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**Newsletter  
Number 207  
July – August  
September – October  
2017**

## Golden West Oldtimer Competition - Parkes

Parkes Miniature Aero Club Inc. – Nelungaloo Field.

**11th-12th November, 2017**

\*\* 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 phone

Peter van de Waterbeemd on 0412 632 470

Modellers must produce a current MAAA card



DURATION TIMES

## Wings over West Wyalong

21-22 October 2017

Control Line, Free Flight, Radio Control

Contact Terry Bond 0417 027 579

Gary Goodwin 0414 292 050

Location: 1390 Clear Ridge Road West Wyalong



### **ORANGE MODEL AIRCRAFT CLUB Inc.**

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

**3rd and 4th FEBRUARY, 2018**

**ORANGE MAC FLYING FIELD at BORE-  
NORE**

Saturday 4th - Commencing at 10am - Nostalgia

followed at 1.30pm by Old Timer Duration

Sunday 5th - Commencing at 9.30am - Cabin 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

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

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 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

October 21 – 22	Wings Over West Wyalong	West Wyalong
	Various Aeromodelling Activities	Contact Paul Farthing 02 6364 0264
November 11 – 12	Golden West Old Timer Weekend	Parkes
	2cc Duration, Gordon Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble	



Happy People at Wangaratta at the end of the competition



#### From the President:

This first part of this message is from the Editor. As you will be aware by now, this issue covers four months from July to October. The July/August edition just did not happen. A combination of family commitments, illness, visitors and some lethargy combined to scheme against a publication in August. My apologies for the missing issue. Here finally is an issue that covers all the competitions for the last four months.

I have published some photos from John Tidey and will be most pleased to receive photos from members on their building projects. You must all be building something!

It has been pleasing to see that the last two competitions in Cootamundra and Wangaratta were well attended, although there were still some notable absences. Please consider attending our last event for the year at Parkes. There is a full program of five events plus Cabin Scramble scheduled. See front page.

As SAM1788 we need to start planning for the **36th Championships at Canowindra at Easter** next year and also the **70th Nationals at West Wyalong** which follow at the end of April. It will also require some planning for all of us to have models prepared, flown and tested before these competitions. Note that both competitions will include all nine Old Timer events as per Section 5 of the MAAA rules.

Both competitions will fly to the **2018 rules** which are expected to be published later this month. The only changes are that Standard Duration will be 6 minute rounds and changes to Old Timer Glider to 250 metre lines and also allowing ailerons to be used on those models which originally featured them, however in this case though, no rudder.



'Till the next time I see you Keep Safe!





## Secretary's Report

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



Above are some pictures of my Mercury Old Timer with an OS 40 FS. I bought a part kit from Allan Brady some time ago just started to cover in tissue then film later Not sure what colour yet

Regards John Tidey SAM No 3001

Below and beside are some pictures of my C/L model from an American plan. I bought on eBay. Motor is a Fox 19 and the model flies very well on a vintage 9x6 prop JT



## Bega Old Timer Weekend 14 - 16 July

### Random Jottings From the Bega Old Timer Weekend July 2017 by Jim Rae

Old Timer Glider was scheduled for Friday afternoon. Not surprisingly there were only three pilots who wished to take the opportunity of some glider guiding, namely Healy, Scott and Rae. The breeze was a bit strong and blowing across the runway at about 60 degrees. Because of the possibility, however unlikely, that the runway might be required for a full-size landing the turnaround was set up on the edge of the runway and the winch was set up way down in the paddock. This did not present a launching problem however adequate landing areas were almost non-existent. Peter and Basil survived OK but I unfortunately grazed the edge of a tree which caused quite a bit of wing damage to the glider (which had been loaned by Basil) when it hit the ground. Peter did his four flights but Basil chickened out at three because he was so far ahead on points that he didn't need to fly round four.

The weather on Saturday was much better, although a bit chilly early, say one degree C. The breeze had dropped to almost nothing and while it did come up a bit through the day it was never anything to worry about. Peter Scott had brought some extra models in case any of the Bega members would like to take part. His offer was taken up by Wes Wright who flew in Gordon Burford and Texaco using Peter's aircraft. In Burford Wes made the fly-off and unfortunately landed out due to the breeze drifting the model out of the landing area, otherwise he would have come second, beating my time by eight seconds. So sad. Four of the six pilots made the fly-off so the air was pretty good.

