Condo Smith

Top: Grant Manwaring addressing the troops - some were listening Grant!  
 Middle: Andy Lockett and Darren Lydford discussing tactics.  
 Bottom: Warren Brown's pretty model

## Cootamundra Old Timer Weekend 4 to 6 September

A great weekend at Cootamundra. The weather was superb - sunshine and light breezes all three days. Only Saturday morning was foggy and delayed flying to around 11:00am but was followed by the excellent conditions.

Friday afternoon was used by the glider guiders for some practice. I did not see a stop watch used, it was all about the flying. Only one winch meant there were no line tangles and most launches went well. We won't talk about the Hyperion.

As mentioned, Saturday started our foggy but developed into a great day. **Burford** was run first and nearly the entire field reached the fly off. Conditions remained excellent and the event was finally won by Bruce Knight, second Peter Canberra Smith with a borrowed model, and third Grant Manwaring.

Lunch followed, catered by the Cootamundra club and **Duration** was stated at about 2pm. A good field of thirteen modellers entered and flew four rounds and a fly off. The event was won by Peter van de Waterbeemd (yeah!!), second to Queensland visitor Paul Nightingale and third to Peter Scott. The event finished late in the afternoon and the models looked magic against the low sun.

Sunday morning was clear and **Scramble** started at around 9:15am ably run by Grant Manwaring as CD. Six competitors flew including newcomer Tony Vicary.

A great event but gifted to Jim Rae when both Peter Scott and Peter van de Waterbeemd landed out. Jim was pleased to take the prize but was heard to ungraciously mutter about fellow competitors' flying skills.

**1/2 A Texaco** followed and again most of the field reached the fly off. Geoff Malone lost contact with his model and as a well trimmed model is wont to do it tried to fly to Coolac. Grant Manwaring went off on foot followed some time later by Geoff in a car. They reappeared considerably later with an undamaged model. New receiver batteries required? Conditions were good! Won by Paul Farthing - welcome back, second Dave Paton and third Peter Scott.

Lunch was served and followed by **Texaco**. Again a

good field of 10 Models. Unfortunately a gust of wind blew Bob Marshall's model from his stand and damaged the wing thus eliminating Bob. Paul Nightingale landed way out behind the trees and he and May went in pursuit. It took considerable time as they has great difficulty in finding a crossing for the creek.

The event was won by the old stager Basil Healey with Peter Condo Smith second and Paul Farthing third with only one second between the latter two. You're back Paul!!

Presentations followed for all events along with thanks to the many who contributed to a great weekend.

Peter Condo Smith was presented with his cheque for winning last years Points Competition.

The Cootamundra Cup was won by Dave Paton for the second year in a row. However on checking the results after the competition, it was discovered that Dave and Condo had in fact scored equally and that the win was shared. Dave will return the cup at Parkes later this year so that Condo can polish it for next year. Well done Condo for the win!

As usual our thanks to the boys from the Cootamundra Club, in particular Andy Pickett and Mark Ashby and Dave Walker for putting on the lunches as well as the cakes.

Thanks also to Beryl and Don Southwell who were Contest Directors for the four major events.

I believe that special thanks is due to our hard working secretary Grant Manwaring who really enables all of our competitions with his background organisation and work. It doesn't just happen - Grant is managing it!

### Coota Cabin Scramble Results

1 <sup>st</sup>	Jim Rae	23min 6sec
2 <sup>nd</sup>	Peter Scott	21min 17sec
		Joint Second Place
2 <sup>nd</sup>	Peter van de Waterbeemd	21min 17sec
		Joint Second Place
4 <sup>th</sup>	Basil Healy	18min 30sec
5 <sup>th</sup>	Anthony Vicary	17min 44sec

## Gordon Burford Event

Name	Model	Engine	Score	Fly Off
Bruce KNIGHT	1956 Dream Weaver	Taipan PB	900	559
Peter SMITH	Ollie	Taipan PB	900	494
Grant MANWARING	Dixielander	Taipan PB	900	430
Peter J. SMITH	Spoofem	Taipan PB	900	374
Dave PATON	1942 Stardust Spl	Taipan PB	900	320
Peter SCOTT	Eureka	Taipan PB	900	289
Jim RAE	Jumping Bean	Taipan 1.5	900	277
Basil HEALY	Dixielander	Taipan PB	900	267
Peter van de Waterbeemd	Ollie	Taipan BB	900	250
Bob MARSHALL	Spacer	Taipan BB	791	

