

Points of Interest Inside:

- 2016 Old Timer events calendar
- From the President and Secretary
- Safety Focus
- Orange results and photos
- Ollie plan
- Vic Smeed
- AHC
- The Back Page

**Newsletter
Number 201
July – August
2016**

**DURATION
TIMES**

Cootamundra Oldtimer Weekend

The Coota Cup

9–11 September 2016 at the State Flying Field—Cootamundra

Friday 9 September

1:00 pm Vintage Glider and informal Old Time Flying

These events are not part of the Coota Cup

Saturday 10 September

9:30 am Gordon Burford Event followed by Duration

Sunday 11 September

9:15 am Cabin Scramble, 10:15am 1/2 A Texaco then Oldtimer Texaco
All events will be run to MAAA 2013 rules MAAA membership card to be shown
Information: Grant Manwaring 02 6421 1320 grantandmary7@gmail.com

EASTERN STATES GAS CHAMPS - WANGARATTA

30 September, 1-2 October 2016 at Shanley Street, Wangaratta South

Friday 30.9.2016

Briefing 12:45, Start 1pm: Vintage Glider

Saturday 1.10.2016

9.30am Start: Gordon Burford, lunch then Duration

Sunday 2.10.2016

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

10:00am: 1/2 A Texaco, lunch followed by Texaco

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

The Wangaratta club will cater for lunch on field.

Information Grant Manwaring 02 6241 1320 grantandmary7@gmail.com

Golden West Oldtimer Competition - Parkes

Parkes Miniature Aero Club Inc. — Nelungaloo Field.

12th-13th November, 2016

** On field catering all day and camping on field (\$10 per adult per night)
(Campers please note—power, toilets and hot shower now available in the new amenities block)

Saturday: 9:15 Start: 2cc Duration, Gordon Burford, Duration

Sunday: 9:15 Start: Cabin Scramble, 1/2 A Texaco, Texaco,

Get together in Parkes Saturday Night

For further information email Peter (Condo) Smith peter_condo@yahoo.com.au

Note: Modelers must produce a current MAAA membership card

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:		Basil Healey, 02 6651-6563, Peter Scott, 02 9624-1262	

Email for Duration Times - waterbee@bigpond.com

SAM1788 Old Timer Events for 2016

Sept 10-11	Coota Cup	Cootamundra	Grant Manwaring 02 6241 1320
	<u>Old Timer Glider</u> ,	Burford, Duration, 1/2A Texaco	Texaco,
October 1-2	Eastern States Gas Champs	Wangaratta	Grant Manwaring 02 6241 1320
	<u>38 Antique</u> ,	Burford, Duration, Scramble, 1/2A Texaco,	Texaco
Nov 12-13	Golden West Old Timer	Parkes	Peter Smith 0423 452879
	Burford, Duration, <u>2cc Duration</u> ,	Scramble, 1/2A Texaco,	Texaco

Ollie by John Humphreys

The committee has agreed that the Ollie fuselage will require sheeting between the rear of the pylon and the leading edge of the tailplane. This sheeting is not shown on the original plan but is specified in the original article accompanying the plan. This decision is based on rule 5.4.1.2 (f) which states "the contestant must prove the validity of the model and the fidelity to the original design".



From the President:

Talk about difficulty in getting a field to fly on! We finally achieved it at Orange as that field is reasonably safe from the effects of heavy continual rain. It was certainly very green.

We will be holding competitions in Cootamundra and Wangaratta in the near future and we are already receiving some warnings regarding the Wangaratta field. We have been there before and needed to use gumboots. We will keep in touch with the locals and let you know as early as possible if there is a change of venue.

Our next Canowindra competition will be the 35th anniversary of the event. We are again looking to have some goodies for sale including shirts, badges, stickers, etc. Any suggestions regarding for this event will be appreciated. If Bogwood can remain as green next Easter as it is at the moment it will be a spectacular venue again.

A first aid kit has been assembled by Anthony Vicary and will be available at competitions. A second kit has been ordered.

There has been discussion regarding the Airborn design and a SAM USA approved plan by Jim O'Reilly has been sourced from the US. There is a problem with a plan by J. Takacs in that there appears to be very limited concurrence between the graphics and the stated dimensions. Only the wheels appear to be 3½ inches as specified and as measured on the plan. More on this later.

You have all been emailed regarding any old timer rule changes. Corrections and clarifications to the 2013 rules are being sought. Please forward any suggestions (along with seven supporting signatories of MAAA members) to Grant Manwaring.

I look forward to seeing you all at Cootamundra on 9,10,11 September. In the meantime Keep Safe!



Secretary's Report

Grant has been away from Canberra for five weeks or so whilst his partner Mary underwent surgery. Mary has recovered well and both are expected to be back in Canberra by the end of August.

Grant has continued with the background work of running SAM1788 and organizing trophies and paperwork but has been unable to attend events. Grant hopes to resume flying later this year. Editor

VINTAGE GLIDER

The next two competitions at Cootamundra and at Wangaratta will be preceded on Friday afternoon by Vintage Glider. The events will be flown to MAA rules.

