

Points of Interest Inside:

- 2017 Old Timer events calendar
- From the President
- Wyong Results, Photos
- Tamworth Results, Photos
- More 35th Championships photos
- 17 facts on the P38 Lightning
- The Back Page

**Newsletter
Number 206
May — June
2017**

DURATION TIMES



Bega Old Timer Weekend

14 - 16 July 2017 at Bega & District Model Flying Field — Frogs Hollow

The field is on the Princess Highway about 10 km south of Bega.

Look for the green frog sign on the west side of the highway.

Friday 14 July

1:00 pm Vintage Glider and informal Old Time Flying

Saturday 15 July

9:30 am Gordon Burford Event followed by Duration

Sunday 16 July

9:00am Cabin Scramble, 10:00am Standard Duration then Oldtimer Texaco

All events will be run to MAAA 2013 rules. MAAA membership card to be shown.

BBQ lunch will be available on Saturday and Sunday.

Information: Jim Rae 02 6495 3530 jsrae@netspeed.com.au

Cowra Oily Hand Diesel Days

Cowra MAC

<http://www.cowramac.asn.au/main.html>

Information - Andy Lockett

02 6342-3054 mudpied@bigpond.com



at

Milroy Field

(Bangaroo Quarry Road
off Canowindra Road)

25th-27th August, 2017

Cootamundra Oldtimer Weekend

The Coota Cup

8-10 September 2017 at the State Flying Field—Cootamundra

Friday 8 September

1:00 pm Vintage Glider and informal Old Time Flying

These events are not part of the Coota Cup

Saturday 9 September

9:30 am Gordon Burford Event followed by Duration

Sunday 10 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: Peter Scott 02 9624 1262 qualmag@optusnet.com.au

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: Vacant
 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: Peter Scott 9624-1262, Anthony Vicary 0458 723 073, Bob Marshall 0412 018 988
 Email for Duration Times - waterbee@bigpond.com

SAM1788 Old Timer Events for 2017

July 14 – 16	Bega District Model Aircraft Club Old Timer Glider, Gordon Burford, Duration, Standard Duration, Texaco, Cabin Scramble Contact Jim Rae 02 6495 3530	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 Peter Scott 02 96241262	Cootamundra
September 30	Eastern States Gas Championships	Wangaratta
October 1	38 Antique, Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble Contact Anthony Vicary 0458 723 073	
October 21 – 22	Wings Over West Wyalong Various Aeromodelling Activities Contact Paul Farthing 02 6364 0264	West Wyalong
November 11 – 12	Golden West Old Timer Weekend 2cc Duration, Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble	Parkes



From the President:

We are well into 2017 now with two competitions completed since the 35th Championships. Wyong had a good day on the Saturday but conditions were far from flyable on Sunday and further events were cancelled.

The New England Gas Champs were flown in Somerton where the weather was perfect on Saturday and nearly as good on Sunday. A good roll up of flyers made for some great events. This was

the first competition where the new Trophy Shields and Placards were presented and they were well received. See the photo on the right, the placard still needs to be fixed to the shield. The shield and hand belongs to Garry Whitten.

There is work continuing to be undertaken on the **MAAA Nationals** which will be run in West Wyalong from the 23rd to the 30th of April 2018. The MAAA council conference in May unanimously approved the proposal put forward by NSW Free Flight. There are five venues all within 15 minutes of each other and these will serve to run a complete F/F, C/L and R/C nationals.

SAM1788 will run the nine RC Old Timer events as per Section 5 of the rules. Note though that the new 2018 rules will apply. Peter Scott is our Administrator for the Old Timer events.

The 36th SAM1788 Championships will be run at Easter 2018 (Wed 28 March to Monday 2 April) at Canowindra so there is no clash of dates.

Work continues on the purchase of an Automatic Electronic Defibrillator.

'Till the next time I see you Keep Safe!





Secretary's Report

Still no report as we continue to look for a Secretary.

Some additional comments and awards from the 35th Championships at Canowindra

Your editor was a bit rushed after the Championships for the publication of DT 205 so here is the remainder of the report as well as more photos.

