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**Newsletter
Number 197
November - December
2015**

Two big events for March 2016

34th SAM 1788 Championships at Canowindra from 23 to 28 March inclusive

This is SAM 1788's signature event and will be run as usual at "Bogwood", Lockwood Road, Canowindra over the Easter weekend.

The full program of 9 events will be run as well as R/C Scramble, control line and free flight events. Entry Forms accompany this issue of DT.

Catering will be available on field for most days.

The event starts on Wednesday for fun flying with the first scheduled events on Thursday. Scrutineering and Registration (for those who were late) is on Friday morning, 8.30am till 10:30am.

As usual, there is on field accommodation and camping.

National Championships at Shepparton from 3 to 5 March inclusive

The Oldtimer Nationals will be run by SAM 600 at the Valley Radio Flyers field at Shepparton.

A full program of 9 events will be run but there must be at least 5 flyers on the start line for the event.

Both IC and Electric events will be concurrently flown (Height Limited, 1/2A Texaco, Texaco and Duration for electric)

Camping is available on the field but there are also plenty of motels and caravan parks.

A program of events and entry forms will be published soon.



ORANGE MODEL AIRCRAFT CLUB Inc.

**INVITES YOU TO ATTEND AND COMPETE FOR THE
ALAN BROWN**

Perpetual Memorial Texaco Shield

6th and 7th FEBRUARY, 2016

ORANGE MAC FLYING FIELD at BORENORE

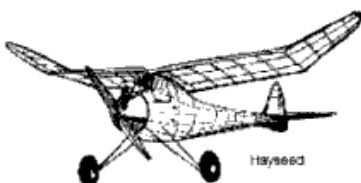
Saturday 6th - Commencing at 10am - Nostalgia
followed at 1.30pm by Oldtimer Duration

Sunday 7th - Commencing at 9.30am - Scramble

followed by 1/2A Texaco then Texaco

(All events will be flown to 2013 MAAA Rules)

For Information contact: Dave Brown - Telephone 02 6355-7298



Duration Times is the official Bulletin of SAM 1788
SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA INCORPORATED

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Email for Duration Times - waterbee@bigpond.com

SAM1788 Oldtimer Events for 2016

February 6 – 7	Alan Brown Memorial Shield <u>Nostalgia</u> , Duration, Scramble, 1/2A Texaco, Texaco	Orange
March 5 – 13	1/2A Texaco Postal Event	Various
March 3 – 5	Nationals - All events subject to min 5 entries per event	Shepparton
March 23 – 28	SAM1788 Championships All MAAA events plus sport events.	Canowindra
May	Veterans Gathering	Muswellbrook
May 14 – 15	Wyong Old Timer Weekend Burford, <u>Standard Duration</u> , Scramble, 1/2A Texaco, Texaco This meeting will include Electric Old Timer events.	Wyong
June 4 – 5	South Eastern Queensland Old Timer Meeting Various MAAA events.	Gratton Field
June 11 – 12	New England Gas Champs Burford, Duration, Scramble, 1/2A Texaco, Texaco	Tamworth
July (Mid-Month)	West Wyalong (Details to Come)	
August 6 – 21	1/2A Texaco Postal Event	Various
26 – 28 August	Oily Hand Weekend <u>Cabin Scramble</u>	Cowra
September 10 – 11	Coota Cup <u>Old Timer Glider</u> , Burford, Duration, 1/2A Texaco, Texaco	Cootamundra
October 1 – 2	Eastern States Gas Champs <u>38 Antique</u> , Burford, Duration, Scramble, 1/2A Texaco, Texaco	Wangaratta
November 12 – 13	Golden West Old Timer Burford, Duration, <u>2cc Duration</u> , Scramble, 1/2A Texaco, Texaco	Parkes



From the President:

Another year has come and nearly gone — how quickly they pass now. We have run 8 competitions over the year and are scheduled to run 10 during 2016, including two postal events. There are also four other events listed which some of our members will attend. This is a significant number of events but I am aware that there are calls for more. However please keep in mind that there is an increasing cost to competitors in travel and accommodation in attending competitions.

The year has ended with a great deal of uncertainty in the future of aeromodelling organisations in NSW. It may now well be the case that there will be a new organisation created in NSW through which we will affiliate our members to the MAAA. We are constantly monitoring the situation.

Until we see you all at Orange in early February, may you all keep well. I hope your Christmas stockings will be filled with modelling goodies (engines etc.) and that you will have plenty of time to build.

A Merry Christmas to all! Keep Safe!

Secretary's Report



Arrangements for the 2016 SAM1788 Champs are progressing well. The format for events and activities will be similar to previous years, however for 2016 we have included Wednesday 23 March as a setup day and for sport control line flying and testing of new models. We are hoping this will encourage some additional and varied control line flying which will add to the atmosphere of the Champs.

A program of events and entry form is included in this edition of Duration Times. Entries to Dave Brown by 21 March 2016.

