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**Newsletter  
Number 199  
March – April  
2016**

**DURATION  
TIMES**



### VALE DAVID CHARLES OWEN

SAM 1788 in particular, and Aeromodelling in general, has lost one of our most gifted people.

David was the font of knowledge on diesel engines: as a designer, manufacturer, importer, repairer of our "compression ignition" engines he was unsurpassed. His love of engines and modelling was well known. We all looked forward to his presence at the control line circle at Canowindra each year assisting all comers. He will be missed.

He could start any diesel and even a recalcitrant Drone was not a challenge to him. I have a GB 5cc which he made in conjunction with Gordon Burford as well as his T 2.5 and shall

treasure these engines all the more.

SAM 1788 extends our sympathy to David's wife Celia and his three sons.

*Editor*

### WYONG OLD TIMER WEEKEND

WYONG RIVER MAC, SOUTH TACOMA ROAD, WYONG

**14 AND 15 MAY 2016**

Saturday 10am Gordon Burford

1pm Standard Duration, Duration (no Sparkies)

Fly in one or the other or both

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

10am 1/2 A Texaco

1pm R/C Texaco

On field Catering Saturday and Sunday (BBQ)

**Information: Bob Marshall 02 4363 2818**

### THE NEW ENGLAND GAS CHAMPS—TAMWORTH

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

**11 and 12 June 2016**

Saturday 10 am Gordon Burford

followed by R/C Duration

Sunday 9am Cabin Scramble

Followed by 1/2 A Texaco

followed by R/C Texaco

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

**Information: Basil Healey 02 6651 6563, Neil Jewel 02 6760 6275**

**or Garry Whitten 0428 620 358**

Duration Times is the official Bulletin of SAM 1788  
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Committee Members:		Basil Healey, 02 6651-6563, Peter Scott, 02 9624 - 1262	

Email for Duration Times - waterbee@bigpond.com

## SAM1788 Oldtimer Events for 2016

May	Veterans Gathering	<b>Muswellbrook</b>	
May 14-15	Wyong Old Timer Weekend	<b>Wyong</b>	Bob Marshall 02 4363 2818
	Burford, <u>Standard Duration</u> , Duration, Scramble, 1/2A Texaco, Texaco		
	** Note NO Spark Ignition motors for Duration		
June 4-5	South Eastern Queensland Old Timer Meeting	<b>Gratton Field, QLD</b>	
	Various MAAA events.		
June 11-12	New England Gas Champs	<b>Tamworth</b>	Grant Manwaring 02 6241 1320
	Burford, Duration, Scramble, 1/2A Texaco, Texaco		
July 16 - 17	<b>West Wyalong</b>	<b>AB Field</b>	Grant Manwaring 02 6241 1320
	38 Antique, Duration, Cabin Scramble, 1/2A Texaco, Texaco		
August 6-21	1/2A Texaco Postal Event	<b>Various</b>	Grant Manwaring 02 62411 320
August 26-28	Oily Hand Weekend	<b>Cowra</b>	Andy Lockett 02 6342 3054
	<u>Cabin Scramble</u>		
Sept 10-11	Coota Cup	<b>Cootamundra</b>	Grant Manwaring 02 6241 1320
	<u>Old Timer Glider</u> , Burford, Duration, 1/2A Texaco Texaco,		
October 1-2	Eastern States Gas Champs	<b>Wangaratta</b>	Grant Manwaring 02 6241 1320
	<u>38 Antique</u> , Burford, Duration, Scramble, 1/2A Texaco, Texaco		
Nov 12-13	Golden West Old Timer	<b>Parkes</b>	Peter Smith 0423 452879
	Burford, Duration, <u>2cc Duration</u> , Scramble, 1/2A Texaco, Texaco		

### From the President:



Well Canowindra has come and gone. We had the best weather with warm to hot days and very little wind except perhaps for the last day.

The AGM elected the same executive but a different committee. There are a number of matters which came out of the meeting and these will be addressed in the near future. A priority is the election of the "Rules" committee as are the matters related to safety.

Next year's Canowindra will be the 35th and I expect that some merchandise will be made available. We are looking for a large attendance with representation from most of the states so mark it on next year's calendar.

The 1/2A Texaco Postal Competition was nearly a non event - only one response. I believe we did not give the event enough time or exposure so we will attempt to do much better for the next one in August.

We look to have the standard 4 events plus Scramble plus Free Flight at West Wyalong so be prepared.

Note that an extra event, Duration, has been added to Wyong but no Spark Ignition engines.

In the meantime Keep Safe!



## Secretary's Report

The 2016 SAM1788 Champs have been run for another year with excellent weather conditions and good entries in all events. I hope all those who attended these Champs enjoyed the activities at Bogwood.

Behind the successful running of the event there are many tasks that need to be done. There are many who help with these tasks, Paul & Kim Farthing for allowing us to use Bogwood Farm, Dave Brown for taking the entries and scoring, Ian Avery for producing the various certificates, the CWA ladies for providing the lunches, the wives and partners who help support us and all those who help in various ways. It is appreciated and helps make it the event it is.

I have scheduled a committee meeting for the Wyong Old Timer Weekend, if any member has an item they would like considered please let me know prior to 12 May 2016.

Grant Manwaring, Secretary

## Safety Focus

This column is a new column to be run every month. The intention is to bring any and all safety related matters to the attention of our members. As always input from all members is sought and indeed required. We are all responsible for our own personal safety as well as the safety of all our fellow modellers and of all visitors. Of great concern are those practices which are best and most clearly described as "**Learned Bad Behaviour**". Also described as "**Normalising a Deviation**" (look it up). This is the type of behaviour, especially safety related behaviour, which we as a group have come to accept as normal and acceptable when clearly it is not.

Below is a rule which sometimes ignored or poorly followed with significant safety implications.

*"5.4.1.5(u) For all engine powered competitions in Old Timer the following safety procedure applies. With the engine running and the pilot standing behind the model, the pilot will demonstrate the correct movement of control surfaces to the person timing the flight, immediately prior to launch. Failure to do so will incur a penalty of zero score for that flight."*

Key phrases are: a) engine running;

b) pilot behind model;

c) demonstrate correct movement;

d) to the timer;

e) immediately prior to launch; and

f) zero score.

- A) The test is with the engine running. How often do we test only before we start the engine and not with the engine running?
- B) Pilot tests from behind the model and not in front as we usually do prior to starting the engine.
- C) Do we just wriggle the sticks and observe some response in the elevator or rudder or do we, as we should, carefully move the elevator stick to the UP position and note that the elevator moved UP in response, then move the elevator

stick DOWN and observe that the elevator goes DOWN in response. Similarly for the rudder, stick to the LEFT and rudder moves LEFT when VIEWED FROM BEHIND and stick to the RIGHT and the rudder moves RIGHT when viewed from behind.

An additional consideration here is that the movement should not only be correct but also sufficient. Demonstrating a model with insufficient movement in the control surfaces or with sloppy controls does not meet the "correct movement" criterion.

- D) Do we bring our test to the attention of the timer or just test for our own benefit? The reason for demonstrating to the timer is to obtain that second opinion. Face it, we all make mistakes.
- E) All this is to happen immediately prior to launch - that is when the pilot is behind the model! It only takes a matter of seconds and it can save the model and more importantly everybody in the vicinity. It is obviously easy with the slower models and more difficult with models with screaming engines but it is precisely these latter models that require the greatest care be exercised. A standardised procedure needs to be adopted with the timer to ensure that this entire safety procedure is followed with a special signal recognised by both parties to abort a launch if there is a problem. This procedure must also be understood by the person releasing the model if that person is not the timer.
- F) Finally, note that failure to do so will incur a zero score. When was this penalty last applied?

The question that we must all ask ourselves is how much of this safety procedure do each of us skip or modify or ignore? After all we have been doing this years and we're OK. Well that is **Learned Bad Behaviour**.

Editors note: This editor won the Big Switch trophy for allowing 2 launches last year with the RX power switched off. We have all made mistakes.

## VALE DAVID CHARLES OWEN



It's 1975 and a young 10 pound Pom buys his first radio control set from "Dave Owens" in West Wollongong. On leaving the house I put the transmitter on the roof of the car - and drove off. Of course, at the end of the road I stopped and the transmitter didn't.

David replaced the set under warranty, no charge, and a 40 year friendship had begun.