The Cootamundra will commence at around 1pm and certificates will be issued.

John Quigley will run the Wangaratta event and wants to have a pilot's briefing at around 12:45 with flying to commence at 1pm.

Safety Focus

Models

Whilst structural failure of models has not to date been a significant safety issue it has the potential to be so. Models have failed structurally and this has generally been related to the failure of wings or pylons. There are other parts of models that fail structurally but wing and pylon failure appear to be the most common.

Wing failure due to high loadings on the wing or due to the dreaded flutter are well known. The signature sound associated with these two modes of failure are the "crack" as spars break and the "roar" as the wing flutters have been heard by all of us.

Pylons fail generally by either the front or rear of the rubber band mount breaking away from the rest of the pylon allowing the wing to separate from the fuselage.

These failures are generally caused by the model flying too fast well past its velocity never exceed either in level flight or in a dive. This creates the high wing loadings and or flutter. The reason for the high speed flight is generally the inability of the pilot to stop the engine.

There are lots of reasons for this. Some avoidable, some not. Unexpected failure of the airborne electronics such as the throttle servo, RX or battery may be responsible. However how unexpected is the failure of an old battery? The failure of the link between the throttle servo and throttle body or fuel cut of switch. Was preventative maintenance required?

A variation on this is that spark ignition engines may run on after the power to the coil is switched off. This is reportedly due to hot spots in the ignition

chamber allowing ignition to continue. This may have been resolved with maintenance but a "belt and braces" approach would be to cut off both the power to the coil as well as the fuel supply. An event at Parkes last year resulted in a fuselage destroying itself some distance from the pits when a wing failed after an engine failed to stop when power was cut to the coil. The resultant high speed flight was exciting but ultimately tragic.

The location of the power switch on the model is also critical. It is possible for the hand that launches the model to catch on the switch as the model is released. The switch may be moved to the OFF position and the rest is history. The switch should be a part of the model where it cannot be reached by the hand launching the model. Not on the side where it is accessible.

As an aside, recently a certain Tomboy was launched during Cabin Scramble with the switch in the OFF position. The switch was on the bottom of the model and as the model was placed on a table when starting the engine, the switch was nudged off. It is suggested that Scramble models don't need a switch as the model ought to be switched ON during the entire 30 minute event. Just plug the battery directly into the RX before the wing is fitted. No risk of switching off.

Batteries have been known to fall out of models. Poor hatch construction or attachment?

Lots of modes of failure are possible and most can be avoided through good structural design and installations and with constant maintenance.

My daughter's seven Ps apply to maintaining models: Prior Preparation and Planning Prevent P**s Poor Performance.

Orange (West Wyalong) - August 6 and 7, 2016

Orange MAC field at Borenore.

Well we finally were able to fly. Our thrice moved event (from West Wyalong to Cootamundra to Canowindra to Orange) finally took to the skies. The Orange MAC very kindly allowed us the use of their field for the weekend and we are again indebted to Norm Barnes for his preparation and mowing on Friday. The field was very green (as is all the countryside in SE NSW) but quite flyable. A number of competitors stayed on the field for a couple of nights but bedtime was early as night time temperatures were very low.

The rollup for the event was down with Texaco as the largest event with seven competitors. It was cold throughout the weekend with temperatures below 10 degrees but on the occasions when the sun broke through it was quite pleasant. There was generally little wind during the two days and there were many maxes flown. We were also graced by the presence of Steve Gullock and Brindle. Steve was on his way home after a two month visit to Queensland where he also flew in the Dalby competition.

Saturday started with '38 Antique. It was cold and overcast to start with but by the fourth round the sun had emerged and conditions were more pleasant. A field of four models for the event but no fly off required.

After lunch **Duration** was run in probably the best conditions for the weekend with an entry of six models. Four reached the fly off. McCoy 60s were out in force and filled the first three places.

Sunday commenced with **Cabin Scramble**. A very small field of three entries resulted in a win by Peter Scott. Yours truly managed to switch of the RX in the Tomboy after a couple of flights and said model had a wonderful flight into the countryside as free flight models were designed to do. Vince Hagarty took me for a very scenic drive in the last seen direction of the Tomboy but the area was quite hilly and wooded so no sight of it. No, the tracker was not installed! Peter Johnson of the Orange club has emailed me to say that after two weeks he has possession of the model—undamaged.

1/2A Texaco followed with five entries in IC with Steve Gullock with an electric model. Good flying conditions resulted in four models reaching the fly off. Paul Farthing had an unusual mishap in the fly off with his engine stopping just after launch—no second attempt allowed in a fly off.

Texaco was the last event and a returning SAMs modeler from the Orange club, Vince Hagarty, entered and won the event. Local knowledge was quite an advantage in the rapidly cooling conditions. We look forward to Vince rejoining SAM 1788 and seeing him at future competitions. Four models in the fly off but Garry Whitten's engine just would not cooperate and start and he was timed out at the end.

The Orange Model Aircraft Club was thanked for the use of the field for the weekend. It appears we bumped their monthly BBQ and meeting to the following weekend so their generosity is doubly appreciated. The trophies from the ill fated West Wyalong competition were presented to the winners. And the crowd rapidly dispersed soon thereafter.

