

Points of Interest Inside:

- 2017 Old Timer events calendar
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Newsletter Number 204 January – February 2017

DURATION TIMES

Notes for SAM1788 Championships

- ** **Swap Night** Saturday evening at the BBQ. Bring all your unloved goodies to swap, sell or to give away.
- ** **AGM** Friday night at the CWA Hall. This will include the **election of office bearers** (Nomination forms are attached to this email) as well as voting on the **new constitution** (this will be emailed to all members late in March - but you can have a copy now if you would like one. Just email the President/Editor.) There is also a proposal to **change the style of trophies** to be awarded at the events run throughout the year with the exception of the SAM1788 Championships.
- ** **Vic Smeed Challenge.** The models must be demonstrated to fly (or float) on Thursday or Friday morning as a pre-requisite before judging at lunch time on Friday.
- ** **Registration and Model Certification** will take place on Thursday and Friday in the machinery shed. This is where you will be able to pick up your BBQ and Dinner tickets as well as the Anniversary Shirt (if you ordered one).
- ** **All events will be flown to the current 2013 MAAA Old Timer Rules** (Section 5). Remember to have your model plans available as they may be required for certification.
- ** **35th Championships Program and Entry Forms** are attached to the email.

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 Challenge Event (see page 9)

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 to be 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

President: Peter van de Waterbeemd 35 Cosham Close, Eden, NSW, 2551 02 6496-4769
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 Committee Members: Basil Healey, 02 6651-6563, Peter Scott, 02 9624-1262
 Email for Duration Times - waterbee@bigpond.com

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:

Canowindra is close and planning and preparations are well underway. See the Secretary's Report for more details.

We had our first competition at Orange and in dry conditions (no rain or flooding) - although the heat was a little challenging. All went well.

The Association's AGM will be held on Friday 14 April. This includes the election of office bearers. SAM 1788 depends on the volunteers who are elected to the various positions to keep the Association going so please consider what contribution you can make. Office bearers cannot and will not continue in their positions indefinitely and deserve a break. All positions will be declared vacant. A nomination form is included with this edition of DT.

I and the committee look forward to seeing you at Canowindra. In the meantime, Keep Safe!



Secretary's Report

Canowindra 2017

As per the last issue of Duration Times, the organization for the 35th SAM1788 Championships is going well, I have ordered the trophies, shirts, decals etc. and have most other tasks in hand. Wednesday 12 April is setup day, and also allows for testing of the Vic Smeed models and some control line flying.

A program and entry form is again included in this issue of Duration times. Entries to Dave Brown by 7 April 2017, I need to have firm numbers for the BBQ and Presentation Dinner for the caterers.

Please note all competitors will need to present a current MAAA Membership Card at the Registration and Scrutineering session.

For those intending to stay or camp at the "Bogwood Caravan Park", please contact Paul Farthing in advance to let him know your likely arrival time. Paul's contact phone numbers are 02 63640264 or mobile 0427 640 264.

On field catering for lunches will be available Thursday, Friday, Saturday and Sunday. For those requiring a lunch on Monday, order and pay for on Saturday, name on lunch bag, this will be delivered on Sunday and left in Paul's fridge overnight for your consumption on Monday. Drinks will be available all day.

The BBQ will be held at "Bogwood" machinery shed on Saturday night, format same as previous years. Tickets will be available from Dave Brown at the Registration sessions. Again I need to have firm numbers for the BBQ. Note that you must present your ticket at the BBQ.

The Presentation Dinner will again be held at the Canowindra RSL Club. Dinner is 6.30pm for 7.00pm. Dave Brown will have the dinner tickets at registration. Please advise of any special dietary requirement to me, telephone 02 62411320 or email grantandmary7@gmail.com. Again note that the ticket is to be presented at the dinner.

At this stage I am wanting to find contest directors for 1/2A Texaco, Texaco and 38 Antique. If anyone can help with doing these tasks could you please let me know, contact details as above.

Hoping for great weather, good friendships and a truly outstanding 35th annual championships.

Grant Manwaring, Secretary

Safety Focus

The photo on the rights Grant Manwaring's Playboy as used in Duration which shows his excellent method of supplying power to the glow plug but keeping fingers away from the propeller.

Many of our models have the engine close to or under the leading edge of the wing and removing the glow plug clip puts fingers and hands close to the propeller.

Grant's solution is to put two metal (brass) tags on the model. One is attached directly to the crankcase (or when this is not possible a wire is run from the crankcase to remotely located tag) and the second tag is wired to the glow plug. This tag is located in this instance on the fairing of the undercarriage.