Here, I thought was a Fair Dinkum Aussie with a Welsh surname and diction like an English aristocrat. His noble character served him well in life and in his business interests to come.

Soon he began mixing his Magnum fuel, and established a name that became synonymous with quality and reliability. The fuel was a best seller and used at most events requiring a standard mix.

Then, in the early eighties he rented a small shop in Fairy Meadow, a northern suburb of Wollongong and Model Sports was born. This was sold to the McFarlane clan a few years later and is still trading today.

Free of the nine to five retail routine David focused on his real love, besides Celia, model engines. He achieved so much with his Owen Engines business that I struggle to remember. He became the Australian agent for several brands including the English PAW range of engines and visited the Eiflander's in Derbyshire several times. He repaired and maintained countless numbers of different engines for customers and I doubt there are many reading this that have not used this service and been impressed by the quality, but you did have to be patient sometimes.

This fastidious nature and meticulous attention to detail was carried over into his expanding machinery workshop with the complete manufacture of several engines that would make his name well known and respected worldwide.

Other achievements include several wins and places with his Super Sniffer in the FF Scramble event. A win with the same model, on Floats at the Goulburn Nationals floatplane event. An influential member of South Coast Model Flying Club later to become Illawarra MAC. A builder of models that showed the same high standard as his engines - and outlook on life.

With the author he devised the SAM Australia OT Duration and Texaco rules that are used, with little modification today.

Of course there is more to David than aeromodelling. He also preferred high standards in people and he didn't suffer fools gladly. The pompous and hypocritically religious, the narrow minded Right and readers of Murdoch tabloids, model boaters, electric modellers, Donald Trump, those that call him Dave Owens and those that drive off with transmitters on their roof. These made him cringe.

He didn't show this prejudice. He was far too much of a gentleman for that.

How can you reconcile the departure of someone like David Charles? An inimitable egalitarian. Someone with David's intellect, knowledge, pleasant disposition, humour and good sense has to be omnipotent, immortal - doesn't he? The world demands it. And with so much to do! You didn't ask our permission to leave Sir. And on St Patrick's day, to be sure.

But leave he has, and with the audacity to relinquish all those things that made him so. The Sydney Morning Herald, Guardian, good wine, good coffee, philosophical discussion, old Volvo's (but not iced), the ABC and SBS, classical music to build by, English humour and good wit, free flighters, control liners and of course model engines.

SAM Champs, Vets. Gatherings, Collecto's and Oily Hands. The upcoming CL World Champs in Perth. How dare he be absent?!

These things we will remember, as we remember him.

You will hear this said a lot about David, but he truly was one of Nature's purest gentlemen.

Goodbye young mate.

Melvyn Gillott

## SAM 1788 Championships - Canowindra - March 23 to 28, 2016

Another Canowindra has come and gone. This year we were blessed with extremely good weather, generally light winds and no rain. Well organised Paul!

The site had been fully prepared for all events with the possible exception of free flight. All events were flown and all competitors would have experienced the joy of many great flights and maxes. Paul had repaired the food area with the addition of a new steel roofing structure and general repairs to a number of out buildings which suffered damage in last year's storm.

All told there were 40 competitors although many more people were in attendance at different times. The largest entry was in Texaco with over 30 entrants.

Lunches were supplied from Thursday to Monday by the CWA and this was appreciated by many. Many entrants and their families (coteries?) stayed on Bogwood during the week and enjoyed the friendship and companionship of similar minded people.

Wednesday the 23rd was to be a control line and test flying day but the option was not taken up by many people as it appears to have been a travelling day for many.

Flying commenced on **Thursday** morning with **Free Flight** at 7am (is it light at that time?) with five brave souls risking all in the pursuit of aviation excellence. I saw lots of vehicles chasing recalcitrant models but conditions were difficult and a change of venue has been recommended. Basil Healey commenced processing in the shed.

The afternoon's flying commenced with **Phantom and Champ** control line racing and this continued into Friday. See Jim Rae's report elsewhere.

**Old Time Glider**, The afternoon was warm with the light breeze from a constant direction. Thirteen entries in Glider with Col Colyer the winner with three maxes. John Quigley came and flew in this event only and Col also flew in Scramble but no other event.

**Cabin Scramble** started a little late but drew a good entry of 10. Models were mainly Tomboys with a variety of Mills and MP Jet engines. Always a hoot to fly in this event especially when letting models go with the engine running backwards! The master of the event, "Condo" Smith, won again.

Scrutineering and Registration started on **Friday** morning with Basil Healy, Dave Brown and Paul Farthing in attendance.

The competition starting in earnest with **Nostalgia** at 10:30 am. A good entry of 17 models and plenty of maxes saw 10 reach the fly off. Engines were a combination of K&B 40s and OS 40 H with a lone OS25. Eleven different designs flew with no design dominating. Winner was Kevin Fryer with a Spacer.

The afternoon event was **1/2A Texaco**. There were 19 entries with 10 reaching the final. Good conditions throughout the afternoon. Winner was "Condo" Smith with a flight of over 25 minutes.

The AGM was in the evening and is reported elsewhere.

**Saturday** morning commenced with the **Gordon Burford Event**. There were 28 entries with 16 in the fly off. Conditions were excellent! The fly off became a contest between Condo Smith and Mick Walsh with Condo winning in the end with a near 40 minute flight! Congratulations.

**Oldtimer Texaco** in the afternoon drew the biggest entry of the competition with 31 entries. Four Strokes dominated the engines with three sparkies (one the winner) and a lone diesel. OS and Saito dominated the four strokes. Again over half the field, 18 models, reached the fly off. Nine models flew 30 minutes or over with Mick Walsh eventually winning over fellow Queenslanders John Urry and Gary de Chastel.

An excellent days flying for all!

A BBQ was held on the field on Saturday night. Perhaps due to a lack of promotion there was no "swap" meet so we will need to advertise this facet more for next year's BBQ.

**R/C '38 Antique** was flown **Sunday** morning. A reasonable field of twelve entries with half the field into the final. Mick Walsh was again successful this time over Peter Scott.

**R/C Duration** was flown in the afternoon. There were 24 entries with seven into the fly off. Conditions really changed with only one model reaching a heat max in the fly off. That man Mick Walsh again first this time over Grant Manwaring. Engines in the event were very varied with a combination of 2 Strokes (4), 4 strokes (14) and spark ignition (6). The eventual winners flew a sparkie, a 4 stroke and a 2 stroke. Models were the Playboy (13), Bomber (8) and other models (3). Playboys were significantly at the front (but not first) of the field.

The presentation dinner with around fifty guests was held at the Canowindra RSL club in the evening. The President welcomed all guests and proposed a toast to absent friends, in particular Brian Stebbing and David Owen.

Trophies were presented for those events that had been determined to date and awards made.

The **Spirit of SAM** award was won by Anthony Vicary for his great interest in Old Timer models and determination to learn and compete. Anthony also won the **Geoff Shaw** award for the highest place modeller not in the Texaco fly off.

The **Concourse Award** presented by Mick Walsh was won by Don Southwell for his Eaglet Model flown in R/C '38 Antique.

A new award, the **Angie** (named after Brian Stebbing's widow) was won by Garry Whitten for managing to land out on three occasions in Texaco. Those Bombers do float Garry!

The next award was made by Basil Healy who, in an attempt to clear out the garbage from his garage prior to moving, gave the **Big Switch** award to the President and Editor for managing to release two of his models without switching on power to the receiver. Basil explained that it is only awarded for committing the same offence twice in one year. Previously awarded in the late 1980s to the only other recipient, Basil Healey, by Arthur Cooper.

The raffle for "Das Ugly Stick" was drawn by May Smith and was won by Jim Rae AGAIN!

The final two events were flown on **Monday**. This was the first day with wind but it was around 4m/sec during gusts. First off was **R/C Standard Duration** with 17 entries but only three into the fly off. Maxes were few and far between with even the winning model in the fly off barely attaining a heat max. Won by Condo Smith

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with Don Southwell second and Mick Walsh third.

Last event of the competition in the afternoon was **R/C 2cc Duration**. By now the wind has risen a little, gusting at times past 5 m/sec. The conditions were less than optimal for the smaller models and at one stage it was reported that there were more "Landings Out" than maxes. Eight entries with only Grant Manwaring flying three maxes.