The Championships were a great success especially in terms of the weather and the fact that all events were run. This was due to the work of many people from the organisation and administration of the Championships to the running of the events over the six days. Of course there can be no Championships without competitors for the events and thanks goes to them all as there would have been a great deal of time, effort and money involved in the models. Additional thanks to the spouses and partners for their forbearance in tolerating the efforts of their respective competitors.

Unfortunately numbers were down a little with the biggest field of 30 entering Texaco, followed by Burford 24 and Duration 22 and the smallest entry of seven competitors in 2cc Duration

There were a number of presentations which were not covered in the last issue.

The first of these was the **Vic Smeed Event** which was judged by **Don Howie**, who has had lunch with Vic Smeed in his home in England, and **Brian Laughton**. The models were a combination of free flight, control line and RC models. **Don Southwell** placed **First** with his **Ethereal Lady**, **Peter Scott** **Second** with a clipped wing **Mamselle** and **Barry Fredrickson** third with his **Madcap**.

The **Mick Walsh Concourse Trophy**. As Mick had left no instruction nor even explained his absence, the SAM 1788 executive took it upon itself to fill the void and the trophy this year was presented to **Geoff Black** for his yellow **Valkyrie** built by **Barry Fredrickson**. A beautifully constructed and finished model flown in Texaco.

The **Ladies Choice** trophy was presented by **Kim Farthing** and **Mudite van de Waterbeemd** to **Peter Canberra Smith** for demonstrating that his Gordon Burford model **Ollie** floated perfectly well in the dam. This required a retrieval by perennial boy scout Paul Farthing and his trusty vessel **Alu Minium**.

The **Top Gun Trophy** was a closely run contest with the final result only clear after the last event was flown. The **winner** was **Kevin Fryer** from SAM600 in Victoria with **Peter Condo Smith** from SAM1788 the runner up.

Finally the **Spirit of SAM Award**. As always there are a number of worthy recipients. This year's award went to **Grant Manwaring** for his services to SAM1788 and to the members of SAM1788 and the many modellers who have attended competitions organised by Grant. Grant was secretary for five years and a committee member for two years prior to that. It involved countless hours of work, innumerable phone calls and the preparation of countless letters and documents. A thoroughly well deserved award.



Canowindra 35th Championship Photos



Grant Manwaring awarded the Spirit of SAM Trophy by Peter van de Waterbeemd



1/2A Texaco winners. Jim Rae NSW, Peter Smith NSW, Kevin Fryer Vic, Garry Whitten NSW, Brad Turner Qld, and Paul Farthing NSW. Garry with the Perpetual Trophy, Winners from a variety of states.



Mainly Queensland trophy winners here. How did Steve Gullock get in there?



Visitors from WA, Anna and Hans van Luewin on the right with Peter van de Waterbeemd and Dave Paton. Model is Dave's Schmaedic Stick.



Above: After all the fun there is the inevitable clean up and sorting of garbage. Kim Farthing, Dave Paton and Kim Turner

Left: Top Gun Kevin Fryer with runner up Peter Smith

Canowindra 35th Championship Photos



Above: Happy hour again at Toad Boulevard



Above: Just about every state represented. 38th Antique. Kevin Fryer, Vic, Grant Manwaring ACT 3rd, John Urry Qld 1st, Dave Brown NSW 2nd, Jim Hardy Qld, Peter Scott NSW



Left: Launching in Gordon Burford

Centre: Scott, Fryer and Smith

Right: Garry de Chastel launching



Left: View down the pits.

Centre: Ah the serenity

Right: Geoff Black and the Valkyrie



Left: This is what it is all about.

Centre: Peter Cutler and Warren Hathaway

Right: View of the pits. Green grass!

Wyong Old Timer Weekend 17 and 18 May 2017

By **Geoff Potter**

I made the trip north on Saturday morning early and arrived about 9am, to typical coast weather ,not a cloud in the sky . The field looked a picture , Our host Bob and his henchmen certainly know how to mow and present a flying field , whilst on the subject of people , they also know how to feed people a great lunch as well . The usual suspects were there already , with Tamworth Garry and Orange Vince arriving shortly after.