The power is supplied from the battery via a pair of wires with alligator clips on the end. The location of the tags is important in that the alligator clips can be removed simply by pulling on the power wires towards the rear of the model and away from the propeller. This ensures the alligator clips cannot be caught in the spinning propeller.



This is a simple, safe method of keeping fingers away from the propeller.

Thanks Grant.

Perpetual Memorial Texaco Shield - Orange, February 4 & 5, 2017

Perpetual Memorial Texaco Shield

The Orange Model Aircraft Club once again most graciously hosted this event on the first weekend of February. It started the year of well, albeit a little hot. The temperatures for the Saturday and Sunday were in the mid to high thirties but with reasonable humidity. The president stayed at the field in his caravan and can report that the nights were also uncomfortably hot.

The field was again prepared to perfection for us by the club members and we are very grateful for their efforts. The local countryside was nowhere as green as at our last visit during the big wet in early August last year but the strip was beautifully green.

The first event flown on **Saturday** was **Nostalgia**. This had an entry of seven flyers and this was encouraging on such a hot weekend. Four rounds were flown. Conditions were good but there was limited lift around as only one model managed three maxes. No fly off.

After lunch **Duration** was flown. It was very hot by this stage and conditions were trying. Again four rounds flown. There were with six entries with three reaching the fly off. Amazingly, all were down in nearly the same time as a big downer come through.

It was decided to postpone the committee meeting to the cooler conditions of Sunday Morning.

Sunday started with a committee meeting and this was followed by a half hour **Cabin Scramble**.

Four entries with the usual suspect winning yet again. Well done Condo!

1/2A Texaco followed with seven entries. Nearly all reached the fly off (short by only 7 seconds Anthony!) with Garry Whitten - who is becoming a Texaco specialist - winning again. Mr Farthing's perfect engine runs deserted him for once. Peter Scott suffered a fly away when his model flew into the sun but he was able to retrieve it soon after with the aid of his tracker.

Last event was **Texaco** again with seven entries. Very hot but good flying conditions with seven reaching the fly off. The second to fourth place getters were quite close in their scores but Dave Brown who as usual was flying a long way away was able to win easily. In so doing he also won the **Perpetual Memorial Texaco Shield** again. Congratulations Dave!

Many thanks to the Orange club and to their members for the field preparation and for the lunches on Saturday and Sunday. Cold drinks were also on hand all weekend.

Norm Barnes presented the trophies on behalf of the Orange club to all winners.

We were assured that we would be most welcome again next year and we will certainly avail ourselves of flying at this beautiful field again.

Nostalgia

Name	Model	Motor	Score	Fly Off
Peter van de Waterbeemd	Swayback	K&B 40	1260	
Peter J. (Condo) Smith	Swayback	K&B 40	1213	
Peter Scott	Jaied Maid	OS 25	1132	
Grant Manwaring	Spacer	OS 40H	1099	
Geoff Potter	Swayback	K&B 40	691	
Anthony Vicary	Super Phoenix	K&B 40	516	
Bob Marshall	Spacer	OS 40H	319	

Duration

Name	Model	Engine	Score	Fly Off
Grant Manwaring	Playboy 105%	YS 53 4s	1260	582
Peter J. Smith	Playboy 112%	McCoy 60	1260	562
Geoff Potter	Playboy 105%	Enya 53 4s	1260	525
Peter van de Waterbeemd	Bomber	McCoy 60	1244	
Anthony Vicary	Playboy 105%	Saito 62	827	
Peter Scott	Playboy 105%	Enya 53 4s	672	
Gary Whitten	Playboy	OS 56 4s	459	

Cabin Scramble

Name	Score
Peter J. Smith	1431
Peter van de Waterbeemd	1212
Peter Scott	1160
Anthony Vicary	1124

1/2A Texaco

Name	Model	Score	Fly Off
Garry Whitten	Stardust Special	1260	635
Grant Manwaring	Playboy Cabin	1260	509
Paul Farthing	Stardust Special	1260	437
Peter van de Waterbeemd	Stardust Special	1260	260
Peter Scott	Kerswap	1260	2
Peter R Smith	Valkyrie	1260	1
Anthony Vicary	Stardust Special	1253	

Texaco

Name	Model	Engine	Score	Fly Off
Dave Brown	1938 Flamingo	O&R 60	1800	1194
Gary Whitten	Bomber	Saito 65 4s	1800	926
Grant Manwaring	1938 Bomber	OS 60 4s	1800	923
Peter Scott	1938 Bomber	Cunningham 64	1800	904
Vince Hegerty	1938 Bomber	OS 40 4s	1800	L/O
Geoff Potter	1938 Bomber	OS 61 4s	1800	DNS
Peter van de Waterbeemd	Bomber	Saito 65 4s	1668	

Perpetual Memorial Texaco Shield

This was won by the winner of the Texaco Event -

Dave Brown

Perpetual Memorial Texaco Shield - Orange, February 4 & 5, 2017



Above: Steve White continuing doing what he does best - resting in the shade!