The trophies for the last two events were awarded as well as the "**TOP GUN**". This was easily won by **Grant Manwaring** on 51 points, with Kevin Fryer runner up on 83 points, Peter van de Waterbeemd next on 84 points and Peter Scott fourth on 87 Points.



### THANK YOU

As per all contests, thanks are due to many persons. On the outset it is **Grant Manwaring** who started organising six months ago and has worked at the task constantly - even throughout the competition. Thanks also to the registrar and scores collator **Dave Brown** who had results available in a very short time. As always thanks to **Paul and Kim Farthing** for their hospitality for the use of Bogwood. Days of preparation proceeded the event. Thanks also to those helpers before the comp including **Kevin Fryer, Herbert Reich, Dave Paton and Rex Brown** who assisted with the setup and clean up afterwards. The **CDs and timers and scorers** and all those other bodies who assisted in the running of the events are also not forgotten. Thanks to the **wives and partners** for their forbearance and support. Bicycle deliveries of cold beer to the pits after the event are much appreciated.

We look forward to the 35th Canowindra in 2017. It promises to be the biggest ever with the return of the sand gropers. We also look forward to the Rockhampton boys running the control line events.

### NOTE regarding MAAA RULES BOOKS

The Editor has received an email from Peter (Canberra) Smith: "As discussed at Canowindra it needs to be brought to the attention of our members that they need to check any copies they might have of the 2013 Old Timer Rules to ensure that they are right up to date. It appears that the first set on the MAAA website were not correct and have been updated. In particular new rule 5.4.1.3 (v) was omitted. There may be other differences."

### F/F Vintage Power

Name	Score
Peter SCOTT	361
Basil HEALY	337
Jim RAE	190
Bob MARSHALL	25

### F/F Vintage Power Ratio

Mark NELSON	2.25
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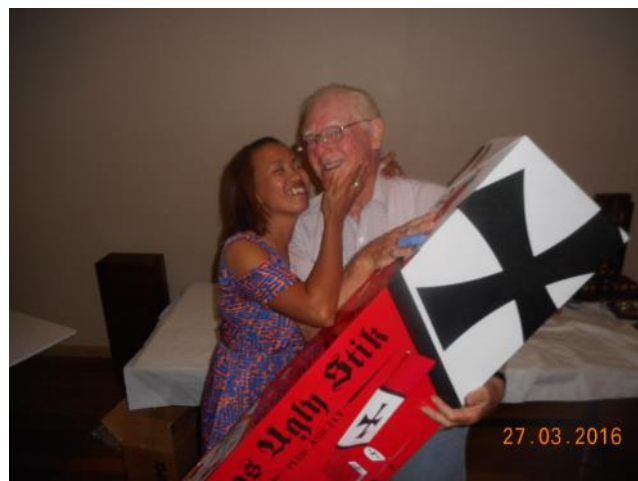
### Old Timer Glider

Name	Model	Score
Colin COLLYER	Satyr 200%	1280
Bob MARSHALL	Frog Prince	959
Kevin FRYER	Kane	859
Grant MANWARING	Odenmans A2	857
John QUIGLEY	DG 42	836
David BEAKE	Thermalist	697
Jim RAE	Fugitive	573
Rex BROWN	Satyr 150%	541
Mike RANKIN	Soaring Champ	527
Basil HEALY	Balestruccio	474
Peter van de Waterbeemd	Hyperion	394
Don SOUTHWELL	Thunderking	166
Peter SCOTT	Vega Gull	66

### Cabin Scramble

Name	Motor	Score
Peter J. SMITH	Indian Mills	1560
Peter SCOTT	Mills .75	1410
Peter van de Waterbeemd	MP Jet	1398
Colin COLLYER		1385
Michael WALSH	MP Jet	1353
Jim RAE	Mills .75	1293
Kevin FRYER	Irvine Mills .75	1242
Don HOWIE	Boddo Mills .75	1208
Jim HARDY		1127
Geoff POTTER	MP Jet	866

It seems that Jim Rae won all the prizes on Sunday night. Observe closely the look on Jim's face!



**SAM 1788 Championships, Easter 2016 Jim Rae**

Once again the Championships were held at Bogwood, Canowindra, the property of Paul and Kim Farthing. The weather had been a bit dry, and while there was reasonable grass cover the ground was pretty hard and the site started to get a bit dusty after being walked on over several days. The weather was typical Canowindra weather (except for last year) with generally light breezes and warm temperatures. There were no formal events scheduled for Wednesday, however several flyers took the opportunity to test fly and fun fly.

**Thursday.**

Vintage Free Flight was first thing with a 7.00am start. Weather was mild with a temperature around 12deg C to start with but it soon warmed up. The landing area for those who didn't max was rough with canola stubble. It was better to glide into it with the model pushing it out of the way rather than DTing into it and coming down vertically when the stubble would poke holes in the covering. There were some good flights. Col Colyer had a flight to the lower stratosphere, unfortunately he had neglected to set the engine shut-off so it was a massive over-run. There was some carnage with a couple of serious crashes. This is what tends to happen with FF models that are flown very rarely.

After FF there was a lot of processing with many new models. There were also a few early birds at the CL circle putting in times for Phantom and Champ.

OT Glider got away a bit late with very patchy air. As is usual those who can read the conditions came to the top as well as some who got more than their fair share of good luck. There were many good max flights, however there were also some good flights spoiled by the inability to get back to the field. The event was operated with three winches and in contrast to last year there were no on-field line tangles. There were however a couple of birds nests on winch drums. Paul Farthing's vast experience of untangling fishing line came in very handy and whenever a tangle occurred the call went out for Paul to use his magic touch.

After OT Glider the Cabin Scramble got underway at around 4.50pm, which was a good thing as earlier there had been a bit of a breeze blowing. The weather for the Scramble was just about perfect. It was again demonstrated that the way to win a scramble is to have a very easy starting engine, fly for three minutes but no more, and land as close to your feet as the rules allow.

All in all a good day if a bit thirst making. Breezes were light and mid-day temperatures were in the mid to high 20's.

**Good Friday.**

The weather was a bit iffy to start with very light rain threatening in the morning but it didn't come to anything. About mid-day the clouds cleared with some strong lift about. Nostalgia had a strong field with nine in the fly-off. There was not a great variety of engines with all being either OS40H's or K&B 40's with the exception of one lone OS25

The model eating tree above the top end of the pits made its first sortie when it devoured Rex Brown's Jumpin' Bean at the end of its third max flight. The model fell out of the tree into the landing area and so the flight counted, however the model had sustained too much damage to continue into the fly-off. On his third flight, after two max's, Graeme Mitchell had a wing fold at altitude which eliminated his KV62.

The good lift and the fly-off meant that the start of 1/2A Texaco was a little late. There was lots of good flying with ten making the fly-off. There was a little wild flying during the rounds with one model performing low level aerobatics over the pits. Another model managed to hit the fence on the landing area side which put it in. Considering the number of models in the air at the one time mid-air collisions are very rare, however Dave Paton managed to have a mid-air with Mike Rankin's model during the fly-off. Dave contends that his model lost at least 60metres of height while Mike's model continued on as if nothing had happened. Neither model was

damaged. Incidentally Mike came third and beat Dave by 55 seconds.

**Saturday.**

The weather was beautiful and fine with a very light breeze early, which built to a light breeze for Texaco in the afternoon. The sky was clear with lots of puffy cumulus. There was a large entry for both Gordon Burford and Texaco, 28 and 31 respectively. During GB the models were joined by a flock of Brown Hawks (I didn't know that hawks flocked), very large hawks all circling in a thermal over the take-off area. The model eating tree devoured a model during GB and the extension pole had to be used to get it down with significant damage.

In GB 15 made the fly-off, however only 13 flew. The fly-off was quite long at over 39 minutes.

For Texaco the air remained very good and more than half the field made the fly-off, which lasted over 42 minutes. The range of engines used is of interest. Of the 31 models, one used a diesel, four used sparkies and 26 used four strokes. The winner was one of the sparkies. Another rather disappointing statistic, for me anyway, is that of the 31 models 24 were Lanzo Bombers.

The model eating tree had another go during Texaco, however this time the model fell out of the tree so the extension pole wasn't needed.

In the evening the BBQ and Buy and Sell were held in Paul's workshop and a good time was had by all. There did not seem to be the usual amount of merchandise; however I did see several models and a few engines change hands.

**Sunday.**

The day was a bit cool to start with, 8 degC at 7.45am, however it was up to 20 by 9.00am and it developed into a beautiful day. Breezes were light with variable direction which made Take-off and Landing areas a bit hit and miss.