Follow me to the fun !!!!



There were 6 entries for Burford , Garry couldn't get get his new one to start, so I loaned him my backup B/R Stardust Sp. It was a hotly contested battle with Garry the winner and Basil and Jim not far behind

I repossessed my gear before it disappeared into

the back of the Falcon !!!!!

Lunch was then served by those hard working club members and then back to the action. Duration had an extra entrant in Vince Heggity with his lady timing for him . Left his tail plane in Orange but borrowed one from Garry's new weapon, a 105% playboy , bit large and tended to fly the model , but sorted it and went well for the day . It was a bit up and down as far as lift was concerned but was there if you looked hard enough . Bobs model must have felt lonely in the model shop at his place with all those models around , so in the first round and not getting out a lot, it took its chance and left home , not to be seen again . It's hoped it will find a happy place to reside ,



further north up the coast . After some out landings and such from people who should know better



Wyong Old Timer Weekend 17 and 18 May 2017

So a great day on the coast of OT modelling came to an end, so we all went to Bob and Amy's excellent Chinese cuisine Restaurant at Avoca for a meal and all ate way to much but when it's that good it's hard to stop. Thank you Amy and Bob for an excellent day! Sent from my iPad



Gordon Burford Event

Name	Model	Motor	Score	Fly Off
Garry Whitten	Stardust Spl	PB	900	499
Jim Rae	Pippo	BR	900	479
Basil Healey	Dixielander	PB	900	378
Geoff POTTER	Spacer	PB	900	
Peter SCOTT	1956 Dream Weaver BB		897	
Bob MARSHALL	Zoot Suit	PB (T)	600	

Duration

Name	Model	Engine	Score	Fly Off
Jim Rae	Lion Cub	Saito 564s	1260	
Peter Scott	Stardust Spl	Saito 62 4s	1208	
Garry Whitten	Playboy	OS 56 4s	1188	
Geoff POTTER	Playboy Cabin	Enya 53 4/	1180	
Basil HEALY	Red Ripper	Saito 56 4/	1064	
Vince HAGERTY	1941 Playboy	OS 61 4/	861	
Bob MARSHALL	1941 Playboy	Saito 62 4/	F/A	

Cabin Scramble

Name	Score
Peter Scott	1028
Bob Marshall	1000
Jim Rae	938

1/2A Texaco and Texaco were not flown

Random Jottings from Wyong, May 27 and 28, 2017

Saturday was a beautiful day, no wind early in the morning and then a light sea breeze came in later in the day. First cab off the rank was Gordon Burford. Garry Whitten had come down from Tamworth with a very nice looking Little Diamond, however he could not get the engine to run, even with the ministrations of Geoff Potter. Fortunately for

Gary Geoff had a standby model which he loaned him. The air wasn't too bad and three people made the fly-off, which was won by Gary Whitten. I suppose he had to share the prize money with Geoffrey.

Duration was run after lunch in very good weather but not much air going up. Only one pilot managed three max's, (me), most flights were in the high six minutes. Basil Healy was flying a Red Ripper, not the most beautiful of models, and he found it a handful on the ground. Had to take off at half throttle and then go to full power when it was about ten metres off the ground. He had one short flight when something came off the model and he shut the engine down because he did not know what it was. It was the tyre tread; the hub was still attached to the axle. Bob Marshall had the radio in his Saito 56 powered Playboy go off the air and the model was last seen about seven or eight hundred metres away gliding just above tree height and headed for the road or the river. It probably came down in the trees just before the road. Bob said that there is a commercial photographic drone flyer in the club and he was going to get him to have a look for it. The bush in the area is so thick it is just about impenetrable.

There must be a correlation between age and faulty depth perception. I almost landed out at the far end of the landing area and Peter Scott did.