Below: Duration winners, Peter Smith 2nd, Grant Manwaring 1st and Dave Brown with Geoff Potter's model 3rd.



Above: Nostalgia winners. Peter Smith 2nd, Peter van de Waterbeemd 1st and Peter Scott 3rd. Only Peters need apply.

Below 1/2A Texaco Winners. Photo taken on the following day. Paul Farthing 3rd, Garry Whitten 1st and Grant Manwaring 2nd.



Below: Texaco winners, Garry Whitten 2nd, Dave Brown 1st and Grant Manwaring 3rd.

Below: Dave Brown, as winner of Texaco, with the Perpetual Memorial Shield. How many times have you won this trophy Dave?



Perpetual Memorial Texaco Shield - Orange, February 4 & 5, 2017



Above Top Left: In the shade, Vince Hegarty with an Orange club member,

Above Top Right: Joanne Vicary and Mary Thompson. Good to see the ladies in attendance.

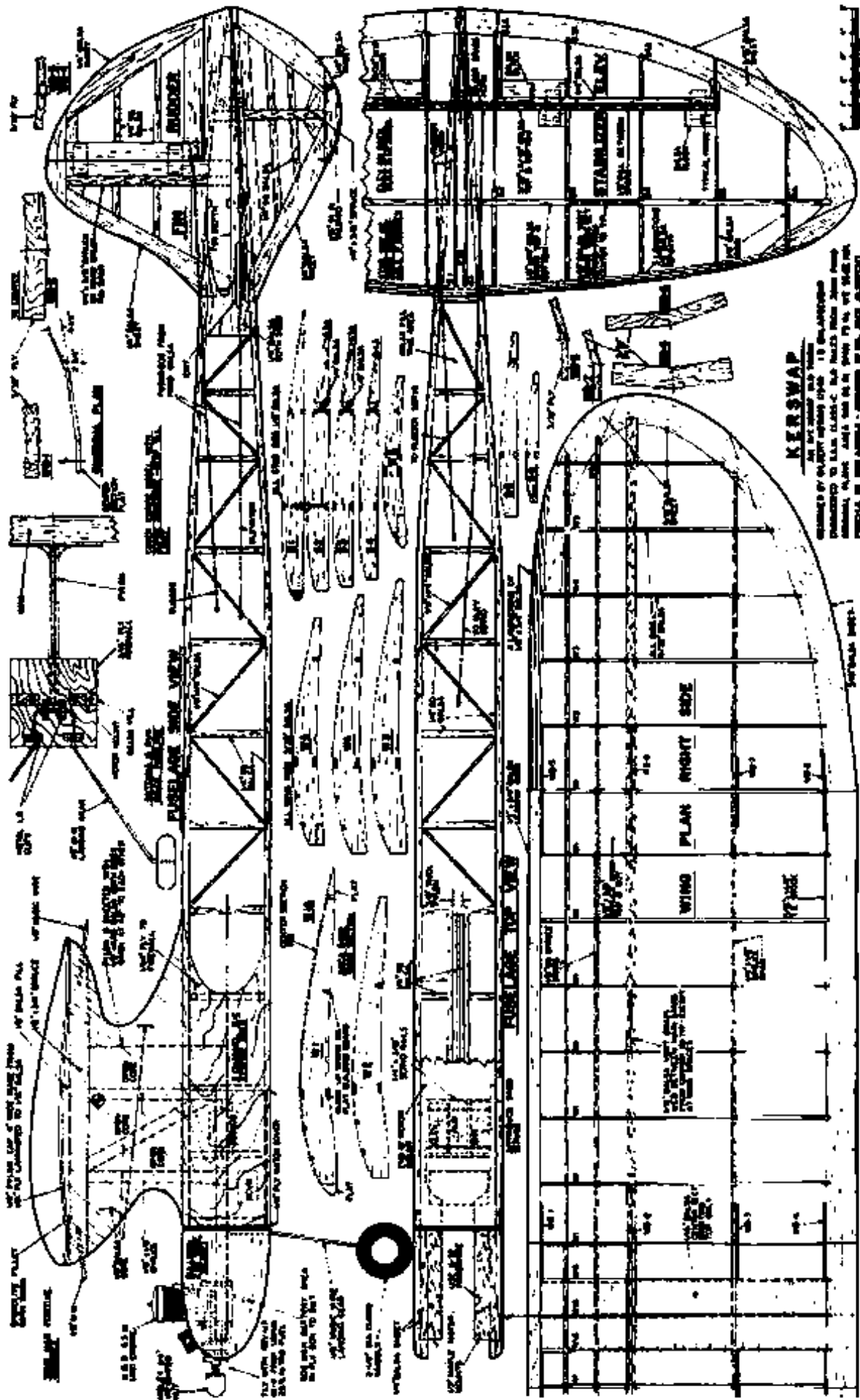
Above Left: View of the excellent Orange Club facilities.