38 Antique saw a good mixture of sparkies and vintage diesels. Of the 12 starters there were five different spark engines and three different diesel engines, the top three places being filled by spark.

In the fly-off, which took almost 23 minutes, Peter Scott and Mick Walsh were fighting it out with Peter having a significant height advantage when Peter's transmitter started to make ominous low voltage noises. Peter decided that discretion was the better part of valour so landed, thus giving the victory to Mick.

Duration in the afternoon saw more McCoy 60's than in previous years, doubtlessly because of their engine run advantage, however old engines are not necessarily easy to operate and while the winner used a McCoy it is necessary to go down to sixth place to find the next one and then to eighteenth to find the next one.

Some excitement was provided by a Playboy that took off on low rates and didn't have enough elevator authority to stop it looping which it did into the ground. More excitement was provided by Basil Healy who had a Red Ripper that he had re-engined. He considered that all the trims would be OK however they weren't and the model was all over the sky until the wings folded.

For a change the air, which had been good all day, went bad for the seven model fly-off and only the winner managed a flight of more than a max.

The evening saw the Prize Giving Dinner which was attended by over forty people and which was a great success. The tradition, (is it possible to have a tradition only a year old) of the Ladies Table was continued and they had organized a perpetual trophy (called the Addie award in honour of the late Brian Stebbing's wife) to be awarded to whoever they thought should receive it. This year it was awarded to Garry Whitten, presumably for perseverance in the face of adversity. The raffle for an electric Das Ugly Stik was won by yours truly, which is the third time in four years that I have won something. I can assure you

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### Nostalgia

Name	Model	Engine	Score	Fly Off
Kevin FRYER	Spacer	OS 40 H	1260	802
Michael WALSH	Hyphen	K & B 40	1260	746
Peter van de Waterbeemd	1944 Swayback	K & B 40	1260	638
Steven GULLOCK	Playboy	OS 40 H	1260	620
Grant MANWARING	Spacer	OS 40H	1260	589
David BEAKE	1944 Swayback	K & B 40	1260	535
Peter J. SMITH	1944 Swayback	K & B 40	1260	523
Peter SCOTT	Dreamweaver	K & B 40	1260	492
Peter R. SMITH	Ollie	K & B 40	1260	397
Rex BROWN	Jumping Bean	OS 40H	1260	0
Jim HARDY	Playboy	OS 40 H	1184	0
Bob MARSHALL	Spacer	OS 40 H	1172	0
Mike RANKIN	Zoot Suit		1170	0
Jim RAE	Mercury Teal	OS 40 H	1084	0
John URRY	Sunstreak		1038	0
Geoff POTTER	1944 Swayback	K & B 40	899	0
Grahame MITCHELL	KV62 OS 25	840		0

### 1/2A Texaco

Name	Model	Score	Fly Off
Peter J. SMITH	1941 Lil Diamond	1260	1501
Rex BROWN	1942 Stardust Spl	1260	1364
Mike RANKIN	Stardust Spl	1260	1080
Dave PATON	1942 Stardust Spl	1260	1025
John URRY	Bomber	1260	987
Michael WALSH	Stardust Spl	1260	936
Peter SCOTT	Baby Burd	1260	899
David BEAKE	1942 Stardust Spl	1260	889
Don HOWIE	1941 Atomiser	1260	811
Paul FARTHING	1942 Stardust Spl	1260	L/O
Anthony VICARY	Stardust Spl	1241	0
Grant MANWARING	Playboy Cabin	1232	0
Basil HEALY	Starsust Special	1230	0
Garry WHITTEN	Little Diamond	1194	0
Kevin FRYER	Cumulus	827	0
Grahame MITCHELL	Stardust Spl	657	0
Don SOUTHWELL	1942 Stardust Spl	420	0
Jim RAE	Pine Needle	353	0
Peter van de Waterbeemd	1942 Stardust Spl	23	0

### Antique '38

Name	Model	Engine	Score	Fly Off
Michael WALSH	1938 Westerner	OK 60 spk	1800	1362
Peter SCOTT	Rec Breaker	Forster 99	1800	1283
Peter J. SMITH	Westerner	Madewell 49	1800	535
Grant MANWARING	RC1	GB 5cc d	1800	430
Bob MARSHALL	Trenton Terror	ED Hunter	1800	L/O
Kevin FRYER	Cumulus	Forster 99	1800	L/O
Rex BROWN	RC1	OK Super 60	1588	0
Peter van de Waterbeemd	Long Cabin	GB 5cc d	1582	0
Jim RAE	1938 Rambler	Forster 29	1579	0
Basil HEALY	1936 RC1	Sparey 5cc d	1549	0
David BEAKE	Westerner	Anderson Spitfire	600	0
Don SOUTHWELL	Eaglet	GB 5cc d	514	0

### Gordon Burford Event

Name	Model	Engine	Score	Fly Off
Peter J. SMITH	Faison	Taipan (T)	900	2351
Michael WALSH	Calypso	Taipan (T)	900	2096
Jim HARDY	Blazer	Taipan B/B	900	888
Grant MANWARING	Dixielander	Taipan (T)	900	763
John URRY	Swiss Miss	Taipan (T)	900	719
Peter van de Waterbeemd	Ollie	Taipan BB	900	684
Geoff POTTER	Spacer	Taipan	900	659
Peter SCOTT	Jaided Maid	Taipan BB	900	578
David BEAKE	Ollie	Taipan plain (T)	900	316
Steven GULLOCK	Ciclone	Taipan BB	900	244
Don HOWIE	Eureka 19	Taipan	900	210
Rex BROWN	Jumping Bean	Taipan	900	202
Basil HEALY	Creep	Taipan	900	187
Kevin FRYER	Dixielander	Taipan	900	0
Grahame MITCHELL	Dream Weaver	Taipan	900	0
Geoff BLACK	Dixielander	Taipan (T)	879	0
Wayne HARRIS	Eliminator	Taipan	868	0
Herbert REICH	Dixielander	Taipan	868	0
Dave PATON	Stardust Spl	Taipan	861	0
Anthony VICARY	Dixielander	Taipan	817	0
Bob RAADTS	Lz Bomber	Taipan	798	0
Peter CUTLER	Dixielander	Taipan (T)	712	0
Kent URRY	T Bird	Taipan BB	701	0
Ray MORGAN	Dixielander	Taipan	643	0
Garry De CHASTEL	Dixielander	Taipan (T)	630	0
Donald McKENZIE	Dreamweaver	Taipan	600	0
Bob MARSHALL	Spacer	Taipan BB	L/O	0
Mike RANKIN **	Spacer	Taipan BB	900	848

### Standard Duration

Name	Model	Engine	Score	Fly Off
Peter J. SMITH	Playboy	Magnum 36	900	310
Don SOUTHWELL	80% Airborne	OS 40 H	900	188
Michael WALSH	Stardust	OS 32	900	DNS
Dave PATON	Playboy	OS 40H	882	0
Steven GULLOCK	Stardust Spl	OS 40H	876	0
Grahame MITCHELL	1941 Playboy	OS 40H	856	0
David BEAKE	Lanzo Racer	OS 35	834	0
Grant MANWARING	Playboy Cabin	OS 40H	831	0
Paul FARTHING	1941 Playboy	OS 40H	827	0
Peter van de Waterbeemd	85% Bomber	K&B 40	779	0
Peter SCOTT	Stardust Spl	OS 40H	770	0
Kevin FRYER	Cumulus	OS 40H	758	0
Jim HARDY	Playboy	OS 37	642	0
Rex BROWN	Lanzo Racer	K&B 40	623	0
Geoff POTTER	1941 Playboy	OS 40 H	600	0
Bob MARSHALL	Playboy	OS 40H	600	0
Dave SAMPSON	Playboy	OS 40H	561	0