Duration was run in the afternoon. I had intended to fly the Wasp that I broke at Bega last year. Unfortunately an inspection of the wing indicated that it looked a bit like a large propeller due to warped tips so it was unflyable. Peter Scott came to the rescue and loaned me his Saito 62 powered Stardust Special. Fortunately for me Wes Wright had an afternoon appointment, otherwise he would have been flying it. Peter Scott was flying a Playboy with a 36 Meg radio. In Round 3 the model went off the air and refused to do as it was told, it just kept gliding in very big circles without losing much height. The drift was to the NE and it looked like it might make the Princes Highway, however for no apparent reason the radio started to work again (Condo was juggling it and claims to have caused the reconnection) so the model was flown back towards the field and made it to the paddock between the field and the Go-Cart track without damage. Peter didn't try to fly Round 4. Two pilots made the fly-off,

Condo and me, and I managed to win with Peter's model.

When I thought that I would be flying the Wasp I took my transmitter (DX8) out of the case by lifting it by the aerial stub. The stub came free and pulled out of the case. When I got home I cleaned it all off with degreaser and re-glued it back into the case after checking that the wire was still OK. More of this later.

Sunday was another beautiful day. First event was supposed to be a Scramble, however there were only three starters and one of them preferred not to fly due to a bad back so an executive decision was made to abandon Scramble.

Standard Duration is not the most popular of events, however there were four entrants I was flying the Lion Cub and after the first take-off when the model had reached a height of around 15 metres the model went into failsafe, the engine shut down and the model went into a turn and a series of stalls which tended to get bigger and bigger. It went off to the side of the runway and looked as if it was going to end up in a tree; however it missed the tree and hit the ground at the bottom of the stall. It did no structural damage but did shatter quite a lot of the covering (tissue on mylar). I changed transmitters and flew the rest of the event with the wing covered with clear tape and without success. Three of the four entrants made the fly-off which was won by Condo Smith.

Texaco was in the afternoon and I did something really stupid. I was flying the Krupp with O&R 60 and I attempted to use the DX8 transmitter. I range tested on the ground and everything seemed to be OK, however on the first flight when the model reached a height of about 12 metres the model lost radio contact. The engine kept running and the model went into a fairly tight left hand turn, which is the way you want to turn in free flight. The model was climbing slowly and drifting south towards the tall gum trees close to the end of the runway. By the time it reached the trees it was above them, not by much but enough. The engine quit while above the trees and the model straightened up and flew due south away from us and into the next property which is mainly rough ground, scrub and trees. A small search party was formed and after climbing over the five barbed strand fence the model was found about 200m into the property. If it had gone another 3 or 4 metres it would have hit the middle of the trunk of a large tree. As it was it had landed in the rough grass and small scrub, the bands holding the U/C on had broken and the model was on its back, completely undamaged. I have yet to buy a lottery ticket but I am going to. Needless to say I didn't fly any more.

Including me there were six pilots flying in Texaco of which four made the fly-off. I didn't fly after my adventure and Paul Farthing had some sort of model problem, so everyone who made their flights made the fly-off which was won by Condo Smith with Peter Scott second and Bega member Wes Wright third



## Bega Old Timer Weekend 14 - 16 July

flying Peter Scott's Brown Jr powered RC1. Wes was so taken with Old Timer flying that he has joined SAM1788 (Just in case you think it was beginners luck Wes is an extremely experienced pilot, was State Champion in WA, not sure which discipline and flies anything from giant scale aerobatics to big gliders and is a Large Model Inspector).

The Bega Club field is shared with full size light aircraft and we had an arrangement with them that we had use of the field for the weekend, up to the middle of Sunday afternoon. We had one light aircraft pilot who worked with us so that he could take his grandkids for a fly which worked fine and didn't cause anyone any grief and later on Sunday afternoon we had an aircraft come in after making arrangements by phone, which also worked well

All in all it was a very enjoyable weekend. Weather was excellent with very little wind. The Bega Club fed us lunch both days with great food and good company. The Club enjoyed having us. We gave them spots to fly in between events and whenever there was a break in our activities so everyone was happy. Now I just have to wait for my transmitter to come back from the transmitter doctors to see what was wrong with it.

