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**Newsletter
Number 202
September – October
2016**

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, $\frac{1}{2}$ 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



ORANGE MODEL AIRCRAFT CLUB Inc.

**INVITES YOU TO ATTEND AND COMPETE FOR THE
Perpetual Memorial Texaco Shield**

**4th and 5th FEBRUARY, 2017
ORANGE MAC FLYING FIELD at
BORENORE**

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

Sunday 7th - Commencing at 9.30am - Scramble

followed by $\frac{1}{2}$ A Texaco then Texaco

(All events will be flown to 2013 MAAA Rules)

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

35th SAM Championships

Wednesday 12 April to Monday 16 April at Bogwood, Canowindra
A complete program of R/C Old Timer events flown to the 2013 MAAA rules

Additional events include Phantom and KK Champ Control line racing
and the Vic Smeed Novelty event (described on page 3)

AGM Friday, BBQ and swap meet on Saturday, Dinner on Sunday

35th Anniversary Shirts and Decals will be available

On field camping and some accommodation available - contact Paul Farthing
MAAA membership must be shown at registration for all flyers

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

Nov 12-13 Golden West Old Timer Parkes Peter Smith 0423 452879
 Burford, Duration, 2cc Duration, 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".

Lanzo Airborn

The committee has had a look at two plans for the Airborn, the first by J. Takacs and a later plan by Jim O'Reilly approved for use by SAM USA. The Takacs plan has been around for some time and is renowned for the discrepancies between the drawn plan and the imperial measurements on the plan. This plan is for the glider version and makes no mention of an engine fitted to the model. The Jim O'Reilly plan (drawn up in 2002) is for a motorised version of the Airborn. There is very little information available regarding the motorised version and the committee agreed that this version could not be supported.

The committee agreed that:

"That for SAM1788 competitions the Lanzo Airborn be accepted as follows:

1. That all existing models be grandfathered but must have the plan from which it was built available for scrutineering at all times; and
2. That any new models only be accepted for the R/C Old Timer Glider event."



From the President:

Well we have had more competition mayhem with the Coota Cup relocated to Bega and the Eastern States Gas Champs combined with the Victorians to be run in conjunction with them in Echuca on 22 - 23 October. Please make every endeavour to attend as we must defend the NSW honour against the hopeful Victorians.

We have been told this week that the field at Parkes is fine and that Parkes will be on in November.

Preparations are underway for the SAM Champs at Easter in Canowindra. We will be taking orders for SAM 35th Anniversary shirts. Also note the Vic Smeed event. We will looking for models true to the era of the fifties and sixties.

Our next competition is at Parkes. This is always popular with a good roll up of flyers and great catering. There is also on field camping. Hope to see you there.

In the meantime Keep Safe!



Secretary's Report

As noted in the last two issues of Duration Times, I have been unable to attend flying events for much of this year. This is due to a major medical operation required for my partner Mary. The operation has been successful and she is making a complete recovery.

Thankyou to all who have asked after her and sent their best wishes. From both of us it has been appreciated during a very stressful time.

I have started the organization for the 2017 SAM1788 Champs, again to be held at Bogwood Farm over the Easter period. This will be the 35th staging of this event, the West Australian flyers will be back and your committee want to make this another great event.

The format for the Champs will be similar to previous events, but with some minor timing changes. I will publish a program of events and entry form in December and February issue of Duration Times. Book your accommodation early to ensure you get a place to stay.

Have also started on the events calendar for 2017 and will publish this in the December issue of Duration Times. Hopefully 2017 will provide better conditions for flying than we have had this year.

I have scheduled a committee meeting for the Parkes Old Timer weekend, if any member has an item they would like considered please advise me prior to 9 November 2016.

Grant Manwaring, Secretary

Vic Smeed Novelty Event at 35th Champs at Canowindra

The Vic Smeed event is a strictly fun event where the only rules are that the model must have been designed by Vic Smeed and the model must be flown, or in the case of a boat be shown operating on the dam.

The range includes a lot of free flight models and R/C models, some control line models and many, many boats. Something for everyone to build and fly (float).

Models may be scaled up or down but in general must be as close to the original design as possible.

The models will be judged by a panel of three judges who are familiar with models of the era, for the best Vic Smeed model in the spirit of the era when they were designed and flown (or floated). Plastic covered models may not considered to be in the spirit of the fifties and sixties.

The models will be judged at Friday Lunchtime at the Control Line field and a plaque awarded at the dinner on Sunday evening.

So this is one for the those who have old plans or those prepared to go to the internet (see page 7).

Safety Focus

Why are some modellers cool as a cucumber on the competition field when others have significant issues? Why are they ready to fly each round and appear to have lots of time.

It comes down to **Planning** and **Preparation**. A flyer who is prepared is far less likely to be under stress and will thus will be much more competitive and a safer competitor, Additionally, this will also keep stress levels down in fellow competitors.

