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**Newsletter
Number 203
November – December
2016**



**Merry Christmas to all Modellers and to
your families**



May we all fly high in the New Year



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 4th - Commencing at 10am - Nostalgia
followed at 1.30pm by Old Timer Duration
Sunday 5th - Commencing at 9.30am - Cabin Scramble
followed by 1/2A Texaco then Texaco
(All events will be flown to 2013 MAAA Rules)

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

35th SAM1788 Championships

**Wednesday 12 April to Monday 17 April
2017 at Bogwood, Canowindra**

**A complete program of R/C Old Timer events flown
to the 2013 MAAA rules**

Additional events include Cabin Scramble, Phantom and
KK Champ Control line racing and the Vic Smeed Novelty Event (see page 3)

AGM at 8pm on Friday 14th at the CWA Hall, Blatchford Street, Canowindra

BBQ and Swap Meet at 6:30 pm on Saturday 15th at Bogwood,
bring your own chair and drinks. Tickets paid for on Entry Form.

**Dinner, Presentations and Raffle on Sunday 16th at 6:30 pm at the
Canowindra Services and Citizens Club, Gaskill Street, Canowindra.**
Tickets paid for on Entry Form

**35th Anniversary Shirts and Decals are available, see
entry form**

On field camping and some accommodation available: contact
Paul Farthing on 02 6364 0264

**Current MAAA membership must be shown at Registration
by all flyers**



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

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SAM1788 Old Timer Events for 2017

February 4 – 5	Alan Brown Memorial Shield Nostalgia, Duration, 1/2A Texaco, Texaco, Cabin Scramble	Orange Dave Brown 02 6355 7298
April 12 – 17	SAM1788 35th Old Timer Championships All MAAA Events plus sport events plus C/L and Vic Smeed See Program for Details	Canowindra Grant Manwaring 02 6241 1320
May 20 – 21	Wyong River Old Timer Weekend Gordon Burford, 4 Stroke Duration, 1/2A Texaco, Texaco, Scramble	Wyong Bob Marshall 0412 018 988
June 17 – 18	New England Gas Championships Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble	Tamworth Gary Whitten 0428 620 358
July 14 – 16	Bega District Model Aircraft Club Old Timer Glider, Gordon Burford, Duration, Standard Duration, Texaco, Cabin Scramble Contact Peter van de Waterbeemd 02 6496 4769	Bega
August 25 - 27	Cowra Oily Hand 2017 Various events, SAM1788 Cabin Scramble	Cowra Contact Andy Lockett 02 6342 3054
September 9 – 10	Coota Cup Old Timer Weekend Old Timer Glider, Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble Contact Grant Manwaring 02 6241 1320	Cootamundra
September 30	Eastern States Gas Championships	Wangaratta
October 1	38 Antique, Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble Contact Grant Manwaring 02 6241 1320	
October 21 – 22	Wings Over West Wyalong Various Aeromodelling Activities Contact Grant Manwaring 02 6241 1320	West Wyalong
November 11 – 12	Golden West Old Timer Weekend 2cc Duration, Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble Contact Peter Smith 0423 452 879	Parkes



From the President:

Another year has passed and from a competition point of view it was less than satisfactory. Whilst the high rainfall made the countryside greener and prettier than for many a year, it certainly took its toll of flying sites. Attendances at all competitions have been down and I trust that this trend does not continue.

The new Calendar for 2017 is posted above so plan your attendances now! Preparations for the 35th Championships are well in hand and you will find the competition entry form as well as a shirt order form accompanying this newsletter.

In the meantime, a Merry Christmas, may you receive all your modelling wishes. Keep Safe!



Secretary's Report

In this issue of Duration Times we present the 2017 SAM1788 Contest Calendar. This program provides eight contest events and also includes Cowra Oily Hand Weekend and Wings Over West Wyalong. We have also included the lesser flown events in the calendar.

At Cowra, SAM1788 will again run the popular Cabin Scramble event, for Wings Over West Wyalong this will be an informal flying weekend, but we will also try a Come and Try Old Timer Flying, hopefully this may attract some new flyers to our ranks. More on this later.