Above Right: Peter Scott looking decidedly lost.

Left: Sunset at the Orange field late on Friday evening.

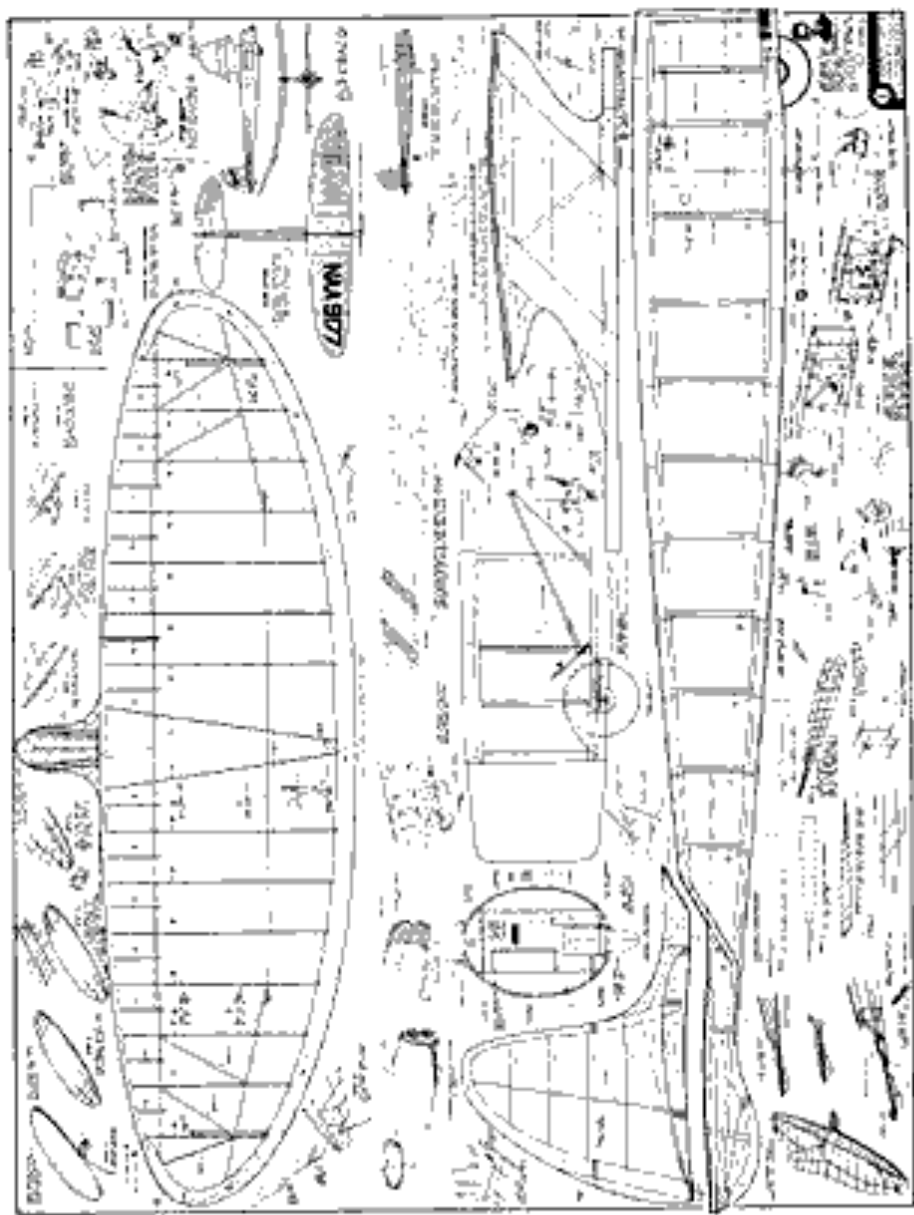
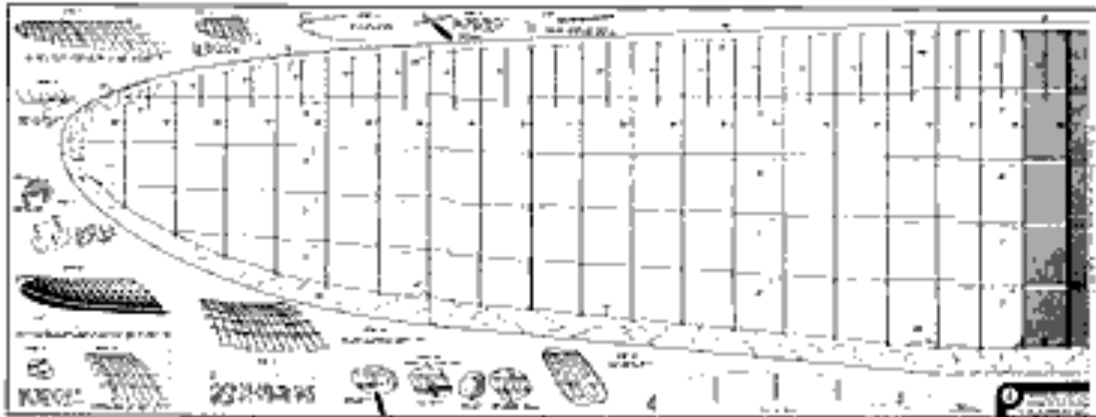
Below: Grant's remote plug setup.