All in all, those who attended thoroughly enjoyed the weekend and look forward to our next competition, the Coota Cup, at the state flying field at Cootamundra.

Antique '38

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Long Cabin	GB 5cc	1800	
Peter J. SMITH	Westener	Madewell	1728	
Peter SCOTT	Powerhouse	McCoy 60	921	
Geoff Potter	California Chief	DC 3.46	868	

Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Bomber	McCoy 60	1260	697
Peter J. SMITH	106% Playboy	McCoy 60	1260	459
Peter SCOTT	112% Playboy	McCoy 60	1260	0
Geoff POTTER	Playboy Cabin	Enya 53	1260	
Steve Gullock	Playboy 100%	Enya 30 SS	1139	
Garry Whitten	Playboy	OS 52 FS	1029	

Cabin Scramble

Name	Motor	Score
Peter SCOTT	Mills .75	1068
Geoff Potter	?	812
Peter van de Waterbeemd	MP Jet	402

1/2a Texaco

Name	Model	Score	Fly Off
Peter van de Waterbeemd			
	Stardust Special	1260	868
Garry WHITTEN	Stardust Special	1260	799
Paul Farthing	Stardust Special	1260	50
Peter SCOTT	Kerswap	1105	
Peter J. SMITH	1941 Lil Diamond	0	
Steve Gullock	Lil' Diamond Electric	1260	

Texaco

Name	Model	Engine	Score	Fly Off
Vince Hagarty	Bomber	OS 40 FS	1800	1048
Steve Gullock	85% Bomber	Enya 53	1800	871
Peter van de Waterbeemd	1938 Bomber	Saito 65	1800	588
Garry WHITTEN	1938 Bomber	OS 61 4FS	1800	0
Peter Scott	RC 1	Brown Jnr	1666	
Paul Farthing	1938 Bomber	OS 60 FS	1384	
Geoff Potter	Bomber	OS61 FS	1200	

Orange (West Wyalong) - August 6 and 7, 2016



Above: Duration: Peter van de Waterbeemd 1st, Peter Smith 2nd, Peter Scott was placed third.

Below: Geoff Potter with his Texaco model. Standard finish and colour scheme for Geoff.



Above: 1/2A Texaco Gary Whitten 2nd, Peter van de Waterbeemd 1st and Steve Gullock with his electric

Below: Texaco: Steve Gullock 2nd, Vince Hagarty 1st and Peter van de Waterbeemd 3rd



Below left: It was cold in Orange. All rugged up are Gail Scott, May Smith, Peter Scott, Peter Smith and Paul Farthing.

Below right: Paul Farthing pontificating. The price of razor blades has gone up in Canowindra..



Orange (West Wyalong) - August 6 and 7, 2016



Above top: Steve Gullock seeking divine intervention in his efforts to defy gravity. It may have been partially successful .

Above centre: Peter Smith and Paul Farthing fussing over Paul's Texaco Bomber.

Above bottom: Peter Smith's Westener as used in Antique '38

Above top: Brindle the wonder dog seems quite indifferent to his master's supplication to the gods.

Above centre: The line up of the successful Texaco Bombers .

Above bottom: Dave Hagarty and Steve Gullock in the pits.

Orange (West Wyalong) - August 6 and 7, 2016



Views of Bogwood

Left: This shot was taken the day after we were flying at Orange. It shows the dam at the end of the field and it covers part of the control line circle as well. The creek meanders from the hill through the usual pit area and spreads out to finally meet the dam. The ground in the area was extremely soft.



Left: Similar view to the west at sunset prior to the weekend. Threatening clouds.