Jim Rae

### Texaco

Name	Model	Motor	Score	Fly Off
Peter Condo Smith	Lanzo Bomber	OS61FS	1800	527
Peter SCOTT	Lanzo Bomber	O&R 60	1800	324
Wes Wright	RC1	Brown Jnr.	1800	70
Basil Healey	Lanzo Stick	Enya 60FS	1800	
Jim Rae	Krupp	O&R 60	0	
Paul Farthing	Lanzo Bomber	OS60FS	0	



Above: Basil Healey timing for Paul Farthing in the Gordon Burford Event

Below: New member from the Bega Club, Wes Wright with Peter Scott's RC1



### Old Time Glider

Name	Model	Score
Basil Healey	Balestruccio	806
Peter Scott	Vega Gull	468
Jim Rae	Nibbio	143

### Gordon Burford Event

Name	Model	Motor	Score	Fly Off
Paul Farthing	Flying Pencil	PB	900	763
Jim Rae	Pippo	BR	900	662
Peter Condo Smith	Dream Weaver	BB	900	245
Wes Wright	Zoot Suit	PB	900	
Basil Healey	Dixielander	PB	834	
Peter SCOTT	1956 Dream Weaver	BB	600	

### Duration

Name	Model	Engine	Score	Fly Off
Jim Rae	Stardust Special	Saito 62	1260	673
Peter Condo Smith	1941 Playboy	Profi 40	1260	651
Peter Scott	Playboy	Saito 62 4s	838	
Basil HEALY	Red Ripper	Saito 56 4/	420	

### Standard Duration

Name	Model	Engine	Score	Fly Off
Peter Condo Smith	1941 Playboy	Magnum 36	1080	714
Paul Farthing	Playboy	OS40H	1080	612
Peter Scott	Stardust Special	OS40H	1080	425
Jim Rae	Lion Cub	OS40H	1019	



**Bega Old Timer Weekend 14 - 16 July**



Left: Duration winners: Condo Smith 2nd, Jim Rae 1st and Peter Scott 3rd.

Above: Standard Duration: Paul Farthing 2nd and Condo Smith 1st.



Above : view of the action during the Gordon Burford event. L to R: Basil Healey, Paul Farthing, Gail Scott, Peter Scott (partially obscured), Jim Rae, unknown and Wes Wright

Right: Texaco winners. Wes Wright 3rd, Condo Smith 1st and Peter Scott 2nd





## Oily Hand Day, Cowra 25 to 27 August 2017

While the event is officially called "Oily Hand Day" it is in reality run over three days and to date, when working with diesels, I have never been able to limit the oil to only a single hand.

As in past years the event was again very well attended with models, people and cars everywhere. There was a lot of free flying, control lining and some radio controlling. One could go there, not fly, but simply be amazed with all the activities. The sweet drone of little diesel is drowned out at time by unmuffled screaming glow engines in combat models. Some of the competition diesels were certainly also able to announce their presence.

A number of SAM1788 members attended including Jim Rae, Peter and May Smith, Bob Marshall, Brian Payne, Paul Farthing, Geoff Potter, John Tidey and the Editor.

There were quite a number of car boot sales of modelling paraphernalia ranging from old engines through models to balsa and plywood and ether.

There were two models of the meet. David Owens' Magnum, a 2.5cc control line profile stunt model and the Fli Bi a small diesel free flight model. The models were all lined up for Concourse judging by attendees and there were a lot of them. Probably forty of each.

The SAM Cabin Scramble event was run on Saturday with a total of eight entries, seven with compliant models. There was a lot of interest and it was reported that there were scores of spectators in the pits when the entrants were doing their best.

Results were:

1.	Peter Smith	1438
2.	Darren Lydford	1355
3.	Jim Rae	1282
4.	Ed Holly	1219
5.	Don Howie	1145
6.	Peter Leaney	1018
7.	Mike Minty	842
8.	Steve Bojec	

Congratulation Condo for the win!



## Coota Cup, Cootamundra, September 8 - 10 2017

The Cootamundra competition, "The Coota Cup" was again run at the State Flying Field on the Cootamundra to Coolac Road, some 10kms from Cootamundra. The competition attracted 14 different flyers and this was our largest competition for some time, excluding of course, the Annual SAM Championships at Canowindra. The competition was graced by the presence of Dave and Karen Paton, Paul and Heather Nightingale and Warren Hathaway all from Queensland. Basil Healey came all the way from Coffs Harbour. Nearest competitor was John Manwaring from Cootamundra.

We had good weather for the events on Saturday and Sunday but the **Old Timer Glider** event on **Friday** afternoon was fraught with peril for the models with uncomfortably high wind speeds. However, the event was flown using Peter Scott's winch. Old Timer Glider is now under consideration for future inclusion in the Coota Cup.

