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Newsletter Number 198 January — February 2016

SAM 1788 AGM

The AGM will be held at 8:00 pm on Friday 25 March 2016
at the CWA Hall, Blatchford Street Canowindra

The agenda will be distributed prior to the meeting and will include the presentation of reports, election of the executive and committee and discussion of motions forwarded to the Secretary prior to the meeting.

Note that in accordance with the Rules of Incorporation (Constitution) that if sufficient nominations for any executive and committee position are received in writing by the Secretary seven (7) days prior to the AGM there will be no further call for nominations for that position from the floor of the meeting. A nomination form is included with the email and posted copy.

The big event 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 Thursday, Friday, Saturday and Sunday with orders taken on Sunday for Monday lunches.

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

As usual, there is on field accommodation and camping.

Brian Stebbing RIP



Brian with his father Fred's Rambler — Brian's favourite model



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, 2548	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 6364-0264
Newsletter:	Peter van de Waterbeemd	35 Cosham Close, Eden, NSW, 2551	02 6496-4769
Committee Members:		Bob Marshall, 02 4363 2818, Alan Brady, 02 9629 7014	

Email for Duration Times - waterbee@bigpond.com

SAM1788 Oldtimer Events for 2016

March 5-13	1/2A Texaco Postal Event	Various	Grant Manwaring 02 6241132
March 24-28	SAM1788 Championships	Canowindra	Grant Manwaring 0262411320
	All MAAA events plus sport events.		
May	Veterans Gathering	Muswellbrook	
May 14-15	Wyong Old Timer Weekend	Wyong	Bob Marshall 02 43632818
	Burford, <u>Standard Duration</u> , Scramble, 1/2A Texaco, Texaco		
June 4-5	Vintagents Old Timer Meeting	Gratton Field, QLD	
	Various MAAA events.		
June 11-12	New England Gas Champs	Tamworth	Grant Manwaring 0262411320
	Burford, Duration, Scramble, 1/2A Texaco, Texaco		
July 16 - 17	West Wyalong	AB Field	Grant Manwaring 0262411320
	38 Antique, Duration, Cabin Scramble, 1/2A Texaco, Texaco		
August 6-21	1/2A Texaco Postal Event	Various	Grant Manwaring 02 62411320
August 26-28	Oily Hand Weekend	Cowra	Andy Luckett 02 63423054
	<u>Cabin Scramble</u>		
Sept 10-11	Coota Cup	Cootamundra	Grant Manwaring 02 62411320
	<u>Old Timer Glider</u> , Burford, Duration, 1/2A Texaco Texaco,		
October 1-2	Eastern States Gas Champs	Wangaratta	Grant Manwaring 02 62411320
	<u>38 Antique</u> , Burford, Duration, Scramble, 1/2A Texaco, Texaco		
Nov 12-13	Golden West Old Timer	Parkes	Peter Smith 0423452879
	Burford, Duration, <u>2cc Duration</u> , Scramble, 1/2A Texaco, Texaco		



From the President:

This issue of DT contains on the next page important information relating to the 1/2A Texaco Postal Competition running from March 5 to 13 inclusive. Please make the effort to enter the comp and perhaps see if you may be able to encourage your local modellers to enter.

Please note that there is a Nomination Form for executive and Committee positions accompanying this newsletter. Written nominations take precedence for elections at the AGM at Canowindra.

The situation relating to the MAAA and NSW state membership has not been resolved and we are still waiting for advice from the MAAA and from Aeromodellers NSW. Don't hold your breath!

I trust that you are all very busy preparing for Canowindra. Preparations for the six days are well in hand. The competition will be run as per previous years but with an extra unofficial day on Wednesday prior to the competition for testing, control line flying and general socialising.

Keep Safe!



Secretary's Report

Canowindra 2016

As outlined in the last issue of Duration Times arrangements are well in hand for this year's Championships. Wednesday 23 March is a setup and sport flying day, it also gives the opportunity to test any new models. Hopefully there is a good rollup of control line and other varied models.

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

Please note current MAAA membership cards will need to be presented at Registration and Scrutineering session.

For those intending to stay or camp at the "Bogwood Caravan Park", please contact Paul Farthing in advance to let him know your likely arrival time. Paul's contact phone numbers are 02 63640264 or mobile 0427640264.

On field catering will be provided by the local CWA group. Lunches and drinks will be available Thursday, Friday, Saturday & Sunday. For those requiring a lunch on Monday 28 March, order and pay for, (include name on lunch bag) on Saturday, this will be delivered on Sunday and left in Paul's fridge overnight for your consumption on Monday.

The BBQ will be held at "Bogwood" on Saturday night, format similar to last year. Peter van de Waterbeemd will have the BBQ tickets at the Registration and Model Scrutineering sessions.

The Presentation Dinner will be held at the Canowindra RSL Club, Gaskill Street, Canowindra. Dinner is 6.30pm for 7.00pm. Peter van de Waterbeemd will have the dinner tickets. For anyone with special diet requirements, could you please let me know. Contact details are email grantandmary7@gmail.com, or telephone 02 62411320.

Hoping for great weather and another outstanding SAM1788 Championships.

Grant Manwaring, Secretary

1/2A Texaco Postal Competition.

This event is the ideal lead up to Canowindra. This event is scheduled over two weekends, 5 - 13 March to give some flexibility as to local club activities and weather conditions.

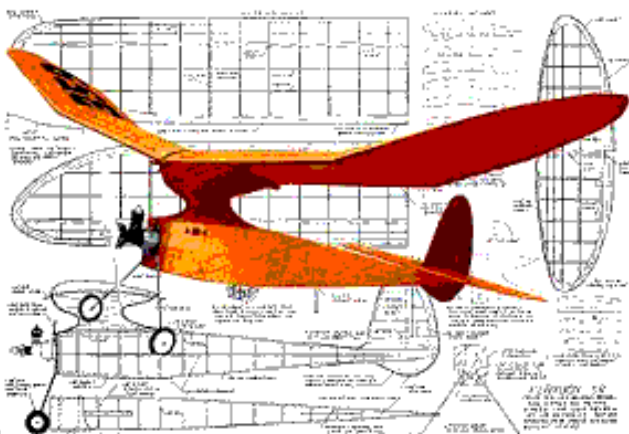
Get together with those who have 1/2A Texaco models, those that do not regularly come to our events. Lend a model to interested flyers, explain the rules. You never know we might get some new flyers along.