Saturday night we had the usual Chinese Banquet at Chopstix at Avoca Beach provided by Bob's wife Aimie. The food was excellent and just kept coming. Ian Connell secured enough doggie bags that he is probably still eating Chinese

On Sunday the weather was not so good. The wind had swung around to the north and the tall stand of trees between the field and the river was causing a lot of turbulence. It was decided to go ahead with the Scramble, even though there were only three entrants. During the half hour of the Scramble the wind kept getting stronger and there were several landing-outs. Peter Scott was flying a Humbug with a Schlosser (I think 1cc) with the switch close to the bottom of the fuselage and protected by a wooden shield. Early in the contest the shield was broken off and about five minutes before the end of the half hour Peter accidentally turned the model off as he launched it. Being a Vic Smeed sport model it just climbed away in the strengthening breeze and was last seen quite high over the trees between the field and Tuggerah Lake, where it may have come to rest.

With the wind and particularly the turbulence being what it was Peter Scott decided to put up a 1/2A test flight. He has a Kerswap which he had repaired after damaging it, probably at Canowindra. He had had to reglue the firewall on and had removed the engine screws to do it, but the engine was still stuck to the firewall, possibly by paint or dope. Not noticing he started the Cox which started first flick as is normal, and it broke away from the firewall and hit him in the middle of the chest. Fortunately he was wearing a lot of clothes so did no damage. Because he did not have engine screws for the Kerswap he decided to put up the Baby Bird. It made hard work of the turbulence, so much so that the wing folded and the model crashed, without doing itself much damage.

Because of the rising wind and the extreme turbulence it was decided to abandon both 1/2A Texaco and Texaco and so we all had lunch and called it a day.

Over the weekend we were visited by past World F1C Champ Roy Summersby and his wife Di. I think he was checking out the field to see if it is suitable for small FF scale models which need long grass and don't go, usually, very far.

Jim Rae

New England Gas Champs, Tamworth June 17 and 18 2017

Tamworth this year started with superb weather on Saturday; a little cool in the morning but a superb calm winter's day. Sunday was quite foggy early on, it looked like it might lift but came down again and flying did not commence until 10am. The wind came up a little during the morning and moderately by the afternoon. The competition was well attended with twelve different flyers competing over the weekend.

The field had been prepared for us in the weekends prior to the competition and this had been ably organised by Gary Whitten. Thank you Gary. Tamworth has a large field with a bitumen runway and taxiways and it has plenty of options for the layout for pits, take off and landing areas.

First event for **Saturday** was **Burford**. There were 8 entries in total and in the great conditions 7 entries reached the fly off in three rounds - no fourth round needed! The fly off was not a long affair with the lift not quite as good but was won comfortably by Paul Farthing.

Lunch followed with Casseroles made by Mrs Whitten and Mrs Whitten as well as traditional BBQ offerings. Thank you TARMAC members.

Duration followed with nine entries, six of these proceeding to the fly off. The weather remained calm with good lift available. Two models were able to take advantage of the lift in the fly off and posted times around the twenty minutes.

The committee meeting was held afterwards.

As previously mentioned, **Sunday** started of foggy and flying was delayed until 10am. **Cabin Scramble** was the first event with five entries. Nothing remarkable with no fly aways and no models damaged. A thoroughly enjoyable event. More flyers should try it!

1/2A Texaco was up next with the biggest entry of the weekend with 10 flyers. Conditions remained fairly calm for the four rounds but due to a wind change, the landing and the take off areas needed to be reversed for the fly off. Bob Marshall's model flew off and was observed arriving in an adjacent paddock. The effect was heightened as it arrived amongst a flock of galahs which promptly took to the air. Unfortunately the model appeared to be written off.

The event was won yet again by our 1/2 A specialist Gary Whitten. Well done again Gary.

Lunch followed with a similar fare to Saturday's but at the end of lunch the wind had picked up. Some flyers elected not to fly in **Texaco** but eight still flew. In spite of the increased wind no models were damaged except at the end of the event when Paul Nightingale landed out and the wind blew his Gas Bird over and cracked the centre of the wing. After three rounds there

were four into the fly off with all models doing well when the lift suddenly disappeared and all were down within a couple of minutes.