The Easter period is a busy time with many competing events. If you are intending coming to the Champs book your accommodation early to ensure you have a place to stay.

For 2016 we have scheduled two 1/2A Texaco Postal events for 5 – 13 March and 6 – 21 August. The idea behind these events is to get as many of our members with 1/2A models to participate and maybe encourage some other local flyers to have ago as well. If possible loan them a model, explain the rules and help them record a flight time.

Fly the event to the current 1/2A Texaco rules, submit the scores and model type to the secretary for publication in the next Duration Times. Certificates will be awarded for the first six place getters.

The proposed dates give flexibility as regards weather conditions and to not clash with local club activities. Let's give it a try and make it a success.

We will hold a SAM1788 committee meeting at Orange in February, if any member has an item they would like considered please let me know by 3 February 2016.

Grant Manwaring, Secretary

Control line Racing Easter at Canowindra by CD David Owen

The 2016 PHANTOM SHIELD

for Phantoms and KK Champs to be flown at the 1788 SAM EASTER

CHAMPIONSHIPS on the 24th and 25th March 2016 at Canowindra, NSW.



As in 2014, we are again expecting a large number of interstate entries in 2016, particularly from WA. We will run the same four Phantom classes plus Champ this year.

The Rules require diesels only up to a maximum 2.00cc capacity in Phantom and 0.75cc capacity in Champ (see note following re the Enya ULTRA11CXD). Line length is unchanged at 35' and all models are timed over 12 laps from a standing start. Please refer to the new Rule outlined in DT #193. stipulating that *all Mk2 Phantoms must have the bellcrank assembly firmly affixed to the bearers.*

Enya ULTRA11CXD As CD, I was unaware that this engine was upgraded to 2.09cc capacity, having had the bore increased from 14.00mm to 14.30mm. Whilst the earlier 14.00mm bore CX11 is legal for Phantom, *the upgraded engine is definitely not and will not be allowed in 2016.* I reserve the right to check the bore in any CX11/UltraCX11 entries this year.

Some 2015 entries may have used the upgraded engine and that was a error on my part. However, it's too late to re-visit the 2015 Phantom Shield results and the following times will stand as the basis of the 2016 event:

Class 1	54.00 mph (2011)
Class 2	72.23 mph (2012)
Class 3	77.32 mph (2013)
Class 4	79.02 mph (2015)
KK Champ	47.02mph (2015)

The event will be run over 2 days to allow scrutineering for other events and the possible late arrival of some entrants. That said, it would help timekeepers if every effort is made to get your three allowed attempts in as soon as you can.

Thursday 24th March Control line flying, Phantom and Champ racing

1.00pm to 4pm.

Friday 25th March"

9.00am to 12 noon

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

David Owen

Editors Note: *The comments regarding the displacement of the Enya 11CXD also apply to the 2cc Old Timer Duration event making this engine ineligible for this event also.*

Golden West Oldtimer Competition - Parkes - 14 and 15 November

The competition was held once again at the Nelungaloo field west of Parkes. This is the home of the Parkes Miniature Aero Club who again hosted us and produced a great lunch on both Saturday and Sunday.

The first of the arrivals were Dave and Karen Paton and Kim and Jan Turner from Queensland along with Peter van de Waterbeemd who all camped on the field from Friday afternoon. John Watson and his wife welcomed us to the site and explained the operation. The vans were arranged as per a wild west wagon train and the setup led to good setup for happy hours. Some nibbles and wines etc. were sampled over the weekend.

Saturday started with a light breeze but this strengthened as the day wore on. First event was **Gordon Burford** and a field of 10 entries assembled. This included our newest enthusiast Anthony Vicary whose model was damaged at the end of the first round when it was blown over in the wind.

The event was flown over 4 rounds and good scores resulted from good lift. Good lift was also found for the fly off but this turned into sink and all models were down within seconds. Three seconds separated first from third.

Nostalgia was flown next but by this time the wind had come up and lift was difficult to find. Only David Beake managed three maxes from the four rounds flown and as a result there was no fly off.

Lunch was served by the members of the Parkes club. A great smorgasbord enjoyed by all. The wind continued and it was decided to postpone the Duration event to Sunday.

Sunday dawned a little breezy but the wind did not build up as much as it had on Saturday. **Scramble** was the first event flown and was a challenge for the small models but all survived the experience. The event was won by Condo, our CD for the weekend, who showed us that his knee was much improved by being able to jog to retrieve his model. Given that it was now 9:35 am and there were still three events to be run, a vote was taken and the consensus was that the remaining three events would be run over three rounds with two rounds to count.

1/2A Texaco was up next with 10 entries. Conditions were good enough for four in the fly off. Paul Farthing and David Beake ended up in the same lift and were expected to be there for some time.

Paul eventually decided he had enough and flew some interesting manoeuvres and landed before David with a flight of nearly 20 minutes.