Fly the event to the current rules, four flights, three to count with flyoff if required. Send me the scores and I will collate and publish in the next issue of Duration Times. Certificates will be awarded to 6th place.

If you require scoresheets or more information please contact me at email

grantandmary7@gmail.com or telephone 02 62411320.

Grant Manwaring



Alan Brown Memorial Shield Orange 6-7 February 2016

The first competition of the year was run at Orange and was a great success! The weather became kind to us on Saturday afternoon and was brilliant on Sunday.

The Orange club was happy to allow on field campers and this was accepted by yours truly who arrived on Friday afternoon. Norm Barnes was there preparing the field for the competition and everything was spick and span. Norm told me that the wind had been blowing hard for four days and that it looked to continue throughout the weekend. Well it certainly kept the caravan rocking during the night and had not abated on Saturday morning. By the advertised start time of 10am the wind gauge was constantly showing over 7m/sec. It was decided to postpone flying until after lunch which was to be served early at 11:30 am.

The committee had its meeting and by 11:30 am the wind had dropped considerably and thus flying commenced at 12:30 pm with the wind around 4m/sec.

Nostalgia was the first event to be flown. There were 8 entries but even with the late start, the event was flown over 4 rounds. Only 2 flyers performed and flew in the fly off with Condo Smith winning.

Duration followed, again over 4 rounds. Conditions had improved over the afternoon and the fly off was flown in good conditions. Three into the fly off, this was Grant's second fly off for the day and he was on fire winning the event.

Sunday morning dawned with light winds but acceptable for **Scramble**. Only four entries but as per usual the half hour event was hard fought and according to the Orange club secretary Steve Smedler, it may have been a round of aerobatics. Well won by Condo with the edge in landing close to the pits.

1/2A Texaco followed with a field of 8 entries. Our erstwhile treasurer came out of hiding and showed all and sundry how a 1/2A model should go up, and up, and up etc. Well won Paul. Grant second.

Finally **Texaco** with the largest entry for the weekend. Conditions were now close to perfect and all enjoyed the thermals. Won by Dave Brown, second Condo and the Grant third.

Presentations were Made by Steve Smedler who presented the unique Orange Club trophies. It can be guessed the Grant Manwaring placed in all four official events—as he did at the last comp in Parkes.

The Alan Brown Perpetual Memorial Shield for Texaco was won by Dave Brown. How many events has Dave's Flamingo now won?

Peter van de Waterbeemd thanked the Orange Club for the event and the use of all their club facilities. Special thanks also were given to the Orange Club members Norm Barnes, Rob Hart, Steve Smedler, Frank Whitehead, Gary Hildebrand and Mark Hollege for the field preparations but especially for the lunches on both days.

Orange club kindly offered to run the event again next year and this offer has been accepted.

Nostalgia

Name	Model	Engine	Score	Fly Off
Peter J SMITH	1944 Swayback	K & B 40	1260	571
Grant MANWARING	Spacer	OS 40H	1260	490
Basil HEALY	Sunstreak	K & B 40	1196	0
Jim RAE	1953 Stomper	K & B 40	1127	0
Geoff POTTER	1944 Swayback	K & B 40	881	0
Peter SCOTT	Jaided Maid	OS25	880	0
Peter van de Waterbeemd	1944 Swayback	K & B 40	723	0
Peter R SMITH	Ollie	K & B 40	633	0

Duration

Name	Model	Engine	Score	Fly Off
Grant MANWARING	1941 Playboy 105%	YS53 4/	1260	960
Peter van de Waterbeemd	Bomber 91%	McCoy 60	1260	910
Dave BROWN	1938 Bomber 85%	Saito 56 4/	1260	876
Peter SCOTT	1941 Playboy	Saito 62 4/	1134	0
Anthony VICARY	Playboy 100%	Saito 62 4/	1058	0
Peter J SMITH	1941 Playboy	Saito 50 4/	869	0
Jim RAE	Lion Cub 130%	Saito 56 4/	583	0
Bob MARSHALL	Playboy 105%	TTiger 46 2/	L/O	0

1/2A Texaco

Name	Model	Score	Fly Off
Paul FARTHING	1942 Stardust Special	1260	832
Grant MANWARING	Playboy Cabin	1260	728
Peter SCOTT	Baby Burd	1260	606
Peter van de Waterbeemd	1941 Lil Diamond	1253	0
Jim RAE	Pine Needle	1216	0
Basil HEALY	Stardust Special	1139	0
Garry WHITTEN	1941 Little Diamond	992	0
Peter J SMITH	1941 Lil Diamond	157	0

Texaco

Name	Model	Engine	Score	Fly Off
Dave BROWN	1938 Flamingo	O&R 60	1800	994
Peter J SMITH	Bomber	OS 61 4/	1800	760
Grant MANWARING	1938 Bomber	OS 60 4/	1800	638
Basil HEALY	Lanzo Stick	Enya 60 4/	1800	389
Anthony VICARY	1938 Bomber	O.S 61 4/	1800	77
Peter van de Waterbeemd	1938 Bomber	Saito 65 4/	1614	0
Peter SCOTT	Bomber	Cunningham 64	1060	0
Jim RAE	Krupp	O&R 60	758	0
Geoff POTTER	California Chief	OS 26 4/	162	0

R/C Scramble

Name	Motor	Score
Peter J. SMITH	Indian Mills	1439
Peter van de Waterbeemd	MP Jet	1404
Peter SCOTT	Mills .75	1389
Jim RAE	Mills .75	1161

Alan Brown Memorial Competition - Orange - 6 and 7 February



Above The ever helpful Bob Marshall holding Peter Smith's Swayback for Nostalgia.



Bob again holding Jim Rae's Stomper (Previously Don's model) for Duration. Don Sutherland holding the TX.