Arrangements for Canowindra 2017 are progressing well. An entry form and shirt order form are included with this issue. Format for the 2017 Champs will be similar to previous years, with only minor changes. I will provide a detailed update in the next issue of Duration Times. In the meantime book your accommodation so as not to miss out.

To date I have not received a huge response to the Old Timer Rules Change Proposals, this is your change to have your say. Voting period closes at 31 December 2016.

I have scheduled a committee meeting for the Orange Old Timer Meeting in February. If any member has an item they would like considered please let me know by 1 February 2017.

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 be 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.

Safety Focus

This is not so much an article on personal safety but on the safety of models.

As all of the Vintage Model events are of a climb and glide nature, the glide phase is much more subject to adverse wind conditions than the powered climb out.

Recently a number of models have been blown downwind of the landing area and in one case, lost.

It is possible to position models in front of or above the landing area in strong wind and this basically requires the sacrifice of height for airspeed into the wind. The air mass is moving away from the landing area and thus the models must fly at a speed at least matching the speed of the air, but in the opposite direction, in order to maintain station near the field.

The theory is good but this may be a fine juggling act with the need to obtain a maximum flight time as opposed to loss of height by putting the model into a constant dive. A heavier model is of assistance here as well as a clean model with minimal drag and frontal area.

However, in the case of smaller, lighter models, it may be wiser to just not fly.

The wind is also the cause of significant model damage, not as much in landing, but in the moments after landing when models (especially those with a wing tip already on the ground) are prone to be blown over resulting in structural damage to the wing or tail feathers. Not much can be done to overcome this other than landing close to the pilot or repositioning a helper in the landing area.

Lastly the safety of models in the pits. A number of modellers tie their models to the ground with tethers to save them from being blown away. This usually works until a chair or table is blown over onto them. The solution is to tie down the model upwind of the furniture in the pits and remain vigilant for changes in the wind direction. Damage has also been incurred when entire starting tables along with tied down models have blown over. Perhaps not the appropriate way to restrain a model in strong winds.

In these cases structural damage may occur and the risk is any unseen damages below the skin of the model which is not repaired.

Eastern States Gas Champs- flown at Echuca, October 22 & 23, 2016

Eastern States Gas Champs 2016

Well the weather, or rather the water on the ground in the Eastern states has continued to affect our aeronautical endeavours. SAM 1788 was given advance warning that the Wangaratta Field would be unavailable due to continued flooding. John Quigley reported that the field had not been used for six months. Alternative venues were considered but it was felt that the event should remain in Victoria. SAM600 readily agreed to share their event at Echuca and thus the Eastern States Gas Champs were run at Echuca on 22 and 23 October.

The Victorians and Brian Laughton in particular were extremely amenable and the competition was run along the format of the traditional Eastern States Gas Champs.

Camping was allowed on the field, a VMAA owned field and used by the Echuca Moama Model Aero Club who prepared the field and supplied lunches for the two days. Attendance was disappointing for both the Victorian and NSW members but the numbers were sufficient for a competition.

The weather forecasts may have had an influence on numbers. **Saturday** was blown out. Wind speeds well in excess of 7 m/s and this increased during the afternoon. It was decided after lunch to postpone flying to Sunday.

Sunday dawned windy but the wind not as strong as the previous day. A format of two maxes required out of three rounds was agreed on as well as open rounds. Open rounds have been flown by SAM600 for many years and are the norm in Victoria. It was the editor's first competition with open rounds and was an eye opener for the speed with which an event can be run. There is nothing like a non negotiable deadline to spur on the competitors. At the end of the day, five events were decided!

First event was **1/2A Texaco** with an additional field of five electric models. The electric event was flown as a fly off with quite remarkable times posted. For the Cox powered versions, a field of seven entries with five reaching the fly off in spite of the stiff breeze. Unfortunately Brian Dowie's Lanzo Bomber was caught by the wind and was lost downwind. The fly off was over very quickly with two models landing out.

The **Gordon Burford Event** was next. It was still quite breezy and with the field of six entries, four reached the fly off. This became a duel between Peter (Canberra) Smith and Lyn Clifford with Lyn the eventual winner. This was Peter's first event since Canowindra.