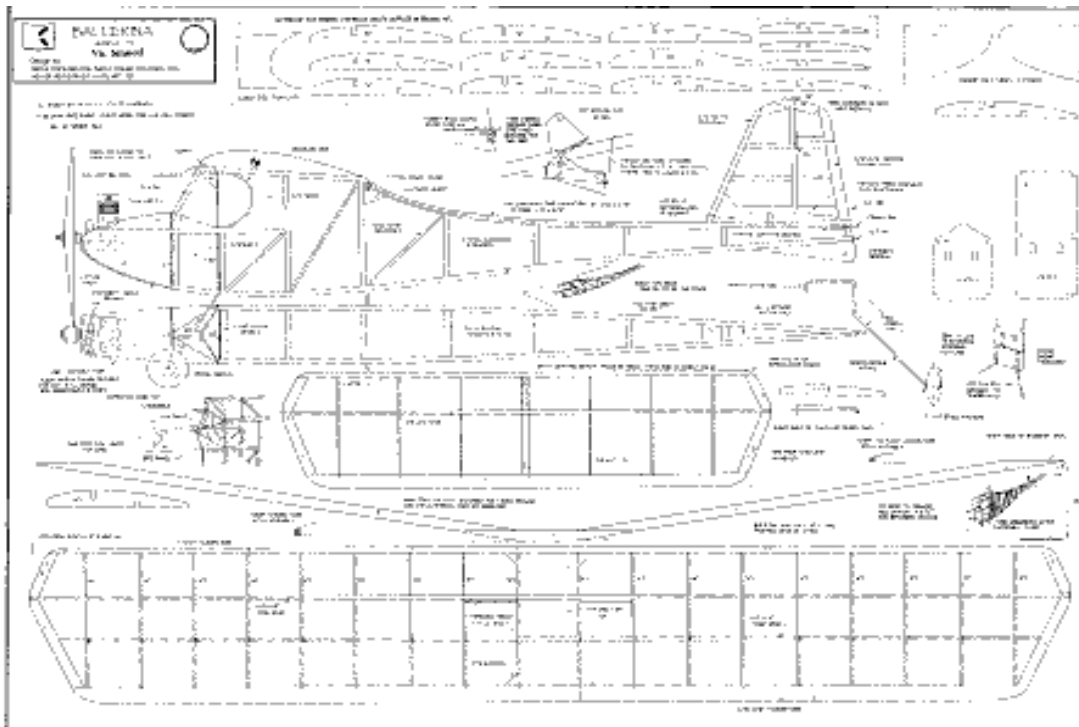


KERSWAP

DESIGNED BY KERSWAP TYPE 110 ENGINEERING
CONSTRUCTED BY KERSWAP TYPE 110 ENGINEERING
MATERIALS AND METHODS OF CONSTRUCTION
SPECIFIED IN THIS APPENDIX - REFER TO THE APPROPRIATE



Carl Goldberg's Sailplane



A Vic Smeed model you might consider for the Challenge at Canowindra

Vic Smeed Challenge at 35th Champs at Canowindra

The Vic Smeed Challenge 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.

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."