Above: Paul Farthing with the watch, Basil Healey flying and Grant in awe of proceedings.



Above: Anthony Vicary holding Geoff Potter's Swayback also in Nostalgia.

Below; Peter Smith made a cameo appearance but left early due to continuing back problems. Timing by Peter's brother in law.

Below: Peter Scott flying with Gail Scott timing—a very familiar pose for this duo.



Alan Brown Memorial Competition - Orange - 6 and 7 February



Left: Condo Smith flying in foreground with Jim Rae and Don Sutherland in the centre.

The Orange club field was very green and a pleasure to fly from. The view of the surrounding countryside was superb. Vineyards in the distance and green fields all around.



Right: Grant Manwaring just after releasing Basil Healey's Lanzo Stick in Duration



Left: Bob Marshall being helpful AGAIN holding Peter van de Waterbeemd's Swayback



Above: Paul Farthing, Basil Healey and Grant Manwaring with Grant's Spacer.

Left: Steve White again sedentary and supporting his hand on the wingtip of Dave Brown's Flamingo.

Alan Brown Memorial Competition - Orange - 6 and 7 February



Left: Peter van the Waterbeemd and Paul Farthing with Peter's very noise Duration model — McCoy 60 on full song.

Below: Don Sutherland and Jim Rae with Jim's Jumping Bean. Just why are you looking at the heavens Don?



Left: Bob Marshall (helpful as ever) waving goodbye to Jim Rae's Stomper in Nostalgia.



Above: Nice car — what species is it and who owns it?

Left: View of the pits during Duration. Pilots include Dave Brown, Peter Scott, Jim Rae, Peter van de Waterbeemd, Bob Marshall, Grant Manwaring and Anthony Vicary

Vale Brian Leslie Stebbing

Sadly Brian passed away on 18th of February 2016 aged 60 yrs.

He was many things to many people. We know him for his keen and competitive nature within the Society of Old Timer aeromodelling. Angela and Brian were very close and enjoyed travel. Together they established and ran a Nepalese restaurant in Adelaide and assisted the Nepalese community in South Australia. One of his distractions was to play guitar in a rock band with some mates. After retiring from the restaurant business he took up lawn bowls with great enthusiasm, and probably was working on a way to make faster bowls.

This brings us back to model engines. In his early years, his father Fred and Brian raced go-karts and with the engine tuning skills learnt, he spent many hours on his lathe and mill improving and developing initially Duration class engines, and recently 2cc engines for the Phantom class at Canowindra this coming Easter. Apparently he had a faster model than in 2015, ready to go.

He was very keen on $\frac{1}{2}$ A and was responsible for the popularity of the Stardust Special, even consulting with Don Broginni and getting the variables in writing.

Brian was a strong competitor in Old Timer and regularly drove to Victoria for the Sam600 competitions in order to win the Fred Stebbing Memorial perpetual trophy. 2015 saw Brian and Angela drive East to compete in events at Canowindra, NSW, Queensland and the Nationals.

An active member of the Willunga Vintage MAC, and SA Old Timer Association (SAM 1993) as well as the Victorian Old Timer Association (SAM600)

Ironically Brian was the second youngest member in the South Australian group. He was always willing to help, and his upbeat personality will be missed.

Dave Markwell SAM 1993



It is with great sadness that I have to announce the sudden & unexpected passing of Brian Stebbing at his home in Adelaide.

He has been a member of SAM600 for about 4 years but in that time has made a name for himself from Adelaide all up the east coast as a very fair but fierce competitor & he won our Fred Stebbing champ of champ trophy on his second year in our association, this trophy was named after his late father who like Brian was a very friendly & personable chap.

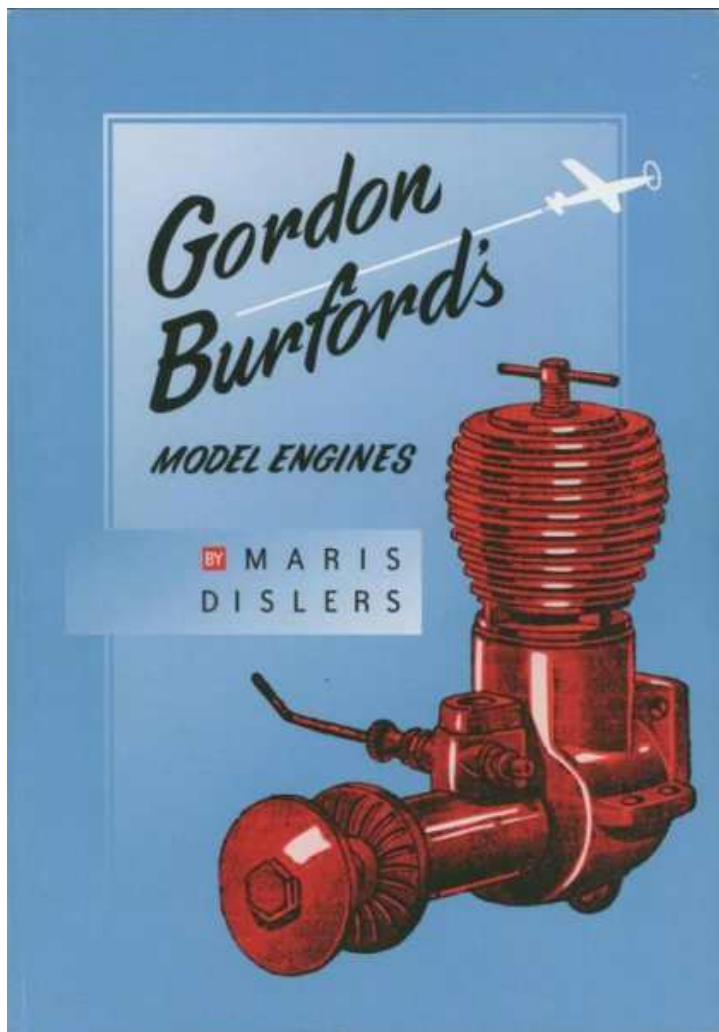
Our deepest sympathy go out to his wife Angie & his brother Geoff

Also I have to announce the passing of another SAM600 member in Graham McDonald, not many of you would know Graham but he was one of the founding members of SAM600 & was a regular flyer at our TOFFS days at SWAMPS club, again our sympathy goes out to his wife Jenny & his family.