Duration was next with six entries. The conditions were deteriorating and flyers had to concentrate on keeping their models ahead of themselves and into the wind. Three into the fly off with good times posted. Gavin Dunn flew an electric duration model during the rounds with much trialing to improve flight times.

Texaco was next in deteriorating conditions and only three elected to fly. It was agreed that this would be straight to the fly off. All three models reached good height but as so often happens, all three were down very quickly in a massive down draft. This event was over very quickly.

Antique '38 was next. This was not part of Eastern States Gas Champs but was scheduled by SAM600. Four elected to enter and again it was agreed that this would be treated as a fly off. Good flight times posted for three models in very windy conditions.

Presentations were made by Brian Laughton with SAM1788 trophies and with SAM600 point scores for SAM 600 members.

The Eastern States Gas Champs **Top Gun** trophy was awarded to Peter van de Waterbeemd.

Kevin Fryer was re-presented with the renamed perpetual **David Owen Memorial Shield**. The original plaque has been mounted on a new shield which can now be used for many more years.

Thanks to the Echuca Moama club for the use of the field, their preparation and for the lunches and snacks on both days.

1/2A Texaco

Name	Model	Score	Fly Off
Anthony Vicary	Stardust Special	840	398
Kevin Fryer	Cumulus	840	289
Peter van de Waterbeemd	Stardust Special	840	232
Pat Keely	Stardust Special	840	L/O
Lyn Clifford	Stardust Special	840	L/O
Rob Taylor	Stardust Special	818	
Brian Dowie	Bomber	Lost Model	

Gordon Burford Event

Name	Model	MotorScore	Fly Off
Lyn Clifford	Creep	T2 600	1009
Peter (Canberra) Smith	Ollie	PB 600	843
Peter van de Waterbeemd	Ollie	BB 600	421
Kevin Fryer	Dixielander	PB 600	L/O
Anthony Vicary	Dixielander	PB 417	
Peter (Condo) Smith	Faison	T2 300	

Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Bomber	McCoy 60	840	974
Kevin Fryer	Cumulus	McCoy 60	840	853
Lyn Clifford	Racer	YS 63	840	322
Anthony Vicary	Playboy	Saito 62	829	
Rob Taylor	Playboy	YS 63	140	
Pat Keely	Bomber	OS 56 fs	L/O	

Texaco

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	1938 Bomber	Saito 65		711
Kevin Fryer	Cumulus	Forster 99		689
Anthony Vicary	Bomber	OS 61 FS		604

Eastern States Gas Champs Trophy

1	Peter van de Waterbeemd	points
2	Kevin Fryer	points
3	Anthony Vicary	points

'38 Antique

Name	Model	Engine	Fly Off
Kevin Fryer	Cumulus	Forster 99	710
Rob Taylor	RC 1	Atwood 60	615
Lyn Clifford	Cadet	Atwood 60	535
Peter van de Waterbeemd	Long Cabin	GB 5cc	171

Eastern States Gas Champs- flown at Echuca, October 22 & 23, 2016

All photos on pages 5 and 6 by Graeme Gulbin.



Above: 1/2A Texaco winners Kevin Fryer 2nd, Anthony Vicary 1st and Peter van de Waterbeemd 3rd.
Below: Condo Smith launching his Faison in Burford.



Above: Brian Laughton launching an Ollie in Burford.
Below Burford winners, Peter van de Waterbeemd 3rd. Lyn Clifford 1st and Peter Smith 2nd.



Below: Playboy on final approach in Duration

Below: Peter and Carol Smith in the Gordon Burford Event on launch. Note the heavy clothing in the cold and windy conditions.



Eastern States Gas Champs- flown at Echuca, October 22 & 23, 2016



Above Top Left: View of the pits at Echuca. Bleak conditions

Above Top Right: Steve Gullock launching Peter van de Waterbeemd's Bomber in Duration

Above Left: Winners in Texaco: Anthony Vicary 3rd, Peter van de Waterbeemd 1st and Kevin Fryer 2nd

Above Right: Brian Laughton awarding Texaco trophy to Anthony Vicary

Below Left: Peter van de Waterbeemd receiving Top Gun trophy from Brian Laughton

Below Right: Kevin Fryer re-presented with the updated David Owen Memorial Shield for Phantom Racing



May & Condo's BIG Trip

The Eastern States Gas Champs were on again, this year in Echuca, and as I had the BIG trophy May and I decided to go and return it .