Prior: There must be time made available **prior** to an event to undertake all required steps to complete an event. This initially includes thinking time to fully identify requirements through to completion. There is no time to do the planning and preparation when the model is being assembled before the event. This should have happened weeks or months prior. Incidentally the prior planning will be an ongoing process from one event to the next.

Planning: A well thought through series of tasks which collectively become the full plan. These tasks must include all those steps needed to complete an event. It must also include the many tasks to cope with problems developed during the competition, A list of tasks/requirements, which can be ticked off, for each model should be considered.

And then the -

Preparation: Actually completing all of the required tasks (on the list): A well tested and trimmed model, assembling the model (did you bring the wing, tailplane, screws?), rubber bands, correct fuel, charged RX battery, correct model selected on TX, etc. And for those problems on the day, but planned for tasks: (spare prop and spanner, spare plug and spanner, spare starter with charged battery, some cyano glue for quick repairs, etc.).

With all these matters attended to, the end result will be that it:

Prevents Ps Poor Performance**

Coota Cup - flown at Bega, September 9 to 11, 2016

Coota Cup 2016

Well the weather, or rather the water on the ground in the Eastern states affected us again and we were warned of the State Flying Field at Cootamundra. Various alternatives were considered before the Bega District Model Club field at Frogs Hollow was agreed upon. This field is on the crest of a hill and is not subject to flooding. However Mother Nature was still to have her way!

Old Timer Glider was flown in quite windy conditions on Friday afternoon. There were five competitors with one winch operating. Geoff's model proved to be quite unsuitable for the conditions. And was withdrawn after the first round. Geoff then assisted all with coaching as to how to get the best height from the launch. Four rounds were flown with the wind remaining strong but manageable. Unfortunately Jim's model folded its wings on the launch for the fourth round and was written off. One wing panel was found a fortnight later in the trees some distance from the launch.

Saturday was a disaster, There were a couple of test flights early in the morning but then the rain set in for the following six hours - very heavy at times. A committee meeting was held during the morning before lunch was provided by the Bega club members. Thanks for hanging around during all the rain! A round of the **Gordon Burford Event** was flown during a brief respite mid afternoon but that was it for the day.

Sunday was a perfect day for flying. Conditions could not have been better. We had the field for our use until 2:30 pm when light aircraft might make use of the runway again. It was agreed to drop Cabin Scramble and to reduce all events to three rounds with two rounds to count for a fly off.

The remaining rounds of the **Gordon Burford Event** were flown but with a reduced entry as Anthony Vicary had damaged his Dixielander on Saturday and Ray Morgan discovered a crack in the crankcase of his Taipan. Three models in the fly off but Jim Rae's bad luck continued as he had a mid air with Peter Scott which destroyed one model and badly damaged the other - both landed out.

Duration was flown next with five entries however Jim Rae's McCoy 29 would not run and he had to withdraw. The four remaining contestants all reached the fly off but Geoff Potter elected not to fly.

Lunch was again provided by the club before **1/2A Texaco** got underway. Six entries for the event. All maxes in the first round but unfortunately Jim's model hooked into a thermal and flew off. It was watched by a number of people as it headed northerly and was seen to land a long way out - definitely landed out. Jim went to retrieve it and was abused by the property owner for going onto his unfenced land, Anyway he got the model back! Four models into the fly off with the highest times recorded for the competition - three models over 27 minutes for first, second and third.

The last event **Texaco** was flown with six entries and five qualifying for the fly off. However the wind was starting to come up and only two elected to fly. This was a very short flight as one of the motors cut after thirty seconds and that put an end to proceedings.

The event finished at 2:40 pm and presentations were made. Our thanks to the Bega District Model Club for the use of their field. It was quite suitable for our requirements and in some ways is similar to the Orange club field. Thanks in particular to club President Brendon Hassel and Gary Hooper for the BBQ and to Nick Austin for the witches hats and shade shelter - and being a very willing pit crew.

Old Timer Glider

Name	Model	Score
Peter van de Waterbeemd	DG-42	772
Basil Healey	Balestruccio	672
Jim Rae	Fugitive	603
Peter Scott	Vega Gull	437
Geoff Potter	Bitza	17

Gordon Burford Event

Name	Model	MotorScore	Fly Off
Peter van de Waterbeemd	Ollie	BB	600 158
Peter SCOTT	Jaided Maid	BB	600 L/O
Jim Rae	Amazoom	PB	600 L/O
Geoff Potter	Spacer	PB	244
Basil Healey	Dixielander	PB	194
Ray Morgan	Dixielander	PB	150
Anthony Vicary	Dixielander	PB	94

Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Bomber	McCoy 60	840	879
Peter SCOTT	Playboy	Saito 62	840	829
Anthony Vicary	Playboy	Saito 62	840	796
Geoff POTTER	Stardust Special	Enya 53	840	
Jim Rae	Wasp	McCoy 29		