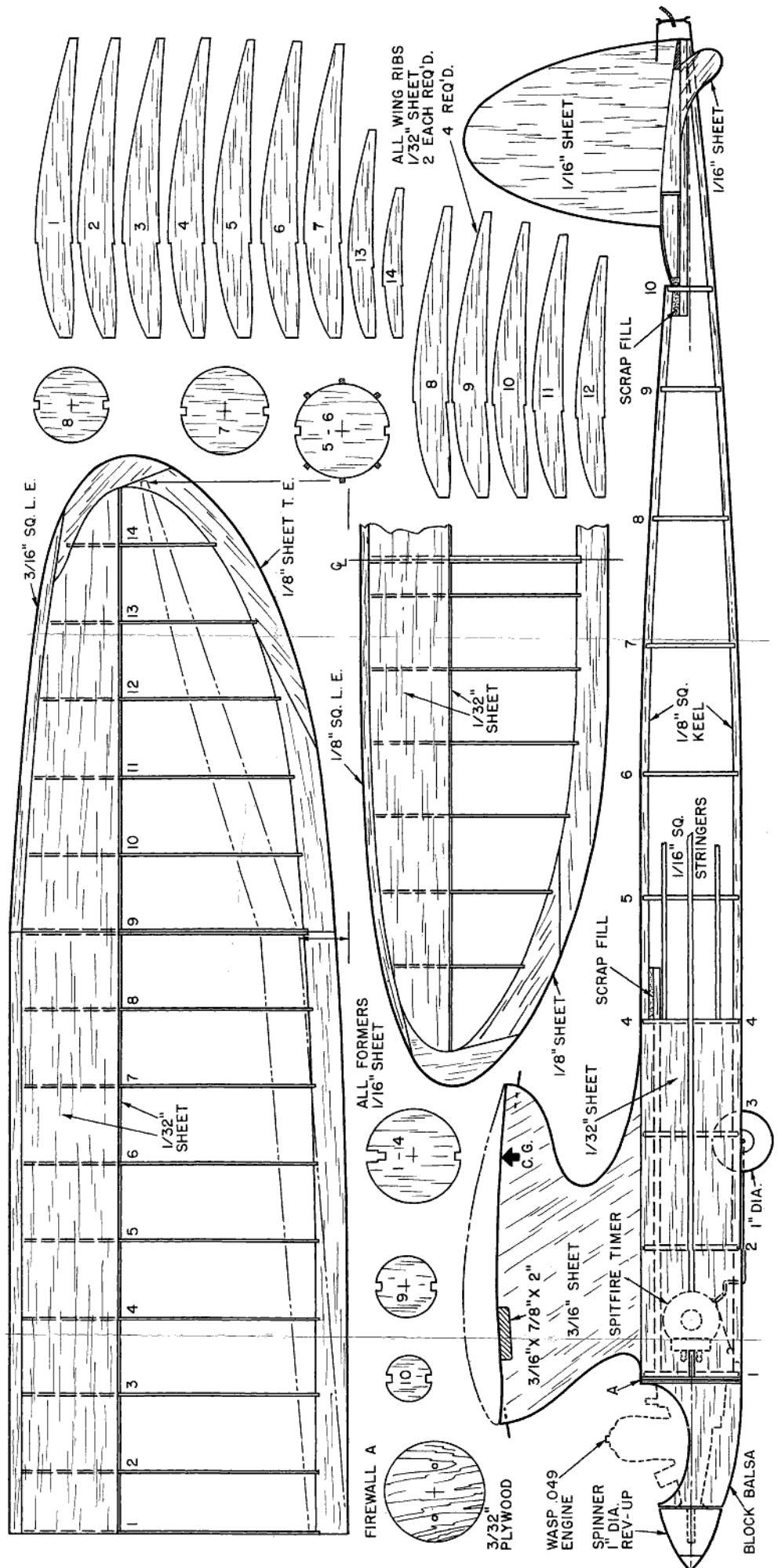
Below: Typical weather at Orange. Heavily overcast but still capable of sustained flight in good air. Everything so green!

Steve Gullock retrieving his model



Peter Condo Smith has sent this version of the Ollie plan for publication. It is much clearer than the plan published in the last issue and Peter will send the .pdf to anyone who would like to have a copy.

Note though that this version does not show any sheeting between the rear of the pylon and the LE of the tailplane. This sheeting is required. See last issue of DT.



A Second World War plane crashed by a British pilot in the Sahara, before he walked off to his death, has been found frozen in time 70 years later. Unseen and untouched, the Kittyhawk P-40 has been described as an aviation 'time capsule' after it was found almost perfectly preserved in the sands of the western desert in Egypt.



After coming down in June 1942, the pilot is thought to have survived the crash and initially used his parachute for shelter before making a desperate and futile attempt to reach civilisation by walking out of the desert. The RAF airman - believed to have been Flight Sergeant Dennis Copping, 24 - was never seen again. The crash site is about 200 miles from the nearest town. The single-seater fighter plane was discovered by chance by Polish oil company worker Jakub Perka, who was exploring a remote region. Despite the crash impact, most of the aircraft's



cockpit instruments are intact. Its guns and ammunition were also still intact before being seized by the Egyptian military for safety reasons. There are also signs of the makeshift camp made by the pilot alongside the fuselage. No human remains have been found but it is thought the pilot's decomposed body may lay anywhere in a 20-mile radius of the plane. A search will also be launched in the slim hope of finding the lost airman.

The RAF Museum at Hendon, north London, has been

made aware of the discovery and plans are underway to recover the aircraft and display it in the future. The defence attache at the British embassy in Cairo is due to visit the scene in order to officially confirm its discovery and serial number. However, there are fears over what will be left of it after locals began stripping parts and instruments from the cockpit for souvenirs and scrap. Historians are now urging the British government to step in and have the scene declared as a war



grave so it can be protected before the plane is recovered. Historian Andy Saunders, from Hastings, East Sussex, said: 'The aviation historical world is hugely excited about this discovery.



This plane has been lying in the same spot where it crashed 70 years ago. It hasn't been hidden or buried in the sand, it has just sat there. It is a quite incredible time capsule, the aviation equivalent of Tutankhamun's Tomb. It is hundreds of miles from anywhere and there is no reason why anyone would go there.

It would appear the pilot got into trouble and just brought it down in the middle of the desert. He must have survived the crash because one photo shows a parachute around the frame of the plane and my guess is the poor bloke used it to shelter from the sun. The radio and batteries were out of the plane and it looks like he tried to get it working. If he died at the side of the plane his remains would have been found. Once he had crashed there nobody was going to come and get him. It is more likely he tried to walk out of the desert but ended up walking to his death. It is too hideous to contemplate.