So the car and trailer were packed and we were ready to roll. Before we even left Parkes an extreme weather event oops I mean a BIG thunder storm rolled in [you know, wind, rain hail] not necessarily in that order.



Nothing spared, cars, trees, houses...so on to Victoria we go.

Well we arrive at Tocumwal and the first thing we see is a BIG plane.

We also saw a BIG Fish [Murray Cod to you].



As we crossed the BIG river [The Mighty Murray] we were well on our way into Victoria, where many BIG things live.

Next on our BIG trip was the BIG Strawberry. Again I had to stop and take a picture.

So on we headed to Echuca and soon we came upon, you guessed it another BIG thing, this time it was the BIG Cherry. [looks like the red smarty from the TV add to me just with a different hat].

Finally we arrived at the Flying field only to be greeted by a BIG wind .





Flying postponed till Sunday

Nothing much to do but go into Echuca and sight see.

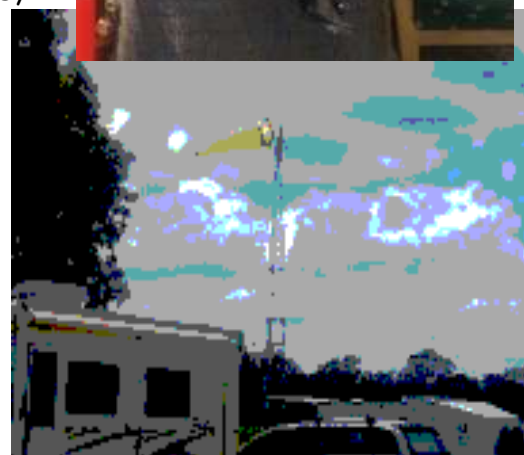
Well wouldn't you know it, first thing we see in Echuca is the dreaded BIG yellow M.

Well May enjoyed Echuca as she visited at least 24 shops. She came back with all manner of things, like a BIG Pencil and Sharpener, about 350 mm long and 12 mm thick.



Off course we both had a BIG ice cream [lucky aren't I!]

Back to the hotel where I watched the Wallabies get yet another BIG BIG flogging by the ALL BLACKS.



Guess you can't win them all, but would be nice if Wallabies won one !

As is customary on to dinner to tell BIG



Saturday evening , we all went out stories about how good we all fly.

As we walked into the Club what should we see but a BIG spoon, knife and fork. May was very happy as she able to get her picture taken again.

May even had dessert with her name on it !



Off course there was also the BIG water tower but that a story for another day!!

So there ends "Condo and May's BIG TRIP."

23/10/16





Glider accidents. No details on these accidents.

Somehow I feel a whole lot safer with my feet on the ground.

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."

Wings over West Wyalong 28 to 30 October 2016

This was a general get together without any competition but lots of modelling was on display at the Adrian Bryant field. Everything from free flight, Old Timer gliders to RC flying. FF NSW were running one of their competitions but all appeared to be very low key. A BBQ was organised for Saturday night behind the house and this was very well attended. Adrian B. entertained us with his poems and they were heard by all—especially the youngsters.

There was more onsite camping with the electricity available to more sites as well as the toilets and showers. There were also modellers camping in the house.

All in all an enjoyable weekend with lots to see and do - and buy!

NSW Free Flight V SAM1788 Challenge and Christmas Party

December 11th turned out to be a perfect day. I arrived early and put in three flights with my Stomper, powered by an Elfin. Two maxes and a 22second dropped flight. Plenty of lift about. Bob Marshall then turned up and was to be our second flier with his Stomper, my last year's model. It needed a lot of trimming and had too much wash-in on the right wing. Anyway, to cut a long story short, Bob put in three maxes.