Texaco was next again with 10 entries. Interestingly there were 8 Lanzo Bombers and 7 OS four strokes. Unfortunately Alan Brady lost contact with his models and it arrived badly and was probably written off. Conditions were good for the big models and resulted in 7 models in the fly off. Good lift was found in the fly off followed by lots of sink and all models were down in close succession.

This left **Duration** to be flown. The wind had picked up and a vote taken to fly the event. Five entries including three McCoy 60 series 20 engines. David Beake had a lot of trouble starting his McCoy but when it did, it failed to stop after 40 seconds and in the high speed flight that resulted the wing fluttered and failed. The model with half a wing attached came down with the engine on full song and crashed in the adjacent wheat paddock. The ground was still soft after recent rains and the engine, although damaged, may be able to be repaired. Two flew in the fly off.

Presentations were held under the shelters. Peter Condo Smith announced the results and presentations were made by the President.

It is Notable that our secretary Grant Manwaring was placed either first, second or third in all six events run over the weekend. Well done Grant.

Peter Smith was also presented with the Coota Cup Top Gun trophy which he won jointly with Dave Paton back in September. Dave was initially presented the trophy but on a post event check it was found that Peter and Dave were joint top gun winners.

The Parkes Miniature Aircraft Club was thanked for their continued support of the Golden West Oldtimer Competition and for the use of their field. Special thanks to their members who provided the lunch on both days and in particular to John and Elizabeth Watson.

Thanks also to Peter Smith who was CD for the weekend. Peter managed through the difficulties brought about by the wind and the resulting time pressures. Thank you Peter.

SAM1788 will be back at Nelungaloo Field next year on the 12th and 13th of November. Note though that 2cc Duration will be flown instead of Nostalgia.

Golden West Oldtimer Competition - Parkes - 14 and 15 November

Gordon Burford

Name	Model	Engine	Score	Fly Off
Grant MANWARING	Dixielander Taipan (T)	900	487	
David BEAKE	Ollie Taipan (T)	900	485	
Peter J. SMITH	Faison Taipan (T)	900	484	
Peter SCOTT	Zoot Suit Taipan	900	475	
Dave PATON	Stardust Spl Taipan	900	421	
Peter van de Waterbeemd	Ollie Taipan BB	900	405	
Paul FARTHING	110% Pencil Jr Taipan	900	0	
Basil HEALY	Creep Taipan Tyro	847	0	
Anthony VICARY	Dixielander Taipan	300	0	
Bob MARSHALL	Commando Taipan (T)	L/O	0	

Nostalgia

Name	Model	Engine	Score	Fly Off
David BEAKE	Swayback K & B	40	1260	0
Peter J. SMITH	Swayback K & B	40	1181	0
Grant MANWARING	Eliminator OS 40H		1126	0
Peter van de Waterbeemd	Swayback K&B	40	1103	0
Alan BRADY	Creep OS 25		1065	0
Basil HEALY	Sunstreak K&B	40	869	0
Dave PATON	Jumping Bean K&B	40	546	0
Peter SCOTT	Dreamweaver K&B	40	315	0

Tomboy

Name	Engine	Score
Peter R. SMITH	MP Jet	1440
Peter van de Waterbeemd	MP Jet	1411
Grant MANWARING	Irvine Mills	1401
David BEAKE		1389
Peter SCOTT	Mills .75	1050
Bob MARSHALL		956

Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Bomber McCoy	60	840	376
Grant MANWARING	Playboy YS53	4/	840	270
Peter SCOTT	Playboy 112%	McCoy 60		643 0
Dave PATON	Playboy 105%	YS 63 4/		420 0
David BEAKE	Bomber McCoy	60 L/O		0

1/2a Texaco

Name	Model	Score	Fly Off
David BEAKE	1942 Stardust Spl	840	1198
Paul FARTHING	1942 Stardust Spl	840	1150
Grant MANWARING	1941 Lil Diamond	840	441
Dave PATON	1942 Stardust Spl	840	430
Peter SCOTT	Baby Burd	839	0
Peter van de Waterbeemd	Lil Diamond	831	0
Garry WHITTEN	1941 Little Diamond	788	0
John BRADBURN	1942 Stardust Spl	741	0
Peter J. SMITH	1941 Lil Diamond	722	0
Basil HEALY	Stardust Special	544	0

Texaco

Name	Model	Engine	Score	Fly Off
Grant MANWARING	Bomber OS 60	4/ 1200	1065	
David BEAKE	Bomber OS 60	4/ 1200	1010	
Peter van de Waterbeemd	Bomber Saito 65	4/ 1200	963	
Paul FARTHING	Bomber OS 60	4/ 1200	947	
Dave PATON	Bomber OS 61	4/ 1200	913	
Dave BROWN	Flamingo O&R	60 1200	470	
Basil HEALY	Lanzo Stick	Enya 60	4/ 1200	0
Kim TURNER	Bomber OS 61	4/ 1143	0	
Peter SCOTT	Bomber Cunningham	64 1071	0	
Alan BRADY	Bomber OS 60	4/ L/O	0	



Steven White again relaxing in the shade along with Dave Brown and Dave's grandson . Seems to be Steve's lifestyle to sit and relax.