The plane is in a very good condition but sadly it is being stripped by some locals who don't regard it as part of their heritage but as a piece of junk that may have some scrap value. Things are happening very slowly with the recovery, mainly because we are in the hands of the Egyptian authorities. The MoD needs to act and get the plane out of there as soon as possible rather than embarking upon a great deal of hand-wringing and meetings to discuss its future.

In 1942 he was a member of the RAF's 260 Squadron, a fighter unit based in Egypt during the

North Africa campaign. By June of that year the Allies were retreating from 'Desert Fox' Erwin Rommel and his German forces. On June 28 Ft Sgt Copping and another airman were tasked with flying two damaged Kittyhawk P-40 planes from one British airbase in northern Egypt to another for repair. During the short flight Ft Sgt Copping lost his bearings, went off course and was never seen again. Military historians say they are 99 per cent sure the Kittyhawk found in the desert was the one flown by Ft Sgt Copping, based on identification numbers and letters on the plane. It was documented at the time that there was a fault with its front landing gear which would not retract and the photographic evidence suggests the aircraft had its front wheel down when it crashed. According to experts, a plane making a controlled crash landing in the desert wouldn't have its landing gear down and would belly-flop on the sand. There is also flak damage in the fuselage, which is also consistent with documented evidence of Ft Sgt Copping's plane. Ft Sgt Copping's name appears on the El Alamein war memorial. It is not thought that there are any immediate family members of his left in the UK. Captain Paul Collins, the British defence attaché to Egypt, confirmed there will be a search carried out of the area around the plane in the hope of finding his remains. He said: 'The pilot isn't in the plane but there is evidence to suggest he got out. It is



likely he walked away and was clearly lost. We are talking about a 100 square kilometre area and it is extremely unlikely that we will find any remains. The scene is close to a smuggling line from Sudan and Libya. We will need to go there with the Egyptian army because it is a dangerous area.'

Ian Thirsk, head of collections at the RAF Museum, said they are working with the MoD to make efforts to recover the plane.



A C-130 was lumbering along when a cocky F-16 flashed by.



The jet jockey decided to show off.

The fighter jock told the C-130 pilot, 'watch this!' and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier. The F-16 pilot asked the C-130 pilot what he thought of that?

The C-130 pilot said, 'That was impressive, but watch this!'

The C-130 droned along for about 5 minutes and then the C-130 pilot came back on and said : 'What did you think of that?'

Puzzled, the F-16 pilot asked, 'What the heck did you do?'

The C-130 pilot chuckled. 'I stood up, stretched my legs, walked to the back, took a leak, then got a cup of coffee and a cinnamon roll.'

*When you are young & foolish - speed & flash may seem a good thing!
When you get older & smarter - comfort & dull is not such a bad thing!*

We older folks understand this one, it's called S.O.S.

Slower, Older and Smarter....



**Aircraft meets retaining wall
and the wall wins:**

PRICELESS!!!

One French Airbus: \$200 million
Untrained Flight Crew:
\$300,000 Yearly Salary
Unread Operating Manual: \$300



Subject: DUCT TAPE
Should we fly with this pilot?????

During a private "fly-in" fishing excursion in the Alaskan wilderness, the chartered pilot and fishermen left a cooler with bait in the airplane. A bear smelled it. This is what he did to the plane



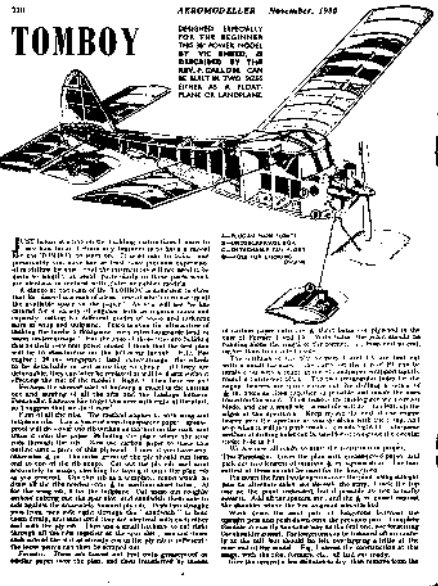
The pilot used his radio and had another pilot bring him 2 new tires, 3 cases of duct tape, and a supply of sheet plastic. He patched the plane together and FLEW IT HOME !



DUCT TAPE — NEVER LEAVE HOME WITHOUT IT!!

Victor Ernest Smeed

To old-school aeromodellers—those who actually made their own models—Vic Smeed is synonymous with the name **Tomboy**. This delightful little free-flight cabin model which appeared in the Aeromodeller, November 1950, has subsequently been made by the hundreds, the world over. Aeromodellers will also remember his other always reliable free-flight sport designs like the *Madcap*, and *Pushy-Cat*. They may then be surprised to learn he also published an early control-line design, the radial cowl *Virago*. Less surprisingly, Vic was an early pioneer of radio control, publishing a book on the topic for model boat builders. His flying R/C models were again of the sport category with his "Chatterbox", a single channel model for escape-control, being a popular free plan in the December 1958 issue of the Aeromodeller (a larger version later appeared in Radio Control Models and Electronics). Impressive as this may be, it is only just the tip of the iceberg for Vic's designs and publications.