Then our next flier turned up, Geoff Potter with his 15 model, powered by a 2.5cc Elfin. After a few trimming flights we decided to go for broke, which, on its third flight it nearly did.

So, I think that it worked out that we had, with three fliers, five maxes and a few almost. Roy Summersby's Swiss Miss had a lovely climb but didn't manage a full house and Terry Bond had a lot of problems. So, SAM fliers out-scored the FF guys.

We took part in an ashes scattering ceremony. 'Big Kev' and Brian Alcock had requested that their ashes should be scattered on the Richmond Free Flight field. Their families were in attendance.

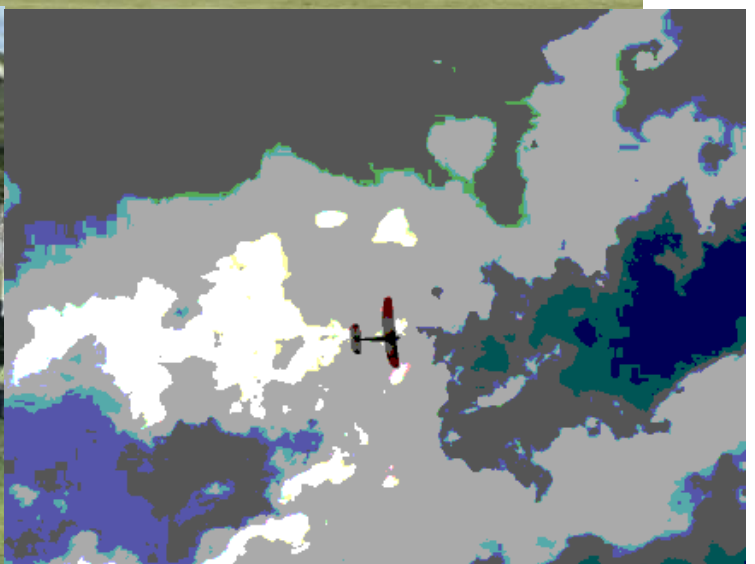
The original idea was to give out plastic cups of the ashes and we walk about scattering as we went. I came up with an idea that I thought of as what I would like for my ashes dispersal when the time comes. That is: a large plastic box under a big old-timer fuselage, the lid held shut by a wire which was released by a servo at the right height and far enough away so that the spectators weren't covered.

And it came to pass that my Record Breaker with the Forster 99 up front lifted off with a cargo of ashes. At the right moment the payload came out of the model like the water out of a firefighting aircraft. Cheers and claps all round. It really went well.

We needed a second load and one of the widows asked to flick the switch at the right moment. Again, it went well. A fitting send off for two long-time aeromodellers. There were still a few cups of ashes for the family to scatter.

There were many people staying for the BBQ. It was a great celebration of Christmas, aeromodelling and a great way to farewell two old mates.

Peter Scott.



Contest Calendar 2017



SAM 600 Australia

Victorian Old Timers Association Inc.
19 Cunningham Drive
Endeavour Hills Vic 3802

Contests commence at 10 am, unless otherwise stated.

The 2013 MAA Rules apply

The CD for all SAM600 events will be nominated on the day of the event
General Meeting Echuca 9am March 26th / AGM Echuca 9am September 10th

All 1/2A, Duration & Texaco events will have the electric equivalent

January 28 th & 29 th	P & DARCS Cardinia Saturday: Classic Aerobatics, Vintage Glider, Classic Kit Models Sunday: {Roy Robinson Trophy, Texaco, Duration}--mass launch foam gliders
March 25 th & 26 th	Echuca Saturday: 1/2A Texaco, Burford, Duration
April 14 th ---17 th Easter	Canowindra SAM Champs Down Under SAM 1788 Competition
May 6 th & 7 th	Cohuna Vic /SA State champs Saturday: 1/2A Texaco, Burford, Duration Sunday: Texaco, 38 Antique
May 20 th & 21 st	Ballarat Saturday: 1/2A Texaco, Burford, Duration Sunday: Texaco, 38 Antique, Climb & Glide
September 9 th & 10 th	Echuca Saturday: 1/2A Texaco, Burford, Duration Sunday: 9am AGM meeting, Texaco, 38 Antique, Climb & Glide
Sept 30 th & Oct 1 st	Eastern States Gas Champs { Wangaratta} SAM 1788 contest
Nov 11 th & 12 th	Cohuna Saturday: 1/2A Texaco., Burford, Duration Sunday: Texaco, 38 Antique, Climb & Glide
Nov 26 th	Ballarat Sunday: 1/2A Texaco, Texaco, Duration, Climb & Glide