## Texaco

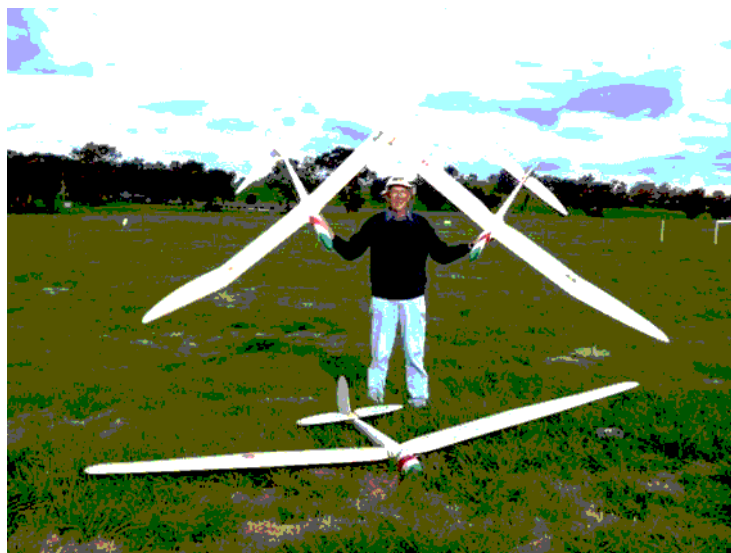
Name	Model	Engine	Score	Fly off
Basil HEALY	1937 Lanzo Stick	Enya 60 4/	1800	1100
Peter J. SMITH	Westerner	Madewell 49	1800	1093
Paul FARTHING	1938 Bomber	OS 60 4/	1800	1092
Bruce KNIGHT	1938 Lanzo Cabin	OS 60 4/	1800	864
John MANWARING	Bomber	ASP 65 4/	1800	767
Peter van de Waterbeemd	Bomber	Saito 65 4/	1800	552
Dave PATON	Bomber 80%	OS 61 4/	1800	505
Peter SCOTT	1936 RC1	Brown Jnr	1800	451
Jim RAE	Krupp	O&R 60	1785	
Paul NIGHTINGALE	1938 Gas Bird	Saito 50 4/	410	

## Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Bomber	McCoy 60	1260	898
Paul NIGHTINGALE	Megow Ranger	OS 37H	1260	681
Peter SCOTT	1941 Playboy 112%	McCoy 60	1260	567
Dave PATON	1941 Playboy 105%	YS 63 4/	1260	548
Anthony VICARY	Playboy 105%	Saito 62 4/	1260	487
Grant MANWARING	85% Bomber	Saito 62 4/	1260	469
Peter J SMITH	1941 Playboy 115%	McCoy 60	1260	25
Jim RAE	Lion Cub 130%	Saito 56 4/	1244	
Peter R SMITH	Lil Diamond	Saito 56 4/	1147	
Bob MARSHALL	Playboy	Saito 62 4/	1108	
Bruce KNIGHT	1941 Playboy 105%	Webra 40	1081	
John MANWARING	Playboy	YS 63 4/	1053	
Basil HEALY	Megow Chief	YS 53 4/	1002	

## 1/2A Texaco

Name	Model	Score	Fly Off
Paul FARTHING	1942 Stardust Special	1260	794
Dave PATON	1942 Stardust Special	1260	745
Peter SCOTT	Baby Burd	1260	659
Jim RAE	Pine Needle	1260	580
Peter J. SMITH	1941 Lil Diamond	1260	502
Peter van de Waterbeemd	1941 Lil Diamond	1260	415
Basil HEALY	Stardust Special	1260	355
Grant MANWARING	1941 Lil Diamond	1260	334
Geoffrey MALONE	Lanzo Racer	1260	F/Away
Bob MARSHALL	1941 Little Diamond	74	0



Above: Basil Healey with his trio of Italian designed gliders.