Golden West Oldtimer Competition - Parkes - 14 and 15 November



Left: Gordon Burford David Beake 2nd, Grant Manwaring 1st and Peter Smith 3rd

Below: 1/2 A Texaco Paul Farthing 2nd, David Beake 1st and Grant Manwaring 3rd



Above: Texaco Peter van de Waterbeemd 3rd, Grant Manwaring 1st and David Beake 3rd

Right: Duration Grant Manwaring 2nd, Peter van de Waterbeemd 1st and Peter Scott 3rd



Paul Farthing starting David Beake's ill-fated Duration model. Bomber with McCoy60 Series 20

Golden West Oldtimer Competition - Parkes - 14 and 15 November



Left: Bob Marshall, John Bradburn, Dave Paton and Alan Brady discussing matters of state on Saturday morning. Alan indicated that he will be putting modelling on hold for the foreseeable future.



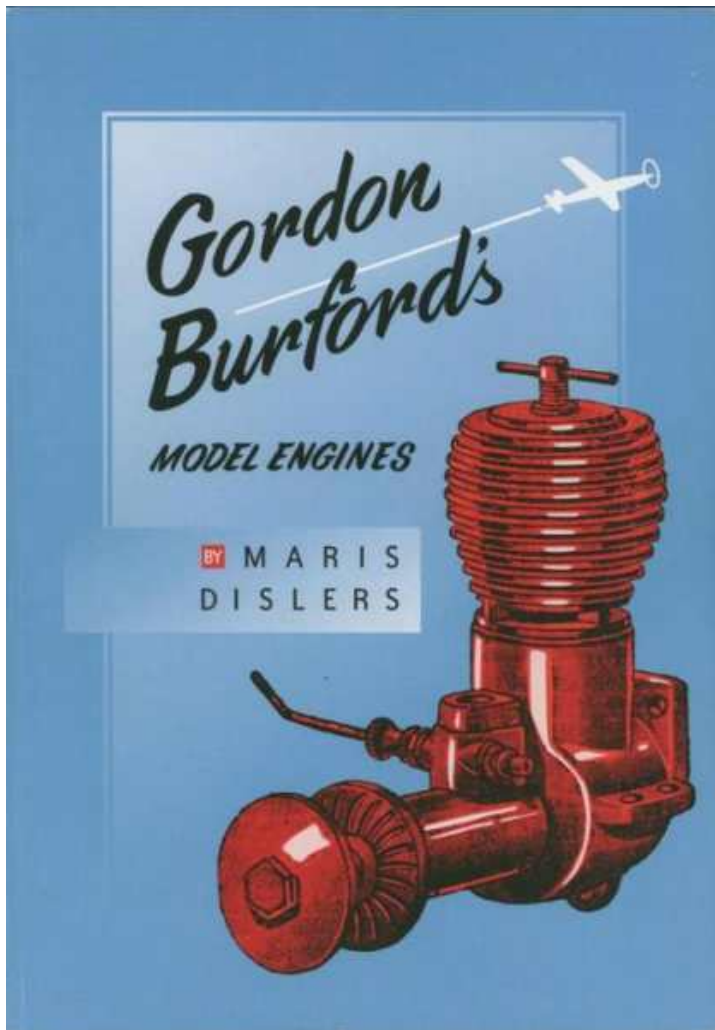
Right: Time keepers and all round supporters Karen Paton and Gail Scott enjoying a relaxing moment between heats.



Left: Grant Manwaring receiving one of his six trophies. Grant was placed either 1st, 2nd or 3rd in all six events. Well done Grant!

Peter Smith and Dave Paton shaking hands over the Coota Cup Top Gun trophy which they jointly won back in September.—see text.





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Golden West Oldtimer Competition - Parkes - 14 and 15 November



Above: Texaco Pits with CD Peter Smith supervising, Dave Paton in a recognisable pose and with Kim and Jan Turner. Peter was CD for all events over the weekend.

Right: Bob Marshall and Paul Farthing sharing another of Bob's jokes. Basil Healey in centre background.

Are they your pink undies hanging out Paul?



Frank Ehling Challenge - 1/2A Texaco Postal Competition

Hi Santoni, Attached please find the very ordinary results of our efforts in the 1/2A postal challenge. The missing information is: we are members of SAM 1788 flying in South East Queensland a thousand kilometers from 1788 headquarters; the contest director was Kim Turner AUS # 22690.

We plan to establish a new chapter in the new year based on our home field at Calvert and to continue participating in the 1/2A challenge on an annual basis.

Thank you for taking the effort to organise the event and good luck with the postal charges.