**Saturday** morning started out a little windy but it turned out to be a far better day than the forecast predicted. First was the **Gordon Burford Event** and this attracted nine entries, six of the entrants were able to get into the fly off. Conditions in the fly off were not good with most flights only able to get a little above a round max. Paul Farthing would have flown had he got up early enough to vote and for the drive to Cootamundra.

The President's model managed some flight of an independent nature and landed itself high up in a gum tree. The model was eventually recovered on Sunday afternoon through the good graces and expert knowledge of Peter Scott. It would appear that Peter has a great deal of experience in extracting models from the tops of trees. The method used was to propel a lead weight with a nylon line attached across the bough of the tree above the model. The lead weight then dragged the nylon line back down to the ground. A much heavier rope was attached to the nylon line and dragged across the bough and with this, the bough was sufficiently shaken to eventually release the model which promptly glider down into another tree. The model was undamaged and was test flown the following day. The original problem was probably a poor battery connection.

Breakfast as well as Lunch was provided by members of the Cootamundra Flying Club. After Lunch **Duration** was flown in mild winds. A good field of 11 models was entered with flying conditions providing a limited number of maxes. Only two models reached the fly off. Unfortunately, Dave Paton's Playboy Cabin lost its wing in the first round during climb out with the fuselage impinging earth well behind the parking area. The wing started to tumble down but caught a thermal and kept airborne for a long time. It was

eventually lost to sight behind trees a long way away to the north east of the field. To date the wing has not been recovered. Sad end to a model. Another interesting development during the event was the sale of Paul Nightingale's Ranger to Bob Marshall after the second round. Paul promptly withdrew from the model from the event.

First event on **Sunday** morning was **Cabin Scramble** with seven entries. As usual this was flown for sheep stations with a high level of competitiveness. The usual suspect, Condo Smith won.

**1/2A Texaco** was flown with eleven entries. Excellent conditions resulted in many maxes with nine models in the fly off. However the fly off itself was a very brief affair with most models flying from three to six minutes something - not even a max!

Lunch (and breakfast) were again provided by the members of the Cootamundra club. This was well supported by all those present.

Finally **Texaco**. A field of thirteen models with all models putting up at least three flights in excellent conditions. Five models in the fly off with good flights of 15 plus minutes.

Again many thanks to the Cootamundra club for providing breakfast and lunch on both days. They are well practiced in this as the field is of course the State Flying Field and is used by many facets of aeromodelling. I wonder how they keep up the enthusiasm. In any case many thanks for the food and the field preparation.

Thanks to the contest directors and in particular Warren Hathaway who keeps the most meticulous scoresheets. Thanks also to Grant Manwaring who is still working behind the scenes preparing trophies, scoresheets and fuels.

The Coota Cup is flown over the four standard events: The Gordon Burford Event, Duration, 1/2A Texaco and Texaco. It has been suggested that Old Timer Glider be introduced as a fifth event so that calculations for the winner of the Coota Cup will be based on five events in future.

The winner of this year's Coota Cup won by the slimmest of margins. The three closest contenders were Basil Healey with 21 points, Peter Condo Smith with 20 points and Peter van de Waterbeemd with 19 points. An analysis shows that if a first or second place is removed from these scores, then the average placing for the other three events is somewhere around sixth. As Jim Rae said, these results were all over the place.

Many thanks for all those who supported the event and attended. Next event is in Wangaratta followed by Parkes on 11 and 12 November.



## Coota Cup, Cootamundra, September 8 - 10 2017

### R/C Old Timer Glider

Name	Model	Score
Peter Scott	Dragon	575
Basil Healey	Balustruccio	529
Warren Hathaway	Gull	254
Peter van de Waterbeemd	DG42	15
Jim Rae	Nibbio	0

### Gordon Burford Event

Name	Model	Motor	Score	Fly Off
John Manwaring	Zoot Suit	PB	900	432
Bob Marshall	Playboy	PB	900	404
Dave Paton	Stardust Spl	PB	900	329
Basil Healey	Jaded Maid	BB	900	287
Peter Scott	Dreamweaver	BB	900	0
Peter van de Waterbeemd	Ollie	BB	900	0
Peter Condo Smith	Dreamweaver	PB	840	
Jim Rae	Pippo	BB	743	
Garry Whitten	Stardust Spl	BB	0	