Below: he foggy scene on Saturday Morning looking from the grandstand across the parking and camping area.





# Cootamundra Old Timer Weekend 4 to 6 September



Left: Basil Healey's Italian designed Nibbio  
Below: But mister, that's how it looked on the plan!



Above: Glider pits on Friday afternoon. Was Jim Rae awake?

Above left: Bruce Knight's Airborn, flown in Texaco

Right: Duration winners; Paul Nightingale 2nd, Peter van de Waterbeemd First and Peter Scott Third



Cootamundra Old Timer Weekend 4 to 6 September



Top left: 1/2A Texaco winners 2nd Dave Paton, 1st Paul Farthing and 3rd Peter Scott

Top right: Burford winners 2nd Canberra Smith, B1st Bruce Knight and 3rd Grant Manwaring

Centre right: Its not planted or pranged, Peter Scott's Burford in quiet repose on a misty morning

Above: Texaco winners 2nd Condo Smith, 1st Basil Healey and 3rd Paul Farthing



Above: The important people, Heather Nightingale, Bruce and Mrs night, keeper of scores Beryl Southwell and CD Don Southwell



Left: Paul (I never work on engines on the field) Farthing, John Manwaring and Andy Pickett from the Cootamundra club working on Paul's 1/2 A Texaco

# Cootamundra Old Timer Weekend 4 to 6 September



John Manwaring with his impressive large scale Extra 260. Andy Pickett as anchor man. Model has 100cc engine, lots of electronics and performs beautifully. Flown late on Sunday afternoon by John.



Left: Another view of the fogged in pits.



Bottom left: Our erstwhile CD Don Southwell

Below: Condo Smith's Westener flown in Texaco



## Eastern State Gas Champs combined with Free Flight



# WESTWYALONG

October 2, 3, 4, & 5  
2015



SAMS Events (see SAMS Flyer in Duration Times)

### Eastern State Gas Champs

Saturday 3<sup>rd</sup>      38 Antique  
                          Burford  
                          Duration  
 Sunday 4<sup>th</sup>      Cabin Scramble  
                          1/2 A Texaco  
                          Texaco

FREE FLIGHT Events      \$10 total entry

Saturday 3<sup>rd</sup>      1/2 Hour Scramble      7.00am  
                          F1 G, H, J 5 rounds      8.00am – 1.00pm  
                          (State champs)  
 Sunday 4<sup>th</sup>      Vintage Power  
                          Vintage Rubber  
                          Vintage Glider 8.00am – 12.00 noon 3 Flights.  
                          Will combine if entries small

### Saturday Night

Lamb Spit Roast with Camp vegetables and Bread Roll  
 Red and White wine provided. **\$15 per head** Juniors free  
 (minus wine).      BYO chair



### Notes

Flyers who are current Friends of West Wyalong or Registered through NSWFFS pay entry fee only. Those flyers who are neither, will need to pay an additional fee of \$10 for the weekend. Friends of West Wyalong is \$30 per year 1/7/15---30/6/16  
 Everyone welcome to fly any sort of model. Please on the 3<sup>rd</sup> & 4<sup>th</sup> keep out of the way of the competition flyers.

The flyer issued by the NSW Free Flight Society for the West Wyalong weekend in October. We will be sharing the field with them—technically since it is their field, they are sharing it with us. More importantly they are also sharing their Lamb Spit Roast on Saturday night.