1/2a Texaco

Name	Model	Score	Fly Off
Paul Farthing	Stardust Special	840	1750
Anthony Vicary	Stardust Special	840	1689
Basil Healey	Megow Chief	840	1653
Peter SCOTT	Kerswap	840	546
Peter van de Waterbeemd	Stardust Special	781	
Jim Rae	Big Old Plane		

Texaco

Name	Model	Engine	Score	Fly Off
Anthony Vicary	Bomber	OS 61 FS	1200	231
Peter van de Waterbeemd	1938 Bomber	Saito 65	1200	99
Paul Farthing	1938 Bomber	OS 60 FS	1200	
Basil Healey	Lanzo Stick	Enya 60 FS	1200	
Peter Scott	Bomber	Cunningham	1200	
Geoff Potter	Bomber	OS61 FS	1174	

Coota Cup

1	Peter van de Waterbeemd	9 points
2	Peter Scott	11 points
3	Antony Vicary	13 points

Coota Cup - flown at Bega, September 9 to 11, 2016



Left: Duration place getters: Anthony Vicary third, Peter van de Waterbeemd first and Peter Scott second



Left: 1/2 A Texaco: Basil Healey (all the way from Coffs Harbour) third, Paul Farthing first (again) and Anthony Vicary second.

Below: Bega District Model Club field at Frogs Hollow, about ten kms south of Bega. This is the northerly view, in the direction that Jim's 1/2 A flew away.



Left: The editor is showing off but here they are. Displayed them on the induction hot plate and a mate suggested I should epoxy them there. Might be counter productive as the flow of meals would undoubtedly stop.

Cowra Oily Hand Days - August 26, 27 and 28, 2016

The Cowra MAC Oily Hand Days were held again at their field close to Canowindra. It followed the usual format of flying for fun, talking, buying and selling and just looking to see how other modellers set about enjoying themselves. The weather was perfect if a little cold in the mornings. However the days progressed to be quite warm by late mornings and afternoons.

Parking was not a problem this year as the flying field was covered in canola about three to four feet high and very yellow. See the area behind the photo at the right. A patch in the shape of a "T" was left in the middle for their take off and landing area and an access path from the clubhouse. This meant that a lot of flying occurred in the paddock on the left as one drives in and this spread the parking over a much larger area.

SAM 1788 ran the Cabin Scramble event on Saturday afternoon. This was flown to our standard SAM rules and the majority of models were of the normal cabin variety. There were eleven entries and the event was hotly contested.

Winners were not SAM members but I can't comment on the standard of the event as I was flying as well.

My wife accompanied me for the weekend and on Sunday we walked to the top of the hill to the south of the field. Doesn't look that high but it certainly rewards with a great view of the district. The plank race was on at the time and it was amazing how little the engine noise diminished over the distance. It certainly travelled across the countryside and up the hill.

This year's event was again a joy to attend and to renew some annual acquaintances. The camaraderie, food and models certainly made the trip worth while.

Above right: Always loved Merv Bell's Sundancer and this one looks the part. Not sure of the builder.

Right: Winner of the inaugural David Owen Free Flight Trophy, Chris Birch. Trophy presented by Celia and Sam Owen. The trophy is a magnificent wooden reproduction of the Owen Diesel. Different timbers account for the different colours in the trophy.

Cabin Scramble

Name	Score
Michael Towel	1508
Steve Jenkinson	1363
Darren Lydford	1335
Peter van de Waterbeemd	1285
Don Howie	1285