Left and below: Some shots around the pits at Cohuna. Again it was quite chilly and windy at the time. It looks like 1/A Texaco and this was the first event of the day.



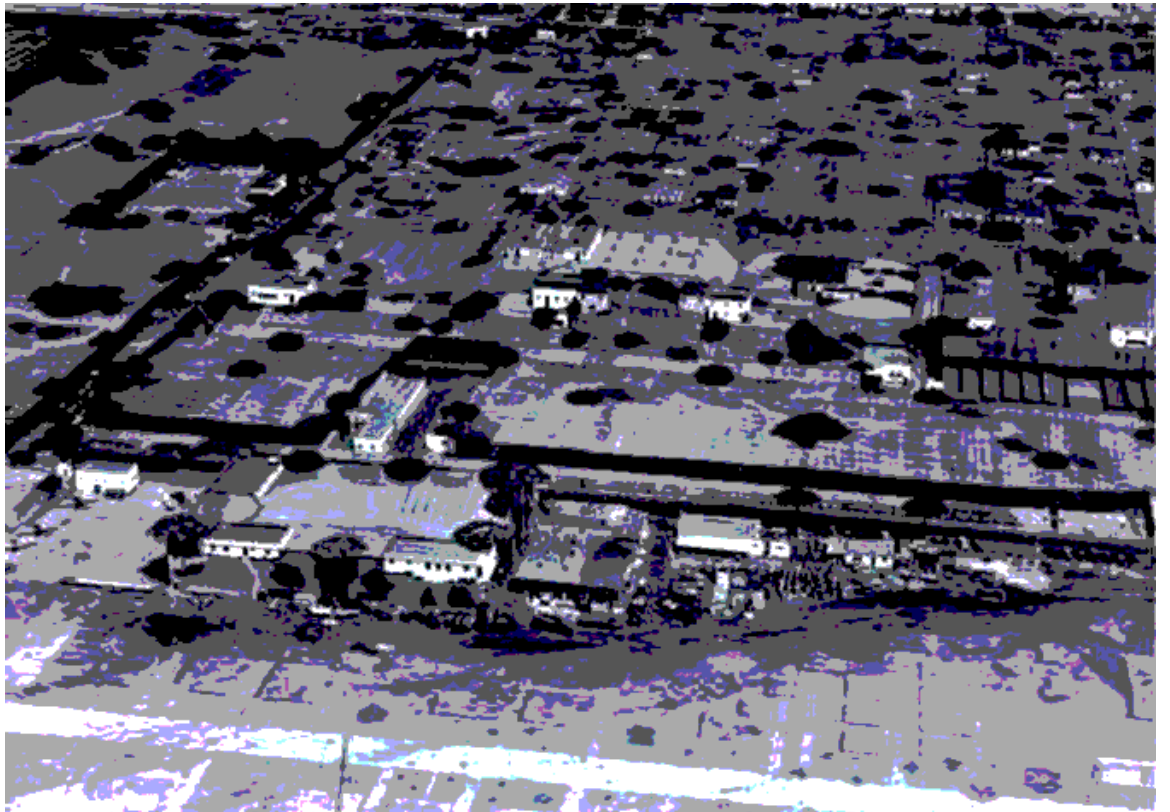
Subject: Hidden in plain view - 1940s

During WW II - Lockheed (unbelievable 1940s pictures). This is a version of special effects during the 1940's. I have never seen these pictures or knew that we had gone this far to protect ourselves. During World War II the Army Corps of Engineers needed to hide the Lockheed Burbank Aircraft Plant to protect it from a possible Japanese air attack. They covered it with camouflage netting to make it look like a rural subdivision from the air.