Both these chaps will be sadly missed

Kevin Fryer

SAM 600 president



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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 DT issue 197 re the Enya ULTRA11CXD). Line length is 35' and all models are timed over 12 laps from a standing start. Please refer to the new Rule outlined in DT #193. 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

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

INTERNAL ENGINES (D) Diesel

Make	Cyls. / C.C.	Stroke / mm.	Bore / mm.	Stroke / mm.	Max. H.P./P.	Rev./min.	Weight / gm.	Material
Aud	3	2	10.32	12.2	3,500	4	8	Brass
Aurora	30	2	14.22	13.32	7,000	4.5	8.01	...
Auton	3.5	34	...	...	4,000	8	12	Steel
Auto-P.	3	2	11.32	13.7	4,500	8	7	...
Clayton	3.8	31	27.52	20.37	7,200	18	10.18	...
L.D. Mk. I	1.8	24	11.18	14.86	7,000	1.5	6.9	...
L.D. Mk. II	1.8	6	12.7	15.89	4,500	1.8	6.18	...
F.H. Group	3.8	31	14.7	15.47	7,300	5.12	6.18	...
F.H. Mk. III	3.49	31	13.91	13.97	8,300	5.12	6.12	...
Hill	1.8	3	...	...	10,000	1.8	7.9	Wood
F.O.	4.98	37	17.61	21.63	8,000	7.12	10.14	Steel
Frog 100	1.6	16	8.32	13.56	10,000	5.0	8.9	Wood
Frog 100	1.68	16	12.1	14.12	5,500	...	11	...
Freemant	1.2	5	...	...	8,000	8	12	Steel
John Dyer	3.0	7	15.42	17.42	8,200	6	12	Wood
Kenny	2	1	8.94	7.34	12,000	3	5	Steel
Kenny	1.8	2	10	12.7	5,000	1	18	...
Kenny	1.8	19	12.46	22.23	3,000	6	12	...
Kenny	3	1	8.70	11.16	16,200	4	6	...
Mills	1.2	10	10.41	15.93	3,000	4.0	9.11	...
Mills Mk. II	1.5	11	10.41	15.93	11,000	4.0	9.11	...
Mills 2.4	2.42	6	12.7	19.01	10,000	5	18	...
Mills 2.6	2.6	2	6.28	12.94	9,000	4	8	...
Shirley King	1.8	11	12.18	13.7	7,000	6	18	...
Milford-Nichols	1.41	4	11.71	12.7	3,100	6	9.10	...
Milford	1.8	2	6	17.7	5,000	4	8	...
Milford	2.8	...	12	20	7,200	4.5	12	...
Milford	1	11	17.5	22.12	3,100	6	12.03	...
Milford	1.3	3	...	...	7,000	4.0	8	...
Novus	1	11	17	25.75	5,100	9	14	...
Novus	1.4	11	14.5	19.29	7,100	6.5	11.23	...
Waltham	1.3	11	...	...	8,500	6	13	...
Waltham	1	8	...	...	7,000	5.5	18.15	...
Whitell 10	1	14	11.52	12.49	1,800	9	12.15	...

INTERNAL ENGINES (D) Spark Ignition

Make	Cyls.	C.C.	Bore / mm.	Stroke / mm.	Max. H.P./P.	Rev./min.	Weight / gm.	Material
Palmer 1	1.8	8	10.09	17.19	3,000	8	12	Steel
Palmer 125	1.25	6	12.71	13.97	6,000	3	5	Wood
Lapwing	1.8	14	10.13	21.75	5,500	4	14	Steel
Northstar	1.8	14	10.13	18.41	5,000	4	21	Steel
Nordic	1.8	14	23.72	22.32	10,000	...	...	...
Novus	1	11	17	21	5,500	4	14	...
Novus	1	11	16.01	19.01	4,500	2	11	...

The engine table above is given in the form of a table which is suitable for use as a guide only, and does not imply any guarantee as to the accuracy of the data. It is the responsibility of the manufacturer to ensure that the data is correct. The data is given in the form of a table which is suitable for use as a guide only, and does not imply any guarantee as to the accuracy of the data. It is the responsibility of the manufacturer to ensure that the data is correct.

A number of our gliding engines are now being advertised, and are suitable for modification of existing designs. Also, there are a number of engines which are suitable for use as a guide only, and does not imply any guarantee as to the accuracy of the data. It is the responsibility of the manufacturer to ensure that the data is correct.

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Telephone: Kingston 2204

All these images have been copied out of Aeromodeller Annual 1948. This would have been published very late in 1948 or early 1949. Note the now inappropriate image in the Solarbo ad.

How many Australian modellers have visited the Henry J Nicholls store over the years?

ED engines for £3 to £4 back in the late 1940s. What do they fetch now?

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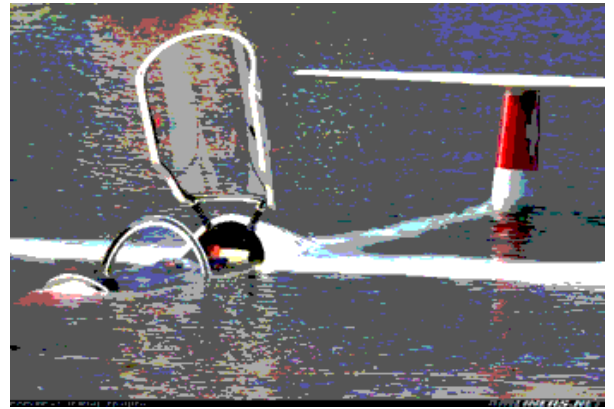
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Aeolus. Dutch Sailplane designed by P. J. Vrietal.