### Duration

Name	Model	Engine	Score	Fly Off
Peter van de Waterbeemd	92% Bomber	McCoy 60	1260	526
Peter Condo Smith	Playboy	McCoy 60	1260	421
Jim Rae	Stardust Spl	Saito 62	1184	
John Manwaring	Playboy	YS 53	1184	
Vince Hagarty	Playboy	OS 61	1085	
Garry Whitten	Playboy Cabin	Rossi 40	1010	
Peter Scott	Playboy 111%	McCoy 60	964	
Warren Hathaway	Stardust Spl	YS63	832	
Paul Nightingale	Ranger	OS 37H	533	
Basil Healey	Red Ripper	Saito 56	471	
Dave Paton	Playboy Cabin	McCoy 60	0	

### Cabin Scramble

Name	Score
Peter Condo Smith	1519
Peter van de Waterbeemd	1464
Anthony Vicary	1437
Jim Rae	1388
Bob Marshall	1293
Peter Scott	1267
Dave Paton	1219

### 1/2A Texaco

Name	Model	Score	Fly Off
Vince Hagarty	Bomber	1260	418
Basil Healey	Stardust Spl	1260	400
Anthony Vicary	Stardust Spl	1260	378
Paul Farthing	Stardust Spl	1260	353
Garry Whitten	Stardust Spl	1260	330
Dave Paton	Stardust Spl	1260	295
Jim Rae	Big Old Plane	1260	274
John Manwaring	Kerswap	1260	231
Peter van de Waterbeemd	Stardust Spl	1260	20
Peter Condo Smith	Lil Diamond	1156	
Peter Scott	Baby Bird	1129	

### Texaco

Name	Model	Engine	Score	Fly Off
Peter Condo Smith	Bomber	OS 60 4s	1800	1107
Dave Paton	Bomber	OS 61 4s	1800	945
Warren Hathaway	Bomber	Saito 65	1800	943
Peter van de Waterbeemd	Bomber	Saito 65	1800	918
Basil Healey	Record Breaker	Enya 53 4s	1800	654
Vince Hagarty	Bomber	OS 61 4s	1783	
Paul Nightingale	Gas Bird	Saito 50	1774	
Paul Farthing	Bomber	OS 60 4s	1700	
Anthony Vicary	Bomber	OS 61 4s	1636	
Peter Scott	Bomber	Cunningham 60	1493	
Garry Whitten	Bomber	OS 62 4s	1391	
John Manwaring	Bomber	Olsen 60	1037	
Jim Rae	Krupp	O&R 60	707	



Above: Warren Hathaway starting up his Bomber in Texaco.

Below: Paul Nightingale starting his Gas Bird also in Texaco. The fuselage of this model neatly separated behind the wing after a gentle landing at the end of round 3.





**Coota Cup, Cootamundra, September 8 - 10 2017**



Left: John Manwaring and Peter Scott with Peter's Bomber in Texaco.

Below clockwise from top left: Jim Rae and Vince Hagarty, 1st in 1/2 A Texaco.

Peter van de Waterbeemd, Jim Rae and Condo Smith, 1st in Cabin Scramble.

Peter Scott, Peter van de Waterbeemd with Top Gun Trophy and Jim Rae.

Jim Rae and Warren Hathaway, 3rd in Texaco.

Jim Rae and Basil Healey, 2nd in 1/2A Texaco.

Jim Rae and a very sombre Antony Vicary, 3rd in 1/2A Texaco.

Bottom left: Winners in Texaco

Bottom Right: Garry Whitten and Vince Hagarty.

All Photos from Cootamundra compliments of Karen Paton





## Eastern States Gas Champs Wangaratta 29 September - 1 October

The Championships were on again at Wangaratta after we missed the venue last year as the field was flooded. It cost the club \$2000 to repair the runway as cattle got onto the strip when it was still very soft and made the surface unusable. However it was all good for us with the field freshly mown and ready for our use.

The field was available for camping and on Saturday night eight persons camped in a variety of vans and cars. The new toilet is much appreciated.

First event run on **Friday** was **R/C Old Timer Glider** (to give it its full title) in breezy but good conditions. Five entries and four rounds were flown. John Quigley's model went off the air, sort of, and with the little control he had John guided it back to the strip. Unfortunately it nosed over at the last moments and went in vertically from about twenty meters. Others, who won't be named, didn't understand the concept of a landing areas and sacrificed good scores. It did answer the question though as to whether the field could support a 250 metre line.