## SAM 1788 Championships - Canowindra - March 23 to 28, 2016

### Texaco

Name	Model	Engine	Score	Fly Off
Michael WALSH	Lanzo Racer	Anderson	1800	2537
John URRY	1938 Bomber	Saito 65 4/	1800	2096
Garry De CHASTEL	Bomber	Saito 65 4/	1800	1977
Peter van de Waterbeemd	1938 Bomber	Saito 65 4/	1800	1975
Basil HEALY	1937 Lanzo Stick	Enya 60 4/	1800	1973
Peter J. SMITH	Bomber	OS 61 4/	1800	1954
David BEAKE	1938 Bomber	OS 60 4/	1800	1952
Kevin FRYER	1938 Cumulus	Irvine 40 D	1800	1859
Herbert REICH	Lanzo Bomber	Saito 65 4/	1800	1800
Grant MANWARING	1938 Bomber	OS 60 4/	1800	1756
Dave BROWN	1938 Flamingo	O & R 60	1800	1478
Mike RANKIN	Lanzo Bomber	OS 61 4/	1800	916
Paul FARTHING	Lanzo Bomber	OS 60 4/	1800	835
Kent URRY	Bomber 85%	Saito 56 4/	1800	756
Steven GULLOCK	Bomber 85%	Enya 53 4/	1800	733
Geoff BLACK	1938 Flamingo	Saito 65 4/	1800	L/O
Dave PATON	Lanzo Bomber	OS 61 4/	1800	L/O
Geoff POTTER	1938 Bomber	OS 61 4/	1800	DNF
Anthony VICARY	Lanzo Bomber	O.S. 61 4/	1772	0
Donald McKENZIE	Bomber	Saito 56 4/	1708	0
Dave SAMPSON	Bomber	OS 60 4/	1674	0
Peter R. SMITH	Lanzo Bomber	OS 60 4/	1634	0
Wayne HARRIS	Lanzo Bomber	OS 60 4/	1586	0
Peter SCOTT	Lanzo Bomber	Cunningham 64	1362	0
Mike MASTERS	Lanzo Bomber	OS 60 4/	1056	0
Jim RAE	Krupp	O & R 60	861	0
Peter CUTLER	Lanzo Bomber	Saito 65 4/	600	0
Garry WHITTEN	Lanzo Bomber	OS 61 4/	287	0
Rex BROWN	Lanzo Racer	OS 60 4/	217	0
Bob RAADTS	Lanzo Bomber 85%	OS 40 4/	L/O	0
Roy BRAY	1938 Bomber	TT 54 4/	L/O	0

### 2cc Duration

Name	Model	Engine	Score
Grant MANWARING	Eliminator	Taipan Tyro	900
Rex BROWN	Jumping Bean	Taipan Tyro	896
Jim RAE	Zero	Taipan Tyro	773
Peter van de Waterbeemd	Bomber	Taipan Tyro	538
Kevin FRYER	Stardust Spl	MVVS	481
Paul FARTHING	100% Pencil	Taipan Tyro	300
Basil HEALY	Creep	Taipan Tyro	300
Peter SCOTT	Eureka	MVVS	Atmpt

### Duration

Name	Model	Engine	Score	Fly Off
Michael WALSH	Stardust Spl	McCoy 60	1260	468
Grant MANWARING	Playboy 105%	YS53 4/	1260	305
Darren MARSHALL	Playboy	T Tiger 46 2/	1260	304
Grahame MITCHELL	Playboy	S Tigre 34	1260	276
Dave PATON	Playboy 105%	YS 63 4/	1260	268
Peter SCOTT	Playboy 112%	McCoy 60	1260	55
Rex BROWN	Bomber 85%	Dubjet 40	1260	DNS
Kent URRY	Bomber 85%	Saito 56 4/	1232	0
Anthony VICARY	Playboy 105%	Saito 62 4/	1213	0
John URRY	Bomber	YS 63 4/	1192	0
Donald McKENZIE	Bomber 85%	YS 53 4/	1187	0
Garry De CHASTEL	1941 Playboy	YS 63 4/	1168	0
Jim HARDY	Playboy 105%	YS 53 4/	1165	0
Dave BROWN	Bomber 85%	Saito 56 4/	1118	0
Peter CUTLER	Bomber	YS 63 4/	1105	0
Jim RAE	Lion Cub 130%	Saito 56 4/	1012	0
Steven GULLOCK	1941 Playboy	OS 52 4/	1010	0
Peter J. SMITH	Playboy 112%	McCoy 60	816	0
Peter van de Waterbeemd	Bomber 91%	McCoy 60	782	0
Kevin FRYER	Playboy 112%	McCoy 60	420	0
Don HOWIE	Bomber 85%	Saito 56 4/	290	0
David BEAKE	1941 Playboy	Dooling 61	289	0
Basil HEALY	Red Ripper	Saito 56 4/	L/O	0
Geoff POTTER	Playboy 105%	Nelson 40	L/O	0

## CALVERT OLD TIMER GROUP

Gratton Field (Bourke's Rd West, Calvert, Qld)

Saturday 4, Sunday 5 and Monday 6 June 2016. i.e. the weekend before Tamworth.

Friday Check in and practice 8am to 5pm

Saturday Gordon Burford Event, OT Duration, Tomboy Scramble ( IC untill 5pm)

Sunday 1/2A Texaco, Texaco (IC operation ends at 4pm)

Monday Nostalgia, Standard Duration (IC operation until 5pm)

*Please note, there is a noise limit of 96 dBA on the field which will be enforced.*

*Unfortunately, this means no McCoy's or antique sparkies without effective mufflers.*

This field has excellent facilities and is located within 1 hour of Brisbane, near the city of Ipswich.

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

**See accompanying attachment. Contact Jim Hardy on 07 5467 9856**

## David Owen Memorial Phantom Shield SAM 1788 Championships

The Phantom Shield has been renamed The David Owen Memorial Phantom Shield in memory of the late David Owen who was intimately involved with SAM 1788 over many decades.

Numbers were down on previous years, however there were more models in attendance than feature in the results as quite a few did not make qualifying flights.

<b>Class I.....2 qualifiers</b>		<b>Record 54.00mph (2011)</b>	
1 <sup>st</sup> Peter Condo Smith	MPJ Super Atom	53.84mph	
2 <sup>nd</sup> Peter Condo Smith	Deezil	49.19mph	
<b>Class II.....3 qualifiers</b>		<b>Record 72.23mph (2012)</b>	
1 <sup>st</sup> Peter Condo Smith	MVVS 2cc	69.47mph	
2 <sup>nd</sup> Kevin Fryer	MVVS 2cc	67.77mph	(Proxy for Brian Stebbing)
3 <sup>rd</sup> Don McKenzie	MVVS 2cc	57.71mph	
<b>Class III...2 qualifiers</b>		<b>Record 77.32mph (2013)</b>	
1 <sup>st</sup> Peter Condo Smith	Jena 2cc RV	60.77mph	
2 <sup>nd</sup> Gary De Chastel	CS Oliver 1.5cc	59.88mph	
<b>Class IV....1 qualifier</b>		<b>Record 79.02mph (2015)</b>	
1 <sup>st</sup> Kevin Fryer	Enya CX 11	80.75mph	(Proxy for Brian Stebbing)
<b>NEW RECORD</b>			
<b>KK Champ....4 qualifiers</b>		<b>Record 47.02mph (2015)</b>	
1 <sup>st</sup> Kevin Fryer	MP Jet .040	49.32mph	(proxy Brian Stebbing)
<b>NEW RECORD</b>			
2 <sup>nd</sup> Jim Rae	MP Jet .040	47.29mph	
3 <sup>rd</sup> Peter Scott	Mills .75	37.68mph	
4 <sup>th</sup> Peter Cutler	Irvine Mills .75	34.41mph	

### Phantom Shield Placings.

1 <sup>st</sup> Kevin Fryer	Class IV	102.2% of record	(proxy for Brian Stebbing)
2 <sup>nd</sup> Peter Condo Smith	Class I	99.7% of record.	
3 <sup>rd</sup> Peter Condo Smith	Class II	96.2% of record	
4 <sup>th</sup> Kevin Fryer	Class II	93.8% of record	(proxy for Brian Stebbing)

Apart from Phantoms and Champs there was a little bit of CL activity. Peter van de Waterbeemd flew a Bob Fisher designed Eclipse on Wednesday morning. Powered by a Tyro this flew very well. Peter Scott brought a Mercury Monarch powered with an Amco 3.5BB and an APS Peacemaker powered with an Oliver Tiger. Peter has a sentimental attachment to the Monarch so he was the only one to fly it; however the Peacemaker was offered to anyone capable of flying it. This offer was taken up by Mick Walsh who appeared to be having a great time throwing it around until a moment of brain fade when he gave down instead of up and the Peacemaker met its maker.