Regards Jim Hardy Secretary Calvert Radio Aero Modellers Society Inc SAM#3092

Place	Chapter	Club/Location	Country	Score
1	SAM 2001	Fiano Romano, near Rome	ITALY	5287
2	SAM 114	Hummel/Works field-Germantown, SW Ohio	USA	4885
3	SAM 40	Wake Signal-Marin County-California	USA	4858
4	SAM 78/95	Mikulovice Airport, Trebic, Zatecany	CZECH REPUBLIC	4597
5	SAM 1788	Gratton Field, Calvert via Rosewood, Queensland	AUSTRALIA	4034
6	SAM 51	Davis, California	USA	3810
7	SAM 43	Spring Field, Nashville, TN	USA	3623
8	SAM 27	Marin County - California	USA	3228
9	SAM 1953	Baradero Aero Club- Baradero	ARGENTINA	3122
10	SAM 119	Mocenok near Nitra	SLOVAKIA	1072

Greetings to all,

It has been another exciting year for SAM 2001 and for the Frank Ehling Challenge since we received ten entries from worldwide SAM Chapter, including two new entries from Czech Republic (SAM 78&95) and Slovakia (SAM 119) to whom we want to give a warm welcome in Frank Ehling Challenge, with the hope to find their teams in the next edition too. Welcome. Surely SAM 2001 Team would have never imagined to win another time the challenge. The SAM2001 Team was composed of ten modelers, but two of them, the most skilled ones, crashed their models during the first take-off because of a radio failure. The majority of the Teams enjoyed good weather and thermal conditions. All the Teams had very beautiful models. Paolo Montesi, SAM 2001 President, thinks, and hopes, that the funniest part of this challenge is to get together and enjoy each other's company. Following are results in order of placements.

Best Wishes and good thermals in 2016. Santoni Curzio L'AQUILONE SAM 2001

Fifth place SAM 1788 – AUSTRALIA

Contestant	Model	Area	Weight	Flight 1	Flight 2	Flight 3	Best 2 of 3	Team
		(Sq in)	(Oz)					Score
Brad Turner	Lanzo Bomber	344	19,1	900	877	537	1777	1777
Jim Hardy	Little Diamond	286	16	749	326	438	1187	1187
Mick Walsh	Stardus t Special	300	6,7	318	752	275	1070	1070
Trevor Carey	Little Diamond	286,4	16	0	0	0	0	

SAM 1788		Team Score	4034
Date	Oct. 18, 2015		
Location	Gratton Field, Calvert via Rosewood, Queensland		
Conditions	Partial cloud, moderate thermal activity. Wind, slight Easterly max 5 mph, 25c°		
Team Manager	Kim Turner		

The following article was copied from Model Engine News in December 2010 with the kind permission of David Owen. It is timely to reproduce the article here as Maris is about to commission a new print run for this magnificent book. See page 8 of this issue.



Christmas arrived just a little bit early here this year in the form of Maris Dislers' *magnum opus* on the engines designed by Australian legend, Gordon Burford. Maris is a noted Australian competition flyer who, like Gordon, hales from Adelaide, South Australia. So what could be more natural that he (a) develop a love of Australia's own Taipans, Glow Chiefs, Sabres, etc, then (b) decide they needed to be definitively documented. A fine goal, which quickly got out of control as Maris elected to test as many

examples as he could, complete with BHP/Torque curves (using calibrated propellers) so meaningful cross-comparisons under similar test procedures could be made. As his research soon discovered, Gordon not only produced a new design every year or two, he favoured small production runs with frequent incremental changes in detail between runs of the same model: good for customers who benefited from a constantly improving design, but a nightmare for the model engine historian. Then there was the failure of the original plan which had text and photos being handed over to a mysterious "someone" for layout and printing. We've known for years that Maris' book was coming Real Soon Now; the problem was living long enough to enjoy it!

Well, the wait is over and the first batch have gone out to the many Admirers of Gordon's engines who helped provide information and loaned Maris treasured examples for testing. Being one of those, I have my own copy and can say the wait was worth it and that Maris deserves all the accolades he receives for a difficult job done well. I hope he manages to make a buck out of it too, though I really doubt this was ever a real goal for him, or others who have laboured to document similar marques (I'm thinking of John Brown's Dan Calkin and His ELFs, or Jim Dunkin's Dennymites, Drones & More, and others).

The purpose behind the book is to answer for once and all the question of "what Burford engine is that?", not to mention what needle valve and prop washer should it have. The motivation is, I think, somewhat different and I was taken by Maris' own Introduction where he considers the "why?" question, saying:

Why write a book about model aircraft engines? For starters, they are fundamental for keeping a powered model aircraft in the air. Also, it takes a degree of perseverance to master them and many owners have been brought to tears of frustration and despair before getting one to work properly. So there is a certain sense of achievement when the skills have been learned and the "enemy" becomes a true friend. This makes them a good deal more interesting to many of the initiated than the equally practical, modern electric motor.

Maris, well said and how true—especially so in the case of the wonderful, smelly, messy diesel that Gordon and so many more who cut our teeth on this

type love so much.