TOMBOY
DESIGNED SPECIALLY FOR THE BEGINNER BY VIC SMEED, 2011, REVISED EDITION BY REV. J. DICKSON FOR THE AEROMODELLER CLUB OF GREAT BRITAIN AND IRELAND IN ASSOCIATION WITH THE AEROMODELLER CLUB OF IRELAND.

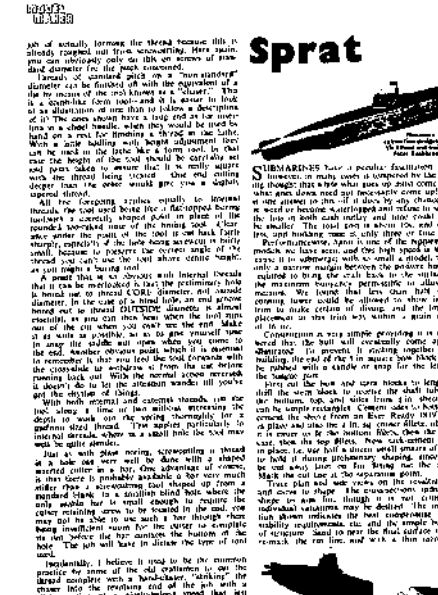
THE TOMBOY is a simple but effective free-flight cabin model. It is designed for the beginner and is suitable for use by children of 10 years and over. The model is made of balsa wood and is easy to construct. It is a simple but effective free-flight cabin model. It is designed for the beginner and is suitable for use by children of 10 years and over. The model is made of balsa wood and is easy to construct.

Perhaps reflecting his ability as a designer of sport power free-flight cabin models for *Aeromodeller*, Vic's name first appeared as a model boat designer with the *Lorelei* cabin cruiser in the January 1953 issue of Model Maker (MM). Drawing upon his experience with propeller driven craft (Vic had been an RAF pilot during WWII), his next appearance in MM was a two-part series on "Airscrew Driven Hydroplanes" which commenced in the December 1953 issue with the *Skimmer*, concluding in the next issue with the *Scudder*, and *Skater*. Although capable of excellent performance, all of Vic's designs were aimed at the average modeller. This was not lost on the staff of the Model and Allied Press stable who hired him as a staff writer for The Aeromodeller in 1953. In April '54 his name began appearing in MM as the Assistant Editor. This situation, with DJ "Dickie" Laidlaw-Dickson as Editor continued until February 1959 when Vic stepped up to the role of MM Editor. He retained this position as MM became *Model Maker and Model Cars*, reverted briefly to *Model Maker*, then morphed into *Model Maker and Model Boats*, finally settling on simply *Model Boats* in 1965. The reason for dropping the "Model Maker" from the title and any form of model engineering from the content was soon to become public.

In 1953. In April '54 his name began appearing in MM as the Assistant Editor. This situation, with DJ "Dickie" Laidlaw-Dickson as Editor continued until February 1959 when Vic stepped up to the role of MM Editor. He retained this position as MM became *Model Maker and Model Cars*, reverted briefly to *Model Maker*, then morphed into *Model Maker and Model Boats*, finally settling on simply *Model Boats* in 1965. The reason for dropping the "Model Maker" from the title and any form of model engineering from the content was soon to become public.

Through all this time, "Dickie" Laidlaw-Dickson was listed as Editorial Director and under his guidance, the parent company, *Model and Allied Press Ltd* (MAP), saw and grasped an opportunity to take over the model publications of *Percival Marshall & Co Ltd*. This comprised a number of popular model making and machining books, plus a pair of magazines:

Model Railway News, and the venerable *Model Engineer* (ME). The ME dated back to the late 19th century and had a solid world-wide following. MAP's competing magazines, *Model Maker*, and *Model Mechanic* before it, had been but poor competition, but since 1959, the ME had been slowly declining following a change in editor and editorial policy. So following negotiations, as of the December 15, 1965 issue, the address for the ME changed from Maidenhead to Herts with Dickie at the helm as Editorial Director and Vic at the helm as Managing Editor. Dickie and Vic were a winning team and revitalize it they did, bringing back old readers, gathering new ones, reinstating the annual Model Engineer Exhibition. To the delight of many, they immediately reinstated Lillian "Curley" Lawrence, aka *LBSC*. Although then in his 80's, Curly was as sharp and inflexible as ever, continuing his discourse on miniature (never model!) locomotive design and associated matters,



Sprat
DESIGNED BY VIC SMEED, 2011, REVISED EDITION BY REV. J. DICKSON FOR THE AEROMODELLER CLUB OF GREAT BRITAIN AND IRELAND.

THE SPRAT is a simple but effective free-flight cabin model. It is designed for the beginner and is suitable for use by children of 10 years and over. The model is made of balsa wood and is easy to construct.