Vic Smeed designed Models for the 35th SAM Championships at Canowindra

Vic Smeed's Flying Model Designs

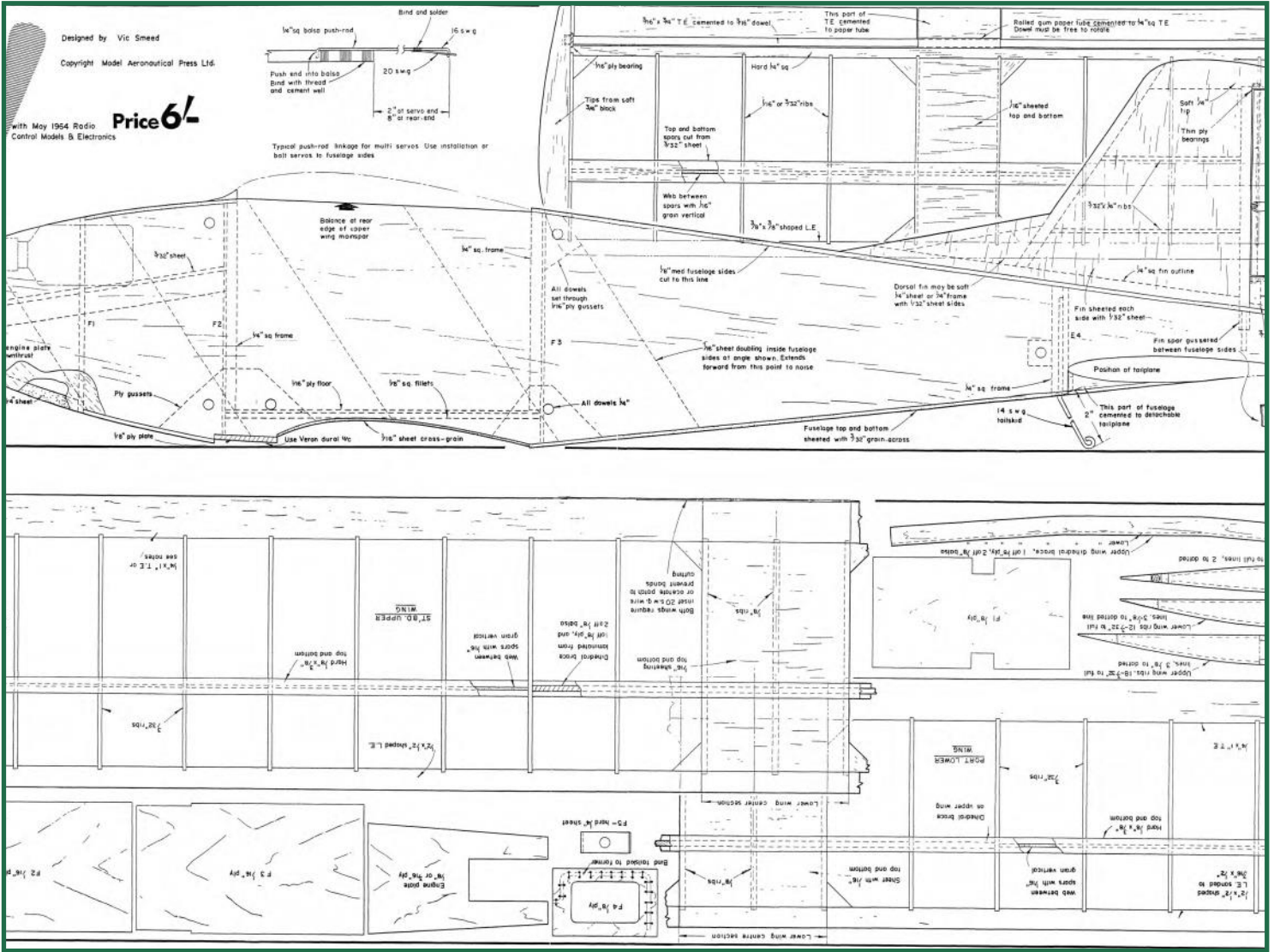
C/L	Rubber	Glider	Sport Power	R/C
Virago	Junior Miss	Golden Wings	Tomboy	Chatterbox
	Victoria Parker		Cherub	Band Boy
			Madcap	Lola
			Popsie	Likely Lass
			Debutante	Double Delta
			Coquette	Poppet
			Mam'selle	
			Ethereal Lady	
			Pushy-Cat	

Marine Designs

Water Baby A	Sea Mew	Vosper PL4	Ceriva (tug)
Mis'Deeds	MV Arran	Lorette	Vosper Royal Barge
Mistral	RMS Empress of Britain	Lorelei	PS Royal Falcon
Liverpool Type Lifeboat	HMS Cossack	RNLB Plymouth	Range Safety Launch
Water Bug	Bustler (tug)	Pathfinder	SS Painted Lady
Hobo	Bardic Ferry	STS Dilyisa	Thornycraft MTB
Magga Dan	Vosper RTTL	Kingfisher	Lorosa
Lorraine	Speranza	Silver Mist	Lorena
Scudabout	Veleta	Slipper	Skater
Skipper	Scudder	Skimmer	Skidder
Sprat (sub)	Moonmist	Skimmerrana	Fairy Huntsman
Vivacity	Pilot II	Querida	Spurtster
E-Boat	Alter Ego	Dimarcha	Antares
Hammerhead	Remora	Suzie Q	Rorqual
Cachalot	Snapper	Mako	Moccasin
St Louis Belle	Fairmile Type "C" ML		MV Frank Rayner

Plans. The Outerzone website has many of the flying designs. www.outerzone.co.uk Search the opening page for "smeed" and a list will appear. Be careful as some of the designs are based on earlier Vic Smeed designs but by other designers. The selected plan can be downloaded as a .pdf which can then be viewed and printed on Adobe Acrobat.