Absolutely amazing (American) World War 2 statistics and photos. It has always been known that aircrew had the highest fatality rate but the loss rate (and cost of war) detailed below is absolutely horrific.

If you live for facts and statistics, this is just for you...

No matter how one looks at it, these are incredible statistics. Aside from the figures on aircraft, consider this statement from the article: On average 6600 American service men died per MONTH during WWII (about 220 a day).

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it.

- 276,000 aircraft manufactured in the US.
- 43,000 planes lost overseas, including 23,000 in combat.
- 14,000 lost in the continental U.S.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

WWII Most Produced COMBAT AIRCRAFT

Ilyushin IL-2 Sturmovik 36,183

Yakovlev Yak-1,-3,-7, -9 31,000+

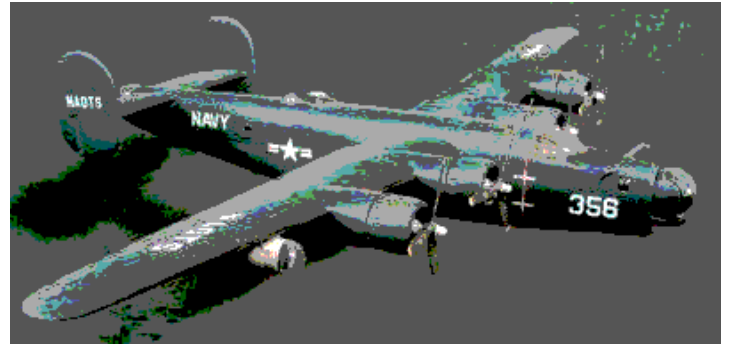


Messerschmitt Bf-109 30,480

Focke-Wulf Fw-190 29,001



Supermarine Spitfire/Seafire 20,351 Convair B-24/PB4Y Liberator/Privateer 18,482



Republic P-47 Thunderbolt 15,686 North American P-51 Mustang 15,875



Junkers Ju-88 15,000 Hawker Hurricane 14,533



Curtiss P-40 Warhawk 13,738 Boeing B-17 Flying Fortress 12,731



Vought F4U Corsair

12,571

Grumman F6F Hellcat

12,275



Petlyakov Pe-2

11,400

Lockheed P-38 Lightning

10,037



Mitsubishi A6M Zero

10,449

North American B-25 Mitchell

9,984



Left: Lavochkin LaGG-5 9,920

Note: The LaGG-5 was produced with both water-cooled (left) and air-cooled (next page) engines.

Lavochkin LaGG-5

Grumman TBM Avenger

9,837



Bell P-39 Aircobra

9,584

Nakajima Ki-43 Oscar

5,919



DeHavilland Mosquito

7,780

Avro Lancaster

7,377





First Flight from Melbourne to Sydney Showing Pilot Maurice Guillaux Standing on a Blériot Monoplane with a 50 Horsepower Gnome Engine, Wangaratta 1914, b&w photograph; 16.4 x 12 cm, Pictures Collection, nla.gov.au/nla.pic-vn3723553

In 1914, only four years after Australia's first powered flight, aviation remained a wonder. In March that year, the French aviator Maurice Guillaux arrived by ship, with his Blériot monoplane and a team of mechanics, to demonstrate the possibilities of flying to large and appreciative Australian crowds.

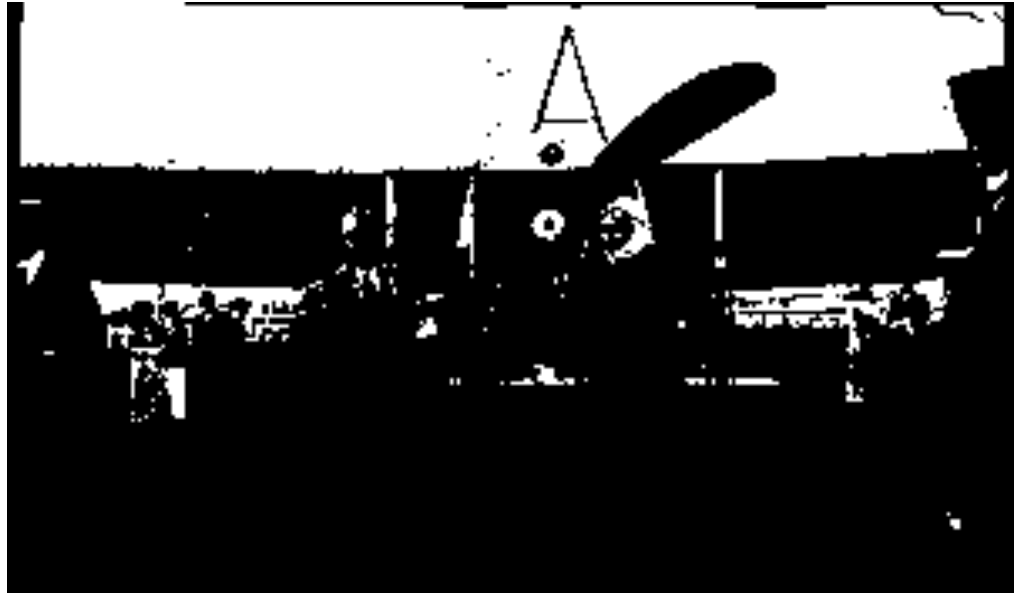
A former wheelwright, a 'debonair' and 'dapper' little man (according to the many press reports of his exploits), Guillaux's 'fancy work' thrilled crowds, his plane looping the loop (his trademark manoeuvre) and swooping on spectators, who ducked and cheered. Hailed as the 'Wizard of the Air' and the 'Air Porpoise', he became the first to fly a hydro-aeroplane from Sydney Harbour.