DESCRIPTION.—Added to a natural predilection for sailplanes, continuing shortages of such things as engines, rubber, and balsa wood, have encouraged extensive development of this class of model in Holland, until we should say that an average Dutch team could beat any other average team in the world. Aeolus, the model described here, is a good average club model, capable of being built and speedily flown by anyone who has built a model or two. It has no particular bills, but conforms to make a most efficient machine of simple yet wholly elegant lines. The recessed wing platform is probably one of the bestest ways of fixing a wing with low drag yet easily detachable on rough landings or for transport. The slightly swept back wings with elliptical tips combine ease of banking with good appearance. The tail is mounted on top of the small fin, well out of harm's way. Several years of development have enabled the designer to incorporate strengthening fillets where they have been found necessary in their -hassing loss o.o.s. Aeolus should last indefinitely without major repairs. The fuselage is mainly of hardwood, with paper or silk covering, while wings and tailplane are a blend of balsa and hardwood to make the most of their respective characteristics. The substitution of balsa throughout should improve performance, but at the expense of strength and is not really recommended except to "polluters" who would be content to win once and rebuild.

PERFORMANCE.—Aeolus' first public performance in this country was in 1947 when it took third place in the sailplane event at Baton Rouge with 9 : 15. Best contest there revealed in Holland air 25 : 43, 12 : 31, and 8 : 27.

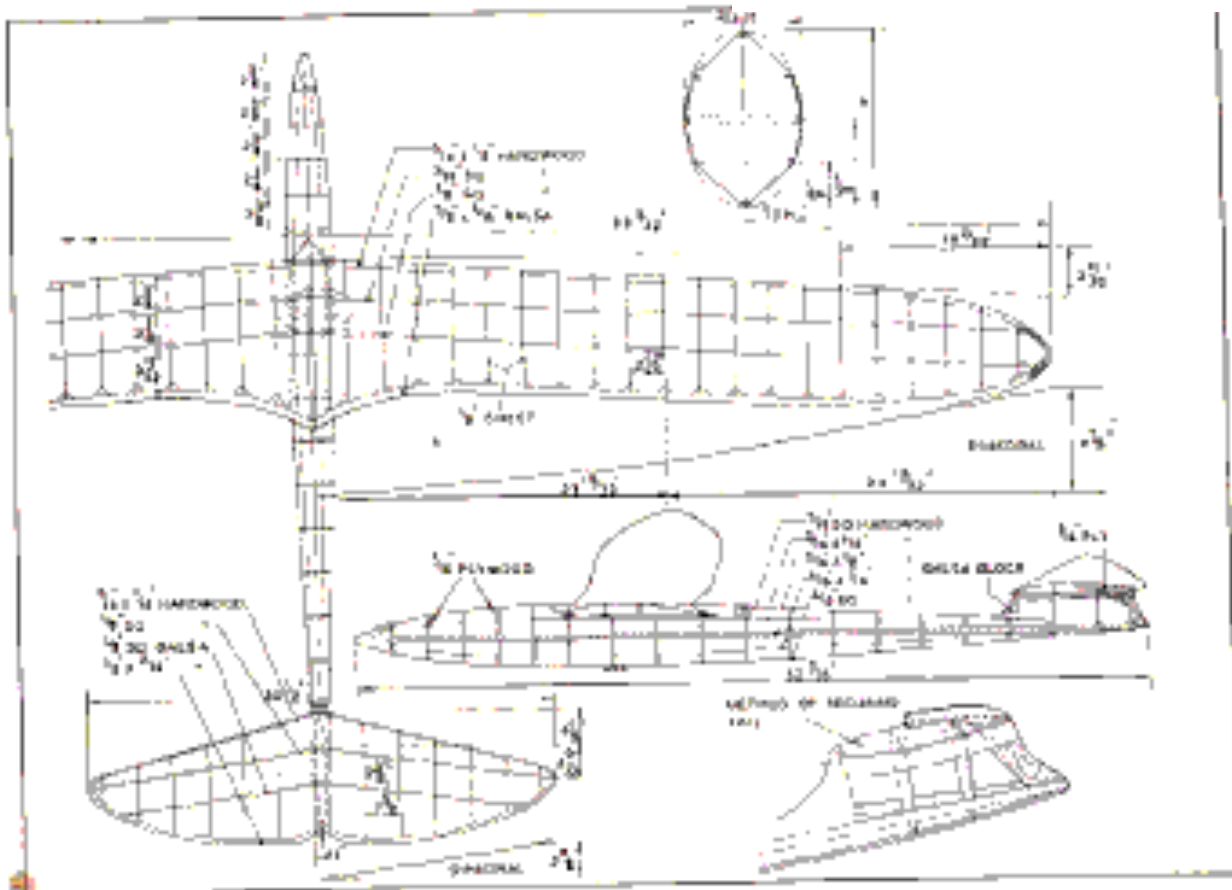


Real life glider accidents.

Below: The pilot crawled from the wreckage with three fractured vertebrae.



DIMENSIONS. Span 59 ins. Parallel chord 8½ ins. Length 57½ ins. Tailspan 50½ ins. Dihedral 6½ ins. Wing section NACA 6312. Weight 77 oz.



1950 MODEL AIRCRAFT YEARBOOK

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

Rust Removal

The removal of rust is a task every model engineer is going to be faced with at some stage and there must be almost as many ways of doing this as there are types of rust. You may hear the term "oxidation" used interchangeably with "rust". This is not quite accurate as while oxidation of iron bearing materials produces the brown stuff we call "rust", oxidation of copper produces a greenish copper oxide, and oxidation of aluminium, under controlled conditions, produces a form of aluminium oxide we call anodizing. So rust is oxidation, but oxidation is not necessarily rust.

But for this How-to tip, we will discuss that reddish brown stuff that forms on steel and other ferric materials, often when we least expect it. This is caused by the oxygen, generally dissolved in water, effectively burning the surface with the loss of electrons, which is not really of interest to us. What we want to know is how to remove it, restore the finish, if possible, and perhaps prevent a recurrence.