With the passing of David Owen the operation of the CL circle fell to me. It was difficult to run it satisfactorily with all the other things that were happening. For next year the North Queenslanders have offered to run the circle since they have enough people who do not fly any of the competing events. This will be a much more satisfactory arrangement so thanks to NQ.

**Jim Rae**



Left: Well Steve has had an effect on Brownly now. Both reclining in the shade before the Oldtimer Glider event at Canowindra

Right: Grant playing with the remaining trophies on Monday prior to their presentation.



28 03 2016

**SAM 1788 Championships - Canowindra - March 23 to 28, 2016**



Top Left: Condo Smith with his Class 1 Phantom, Peter Scott in the background.  
 Top Right: Kevin Fryer with his Tomboy.  
 Above Left: Basil Healy, CD for Nostalgia.  
 Above: Nostalgia place getters, Peter van de Waterbeemd 3rd, Kevin Fryer 1st and Mick Walsh 2nd.  
 Left: Dave and Karen Paton in a typical pose. Love that smile Karen!  
 Bottom Left: 1/2A Texaco finalists Mike Rankin 3rd, Condo Smith 1st and Rex Brown 2nd.  
 Below: Gordon Burford finalists Mick Walsh 2nd, Condo Smith 1st and Jim Hardy 3rd



**SAM 1788 Championships - Canowindra - March 23 to 28, 2016**



Above: Texaco finalists John Urry 2nd, Mick Walsh 1st and Gary de Chastel 3rd

Below: Geoff Potter's unusual model. A Torpedo but not flown due to radio issues.



Above: Happy hour in Cane Toad Alley. L to R Mudite van de Waterbeemd, Karen and Dave Paton, Kevin Fryer, Brian and Margo Dowie

Below: '38 Antique finalists Condo Smith 3rd, Mick Walsh 1st and Peter Scott 3rd



The Ladies table at the Annual Dinner. Rear row from L to R Beryl Southwell, Karen Paton, Gail Scott, Mary Manwaring, Margo Dowie. Front L to R Maryanne Rankin, Trinidad Paszkiewicz May Smith, Carol Smith, Mudite van de Waterbeemd and Kim Farthing.

### SAM 1788 Championships - Canowindra - March 23 to 28, 2016



Top Left: Kevin Fryer with the David Owen Memorial Phantom Shield won with a Brian Stebbing's model.

Above: Winner of the Angie, Gary Whitten with Kim Farthing and Karen Paton

Left: TOP GUN for the Competition, Grant Manwaring along with the President and Vice-President.

Below: The Executive and Committee for 2016-2017: Paul Farthing, Treasurer, Peter Scott, Committee, Grant Manwaring, Secretary, Peter van de Waterbeemd, President, Jim Rae, Vice-President and Basil Healey Committee



**2016 SAMS Nationals,  
4 to 6 March  
at the Ian Watts Field, Shepparton**

In a word it was hot, hot, hot! Temperatures on the field reached 38 to 40 centigrade on all three days. The winds were generally moderate but with some notable exceptions and eventually caused the cancellation of the last two events on Sunday.

There were three events flown on both Friday and Saturday and just one on Sunday. The competition was organized by Brian Dowie and he also worked as CD for all events. He was scheduled to fly in Texaco but there was one of the cancelled events. Many thanks for all of your hard work Brian.

Jim Rae and I arrived at the caravan park on Thursday afternoon and it was hot. We drove to the field some 20 km south of Shepparton on Friday morning (I took longer than Jim as I took in some of the local scenery— i.e. got lost) and we prepared for the events. Entries were certainly low on **Friday** but enough to run the events.

**Glider** was first and this was flown by 6 competitors. Conditions were warming up already and the walk to retrieve the parachute and line was long and hot. The models ranged from the very large Kane loaned by Col Collyer to Kevin Fryer to Col's own Satyr through John Quigley's delightful DG 42 to some smaller A2 based gliders. Col's winch performed flawlessly and was able to be adjusted for the size of the model towed.

**2cc** followed with a couple of rounds before lunch and 2 rounds after. Five entries but only three models flew and there was no fly off. Conditions were difficult!

**Standard Duration** followed after a break with four flyers. Finally maxes came as the larger models were able to gain some height. Again no fly off but missing out by six seconds is painful.

The day ended with people hurrying back to town for cold beer, showers and air conditioners—probably in that order.

**Saturday** was just as hot but with more competitors. The Victorians erected a couple of marques and the shade was appreciated by all.

First event was **1/2A Texaco** with nine entries. Conditions were good with plenty of maxes. Three flew in the fly off with Jim Rae getting the highest score but landing out! All that effort for naught.

**Gordon Burford Event** was next with nine entries, seven flying. Just about every flight maxed with five in the fly off. This was the antithesis of the heats with the biggest sink seen all weekend. A long fly off was expected but the models were down very quickly with only one with a five minute flight.

Last event in a very hot day was **Duration** with 12 entries, 11 flying. Still plenty of maxes available. Three in the fly off but again the thermals disappeared and the event was over in under eight minutes.

Sunday dawned hot and stayed hot but the wind now started to make its presence felt. It was agreed that all three events would be flown over three rounds with 2 to count.

**Antique '38** was first. Apparently the wind took its toll on models as only three finished the competition. The author's Long Cabin climbed out in a massive thermal and very quickly was lost to sight. It was spiraled in and found over three kilometers away in a depression. The new tracking system (from Vin Morgan) worked extremely well as the tracker TX came loose from the rubber bands securing it to the model and the antenna was found to be horizontal only inches from the ground.

Thanks to the Valley Flyers Club for the use of their facilities including an air conditioned clubroom, for the lunches and for allowing camping for the hardy souls who stayed the nights. Thanks again to Brian Dowie for the organization and CD work.

\*\*\*\*\*

On reflection this would have been the physically hardest competition I have ever attended and it does lead to some concern in relation to the health and well being of the competitors. The fact is that the majority are over sixty and some well into the seventies and some were affected by the extreme heat. I accept that it is an individual choice to compete under the conditions but competition should not be limited to those individuals who will fly regardless. The extreme weather could obviously not have been foreseen (or is this a sign of things to come?) and for those who had travelled a long way, cancellation would not have been palatable. Perhaps selection of dates outside of our traditional hot months may need to be considered.

**Peter van de Waterbeemd**

## OLD TIMER AUSTRALIAN NATIONALS 4TH , 5TH & 6TH MARCH 2016

The nationals this year were run by SAM600 at Shepparton, the forecast was for 38 degrees and light winds for the 3 days.

The first event on Friday was Antique Glider and our thanks go out to Col Collyer for helping us by bringing along his power winch, surprisingly we had 6 entries and they all flew very well with a flyer from Wangaratta who was a member of SAM600 many years ago, John Quigley taking out 1<sup>st</sup> place and his helper was Ted Hall also a flyer from way back now based in Benalla, welcome back fellas it was a pleasure having your company, 2<sup>nd</sup> place went to our ever competitive President Kevin Fryer flying a Kane, kindly lent to him by Col Collyer and 3<sup>rd</sup> place flying his ever reliable Satyr was Mr. Glider himself Col Collyer, it was a nice morning's flying!

Then came 2 CC and the hot weather, we had 4 entries in this event and no fly off, my purple patch continued with me winning this event with the NSW boys right on my tail.

Now the weather was getting really hot and it was Standard Duration's turn to fly, this event was taken out by our Steve Gullock with his OS powered Playboy, again there was no fly off in this event, you can see by the scores that although it was very very hot there were not many thermals, that finished Friday

Saturday dawned very hot and we flew the first event 1/2A Texaco, both I/C and electric were flown concurrently in light winds, we had 9 entries in I/C and 8 entries in electric, again very patchy for thermals although we did get a fly off with 5 flyers qualifying in both I/C and electric these events were both won by

new SAM600 members, Steve Jenkinson won I/C and Bob Wilson won electric, congratulations well done fellas.

Next event was Burford and by now it was getting very very hot with light winds, the temperature under the veranda of the clubhouse in the shade was 43 degrees but the event still went ahead with 10 entries, but only 7 flew, the heat was taking its toll on us old blokes, again there were 5 in the fly off with our Don Grant coming home with the top score.