Trophies were presented afterwards and this was the first time the new shield style trophies were used. There were seven different flyers who won or placed in the four events. These flyers received a shield and an engraved placard for every win and place.

Gary Whitten was presented with the **Brian Potter Memorial 1/2A Texaco** perpetual trophy by Larry Hoskins for his win in 1/2A Texaco; his second year in a row.

Peter van de Waterbeemd won the **Eastern States Gas Championship Top Gun** this year with Garry Whitten second. The list of previous winners of this perpetual trophy was read out and this brought back memories of modellers who have not been seen for some time.

Thank you again to the TARMAC club for the use of their facilities, their preparation of the field and the provision of exceptional lunches on both Saturday and Sunday. We are all very fortunate to be able to fly at such a generous club. We look forward to returning next year.

Gordon Burford Event

Name	Model	Engine	Score	Fly Off
Paul Farthing	Pencil	Taipan plain	900	698
Dave Paton	Stardust Spl	Taipan plain	900	556
Peter Scott	Dreamweaver	Taipan BB	900	463
Peter van de Waterbeemd	Ollie	Taipan BB	900	420
Garry Whitten	Stardust Spl	Taipan BB	900	383
Bob Marshall	Zoot Suit	Taipan T2.5	900	0
Geoff Potter	Spacer	Taipan plain	900	0
Basil Healey	Dixielander	Taipan plain	520	

Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	Bomber	McCoy 60	1260	1223
Dave Brown	85% Bomber	Saito 56	1260	1188
Peter Scott	Stardust Spl	Saito 62	1260	442
Paul Nightingale	Megow Ranger	OS 37	1260	325
Dave Paton	Playboy Cabin	McCoy 60	1260	241
Geoff Potter	Playboy	Nelson 40	1260	L/o
Gary Whitten	106% Playboy	Rossi 40	1211	
Vince Hegarty	Playboy	OS 61 4s	1172	
Basil Healey	Red Ripper	Saito 56	910	

New England Gas Champs, Tamworth June 17 and 18 2017

Cabin Scramble

Name	Motor	Score
Peter van de Waterbeemd	MP Jet	1405
Peter Scott	Mills .75	1384
Jim Rae	Mills .75	1334
Bob Marshall		1265
Geoff Potter		776

1/2A Texaco

Name	Model	Score	Fly Off
Garry Whitten	Stardust Spl	1260	577
Jim Rae	Big Old Plane	1260	446
Peter van de Waterbeemd	Stardust Spl	1260	405
Vince Hegarty	Lil Diamond	1260	374
Basil Healey	Stardust Spl	1292	
Dave Paton	Stardust Spl	1176	
Peter Scott	Lil Diamond	1129	
Paul Farthing	Stardust Spl	1025	
Bob Marshall	Little Diamond	601	
Geoff Potter	Little Diamond	1260	Electric

Texaco

Name	Model	Engine	Score	Fly Off
Dave Brown	Flamingo	O&R 60	1800	837
Garry Whitten	1938 Bomber OS 62 4s		1800	705
Peter van de Waterbeemd	1938 Bomber Saito 65		1800	687
Paul Nightingale	Gas Bird	Saito 50	1800	L/o
Dave Paton	Delaire Sportster			
		ASP 32 Dsl	1391	
Peter Scott	1938 Bomber Cunningham		1066	
Vince Hegarty	1938 Bomber OS 40 4s		1031	



Above top: Duration Dave Brown 2nd, Peter van de Waterbeemd 1st and Peter Scott 3rd.

Above: 1/2A Texaco: Jim Rae 2nd, Garry Whitten 1st and Peter van de Waterbeemd 3rd.

Below: Texaco Peter van de Waterbeemd 3rd, Dave Brown 1st and Garry Whitten 2nd

Below: Burford Event, Dave Paton 2nd, Paul Farthing 1st and Peter Scott 3rd



New England Gas Champs, Tamworth June 17 and 18 2017

Right: Geoff Potter with his electric 1/2A Lil Diamond



Left: Happy hour Tamworth style. From the left, Steve White, Karen Paton, Geoff Potter, Paul Farthing and Tamworth member Bernie. Note the heater, a modified beer keg, and the firewood laid on by the club.