**Saturday** was a very busy day with three events to be flown in the day. Flying was scheduled to commence at 10am but the wind was exceeding 7 m/s quite often with some gusts in excess of 9m/s. It was decided to postpone the start for half an hour to see if conditions improved. At 10:30 things had indeed improved but with three events yet to run it was decided that Saturday's events would be flown to two maxes required from three rounds. First event was **R/C '38 Antique** with six entries. Reasonable conditions resulted in three models in the fly off with that Flamingo winning again.

This was followed by the **Gordon Burford Event** but by now the windy conditions would be the most challenging of the weekend. Nine entries but only two reached the fly off - both Dixielanders.

This was followed by lunch catered by the members of the Wangaratta club.

The afternoon event was **Duration**. The wind had abated considerably and conditions were now good. Eight entries with six in the flyoff. The times were quite similar as all models in the fly off descended in the same downer. Not a good event for the President as in the fly off his McCoy 60 broke a conrod, went through the side of the piston and liner and to top it off, the sudden stop unscrewed the propeller which was lost somewhere out in the paddock.

Happy hour ensued between the caravans before those with paid accommodation set off for town.

At this point the President flew his new Radian XL which climbed out, was flown through two circuits and then went off the air, circling

downwind towards Wangaratta. A search by car was unsuccessful as it was now dusk. The model was found by some locals, who actually saw it land in a small paddock and reported the find to the Wangaratta club President. The cause of the problem was a poor blue connector.

**Sunday** provided excellent weather. **Cabin Scramble** was not run as only three entries presented.

As the weather was good, four rounds were flown for both following events.

**1/2A Texaco** was next with eight entries, six reaching the fly off. No surprise that Garry Whitten again won the event, with Vince Hagarty third and very pleased with his new model.

A leisurely lunch followed again prepared by members of the Wangaratta club.

Texaco was the last event flown in ideal conditions. Nine entries with six in the flyoff. This resulted in the longest flights of the day with Don Grant, Anthony Vicary and Dave Brown slugging it out (metaphorically) with Don landing just short of 30 minutes. A well flown final for those involved.

Dave Paton flew his resurrected Bomber in the event but in the third round, the model nosed over and went into a terminal dive and wrote itself off. Damage to the model showed that it had gone in vertically with the wing still intact but with the leading edge pushed back into the ribs. The fuselage concertinaed into component pieces, "Just as I was beginning to trim it out" Dave grumbled.

At the presentation the President welcomed all flyers who came from as far as Queensland, Victoria and NSW.

Many thanks to the Wangaratta club for the use of their field and for the preparation of the lunches on Saturday and Sunday. Unfortunately the "workers" had already gone and were not there to hear the vote of thanks. Russell Clough will pass on the thanks.

Thanks to the CD for the competition, Anthony Vicary, all those who assisted with the various events including Beryl and Don Southwell.

The Top Gun award was ably won by Grant Manwaring, his third time for this competition. Congratulations Grant and welcome back!

The names of previous Top Gun's were again read out and this would have brought back memories of modellers who are no longer flying competitively.

A note regarding Electric 1/2A Texaco. Geoff Potter built and donated a full size Bomber to the winner of this event. However only one person (John Manwaring) flew an electric 1/2A so there was not a competition and the Bomber was not awarded. Discussion will be had with Geoff to see whether it may be awarded at a later competition.

Eastern States Gas Champs Wangaratta 29 September - 1 October



Above left: Don Grant with '38 Antique RC1 — also winner of Texaco  
 Above right: Grant Manwaring with '38 Antique, also an RC1  
 Above: Jim Rae with '38 Antique 1938 Rambler  
 Right: Dave Paton at Cootamundra with ill fated Bomber.  
 Below right: Dave with remains of Bomber. Pylon till attached.  
 Below: Steve White doing what he does best!





**Eastern States Gas Champs Wangaratta 29 September - 1 October**



Top left: Antique '38 winners Grant Manwaring 2nd, Dave Brown 1st and Dave Paton 3rd.

Top right: Gordon Burford winners Grant Manwaring 2nd, Anthony Vicary 1st and Jim Rae 3rd.

Centre left: Duration winners Don Grant 2nd, Kevin Fryer 1st and Grant Manwaring 3rd.

Above: 1/2A Texaco winners Kevin Fryer 2nd, Gary Whitten 1st and Vince Hagarty 3rd.