The possibility of war shadowed Guillaux's exploits. He took the Minister for Defence for a flight over Sydney, joked with reporters about dropping bombs on Australia's new fleet and predicted that the 'next war' would be won by the side best able to master air combat.

In June, Guillaux announced his intention of flying between Melbourne and Sydney, an unprecedented journey involving careful reconnaissance and the stationing of mechanics at several towns on the way.

Wearing a leather jacket and tricolour scarf over his street clothes, and carrying 1,785 postcards and messages from dignitaries in Victoria to their Sydney counterparts, Guillaux left Melbourne on the morning of Thursday 16 July 1914.

He navigated by compass and, more prosaically, by following the railway, flying via Seymour, Wangaratta, Albury and Wagga Wagga, stopping for the night at Harden. As he passed low over towns like Culcairn, bells rang and train whistles hooted, with school children and their teachers craning for a sight few had seen before. Delayed by wet weather, he lost a day, but took off for Goulburn, Liverpool and Sydney on Saturday 18 July, to be greeted by a huge crowd at Moore Park. (The Blériot monoplane he used has been preserved by the Powerhouse Museum in Sydney.)



Two weeks after his epic flight, Maurice Guillaux was injured in a crash, but he volunteered to serve as soon as news of the outbreak of war arrived in the first days of August. By early 1915, he was back in France testing new warplanes. In 1918, word reached friends in Sydney that Guillaux had been killed flying a new aircraft the year before.

A genuine antique model or at least a scale version of an antique aircraft - the Blériot XI "La Manche"

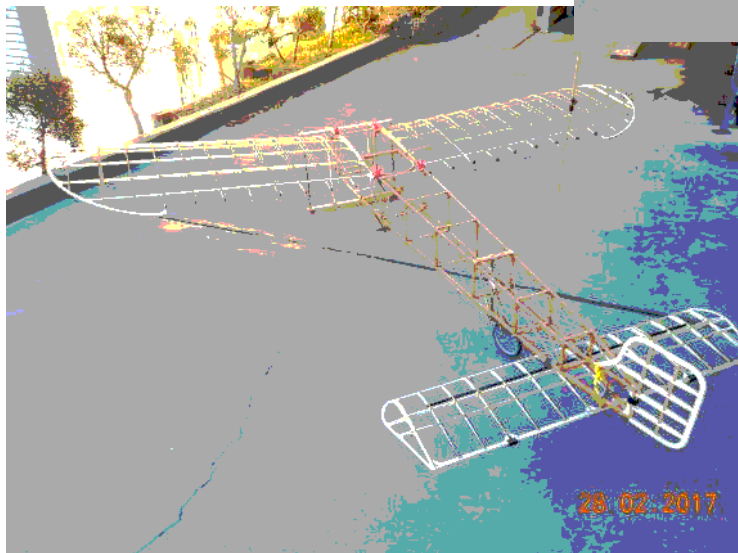
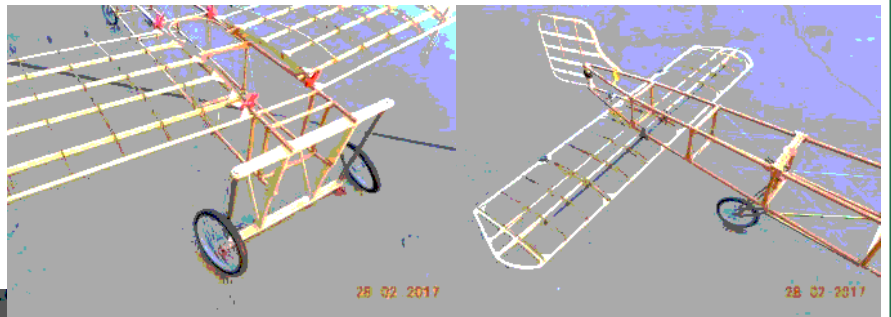
This is a 1/3rd scale version of Louis Blériot's "La Manche" aircraft which was the first aircraft ever to fly across the English Channel on July 25 1909 from France to England.