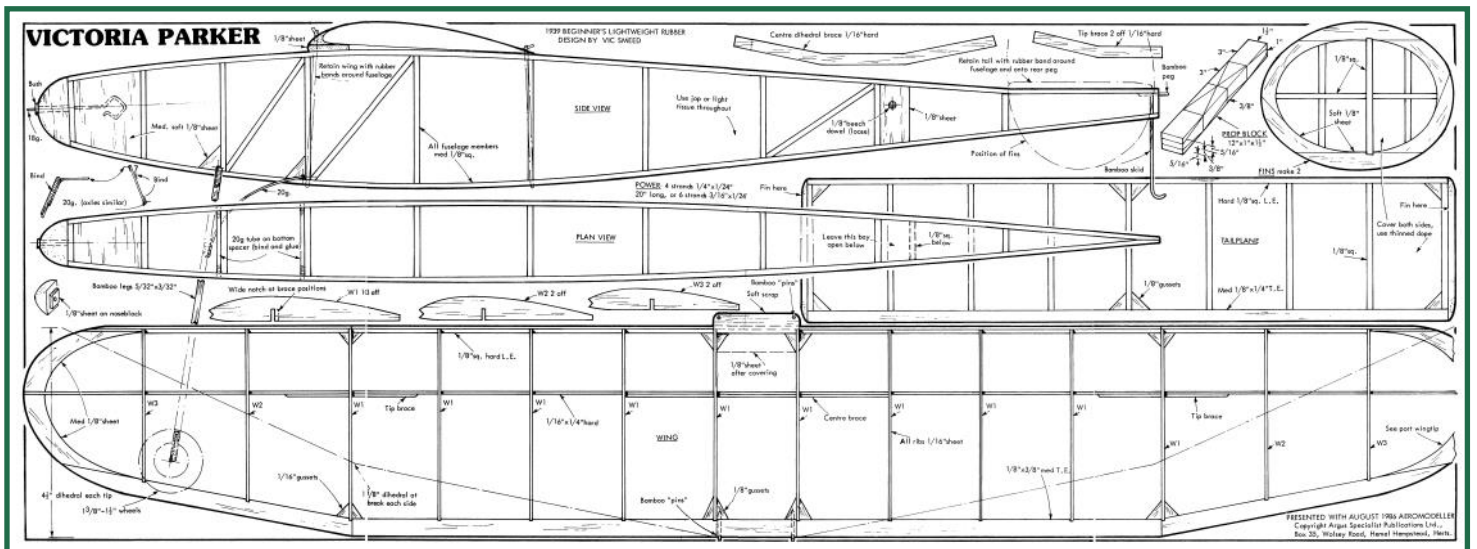
Printing. In the Adobe Acrobat print function under "Page Sizing & Handling" select the "Poster" option. Select this and the graphic on the right hand side will shown a number of perforated sub-divisions demonstrating how each of the multiple pages will be printed. The "Tile Scale" can be adjusted to increase or decrease the size of the plan to be printed. Set the "Overlap" to 0.5 inches to ensure there is sufficient margin to glue the sheets together. The editor has used a standard A4 ink jet printer but has found that a cheap A3 ink jet printer halves the sheets printed and makes the gluing quicker and more accurate.