Left: from the left, Jim Rae, Garry Whitten, Heather and Paul Nightingale, Dave Paton and Steve White.

Right: All that remains of Bob Marshall's model



Tamworth and Mount Borah slope soaring site



Top Left: Tamworth President Larry Hoskins presenting Garry Whitten with the Brain Potter Memorial 1/2A Trophy

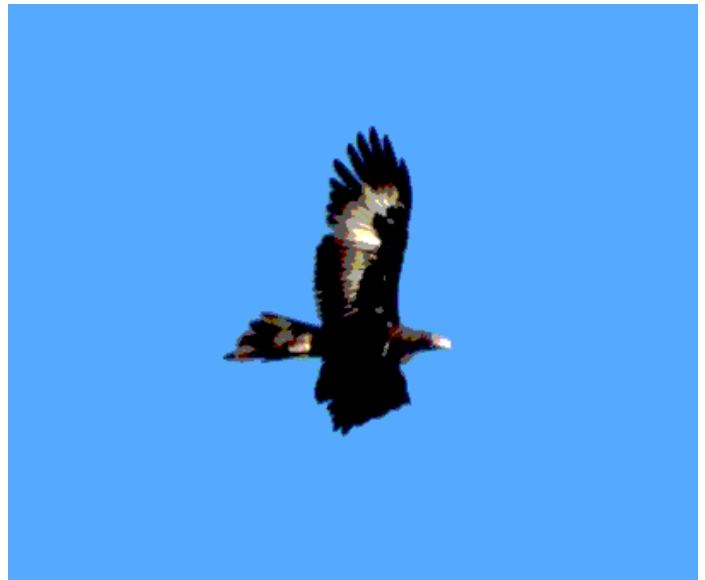
Above: A very foggy and cold Sunday Morning



Left: Dramatic sunset from the Tamworth field at Somerton on Saturday evening. 5:10 pm so really afternoon.

Below left: Cabin Scramble winners presented with their certificates.

Below: An eagle joined the paragliders at Mount Borah. All photo on this page (and most other pages) by Karen Paton. Thank you Karen!



A Day at Mount Borah, Manildra NSW 15 June 2017

Mount Borah is part of "Fly Manilla: Australia's only world class Flying Site and School" according to the Fly Manilla website at flymanilla.com

The site is a combination of school, training site, accommodation, aircraft landing strips and its own launching platform—Mt Borah which has paragliding (and model glider) launch sites facing multiple directions.

Many of our SAM members have visited this site on multiple occasions including Dave Paton and wife Karen, Dave Brown and on one occasion by our departed modeller Brian Stebbing. It is a magic place and it is easy to see why one would keep coming back. The views to east overlooking Manilla and the training complex are magnificent but the view to the west overlooking Lake Keepit are simply spectacular. Mount Borah launch sites are from 820 to 880 meters with landing sites at 400 to 450 metres and offers panoramic views of the surrounding countryside.

We drove to the top on Thursday 15 June, two days before the Tamworth competition. The road is good, steep in part with compulsory corrugations to test for rattles in the car; some were found.

Radians were extracted, assembled and initially flown on the eastern side of Mt Borah but there was very little wind and we relied on thermals to fly. Electric propulsion was necessary to fly from the launch area and to seek for thermals during the morning.

The wind came up around midday and we relocated to the western launch area into good wind with large thermals further out. Excellent flying conditions with little need to be concerned about losing height. Dynamic and thermal lift was everywhere!



Above: Cane Toad Café Barista Dave Paton hard at work.

Below: One of the trainee paraglider pilots setting of into the blue yonder.

Below left: Sunset with three paragliders cruising back and forth along the ridge of Mt Borah. An unusual display of refracted light on the right of the photo



I must say that it was spectacular seeing all the paragliders take off and fly to their designated landing area at the foot of Mt Borah. I am full of admiration for the courage of the flyers, some of whom took their first full solo flight that afternoon. A real bonus to see this activity - but not for me.