Ok, enough of the congratulations already. This is not an inexpensive book. Your copy is going to set you back A\$75, plus postage, so what do you get? *Gordon Burford's Model Engines*, by Maris Dislers, Self-published, 2009, ISBN 978-0-646-52498-6, is soft-bound, A4 size (about 11x8), with 200 glossy pages printed in full colour with over 250 superb colour photos, and numerous tables. The seventeen (17) chapters cover Gordon's creations in logical groupings, all the way from the three prototype GB-1 engines he made in 1946 based on Lawrence Sparey's 5cc Aeromodeller diesel, through the quantity production years of Stuntmota, Gee Bee, Sabre, Glow Chief, and Taipan, to the Doonside collaborations with Ivor F, the high-performance Burford Team Race engines, the limited

production run "Currumbin" engines like the Burford Deezil and Elfin Replicas, all the way back to the Burford-Owen GB-1 replica (an example of which changed hands on eBay in December for a mere £258). Some would say that the real gold is in the Appendices. In the first of these, Maris describes and tables the fittings for glow and diesel engines, including colour photos of all needle valve assemblies and compression screws. The second is dedicated to packaging with photos of all the different box styles—including the Bubble Pack 1.5cc diesel that introduced me to the tears of frustration and the sound of triumph back in 1957, plus copies of the instruction sheets that accompanied the boxes. The only thing missing are figures for bore, stroke, and weight.

Gordon was a prolific designer and manufacturer and generally had several models in production at any one time. The format chosen to present the story is to group the various models and then deal chronologically with the sub-set, rather than try to present the entire bewildering range in sequence. So we get separate chapters dedicated to the 1.5cc engines, the 2.5's, the Marine variants, the Glow Chiefs, the Large Taipan Glows, etc. Within each chapter, we are introduced to the progression of "official" models (to the extent such distinctions can be made), including the "failures". After describing the features and construction of an engine, Maris describes his experience running it and presents tables of prop verses RPM, together with Torque/BHP curves, and observations on the performance and handling qualities with different fuel blends, contrasting his findings with those of published tests. Where significant discrepancies exist, he looks for reasons and ranks them against performance and price for equivalent engines of the day. In all, a most thorough, methodical approach which I found entertaining, informative, and eminently readable.

At 770 gm, or about 1 pound 14 oz, this is no lightweight book, and Maris ensures copies are well protected for shipment, so postage in Australia is A\$10. However Maris can ship up to three books in the same packing, so you might like to club together on orders. The cost for overseas shipping varies, so email or write to Maris to find out what the cost will be to your part of the planet. Maris takes Australian postal orders, electronic funds transfer, or PayPal. Again contact him for details before ordering. Even if I was not a self-confessed Taipan fanatic, I'd still be giving this book Five Gold Stars and a Koala stamp ★★★★★ *Note the above prices were current in 2010—not so in 2015 Ed.*

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75 c.c. (14 oz.) 44s. 9d. with fuel cut-out
1-3 c.c. (15 oz.) 9s. 6d. " " "
2-4 c.c. (32 oz.) 10s. 6d. " " "
1-3 Marine Diesel 9s. 7d. " " "
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Mills
DIESEL

These advertisements from Model Aircraft published in February 1951.

The table left below shows that the average wage in Britain in 1952 was £7.50 or 150 shillings per week, or 30 shillings per day.

The engines therefore cost from two up to four days wages.

Below: How politically correct is the ad for Solarbo Balsa today??

SOLARBO
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16 DAYS' HOLIDAY AND A 48-HOUR WEEK		
≈ 1952 ≈		≈ 2012 ≈
40 to 48 hours	Average full-time working week	37 hours
16 days	Annual holiday	Minimum 28 days
50million	Total population	62.3million
23million	Workforce	32million
Four pence	Cost of a pint of milk	50p
£7.50	Weekly wage	£500
Nine pence	Pint of beer	£2.80
£2,000	House price	£163,000
Men - 96 Women - 46	Percentage of employed	Men - 75 Women - 66
8.7million	Manufacturing jobs	2.5million
6million	Public sector jobs	6million
9.5million	Trade union membership	6.5million
160,000	Number of private sector firms	4.5million

Below: Advertisement for ETA engines. Note the mention of Victorian NSW and New Zealand championships.