## GB (Gee Bee) 50 Diesel



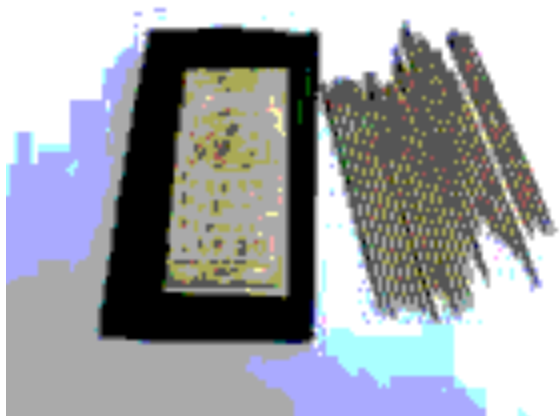
**Background** Gordon Burford is Australia's most well known and prolific engine designer and builder. The engine pictured here is one of his first mass produced engines. Chronologically, it fits between the Drone (aka *GB Stuntmota*) style engines and the first Sabre. Appearance wise, it bears features of the English *Yulon* series in the "beehive" shape of the head and finning above and below the exhaust ports. However, the Yulons (29, 30 and 49) all used "updraft" intakes and nearly all had a series of small diameter holes for the exhaust. The GB50 has more conventional down-draft intake and slotted exhaust. The liner is secured to the case with four short round head screws (look closely in the exhaust band). The head is then secured with four long screws spaced between the short ones. The backplate has two holes in its rim to accommodate a "pin" spanner, unlike Gordon's later engines which used the more conventional "penny" slot arrangement. It's also worth noting that Gordon always referred to his early motors as "GB". The *Gee Beemoniker* came from the advertising of his somewhat unethical agent and resulted in the name change to Sabre, but that's another longer, sadder story

## Construction

There is quite a story behind the origin of the needles used on GB, Sabre and early Taipan engines too. Here it is, courtesy of David Owen:

Producing the needle itself for a needle valve was never easy in the early days. Before the advent of sliding head autos, lathes generally lacked the high spindle speeds needed to turn a taper on a small diameter, and grinding tapers on hardened wire resulted in unacceptable wheel wear. Ready-made gramophone needles looked like a good idea, but their short length precluded use in all but the smallest engines.

These problems faced Gordon Burford when he started to build engines in the late 1940s. His solution was to use readily-available quilting needles. The taper on a quilting needle was not exactly ideal for a needle valve and these were eventually replaced with more suitably shaped Diamond brand No. 3/0 egg-eyed harness needles, made in England by John James and Sons.



The well-known tailoring firm of Reuben F Scarf was the Australian agent for these needles. They were packaged in a small black paper folder containing two dozen pieces. Each needle was roughly 60mm long, which left plenty of length after cutting-off the eye.

As production of engines increased, Gordon asked Scarfs to supply needles without the packaging and the eye. He was quoted twice the current price for those changes. Ultimately, needles were purchased in bulk, being supplied in lots of 10,000, tightly packed in a soldered, tinfoil box roughly 12"x9"x4" in size. The eyes were still intact.

Scarfs never told John James and Sons about the ultimate use of the needles. Did they wonder if there was a revival of horse-drawn transport Down-Under?

The Australian Customs people were also taking an interest in needles. Gordon Burford held one of only two Customs Determinations in South Australia, which entitled him as an OEM to import the needles through Scarfs without the imposition of Sales Tax. Was he selling needles to horse types tax-free? A subsequent investigation cleared him. Pilkington Glass held the other Determination on single-edged razor blades, which were used to finish plate glass.

Finally, in the early '60s, the egg-eyed harness needles were replaced by turned needles, as Gordon Burford and Co were now able to produce them on their own modern machinery.

## Conclusion

The venturi in this example has been assembled 180 degrees back to front--it should actually be oriented to face into the slipstream. The engine pictured is exactly as the current owner found it at a Flea Market stall! This is one of those genuine cases where a rare and collectable engine was purchased for a song, and even then the buyer hesitated not knowing what he was getting. Read it and weep.



### Glue Tutorial

By David Niedzielski and Stephen Niedzielski.

Have you ever wondered what the best glue is for tissing airplanes? Do you want to know the reason why to use yellow carpenter's glue on balsa joints? In this short tutorial we will give you these answers and more as you read this short tutorial.

There are several popular glue methods. Links are provided for the products we carry.

"Ambroid" cement is readily thinned and cleaned with acetone. It works well for gluing wood to wood and is somewhat flexible. Joints can be softened for repairs at a later date. Sands well during finishing if not globbed on. This is a waterproof glue. It may be available at your local hobby shop and can be purchased online at [amazon.com](http://amazon.com)

Yellow woodworker's or aliphatic glue, available from most craft and hardware stores. We thin this with 25-40% water. It holds well for gluing wood and tissue. This is quite flexible depending on how much you thin it. It can be easily cut through with a sharp razor knife and sands well. This glue is water resistant but not waterproof and requires doping the surface to improve water resistance or for outdoor flying.