Morning tea, lunch and afternoon teas was served with brewed coffee. The generator, coffee machine and various paraphernalia was taken to the top with food prepared by Karen and coffee at the Cane Toad Café prepared by barista Dave Paton. Apparently this is now a standing tradition. However it is much appreciated on the top of a cold hill.



Around three in the afternoon the pupils from the paraglider training course arrived to launch themselves from terra firma into terra non firma.

McCoy 60 Series 20 repair

My McCoy 60 series 20 put in two good runs in the first two rounds of Duration at Canowindra recently. It then went of tune in the climb out in the third round and afterwards was difficult to start and refused to run consistently. I thought, amongst many suggestion, it may have been the balloon tank. However in removing the engine I noticed that the ignition frame was loose and wouldn't tighten. The resultant timing changes as the ring rotated on the crankcase accounted for the poor starting and inconsistent running.

The cause was the split in the top red frame. This was a Woody Bartelt frame and he has a complete assembly available for \$US65 plus say \$US20 for postage. That would convert to somewhere around \$AUS120. But I would still have a frame with an inherent weakness.

I decided to make my own frame. It took me six hours of machining to make the frame. I have modified it so that the frame does not incorporate the weakness of the Bartelt frame (the place where the tightening screw is located is milled into the ring part of the frame to create a weak point).

As a novice machinist this was a pleasing result. It required my metal cutting bandsaw, the lathe, the mill, rotary table, disc sander and numerous cutting tools.

I started with a 65mm solid rod, bored a 29mm hole 25mm deep in the centre to go around the bearing housing at the front of the engine and then cut a 20mm slice from the blank. The resulting annulus was then mounted beneath the original frame on a jig and set up in a three jaw chuck on top of the rotary table. A 6mm end mill was used to bore around the outside the original frame (you can see some of the scrapes on the original frame where I got too close) and cut out a rough frame. The was cleaned up with a 16mm mill on the edges and further smoothed on a disc sander. The rest was drilling and tapping for the screws. The original contact point was not used as I could work out what the thread was, it measured slightly over 1/8 inch with 48 tpi. The new contact point is 1/8 Whitworth socket cap ground down and was used in preference to 3mm as it has a coarser thread. The McCoy runs very well with the new timing frame and my new needle valve assembly. Over 13,500 at Tamworth.

Peter van de Waterbeemd



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."

17 Things You Probably Didn't Know About the P-38 Lightning.



1) The P-38 was the first fighter to fly faster than 400 mph.

2) It was the only American fighter aircraft in production throughout the entire American involvement in WWII.

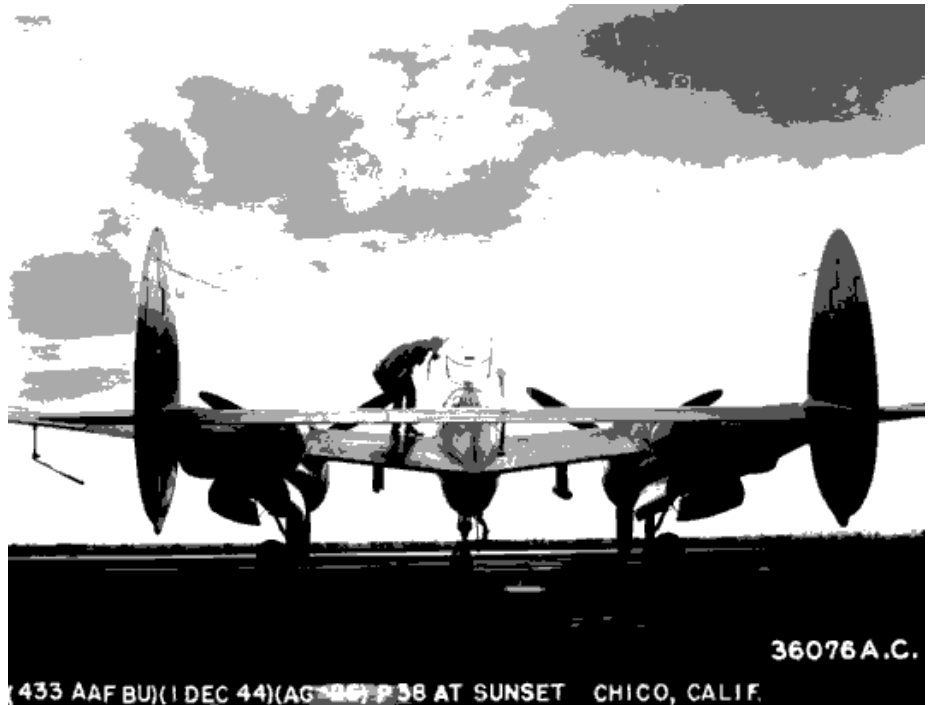
3) The P-38 was nicknamed the 'fork-tailed devil' by the German Luftwaffe, and 'two planes, one pilot' by Japanese fighter pilots.