February 1951

MODEL AIRCRAFT

ETA "Superpower" **UNITS**
WORLDWIDE WINNERS

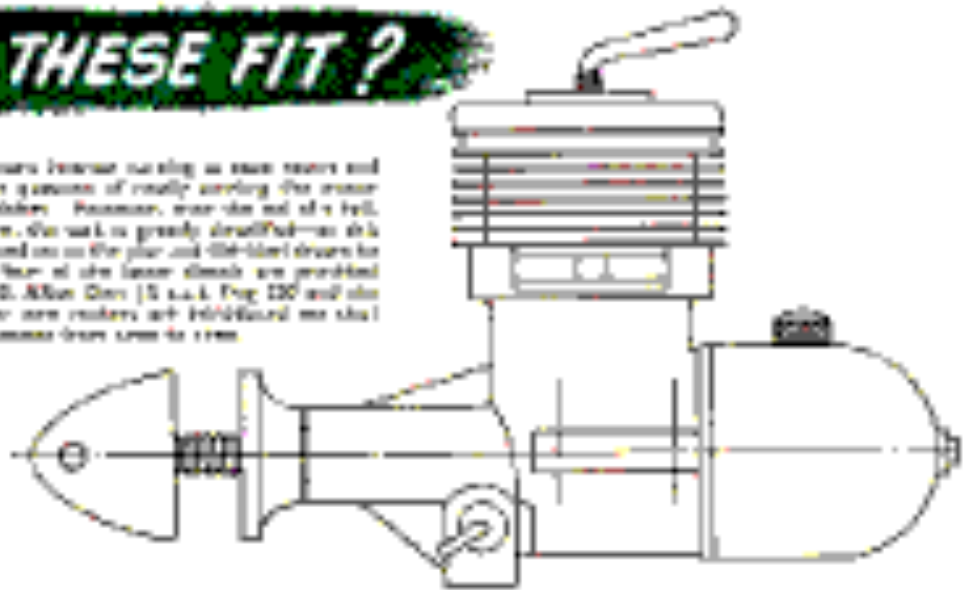
British Speed Records
AIRCRAFT
107.1 m.p.h.
RACE CARS
80.36 m.p.h.

ETA "29" GP

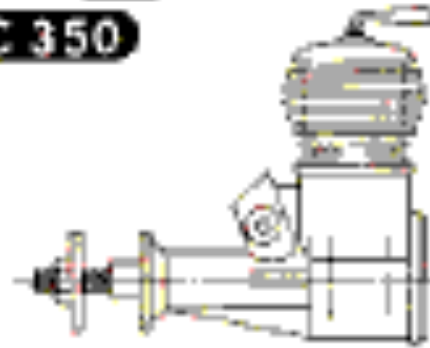
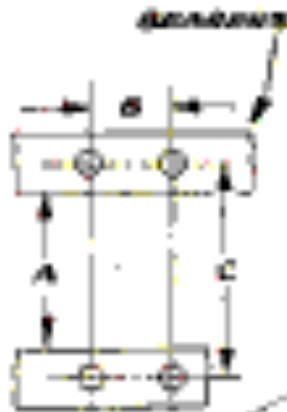
1st — 97.84 m.p.h. S.E. AREA C/L CHAMPIONSHIPS.
1st — 100 m.p.h. ALL HERTS RALLY.
1st — 95.5 m.p.h. LONDON AREA C/L CHAMPIONSHIPS.
1st — 90.6 m.p.h. VICTORIA AUSTRALIA CHAMPIONSHIPS.
1st — 112.28 m.p.h. NEW ZEALAND 1950 NATIONALS.
1st — Junior Stunt N.S.W. AUSTRALIA CHAMPIONSHIPS.
1st — Open Stunt N.S.W. AUSTRALIA CHAMPIONSHIPS.
1st — 103.2 m.p.h. WEST ESSEX GALA.
1st — 107.13 m.p.h. S.M.A.E. C/L CONTEST.

WILL THESE FIT?

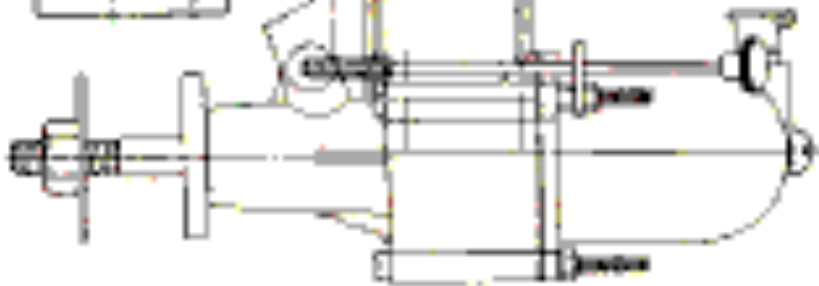
With more and more interest existing in race motors and free flight motor, the question of really working the motor is often asked a problem. However, even the use of a ball, also require adjustment. On such is greatly simplified as this can be ground or ground on to the plug and (100-100) drive for use. Drawings of four of the latest models are provided below—see O.C. 200, Alton Dart (S.S.A. Page 120) and the E.D. 2-46. As other new models are being developed we shall publish further information from time to time.