Instant glue also known as cyanoacrylate glue, comes in different viscosities or reacting speeds - thin, medium and thick, with cure times of 5 to 60 seconds. We carry a full line of [Hot Stuff](#) instant glue. Applying this type of glue can be done via a small diameter tip on the end of a bottle allowing a tiny drop to be placed where you want it or by placing several drops on some plastic and dipping the end of the wood to be butt joined into the glue followed by putting the piece into it's location. The thin type of glue works best with the applicator tip, however the dipping method is better for the thicker glue. Thick cyanoacrylate glue is heavier but very strong, the joint is stiff, it does not sand easily, but it is waterproof. Accelerator can be sprayed where you have just finished applying the glue or by putting the glue on one piece and spraying accelerator on the other surface to be jointed. Make sure you are ready as the joint sets very quickly. Cyanoacrylate glue does not work for applying tissue.

Foam Safe CA Glue. For building models that contain foam parts [UFO Odorless](#) glue is the most effective. An added benefit is practically no fumes. It comes in thin and thick formulations.

Glue sticks. For tissing planes we recommend the purplish glue sticks, a permanent glue which goes on blue and dries clear. We like the [UHU brand](#). Just spread it evenly along the wood and lay the dampened tissue on carefully and pull taut. Another option involves using thinned white glue. We paint this on the wood and then lay the dampened tissue in place. This method requires water proofing the tissue if there is a risk of the tissue getting wet. Clear Krylon spray paint is our choice for water proofing. It does a great job of sealing the tissue with minimal fumes.

Dope. Yet another technique is to paint several coats of dope on the frame. After it dries, damp tissue is laid in place and then dope is brushed on along the wood structure through the tissue. After the tissue dries seal it with several coats of dope. Dope can be purchased in colors or clear. Ventilation is mandatory when using dope.

**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**

# THE BACK PAGE

Q: *What's the difference between a copilot and a jet engine?*

A: *The jet engine stops whining when the plane shuts down.*

*'There are bold pilots, and old pilots, but very few old bold pilots.'*

- 1930s Army Air Corps

Sign

*'Never tell the Platoon Sergeant you have nothing to do.'*

- Unknown Marine Recruit

*'Don't draw fire; it irritates the people around you.'*

Advice to new guy

*'If your attack is going well, you have walked into an ambush.'*

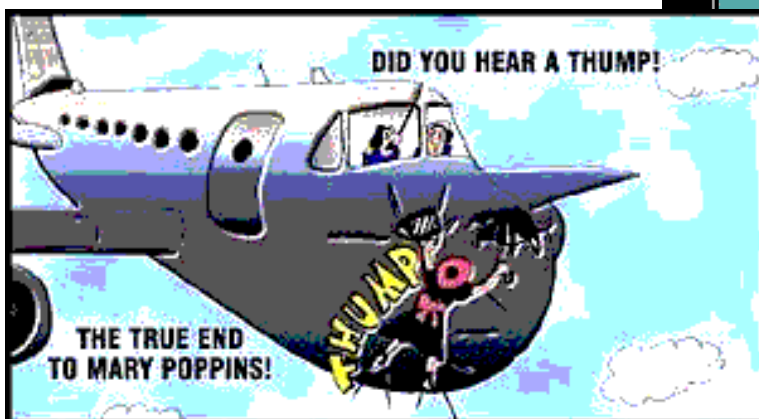
- Vietnam era Army Training Guide

*'If the enemy is in range, so are you.'* - Infantry Journal

*'Tracers work both ways.'* - Army Ordnance Manual

*"Try to look unimportant; they may be low on ammo."* - Infantry Journal

*"Bravery is being the only one who knows you're afraid."* - Col. David Hackworth



What a terrific job someone did at putting this video clip with great animation and period footage/photos together.

Listen to the radial engine sounds and the background music.. Very entertaining.

[https://www.youtube.com/embed/ywug11nLFfg?feature=player\\_detailpage](https://www.youtube.com/embed/ywug11nLFfg?feature=player_detailpage)