4) The P-38 was exceptionally quiet for a fighter, due to its exhaust being muffled by turbo-superchargers.

5) The aircraft used nose-mounted guns, unlike most other US fighters. This meant that the P-38 had better useful gun range than other aircraft with wing-mounted guns having crisscross trajectories.

6) The P-38s guns were so effective, they could reliably hit targets at up to 1,000 yards. Most other fighters were only effective at 100-250 yards.

7) The P-38 had counter-rotating engines to overcome left-turning tendencies caused by its 1,000-hp engines.



8) The engine rotation could be reversed by simply changing the firing order of the spark plugs.

9) The engines rotated outward from the cockpit. This made the platform more stable for shooting the guns.

However, if the pilot lost an engine, the remaining operating engine was so powerful that it could uncontrollably roll the aircraft upside down.

10) The P-38 was the first American fighter to extensively use stainless steel and flush-mounted rivets.



11) In 1939, one of the first P-38 prototype aircraft set a speed record from California to New York in 7 hours and 2



minutes.

However, it crashed short of its intended airport due to carburetor icing.



12) The first active service P-38s were used as reconnaissance aircraft in April 1942 by the RAAF (Australia) 8th Photographic Squadron.



13) The P-38 quickly saw battle, downing two Japanese flying boats in August 1942 off the Aleutian Islands chain.

14) The cockpit windows couldn't be opened in flight, because they caused buffeting on the tailplane.

This made the cockpit very hot in the Pacific theater. Pilots often flew in just shorts, tennis shoes and a parachute.

15) Charles Lindbergh was a key figure in improving the performance of the P-38. Working as a civilian contractor in the South Pacific, he developed throttle settings and engine leaning techniques that significantly increased the range of the aircraft.

16) The P-38 flew over 130,000 sorties in the European theater, and downed over 1,800 Japanese aircraft in the Pacific theater.

17) In total, over 10,000 P-38s were produced during the war, making it one of the most successful fighters and interceptors of its time.



THE BACK PAGE

For those old timers who may be confusing their toothbrush with that other brush please note the instructions on the right.

The original was found on the back of a caravan park's toilet doors somewhere in Queensland.



Below: Spitfire MK XVI RW382 Photographer John Dibbs



T shirt for a lady air traffic controller.

Stunning Spitfire Photos:

<http://www.dailymail.co.uk/news/article-3598540/The-Photographer-captures-pi>

A dangerous landing:

<http://www.chonday.com/Videos/runwamaoun5>

I hope you find this as interesting as I did. On Jan 19, 2015 this documentary this was made as a short solo project in 2014. Not only is the factory itself an amazing piece of history, but its influence on the town of Lithgow was also very interesting. Multiple streets around the factory were named after weapons, and there had been some quite heavy anti-aircraft guns placed around Lithgow during WWII to protect the factory.

<https://www.youtube.com/embed/HqP3jNReCOg?rel=0>

**FOR
SALE**

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

Peter Scott

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

**FOR
SALE**