Above: Before....

Right: After.



The person I received this from said she got back an interesting story about someone's mother who worked at Lockheed, and she as a younger child, remembers all this. And to this day, it is the first pictures of it she's seen.



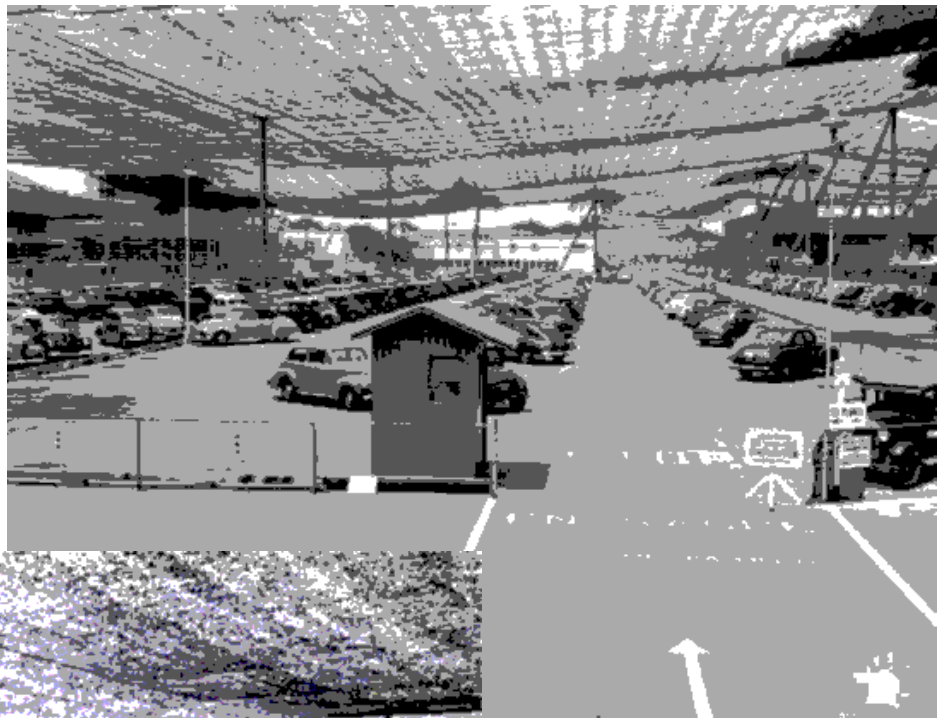
Another person who lived in the area talked about as being a boy, watching it all be set up like a movie studio production. They had fake houses, trees, etc. and moved parked cars around so it looked like a residential area from the skies overhead.