Left: Texaco winners Dave Brown 3rd, Don Grant 1st and Anthony Vicary 2nd

Back row L to R: Vince Hagarty, Dave Brown, Anthony and Joanne Vicary, Brian Dowie, Dave Paton, Garry Whitten, Mudite van de Waterbeemd  
 Middle row L to R: Janelle Hagarty, Beryl Southwell, Mary Thompson, Marjorie, Dowie, Kevin Fryer, Don Grant, Ray Morgan, Steve White  
 Front row L to R: Jim Rae, Don Southwell, Grant Manwaring - Top Gun, Peter van de Waterbeemd





Eastern States Gas Champs Wangaratta 29 September - 1 October



Above: Dave Paton's new Duration model. An Alan Brady build?

Below: Steve White, Dave Brown and Ray Morgan with that Flamingo. This time in Antique '38

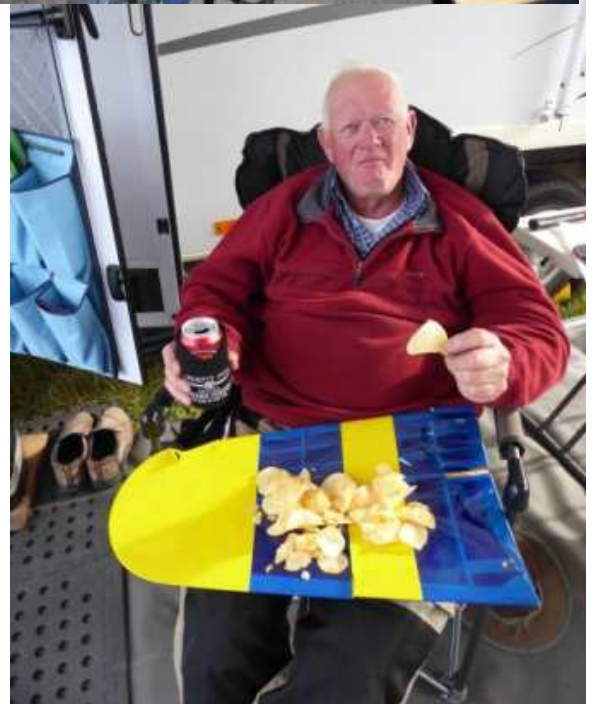
Bottom: Most people photo bomb from behind the subjects Dave!



Above: Pits on Saturday morning during Antique '38

Below: At Cane Toad Alley, Saturday night. Gary Whitten awake, John Manwaring proving he is a grandfather and enjoying a nanny nap

Below: What to do with a bomber wingtip.





## Eastern States Gas Champs Wangaratta 29 September - 1 October

### R/C Old Timer Glider

Name	Model	Score
Grant Manwaring	Archangel	1041
Colin Collyer	Satyr	1004
Peter van de Waterbeemd	DG42	912
Kevin Fryer	Kane	684
John Quigley	DG42	133

### R/C '38 Antique

Name	Model	Motor	Score	Fly Off
Dave Brown	Flamingo	O&R 60	1200	930
Grant Manwaring	RC 1	GB 5cc	1200	706
Dave Paton	Schmaedig St	ED Hunter	1200	677
Don Grant	RC 1	And Spitfire	1193	
Peter van de Waterbeemd	Long Cabin	GB 5cc	1156	
Jim Rae	Rambler	ED 3.46	1126	

### Gordon Burford Event

Name	Model	Motor	Score	Fly Off
Antony Vicary	Dixielander	PB	600	487
Grant Manwaring	Dixielander	TP	600	477
Jim Rae	Pippo	BB	545	
Dave Paton	Stardust Spl	PB	515	
Peter van de Waterbeemd	Ollie	BB	442	
Kevin Fryer	Atomiser	PB	300	
John Manwaring	Zoot Suit	PB	287	
Don Grant	Creep	BB	211	
Garry Whitten	Stardust Spl	BB	LO x 2	

### Duration

Name	Model	Engine	Score	Fly Off
Kevin Fryer	Playboy	112% McCoy 60	840	461
Don Grant	Playboy	YS 63	840	446
Grant Manwaring	85% Bomber	Saito 62	840	427
Peter van de Waterbeemd	92% Bomber	McCoy 60	840	396
Dave Paton	Playboy	Saito 62	840	359
Garry Whitten	Playboy	Saito 56	840	304
Vince Hagarty	Playboy	OS 61	658	
John Manwaring	Playboy	YS 53	531	