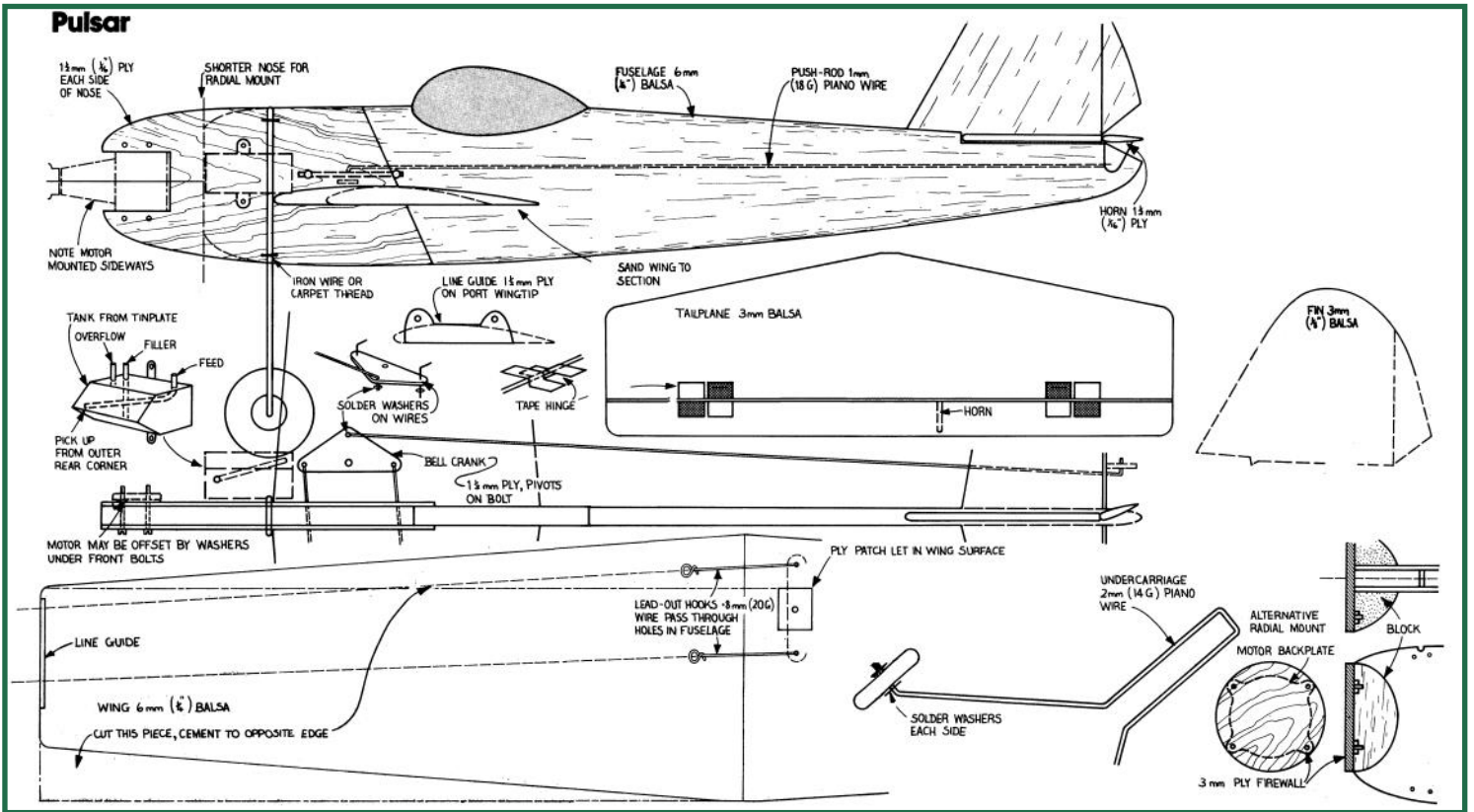


Two of Vic Smeed's designs downloaded from outerzone.co.uk

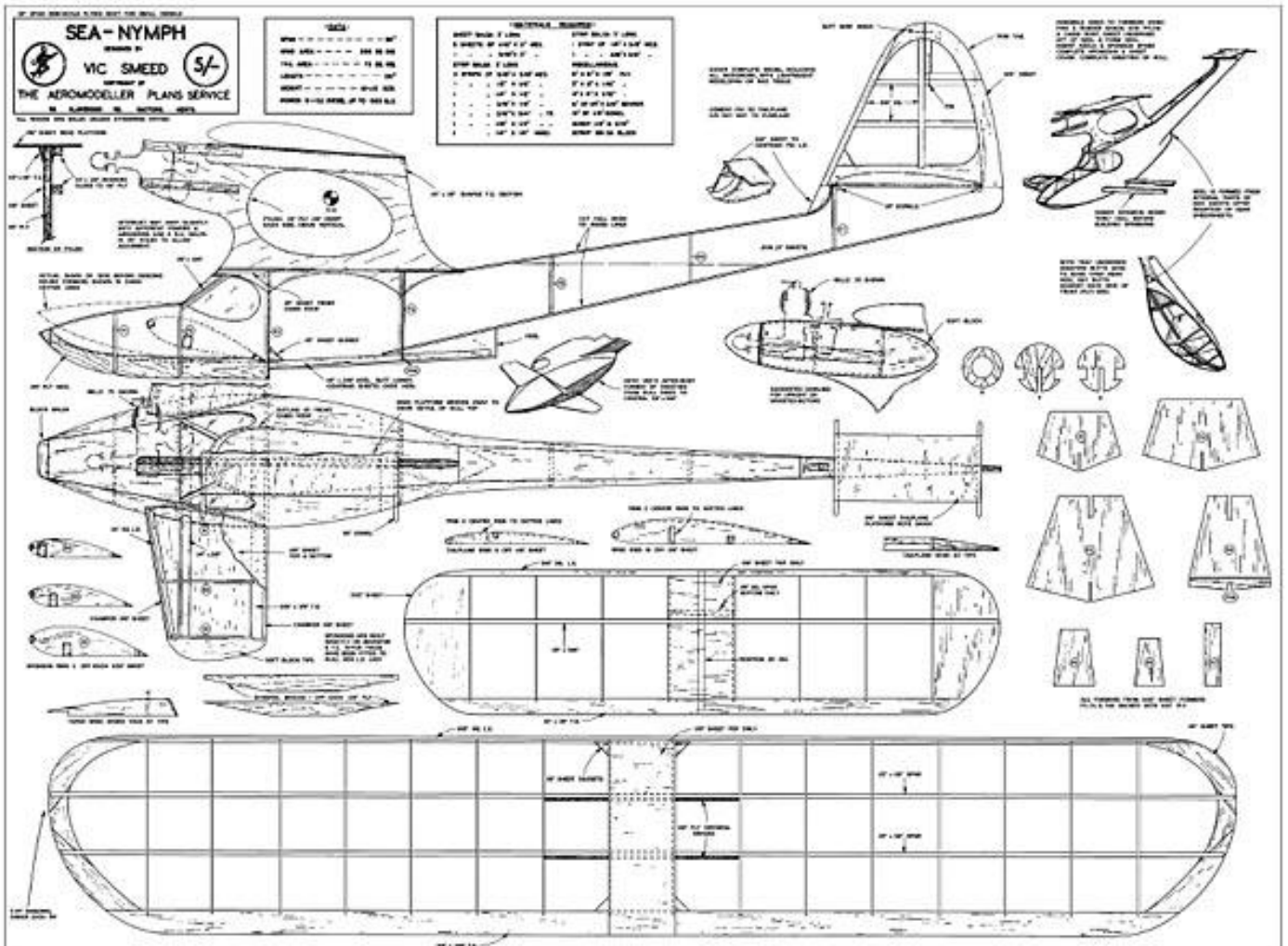
Above is a radio model which, according to the accompanying script, can be flown as a three channel model with an OS 15.