The next event was Duration and it had top numbers with 12 in I/C and 5 in electric, in I/C only 8 flew and only 3 got into the fly off with the SAM1788 President Peter van de Waterbeemd taking first place from Kevin Fryer 2<sup>nd</sup> and Don Grant 3<sup>rd</sup>, in electric surprisingly only 2 in the fly off with Bob Wilson taking 1<sup>st</sup> place from Max Heap 2<sup>nd</sup> and Steve Gullock 3<sup>rd</sup>, end of day 2

Day 3 bloody hot and calm for our first event 38 Antique, but shortly after the event commenced there was a wind squall that took out many models, breaking wings in the air and forcing landing outs, of the 10 entries only 3 finished their flights with Lyn Clifford taking 1<sup>st</sup> place from Kevin Fryer and Rob Taylor, the weather then was so bad that all present agreed to call it off and go home.

On speaking to other members everybody was absolutely buggered when they got home as was I.

We should also thank our treasurer/secretary Brian Dowie for running this comp as it takes a lot of organizing, thanks Brian.

**Brian Laughton**

### Canowindra Continued from Page 7

that there is no collusion and my wife insists I buy lottery tickets after a win but they never come to anything.

#### Monday.

Another clear day to start, a bit warmer than Sunday. There was a light breeze from the North but by late morning it had swung NW and built, however wind speed readings were in the order of 3 to 4 mps which is flyable. Standard Duration had an entry of 17 with the majority using OS 40H's and the usual problems of sticking to the 12,500 rev limit. The early rounds saw most models getting max's, however the weather changed with the wind and in the end only three made the fly-off and only two flew because Mick Walsh had cracked a wing spar when the model was blown over on landing and so he did not fly. Condo Smith came out the winner ahead of the Southwell/Brown team. During the rounds Rex Brown was half way through his flight and at a reasonable height when his flight battery decided to die and the model went into failsafe and plummeted to earth with severe consequences.

For 2cc Duration the weather was not conducive to long flights and no fly-off was required. Peter Scott crashed his Eureka when he had some sort of radio failure on the glide and the model went in vertically. Apart from a broken prop and a small crack in the wing the model was undamaged. On my second to last flight I was letting the wind blow the model back into the landing area when either the wind stopped or a gust hit it and the model dropped heavily onto the ground outside the landing area. At the end of my fourth and last flight, when I went to pick up the model it was minus the engine and part of the engine mount. The model had been blown over on landing and I found the engine about six metres away where it had originally landed. Apparently the shock landing of the previous flight had cracked the bearers. Why they didn't break during the engine run is a bit of a mystery. If they had the engine would have

been very difficult to find in the canola stubble. There was one unfortunate accident when a model was taking off and a gust blew it into a wingover and into the landing area. Basil Healy was retrieving his model and the errant model hit him on the left arm with the engine running. He ended up with two shallow but broad lacerations and one deep cut and a visit to the Canowindra Hospital where he was patched up.

And thus the 2016 Championships came to an end. Except for a couple of mishaps everything ran smoothly and a good time was had by all. The weather was almost perfect and the hospitality of Kim and Paul was unbelievable. See you next year when hopefully we will be joined by the Western Australians.



At the Nationals: Jim Rae's Fugitive in the foreground with Col Collyer's Satyr at the left rear, Brian Laughton's Fillons Champion in the rear centre Kevin Fryer's Satyr right rear.

# SAMS Nationals Shepparton March 4, 5 and 6 March



Top Left: Standard Duration place getters Kevin Fryer, Steve Gullock and Peter van de Waterbeemd

Above: Gordon Burford place getters Peter van de Waterbeemd, Don Grant and Jim Rae

Left: Duration place getters: Don Grant Peter van de Waterbeemd and Kevin Fryer

Sun shelters in the oppressive heat on Saturday.



Below: Awards presented by Kevin Fryer to Col Colyer for Glider, Jim Rae for Burford And Peter van de Waterbeemd for Duration





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

Minutes of Annual General Meeting 2016.

Held on Friday 25 March 2016 at the CWA Hall, Batchford Street, Canowindra, NSW.

Meeting opened at 8.00pm with President Peter van de Waterbeemd as Chairman.

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

Remembering Absent Friends

President provided a brief reflection on two modelers no longer with us, Brian Stebbing and David Owen. Both have recently passed away.

Brian, from South Australia attended many of our events and was an avid competitor, notably winning the Phantom Shield in 2015 with a record increase in that event. He is survived by his wife Angela.

David Owen was a foundation member of SAM1788 and helped prepare the original rules for old timer models. He was also instrumental in formulating the Gordon Burford event we fly today. He produced the quality replica engines, the GB5cc and the 2.5T that are highly regarded in our events. This year was to be David's 34<sup>th</sup> attendance at the Easter SAM1788 Championships. David is survived by wife Celia and three sons.

It is proposed that the Phantom Shield be renamed the "David Owen Memorial Phantom Shield".

A time of reflection was observed by the meeting.

Members in Attendance (As per circulated attendance sheet)

Robert Marshall, Grahame Mitchell, Basil Healy, Brian Dowie, Anthony Vicary, Mike Rankin, Garry de Chastel, Don McKenzie, Jim Hardy, David Beake, Peter Scott, Jim Rae, Don Southwell, Ian Avery, Hubert Reich, Geoff Black, Dave Paton, Peter Cutler, Peter R Smith, Peter van de Waterbeemd, Grant Manwaring, Paul Farthing.

Visitors

Ray Morgan, Marianne Rankin, Hubert de Chastel, Mick Walsh, Gail Scott.

Apologies

Peter (Condo) Smith, Allan Brady, Ian Connell

Minutes of 2015 AGM

The minutes of the 2015 AGM were published in Duration Times No 193, March – April 2015. No amendments have been received by secretary.

Moved Grant Manwaring Seconded Don Southwell  
Carried

Correspondence

The secretary provided to the meeting a handout listing the correspondence for the previous year. The correspondence related to the ongoing activities of the Society, organization of contests, thankyou letters to host clubs and advice from Aeromodelling NSW and the MAAA.

(The correspondence is held by the secretary and available for inspection if required)

Moved Grant Manwaring Seconded Jim Rae Carried

ReportsPresident's Report

Peter van de Waterbeemd provided an overview of SAM1788 activities for the year, in total seven competitions were held

with generally good attendances. We held our first event at the West Wyalong free flight field and also ran Cabin Scramble at the Oily Hand weekend for the Cowra Club.

He welcomed Anthony Vicary as a new competitor in our events and encouraged members to be involved with attracting new flyers to our group.

Peter acknowledged the assistance from committee members and the secretary for his work and contribution throughout the year.

Moved Peter van de Waterbeemd Seconded Don Southwell Carried

Treasurer's Report

Paul Farthing provided a copy of the financial statement to the meeting. He reported that SAM1788 is in a sound financial position, as evident in the statement.

Treasurer also outlined the cost of each competition held by SAM1788 with and overall profit from events for the year of \$597.50.

(Note some competitions are run solely by host clubs with no financial involvement of SAM1788)

Moved Paul Farthing Seconded Dave Paton Carried

Canowindra Competition Reports Events so FarFree Flight

Peter Scott reported that both free flight events had been held in good weather conditions, four entries in Vintage Power, one in Power Ratio. Weather conditions were good but the field and retrieval left something to be desired. He recommended that in future we consider running the free flight event at the West Wyalong field in conjunction with our competition there.

Control Line

Jim Rae reported the event was progressing well with some flying still to be completed. As such no results at this stage.

Radio Control

Peter van de Waterbeemd reported that three events had been run at this stage in good conditions. Entry number were good on par with previous years.

Election of Office Bearers

The President declared all positions vacant and requested Don Southwell to Chair the proceedings for the election of office bearers for 2016 – 2017. Don took the chair and thanked the committee for their efforts during the previous year.

Members were notified in Duration Times No 198 that in accordance with the constitution, written nominations for positions could be lodged with the secretary seven days prior to the AGM. A nomination form was included with this notice.

The secretary provided the Chairman with all the nominations received prior to 18 March 2016.

One nomination was received for each of the positions of President and Vice President and three nominations for two committee positions.

President Peter van de Waterbeemd

Nominated Jim Rae Seconded Grant Manwaring  
Duly Elected

Vice President Jim Rae

Nominated Peter van de Waterbeemd Seconded Grant Manwaring  
Duly Elected

Secretary Grant Manwaring

Nominated Grahame Mitchell (from Meeting Floor)

Continued next page

2016 AGM Minutes continued from previous page

Seconded Basil Healy

No other nominations received, Elected Unopposed

Treasurer Paul Farthing

Nominated Grahame Mitchell (from Meeting Floor)  
Seconded Robert Marshall

No other nominations received, Elected Unopposed

Committee Positions (2 positions)

Three written nominations were received for committee positions. These were Peter Scott, Robert Marshall and Basil Healy.