### 1/2A Texaco

Name	Model	Score	Fly Off
Garry Whitten	Stardust Spl	1260	588
Kevin Fryer	Cumulus	1260	379
Vince Hagarty	Bomber	1260	249
Grant Manwaring	Playboy Cabin	1260	236
Anthony Vicary	Stardust Spl	1260	174
Dave Paton	Stardust Spl	1260	63
Ray Morgan	Airborne	546	
Jim Rae	Big Old Plane	420	

### Texaco

Name	Model	Engine	Score	Fly Off
Don Grant	Bomber	And Spit	1800	1788
Anthony Vicary	Bomber	OS 61 4s	1800	1593
Dave Brown	Flamingo	O&R 60	1800	1473
Garry Whitten	Bomber	OS 52 4s	1800	691
Grant Manwaring	Bomber	OS 60 4s	1800	602
Jim Rae	Krupp	O&R 60	1800	575
Vince Hagarty	Bomber	OS 61 4s	1737	
Kevin Fryer	Cumulus	OK Sup 60	1399	
Dave Paton	Bomber	OS 61 4s	1200	

### 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."

# THE BACK PAGE

## HIGH FLIGHT

by John G. Magee Jr.

Oh, I have slipped the surly bonds of earth,  
And danced the skies on laughter-silvered  
wings.

Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds and done a hundred things  
you have not dreamed of--wheeled and soared and  
swung.

High in the sunlit silence.

Hovering there, I've chased the shouting wind along, and flung  
my eager craft through footless halls of air:

Up, up the long, delirious, burning blue  
I've topped the windswept heights with easy grace,

Where never lark, or even eagle flew.

And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,

PUT OUT MY HAND, and TOUCHED THE FACE OF GOD...

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John Magee Jr. was 18 when he enlisted in the RCAF and flew in the Battle of Britain.. He wrote this poem in September 1941 and --three months later he flew his last mission. The original of this poem is preserved as a rare manuscript in the Library of Congress.

The Library of Congress acclaimed HIGH FLIGHT ranking Magee with "our best known poets of faith and freedom"..

On this last mission, as he so prophetically wrote, put out his trusting hand "and touched the face of God" which all flyers know a along waited in the sky where he found it.



Born in Shanghai, China, to missionary parents, John G. Magee, Jr. attended Rugby School in England where he first distinguished himself as a poet. Later, continuing his education in the United States, he earned a scholarship to Yale University. However, in 1941, before the United States entered the Second World War, he enlisted in the Royal Canadian Air Force rather than attending university. He trained as a pilot in Canada and, upon graduation from No. 2 Service Flying Training School at Uplands, near Ottawa, was commissioned in the rank of pilot officer. Pilot Officer Magee was posted to England and qualifying as a Spitfire fighter pilot, serving with the Royal Canadian Air Force's 412 Squadron, which still exists to this day. He wrote "High Flight" after completing a training flight. The poem was mailed to his parents, first printed in a Pittsburgh newspaper, and became widely known after publication in his father's Washington, D.C., church bulletin. On December 11, 1941, Pilot Officer Magee was killed in a mid-air collision with another trainee pilot in England.

[Harrowing Airbus Landing](http://www.msn.com/en-us/travel/news/watch-video-of-harrowing-airbus-a380-landing-goes-viral/ar-AA+22JZ?li=BBnbfcl&ocid=U148DHP)  
<http://www.msn.com/en-us/travel/news/watch-video-of-harrowing-airbus-a380-landing-goes-viral/ar-AA+22JZ?li=BBnbfcl&ocid=U148DHP>

**Here's a sea burial you may not have read about:**  
Loyce Edward Deen, an Aviation Machinist Mate 2nd Class, USNR, was a gunner on a TBM Avenger. On November 5, 1944, Deen's squadron participated in a raid on Manila where his plane was hit multiple times by anti-aircraft fire while attacking a Japanese cruiser. Deen was killed. The Avenger's pilot, Lt. Robert Cosgrove, managed to return to his carrier, the USS Essex. Both Deen and the plane had been shot up so badly that it was decided to leave him in the plane. It is the only time in U.S. Navy history (and possibly U.S. military history) that an aviator was buried in his aircraft after being killed in action.  
<http://loyceedeen.webstarts.com/uploads/GoingHome.mhp4>

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