Model is scratch built from Mick Reeves plans. Wingspan is 2900 mm and length is 2460 mm. The wing and tail ribs were laser cut in lite ply by Dave Brown and the spoked wheels made in Germany by Herbert Schäfer of Herbie Wheels. Front wheel diameter is 240mm.

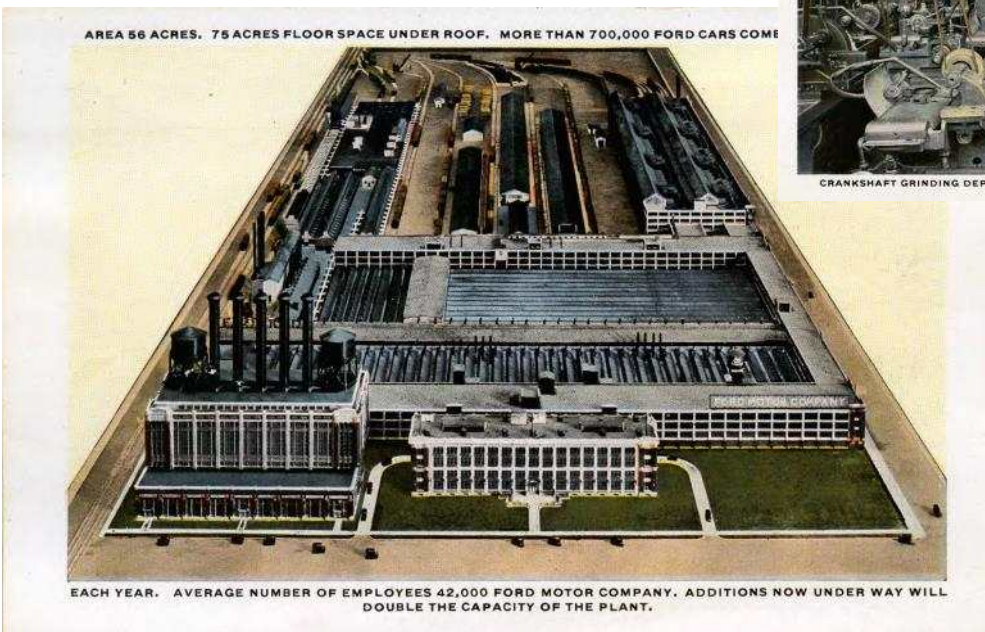
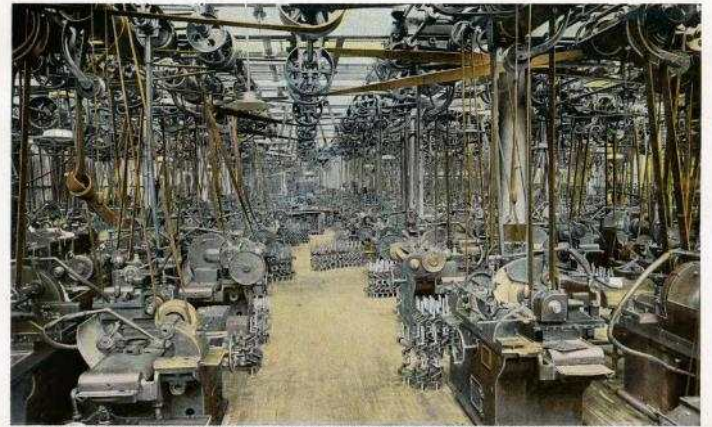
It will be powered by a horizontally opposed twin cylinder RCFG engine of 44 cc.

Weight is not yet known but in order to balance the model, the two vertical 16mm stainless steel rods on the front of the undercarriage are solid - not hollow tubes.

Builder is Peter van de Waterbeemd



THE BACK PAGE



Ford Motor Company circa 1917. Plant on left and machine room above. Miles of belting to power the lathes.

A list of NASA's aircraft - quite amazing!
https://en.wikipedia.org/wiki/List_of_NASA_aircraft

25 Aircraft that look like they shouldn't fly
gizmodo.com/5977930/25-bizarre-aircraft-that-dont-look-like-they-should-fly

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