There are numerous and quite effective "rust converting" liquids you can buy and if you have one stockpiled, good for you. I've used a couple in the past and they work as advertised. Guy Latuard's Third Machinists' Bedside Reader highly recommends a product named **Knorrostol**, though I've never been able to locate any Downunder. So what to do if you don't have a commercial rust remover on the shelf?



First, let's select a test subject. For a long time, this little Dremel collet chuck wrench sat in a dark, seldom visited corner of my workbench. While the corner was seldom visited by me, Buster the cat did visit and

decided he loved that little wrench so much that it needed to be permanently marked as his property. Well let me tell you, there is rust produced by simple oxidation, then there's the capital-R rust produced by cat's pee. Eventually I noticed the smell, and the wrench. The bench corner got an enzyme treatment and the wrench got bagged, not because I especially needed it, more like because I hate to throw things away.

Years later, a restoration page was sent in by Adrian Duncan wherein he described how he brought a [Hope B](#) back from the dead. Adrian used "Liquid Wrench", a soft wire brush, and ultrasonic cleaning to clean up and disassemble a cylinder and piston which seemed to be thoroughly rusted solid.

Shortly after the piece appeared, an email arrived saying nice things about the site and Adrian's Hope B restoration, but wondering why he had not just used the vinegar trick? This was not one I'd heard of, but a quick web search convinced me that it was well recognized as a rust-remover and I decided I'd give it a try, someday, if I remembered (I don't particularly like the smell of the stuff, actually).

A workshop clean up session a year or more down the track found a little plastic baggie with the extremely rust caked wrench and recalling the tip, I decided to give it a go. One Internet site suggested lightly brushing vinegar on the rust. Not surprisingly, this produced nothing but a smelly, rusted wrench. So the next step was to totally immerse it in 1/4" or so of normal, white, household vinegar in a little ceramic cooking container.

For about three days, nothing happened and I thought I'd found yet another piece of disinformation for which the Internet is justly famous. But about day four, I noticed a lump had fallen off the growth. I gave it a bit of a poke with a piece of soft iron and more large lumps fell off. A bit more and all the "growth" had gone, but the surface was still severely rusted. Well this sure was progress, of a sort.

The next day, it was obvious with the "growth" gone, the vinegar was well and truly converting the iron oxide to something else. And after about a week, the wrench was as clean as you could wish with not a sign of rust. The surface is somewhat pitted, as you might expect, this having been a rather extreme case, but the rust was 100% gone. The only downside was how long and how much effort it took to clean away the brown ring left on the inside of the little ceramic container before Ruthie saw it.



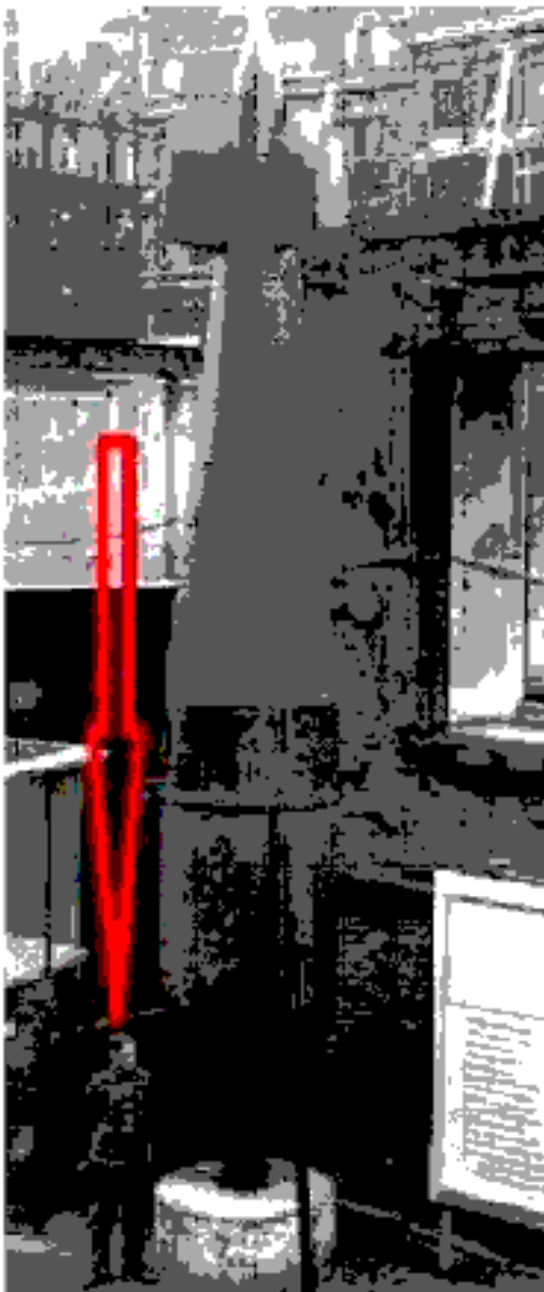
So I think it is safe to say that yes, normal, white, household vinegar can be used to remove even the worst cases of rust, provided you are patient and can immerse the part in the stuff long enough (why do I feel like I'm writing a script for Myth Busters?) There are other ways, but this one works so well I'd keep it in mind for when I need a rust removal job done that simple rubbing with steel wool is not up to.

Vintage News

Strangeness, 6 November 2015

The RAF discovered that a 15 year-old 'Gate Guard' Grand Slam bomb – was actually LIVE!!!!

Apparently when Lincolnshire County Council were widening the road past RAF Scampton's main gate in about 1958, the 'gate guards' there had to be moved to make way for the new carriageway. Scampton was the WWII home of 617 Sqn, and said "gate guards" were a Lancaster...and a Grand Slam bomb



When they went to lift the Grand Slam, thought for years to just be an empty casing, with an RAF 8 Ton Coles Crane, it wouldn't budge. "Oh, it must be filled with concrete" they said. Then somebody had a horrible thought No!..... Couldn't be? ... Not after all these years out here open to the public to climb over and be photographed sitting astride! Could it? Then everyone raced off to get the Station ARMO. He carefully scraped off many layers of paint and gingerly unscrewed the base plate

Yes, you guessed it, live 1944 explosive filling! The beast was very gently lifted onto an RAF 'Queen Mary' low loader, using a much larger civvy crane (I often wonder what, if anything, they told the crane driver), then driven slowly under massive police escort to the coastal experimental range at Shoeburyness. There it was rigged for demolition, and when it 'high ordered', it proved in no uncertain terms to anyone within a ten mile radius that the filling was still very much alive!