The Chairman requested visitor Hubert de Chastel assist to validate a secret ballot for these positions. The result of the ballot is as follows.

Peter Scott Nominated by Basil Healy Seconded by Grant Manwaring

Basil Healy Nominated by Robert Marshall Seconded by Ian Connell

Duly Elected by Ballot

Newsletter Editor Peter van de Waterbeemd

Nominated by Robert Marshall (from Meeting Floor)  
Seconded Basil Healy

No other nominations received, Elected Unopposed

Public Officer

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

General Business

1. Meeting approval of the payment of \$1000.00 to Kim Farthing for the use of Bogwood Farm for the 34<sup>th</sup> SAM1788 Championships.

Moved Dave Paton Seconded David Beake Carried

2. Setting of fees for 2016 – 2017. Committee recommends they be \$20.00 Duration Times by email (unchanged) and \$40.00 Duration Times by post (increase due to increased printing and postage costs).

Note that for direct MAAA affiliates the fees will thus be \$120 and \$140 respectively.

Committee proposes to cease the bulk subscription to US Sam Speaks magazine. Members are encouraged to join directly to SAM USA, a membership application form is at the rear of the Sam Speaks magazine

(Note Secretary is a current member, and will continue to be a member of SAM USA so SAM1788 is recognized as an active SAM Chapter)

Moved David Beake Seconded Jim Rae Carried

3. Proposal regarding MAAA affiliation.

Moved Peter van de Waterbeemd that SAM1788 register members through an MAAA (state) Member to become MAAA Affiliate Members.

Note 1. That this is for full members, not associate members who will be MAAA affiliate Members through their primary club.

Note 2. There was a motion passed at the 2014 AGM under General Business Item 4 "That all competitors in SAM1788 competitions be current MAAA members. Proposed David Owen, seconded Bob Marshall, Carried".

Peter outlined the background to the motion and the current problems within Aeromodelling NSW. There was general meeting agreement that this was a safeguard position to adopt.

Moved Peter van de Waterbeemd Seconded Grant Manwaring Carried

4. Review of SAM1788 Constitution. President has obtained the current constitution from Office of Fair Trading, in looking at the document there are numerous anomalies to our current operations that need to be addressed.

Committee recommends that the document be reviewed and a revised constitution be presented for meeting endorsement at the 2017 AGM.

Meeting discussion on the subject and agreement that we should proceed as above.

Moved Brain Dowie Seconded Basil Healy Carried

5. Jim Hardy presented to the meeting a motion relating to the rules change process and changes to the official MAAA Old Timer Rules.

"That this meeting of SAM1788 members form a committee, from members present, to consult with fellow competitors with the intent of formulating an agreed position in respect to any changes to the Old Timer Rules deemed necessary by changes in technology or proven problems in the conduct of competitions.

This process is to be completed in time for the resulting changes to be put to the MAAA Rules change Conference as an agreed National position."

There were a number of speakers with varying views on this subject and it was agreed that the motion be reworded as follows to better address the issue and to be not so restrictive. The revised motion is as follows.

"That this meeting of SAM1788 members form a committee to consult with fellow competitors with the intent of formulating and agreed position in respect to any changes to the Old Timer Rules.

This process is to be completed in time for the resulting changes to be put to the MAAA Rules Sub Committee."

Moved Jim Hardy Seconded Don Southwell Carried

6. Grahame Mitchell raised the issue of first aid and immediate response to incidents at our flying events. This was highlighted by an incident requiring hospital attendance by a competitor at the current championships.

Ian Avery spoke of previous safety and first aid articles in Duration Times by Bruce Knight, he will look to find these for republication in future Duration Times.

Committee has agreed to address the issue and report back on measures to be adopted at future events.

7. Don Southwell raised the issue of smoking on flying fields for SAM1788 events and proposed that SAM1788 ban smoking at our flying events.

Proposal that smoking be banned at all SAM1788 events.

Moved Don Southwell Seconded Robert Marshall Lost on show of hands

8. Lucky Door Prize: Turnigy Accucel – 6 Charger

Drawn by Marianne Rankin Winner Grant Manwaring  
Ticket C76

Meeting Closed 9.50pm

**Society of Antique Modellers Inc. SAM1788**  
**Income and Expenditure Statement 1 February 2015 to 30 January 2016**

	2015/2016	2014/2015
<b>Income</b>		
Membership	\$1,175.00	\$1,295.00
Aeromodels NSW - affiliations	\$800.00	\$500.00
Duration Times	\$80.00	
SAM Speaks	\$480.00	\$480.00
Canowindra	\$4,676.50	\$4,709.00
Tamworth	\$195.00	\$270.00
Cootamundra	\$430.00	\$340.00
Eastern States Gas Champs	\$460.00	\$480.00
Parkes	\$410.00	\$595.00
Aeromodellers NSW Refund		\$250.00
Interest on Term Deposit	\$174.46	\$98.55
Sundries	\$65.00	\$5.00
	<u>\$8,945.96</u>	<u>\$9,022.55</u>
<b>Expenditure</b>		
Aeromodellers NSW affiliations	\$800.00	\$525.00
SAM Speaks	\$769.13	\$798.44
Dept Fair trading	\$127.00	\$52.00
Bank Fees	\$121.10	\$22.20
Duration Times	\$603.74	\$712.21
Postage & Stationary	\$156.89	
Canowindra	\$4,248.00	\$4,240.40
Tamworth	\$315.00	\$302.50
Cootamundra	\$283.00	\$215.60
Eastern States Gas Champs	\$358.00	\$648.60
Parkes	\$475.00	\$450.00
Donation Canowindra Hospital	\$210.00	
Sundries - point score	\$250.00	\$691.90
Fuel		\$80.00
	<u>\$8,716.86</u>	<u>\$8,738.85</u>
Profit for Year	\$229.10	\$283.70
Cheque Account 1 Feb 2015	\$11,222.09	
** Xfer to term Deposit 18/2/15	<u>\$6,300.00</u>	
	\$4,922.09	
Term Deposit 1 Feb 2015	\$13,112.99	
Petty Cash 1 Feb 2015	<u>\$37.50</u>	
	Total	\$18,301.68
<b>Represented by:</b>		
Cheque Account 31 January 2016	\$4,486.73	
Term Deposit 31 January 2016	\$13,287.45	
Petty Cash 31 January 2016	\$37.50	
Monies not deposited as at 31 January 2016	<u>\$490.00</u>	
	Total	\$18,301.68

Note:      \*\* \$6300 was in the Term Deposit as at 1/2/2015 but was not debited to the Cheque Account until 18/2/2015.

# 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 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.'*

*'It is generally inadvisable to eject directly over the area you just bombed.'* US. Air Force Manual

*'An airplane is built to inherently want to fly. A helicopter is a compromised design that inherently wants to thrash itself apart.'* - 939 Rescue Wing Squadron lounge sign for HC-130 and HH-60 pilots



## Just in case you're interested . . . . .

### Scale model trucks:

<https://www.youtube.com/watch?v=piGtYMRCMxY&nohtml5=False&nohtml5=False#t=467.297263>

### List of Missing Aircraft:

[https://en.wikipedia.org/wiki/List\\_of\\_missing\\_aircraft](https://en.wikipedia.org/wiki/List_of_missing_aircraft)

**Peterbilt 1:4 Scale truck:** <https://www.youtube.com/watch?v=Xc20ryRSli8&nohtml5=False>

**New biggest model aircraft:** <https://www.youtube.com/watch?v=akoJ2zBwX1o&nohtml5=False>

**History of Model Aircraft:** <https://www.youtube.com/watch?v=m7gyGm5-nr0&nohtml5=False>

**First R/C Model Helicopter:** [https://www.youtube.com/watch?v=b29Msu\\_7\\_sE&ebc=ANyPxKrwXY-wU8vtX0A160jscOVu53TfGCcnfD2SMLS\\_SlzWNn-](https://www.youtube.com/watch?v=b29Msu_7_sE&ebc=ANyPxKrwXY-wU8vtX0A160jscOVu53TfGCcnfD2SMLS_SlzWNn-)

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