D.C. 350

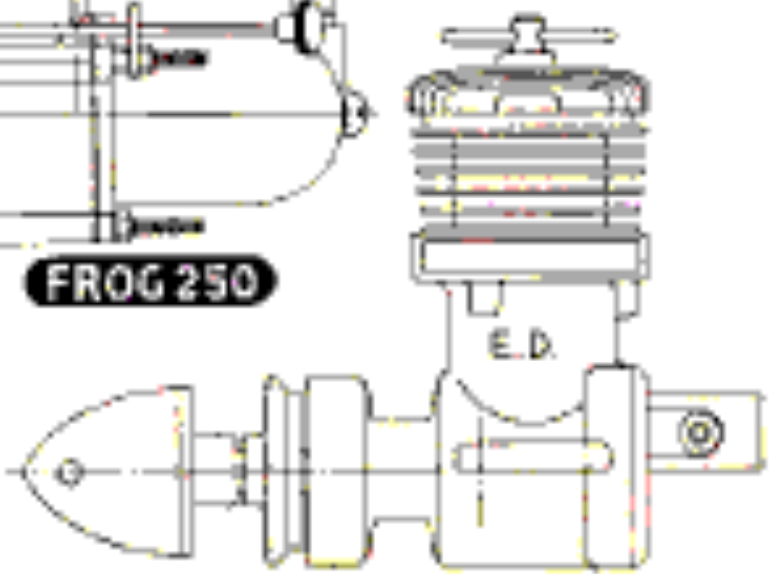


ALBION DART



FROG 250

	A	B	C
O.C. 200	15-16	1-2	14-
DF-1	14-15	1-2	13-14
DF-2	14-	1-2	12-13
DF-3	14-	1-2	11-



E.D. 2-46

FOR SALE

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

Peter Scott

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

FOR SALE

Interesting Old Photos



Left: Soviet Air Force officers, Rufina Gasheva (848 night combat missions) and Nataly Meklin (980 night combat missions) decorated as 'Heroes of the Soviet Union' for their service with the famed 'Night Witches' unit during World War II. They stand in front of their Polikarpov Po-2 biplanes.

(Colourisation and research by Olga Shirnina from Russia)

Right Squadron Leader J.A.F. MacLachlan, the one-armed Commanding Officer of No 1 Squadron RAF, standing beside his all-black Hawker Hurricane Mark IIC night fighter, 'JX-Q', at Tangmere in West Sussex, England.

(Source - Royal Air Force official photographer Woodbine G (Mr) © IWM CH 4015. Colorized by Paul Reynolds. Historic Military Photo Colourisations)



Right Focke Wulf FW-190A6 N°20 of 4./ Jagdgeschwader 54 (JG 54) on the airfield at Immola in Finland. 2nd of July 1944.

(Source - SA-kuva. Colorized by Jared Enos)



A Chinese Nationalist soldier guards a row of Curtiss P-40 'Warhawks' flown by the 'Flying Tigers' of the American Volunteer Group (AVG). July, 1942.

(Source - National Archives and Records Administration - 535531. Colorized by Tom Thounaojam from India)

THE BACK PAGE

BASIC FLYING RULES.

*'Try to stay in the middle of the air.
Do not go near the edges of it.
The edges of the air can be recognized by the
appearance of ground, buildings, sea, and trees.'
It is much more difficult to fly there."*

—W.W.II Undergraduate Pilot Training Sign

*If you're faced with a forced landing, fly the
thing as far into the crash as possible.*

—Bob Hoover, renowned aerobatic & test pilot

'Friendly fire - isn't.'

*'Radios will fail as soon as you desperately need
fire support.'*

Aim towards the Enemy.

— Instruction printed on US Rocket Launcher

*'Airspeed, altitude, and brains. Two of these are
always necessary to successfully complete the
mission.*

*The three most useless things in aviation are:
Fuel in the bowser; Runway behind you; and Air
above you.'*

— Basic Flight Training Manual

'If it's stupid but it works, it isn't stupid.'

— Naval Ops Manual

*"Things that must be together to work, usually
can't be shipped together."*

— Supply Training Manual

'Any ship can be a minesweeper. Once.'

— Naval Ops Manual

*'What is the similarity between air traffic
controllers and pilots?*

*If a pilot screws up, the pilot dies; but if ATC
screws up the pilot dies.'*

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MPJet and PAW

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and accessories

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for latest price list



Above: A Supermarine Spitfire Vc 'Tropical' JK707 MX-P serving with 307th Fighter Squadron, 31st Fighter Group operated by 12th USAAF. The regular pilot was 1st.Lt. Carroll A. Prybylo, but when lost it was flown by Capt. Virgil Cephus Fields, Jr. (Source - US Navy, via Library of Congress. Colorized by Paul Reynolds. Historic Military Photo Colourisations)

Boeing's New Spy Plane General Characteristics:

Wingspan :	150 ft. (46 m)
Takeoff gross weight :	9,800 lbs. (4,445 kg)
Cruise speed :	150 kts.
Maximum speed :	200 kts.
Altitude :	65,000 ft.
Engines :	(2) 2.3L 150 horsepower
Endurance :	4 days at 65,000 ft.

Let that sink in -

Wingspan equal to the width of a good size building lot.

It's relatively light (at 5 ton), slow, flies at twice the altitude of commercial transport.

It's powered by 2 truck engines and stays aloft for 4 days.

Now take a look:

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ~~%2cAAAAukPAIqE~%2coAVq1qtdRjwBrIkHYj2MSytJiEK9s5fy&bctid=1331877361001>