Exhaustive investigations then took place, but nobody could find the long-gone 1944, 1945 or 1946 records which might have shown how a live 22,000 lb bomb became a gate guard for nearly the next decade and a half. Some safety distance calculations were done, however, about the effect of a Grand Slam detonating at ground level in the open. Apart from the entire RAF Station, most of the northern part of the City of Lincoln, including Lincoln Cathedral, which dates back to 1250, would have been flattened

The Grand Slam was a 22,000 lb (10,000 kg) earthquake bomb used by RAF Bomber Command against strategic targets during the Second World War. It was the most powerful non-atomic bomb used in the war.

Known officially as the Bomb, Medium Capacity, 22,000 lb, it was a scaled-up version of the Tallboy bomb and closer to the original size that the bombs' inventor, Barnes Wallis, had envisaged when he first developed his earthquake bomb idea. It was also nicknamed "Ten ton Tess"

When the success [of the Tallboy bomb] was proved, Wallis designed a yet more powerful weapon... This 22,000 lb. bomb did not reach us before the spring of 1945, when we used it with great effect against viaducts or railways leading to the Ruhr and also against several U-boat shelters. If it had been necessary, it would have been used against underground factories, and preparations for

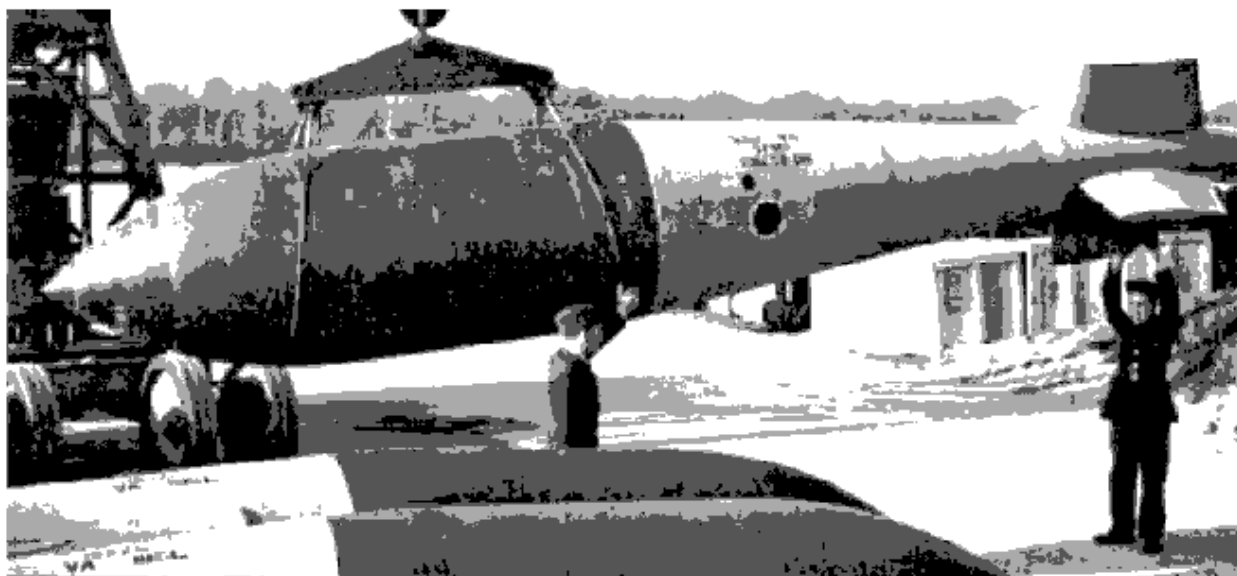
attacking some of these were well advanced when the war ended. — Sir Arthur Travers Harris (1947).

On 18 July 1943, work started on a larger version of the Tallboy bomb, which became the Grand Slam. As with the original Tallboy, the Grand Slam's fins generated a stabilizing spin and the bomb had a thicker case than a conventional bomb, which allowed deeper penetration. After the hot molten Torpex was poured into the casing, the explosive took a month to cool and set. Like the Tallboy, because of the low rate of production and consequent high value of each bomb, aircrews were told to land with their unused bombs on board rather than jettison them into the sea if a sortie was aborted.

After release from the Avro Lancaster B.Mk 1 (Special) bomber, the Grand Slam would reach near- super-

sonic speed, approaching 1,049 ft/s (320 m/s), 715 mph (1150 km/h). When it hit, it would penetrate deep underground before detonating. The resulting explosion could cause the formation of a camouflet (cavern) and shift the ground to undermine a target's foundation.

Unlike Tallboy, Grand Slam was originally designed to penetrate concrete roofs. Consequently, it was more effective against hardened targets than any existing bomb. The first Grand Slam was tested at the Ashley Walk Range in the New Forest, on 13 March 1945. By the end of the war, 42 Grand Slams had been dropped on active service.





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Recollections from Don Southwell

Noel Walden is a name from the past and a good memory of my introduction to aeromodelling. I first met Noel when I was a member of the Manly branch of the Australian Air League in 1946 at the age of 13.

Noel was one of the Senior Officers/Instructors and lived with his wife at North Manly close to the headquarters of the Air League which was situated on a small reserve now named Hinkler Park. We met for our regular parades on Saturday afternoon and the modeling group met on Sundays with Noel the main instructor. He obtained a Mills 1.3 cc diesel which was the first model engine that I had seen. At this time we were beginning to be able to purchase post war modeling equipment. My father purchased an ED Competition Special from England in 1948 and this was our first motor. Followed later by a Frog 100 and then an Elfin 1.49. My elder brother, Noel S was also involved in aeromodelling as we lived at Balgowlah with a large reserve at North Harbour only 100m from home.