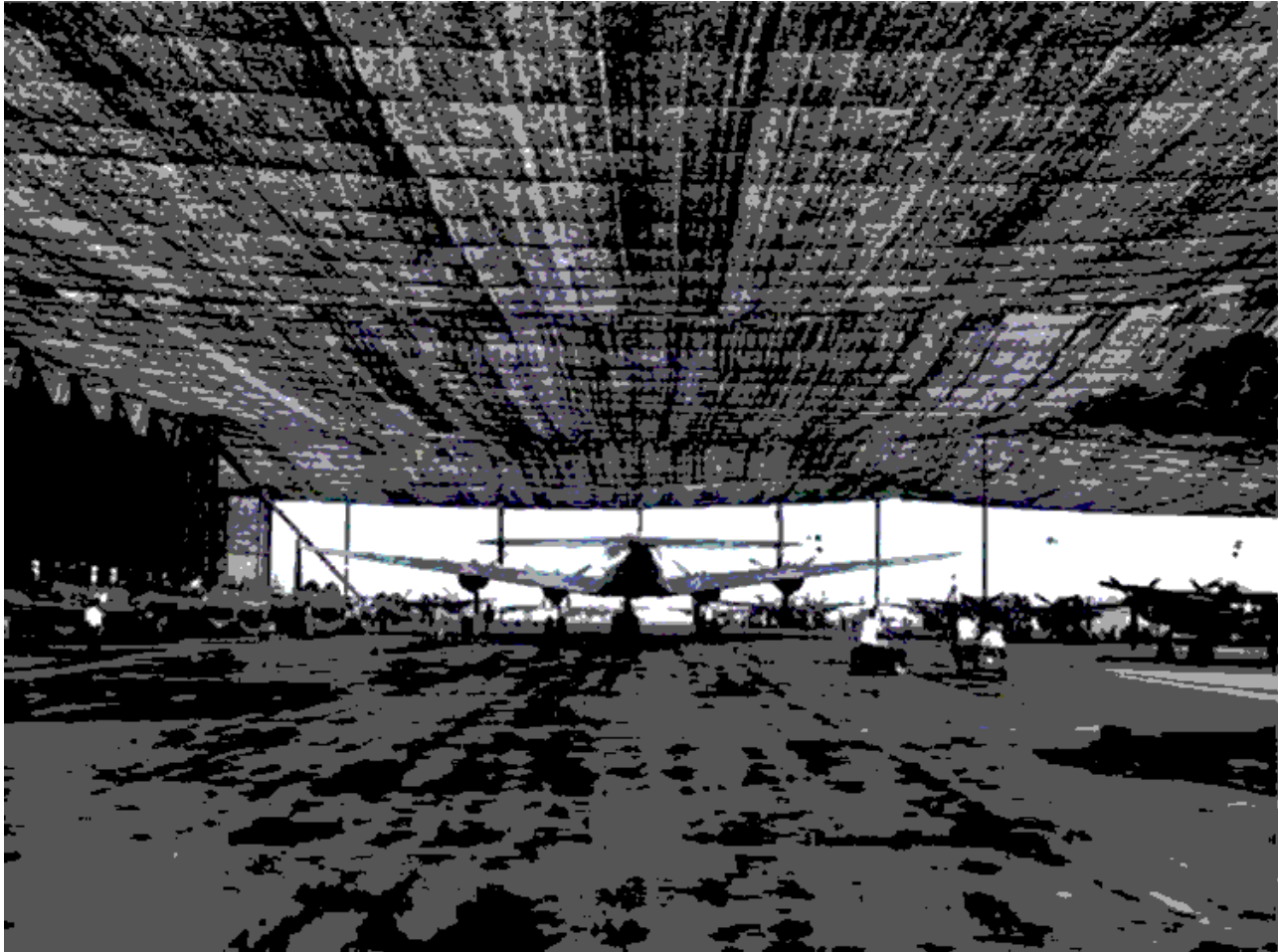
Note.... I lived in North Long Beach during World War II, I was 13 years old. (1940) The Long Beach airport was near Lakewood, CA. There was a large Boeing Plant there.

If you would drive down Carson St. going south you could drive under the camouflage netting. Ed Pollard



I am 85 and had much of my pilot training in Calif. I have been under this net and have seen it from the air. During preflight training I rode a bus under the net and was very surprised as I didn't know it was there. It was strong enough to walk on and they hired people to ride bicycles and move around as if they lived there to make it look authentic.
Warren Holmgren Jr





Hiding the Lockheed Plant during World War II - wow this is amazing!



THE BACK PAGE

USS J.F.K.
docking in Malta
This shot gives
a good
relationship of
its size to
something
else like
buildings,
cars, etc...



Above: A "dated" photo given several of the aircraft types paraded on the flight deck that are now out of USN service but a great illustration just the same.



Whatever
happened to
the GA
Airvan?

It seems to
have vanished.



This video clip of a flying man (on top of a drone) was shot in Naples, FL - about 60 miles south of Sarasota – saw nothing about it in the paper. Shades of the old Buck Rogers!

"I found several others including one where he set a world record for distance travelled of 7,388 ft. The board has 4 small turbojet engines (used in RC model aircraft) for lift and 2 smaller ones on the side for stabilization. The backpack is full of fuel (not flotation). There is a remote to control the vertical thrust. The control of the craft is through shifting one's balance (along with a computer to aid in stabilization)."

<http://www.flixy.com/the-incredible-flyboard-air.htm>

**FOR
SALE**

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

Peter Scott

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

**FOR
SALE**