Below a simple rubber model which is also eligible for the Vic Smeed Event.

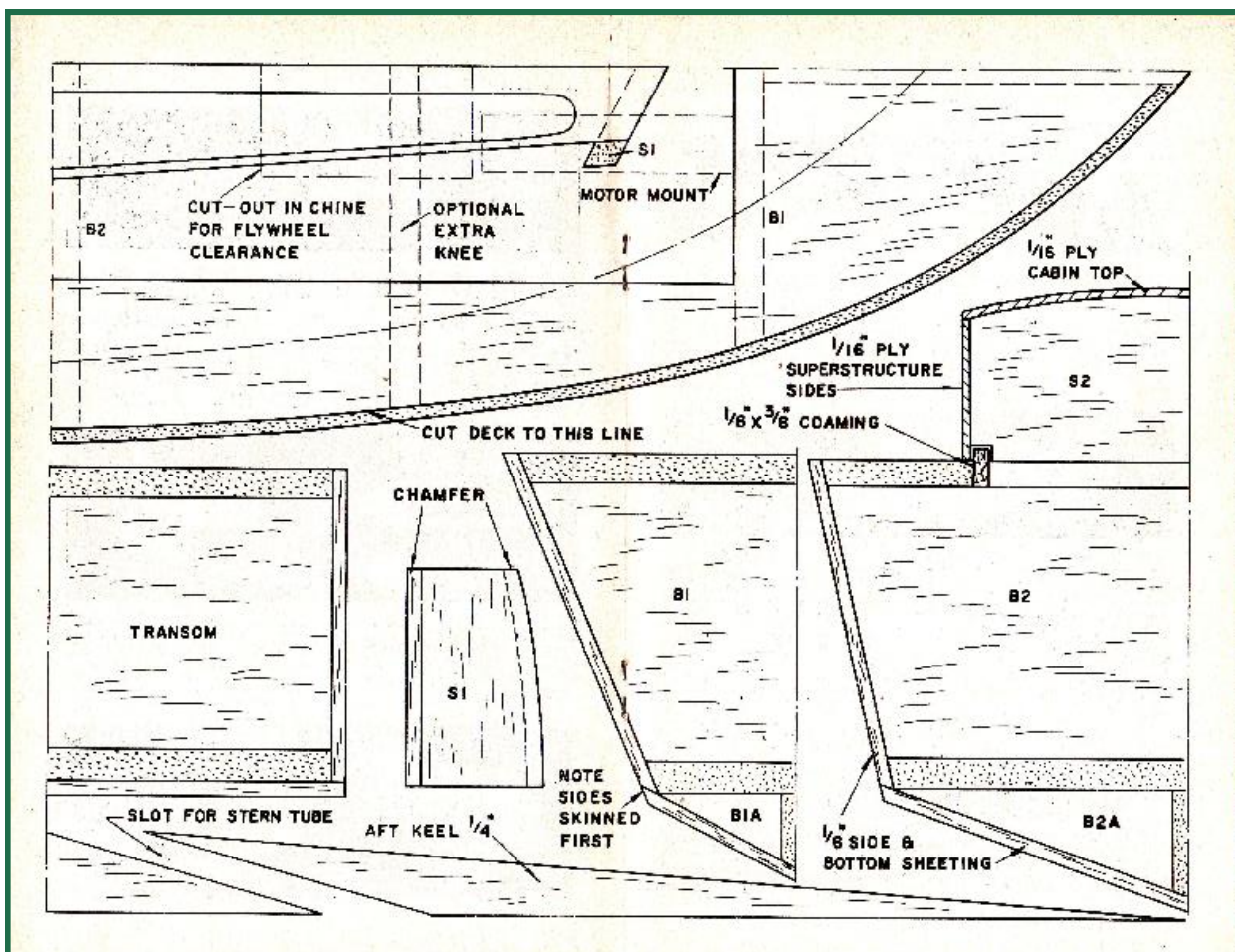
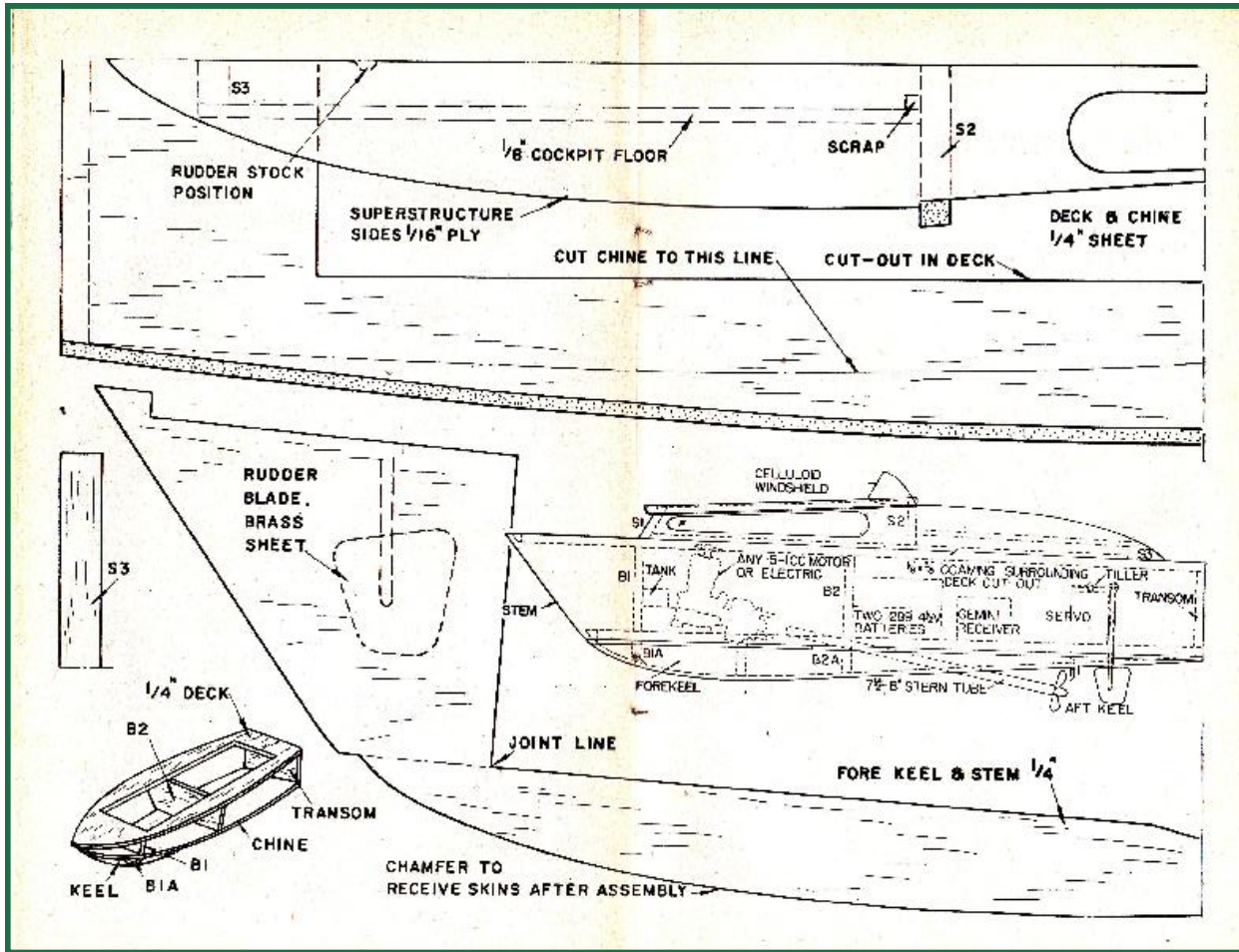




Above: Another plan from outerzone.co.uk for a small control line model and below a floatplane.



Vic Smeed designed Twinkler - a very simple build for use on the dam. From Rdio Control Models and Electronics, July 1963



THE BACK PAGE

'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"



Check out the Aircraft Registration - could not be better or worse?



US Navy Drones

The Navy successfully conducted take-offs and landings from the nuclear aircraft carrier, the USS George H.W. Bush, with a new stealth jet called the X-47B. What is so different about this plane is the fact that it is a 'drone.'

It is completely unmanned. Drones come in all sizes and the X-47B is likely one of the larger ones. What is so ironic about all of this is the fact that the enemy cannot detect a plane like this in the first place. In the unlikely event they get lucky at shooting one down, there will be no human loss of life or captivity.

As you view the flight deck crew signalling the plane, they are simply signalling the on-board cameras, who in turn are being manned by staff inside the command intelligence centre (CIC) on board the ship.

Also check out the short distance this plane needs for a take-off.

https://www.youtube.com/embed/WC8U5_4lo2c?feature=player_embedded

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