...the model is made of balsa wood and is easy to construct. It is a simple but effective free-flight cabin model. It is designed for the beginner and is suitable for use by children of 10 years and over. The model is made of balsa wood and is easy to construct.

cut short in 1959 by the then new ME editor.

The team of Dickie Dickson and Vic Smeed (with our old friend Ron Moulton in the background) remained in this position until 1977 when Dickie retired and Vic resigned (Dickie's own memorable editorial quote: "Exit: pursued by bear..."). Their last issue was volume 143, number 3559, April 15-30, 1977. In the next issue, Ron Moulton was listed as Editorial Director. The post of "Managing Editor" had disappeared and Les Porter was listed as Editor. The parting appears to have been amicable with a small but nice tribute to Vic appearing in his "last" issue, noting his 24 year association with MAP Ltd and his largely unsung contributions to the yearly organization of the annual ME Exhibition, restarted after the MAP takeover. The farewell mentioned that it was Vic's intention to continue contributing as a free-lance writer and designer. Interestingly, the departing photos used of Vic and Dickie were the same ones used twelve years previously when they were introduced to ME readers in issue 3288 (given the opportunity, some people prefer not to age, photographically—just ask me!)



In preparing this tribute page, I went through various *Aeromodeller* and *Model Maker* Plans Handbooks to create a list of Vic Smeed's model designs. Certain patterns emerged which tell us a little more about the man. For instance, he was an "early adopter" of new model trends. His *Virago* was one of the very early English C/L designs, which might be called semi-scale and was also his only published C/L model. Naturally, he was into R/C in the single channel, rubber-driven escapement days, both for aero and marine applications. Vic was also at the front of the rail and slot car craze, publishing books on the electric side of subject.

His aero designs were predominantly in the free-flight sport category, although they did include a single "sport" rubber free-flight model (the *Junior Miss*), and a single tow-line glider. The latter was the *Golden Wings*, an A1 class model designed as the subject for one of the first "single model competition" events for the *Aeromodeller's* "Golden Wings Club", a fine program intended to encourage junior participation in model making. This has become yet another timeless Smeed design, still used for single-model events today—no juniors involved—by clubs all over the world. Built with a modicum of care, you can loose a *Golden Wings* off a very short tow, which is why we now fit them with radio trackers costing about 500 times the materials required for the model. Somewhat surprisingly, Vic Smeed never ventured into "scale" in his flying models, although most were what we'd call "semi-scale cabin models". This is not the case in his marine designs, the quantity of which dwarf his other designs and indicate which was his first love. As well as numerous prototypical models, his marine designs were another matter entirely with several scale models from lifeboats and tugs, most Vospers, tramp steamers, a US paddle-steamer, and a destroyer thrown in for good luck.



Then there was Vic Smeed, the author, editor, and compiler of an impressive list of books. In Vic's titles, we see the total breadth of his modelling interests. Many in the following list were MAP publications produced during his time with the company, but many more were published after he went free-lance. Always, their content reflected his continued interest and access to the material of his old company. For example, *Fifty Years of Aeromodeller*, compiled by Vic and published in 1986 by Argus Books (successor to MAP) was a pure tribute to that magazine, probably contracted by the then Argus management; and who better to turn to for this task?

Vic Smeed and his designs are a visit to times past and though many of us old timers still enjoy building and flying or sailing the odd Smeed design, we too, like Vic, are reaching our use-by date. So if you remember fondly the *Madcap*, or the *Sprat*, take a trip down memory lane by chasing up a title or two from his publications list. They are not hard to find, don't cost a lot, and they will bring back those feelings of enchantment that accompanied Vic's published designs of all kinds.

...with enormous respect and fond memories, Ron Chernich, January 2011

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



The AHC Diesel Project History

Founded in 1931, America's Hobby Center (AHC) became one of the biggest names in the Golden Age of Model Aircraft. The main headquarters was on West 22nd Street in New York. I visited there in 1970 and lived (it was daytime). AHC operated a shop front, warehouse and major mail-order dispatch operation for decades, at one time boasting two NY locations with offices in Chicago and Los Angeles. They offered all types of models and related equipment at discount prices, running multi-page ads in all the main American model magazines. The operation spanned nearly

70 years, ignominiously filling Chapter 11 in September 2000. There are many "stories" of AHC, it's business ethics and the Winston brothers who owned and ran it, but say what you will, along with the ones shamelessly burnt, they also had countless thousands of satisfied customers, world wide.

It would not be unfair to say AHC was in the forefront of "slag" engine production during the ignition era—engines like the *Thor*, *Genie*, and *Buzz* series. Now just because an engine is designated "slag", that does not mean it is necessarily a dud—it just means that the materials used were not of the highest quality (but, yes, some had performance to match!) For example, under AHC, the well designed Loutrel became the infamous "GHQ" of steadily declining quality. Around 1945, AHC embarked on a new engine project, commonly called the *AHC Diesel*. This engine, designed by Bernie Winston, may have been a response to the *Deezil* (note the cute spelling) being mass marketed by rival "Gotham Hobby" (two more Winston brothers and former share holder/partners in AHC, reputedly not allowed "back in" on return from service after World War II). Even though it was announced, the project was never brought to market.