Noel Walden built a high wing cabin model for the Mill's and it was first flown at Keirle Park, which is between Hinkler Park and the Manly Golf Course not far from Queenscliff Beach. It climbed to about 50 feet and flew in large circles out of the park and landed among nearby houses without damage. (This convinced me to use my engines in control line models).

It could be that his design "Skyrocket" was flown with the same Mills 1.3.

Flying competitions were held in Centennial Park Sydney and in August 1948, Noel Walden, Johnny French, Cec Wales, Noel Southwell and myself competed successfully at the Australian Air League Annual Championships as reported in Hobbies Illustrated. Noel had some connections with Model Aircraft, No1 Bond Street Sydney, as he arranged for my brother and I to build four small rubber powered models which were to be used for display and publicity. I hope that my recollections will generate other memories involving Noel Walden

Besides the practical assistance provided by the Air League, the first model aeroplane I saw, about RC One size, was being built by a cousin at Granville. But the real inspiration came when another cousin on his way to Canada, for air crew training, posted us a copy of the 1937 Zaic Yearbook and several Air Trails magazines. (Unfortunately he never returned home as he was lost in action when the Lancaster crashed.)

The Zaic Yearbook became our bible. HL gliders, Bob Copland's Wakefield rubber model, the flying broomstick (fuse wrapped around a 1" dowel) based on a design by Roy Marquardt but with a folding prop, were built and flown in the years 46 to 50. Other designs coming from English magazines. No free flight power models as our engines were confined to the circle. My modeling days were interrupted by girls, marriage and babies, only to recommence in Grafton in 1969

THE BACK PAGE

Sign over Control Tower Door

'If you see a bomb technician running, try to keep up with him.'
- Infantry Journal-

"Anything you do can get you shot, including doing nothing"
- Ranger Manual

"Teamwork is essential, it gives them someone else to shoot at."
- Squadron Officers School Class Theme

'Flying the airplane is more important than radioing your "plight" to a person on the ground incapable of understanding your plight or doing anything about it.'
- Emergency Checklist

Cluster bombing from B-52s is very, very accurate. The bombs always hit the ground'
- US Air Force

'Pilots, please taxi up close when sumping your fuel cell. You may have lower manifold pressure and shorter exhaust stacks than you realized.'

- Sign over men's urinal, Casey Jones Flying Service, Ontario OR 1968

'The Piper Cub is the safest airplane in the world; it can just barely kill you.'

- Attributed to Max Stanley (Northrop test pilot)

'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'

- General MacArthur

'If you hear me yell: "Eject, Eject, Eject!", the last two will be echos.'

If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.'

-Pre-flight briefing from an F-15 Pilot

A Purple Heart just proves that were you smart enough to think of a plan, stupid enough to try it, and lucky enough to survive.'

Right: The "Starting Pistol" as published in the first Aeromodellers Annual of 1948 was for an impulse starter based on a spring mechanism. The article states that "a few hours spent making the starting pistol will be repaid by possession of an entirely practical inertia starter". So go for it if you have a few hours. One wonders how many were actually made.

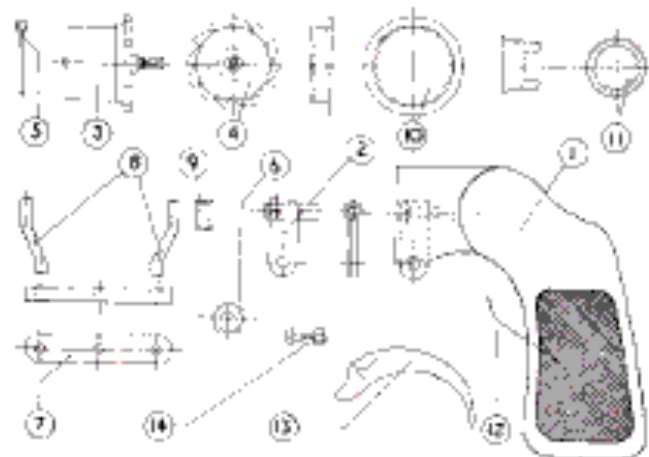
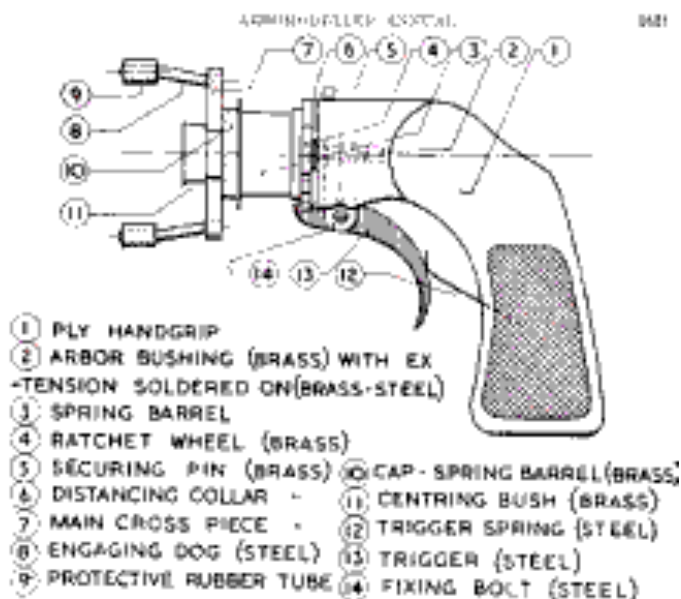
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Build a plane in 55 minutes

Hard to believe that Ford could make one of these in 55 minutes as it had over one million parts.

The time is June 1941, just months BEFORE Pearl Harbor! Henry Ford, determined that he could mass-produce bombers just as he had done with cars, built the Willow Run assembly plant in Michigan and proved it. At the time, It was the world's largest building under one roof.

This film will absolutely blow you away; one B-24, each with over a million parts, assembled every 55 minutes. Ford had their own pilots to test them and they had no recalls!

HITLER HAD NO IDEA THE U.S. WAS CAPABLE OF THIS KIND OF THING

<http://www.youtube.com/embed/iKlt6rNciTo?rel=0>