The photo here is the only known shot of the prototype engine. It shares the needle valve assembly with another AHC slagger, the "Genie". The tank—actually a small, glass, screw top jar—would appear to be from the same source. With a capacity of about 2cc, the design is a conventional side-port, compression ignition engine. It's unique features are the complex, die cast crankcase with a long, delicate, cast-in venturi and a backplate that was to be stamped from 1/16" aluminium.



In fact, the project had reached an early stage of production, including manufacture of a die and the first run of about 500 die cast crankcases from a material of non-specific ancestry. Exactly why it died is not known today, but the cases and presumably the drawings passed through a number of hands in the intervening years, one of whom



was Motor Boy Tim Dannels, editor of ECJ. From Tim, I obtained a crankcase and what remained of the drawings. There do not appear to be any circa 1940 drawings remaining. One, the back plate stamping, carries the date "Jan 24, 1977"; the others are by a different draftsman and are undated and are of unknown origin, accuracy and fidelity to whatever originals once existed. Using these and some information from Russell Watson-Will, the engine was redesigned under CAD with input from two stroke porting experts, Ken Croft (England) and David Owen (Australia). Bert Striegler (Texas) built a prototype and found it to be an easy starting, well behaved engine of adequate if not outstanding performance. That's Bert's good-looking prototype pictured here.

Through our interest in the engine, we discovered that once again, a current owner had decided to dispose of the project. The Motor Boys have previously agreed that we are not in the engine making business, but that's not to say that some of us are not too young and stupid to think about it individually (*Question: What's the only way to make a small fortune manufacturing model engines? Answer: Start with a large one!*). So the project has changed hands again and this time, it has been split three ways with parts going to Canada, England and Australia. The current plan will see some engines produced to a common baseline, but probably with minor variations, at three locations and no fixed timetable. So when and how they will reach the market is about anyone's guess at this stage. However, when (and if!) they do, they will all be genuine, since there's no originals for them to be copies or reproductions off!



As you may have guessed by now, the Australian third of the project now takes up space under my bench. This set of pages describes the process of developing a prototype, a few engines for friends and sale, plus variations on the theme with different induction systems. A spark ignition engine is another possibility, as is the AHC Diesel kit: a crankcase and a set of plans for amateur constructors. *Ron Chernich*

THE BACK PAGE

*Yea, Though I Fly Through the Valley of the Shadow of Death,
I Shall Fear No Evil, for I am at 80,000 Feet and Climbing.'*

Sign over SR-71 Wing Ops

If the wings are traveling faster than the fuselage it has to be a helicopter and therefore, unsafe.'
Fixed Wing Pilot

We are not retreating, we are advancing in another direction.

You don't win a war by dying for your country.

You win a war by making the other son-of-a-bitch die for his

Gen George S. Patton

Make it tough enough for the enemy to get in and you won't be able to get out. WWII Infantry Manual

When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'

Multi-Engine Training Manual

As a test pilot climbs out of an experimental plane having crashed tearing off the wings and tail, crash trucks arrive. A rescuer asks bloodied pilot, 'What happened?' The pilot replies, 'I don't know, I just got here myself!'

'When in doubt, empty the magazine.' - Korean War Advice

If an airplane is still in one piece, don't cheat on it; ride the bastard down.

Ernest K. Gann, author & aviator

"Now I know what a dog feels like watching TV."

F C-9 (DC-9) copilot attempting to check out in a 'glass cockpit' C-40 (Boeing 737).

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'

Lead-in Fighter Training Manual

'Mankind has a perfect record in aviation - we have never left one up there!' - Unknown Author

'Sometimes I think war is God's way of teaching us geography.' - Paul Rodriguez

'There are more planes in the ocean than submarines in the sky.'

Coffee tastes better if the latrines are dug downstream from an encampment.

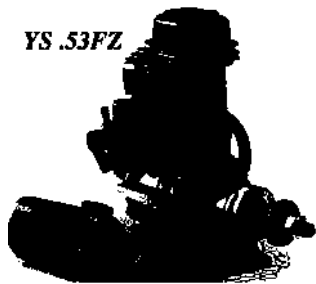
US Army Field Regulations, 1861

Incoming fire has the right of way.' - Marine adage

"No man is a leader until his appointment is ratified in the minds and hearts of his men"

Anonymous, "The Infantry Journal"

YS .53FZ



For Sale:

YS. FZ 53 super charged 4 stroke engine with box and instructions.

\$200.00. Stephen Todd

Phone Home No. 07 4667 0176. Mob 0402 606 290

Arctic aircraft repair—impressive!

https://www.youtube.com/embed/9ruArctYYbM?feature=player_detailpage

What to do with old fighters

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ%7E%7E,AAAuKPAIqE%7E,oAVq1qtdRjwBrIkHYj2MSytJiEK9s5fy&bclid=0&bctid=2684464741001>

A different take off!

<https://www.youtube.com/embed/7osw2jcsi6Q?rel=0>

**FOR
SALE**

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

Peter Scott

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

**FOR
SALE**