



THE GEEZER



OFFICIAL JOURNAL OF THE WA MODEL AERO CLUB (INC) AND
SAM 270 WESTERN AUSTRALIA

Issue 10: September, 2011



ABSENTEE EDITORS RANT

This month's Geezer is being edited and distributed by el presidente Ian "Dicko" Dixon while I enjoy a sojourn in the USA courtesy of the multinational technology company that pays my mortgage. BIG Thankyou to Dicko and to all recipients: Please be gentle..

Another month has gone by and before you now it will be Christmas, so stop thinking about it and get those models built you promised yourself to have ready for next year's SAM champs in Canowindra NS at Easter, and then just after that the MAAA Nationals to be held in Perth 2012. There have been a few members who have shown some interest in attending the 30th SAM champs in Canowindra and would be fantastic to have a strong Western Australian contingent make its present felt in NSW. Unfortunately the MAAA nationals will start 10 days after back in Perth so it's a fine time line for those who want to attend both. As a result of the tight schedule I have requested that all the old timer events be in the last three days of the nationals in Perth to try and make it possible to get back, re charge and compete.

Over the next 3 months we have several state events to run, duration, Buford, Texaco and 1/2A Texaco all to be run at our field in Oakford and 38 Antique to be run at Wanneroo. We also have two trial events being Nostalgia and 1/2A electric Texaco these will also be run at Oakford, check the contest calendar for the dates and let's hope for fine weather.

We have started to establish a second pit area on the south side of the field so when the wind is from the East or West we will be able to take off and land into wind. Some carpet has already been laid and the high grass tufts that grab your model and flip it on its back or remove your undercarriage have been removed from the general flying area, Graeme Cook has also dropped off some synthetic turf and metal spikes to stop the carpet from blowing around. This is not intended to replace the existing pit area but as an alternative.

The TOMBOY challenge was a great success once again this year with members from other clubs joining in the fun. This event has run successfully now for the past five years and is growing in popularity, unfortunately there was a few regular competitors absent this year due to other commitments but we still managed 12 entries in total, with much interest from the many spectators who threw themselves into assisting with time keeping and assistance throughout the morning, I hope they go home and start building for next year and get bitten by the SAM bug.

By now most of you would have seen, if not already purchased one of our new club caps. Two styles available SAM270 (red) and WAMAC (blue) many have already been seen strutting up and down the pits carpeted area at the field. Don't be miss out, only a small quantity was purchased at never to be repeated prices. See Paul Baartz who will gladly exchange \$15.00 for one or two for \$30.00. Whilst on the subject of club merchandise we have SAM 270 water slide decals 10 per sheet 3 sizes per sheet for \$8.00

Dicko (temporary editor that's just as large)

SAM 270 Tomboy Rally – 28th August 2011 – Oakford

The annual Tomboy Rally attracted a total of 12 flyers from far and wide. Two notable travellers were Gary Eyre who made the journey from Quairading and Ray Silbereisen who hails from Waroona. The event was flown in ideal Tomboy conditions, with a very light easterly breeze and mostly clear skies. Early flight times were around the five minute mark, but times increased as the day warmed.

This year it was decided to fly two separate events. One for IC Engine Tomboy's and the other for Electric Motored Tomboy's. There were 10 pilots signed up for the IC Event and 2 for the Electric Event, with medallions presented the first three place getters in each event.



Bret Slys-Daniel first time at a Tomboy rally, the smile says it all

The basic model rules for both classes are the same and very similar to those used by SAM 2001 for the International Postal Rally. The main difference being that we allow for the use of the alternate 44" wing as shown on the original Vic Smeed plans. This year saw the introduction of a 3cc fuel limit for IC Engines.



Dicko tries to put Rowdy off while Rowdy tells Dicko to take off. (I think that's what he said)

(contest report continued)



Greg Kowalski returns to flush the sand from his intake.

Greg Kowalski suffered radio problems during his early warm up flights. Even Dicko's loan of a set of crystals and eventually another receiver sadly couldn't get Greg airborne.

Dicko won this year's Rally, taking it out to four in a row ! The rogue that he is Dicko admitted the engraver made a blue with last year's plaque, so already had one engraved for 2011.

Results – IC Tomboy

1	Ian Dixon	44" Wing	Irvine Mills	836
2	Rob Rowson	44" Wing	Icc Taipan	640
3	Richard Sutherland	36" Wing	Doonside Mills	523
4	Les Isitt	44" Wing	Norvel	421
5	Rob Bovell	36" Wing	MP Jet	362
6	Ken Wansbrough	42" Wing	PAW 100	356
7	Greg McLure	36" Wing	PAW 55	316
8	Brett Slyns-Daniels	36" Wing	MP Jet	170
9	Gary Eyre	36" Wing	Mills .75	111
10	Greg Kowalski	36" Wing	0.8cc PAW	DNF



Some fine tuning being done by a couple of old timers Greg McLure and Ken Wansbrough

Electric Motored Tomboy's were restricted to 350mah 2 cell lipo or 6 cell nimh batteries. The pilots were only allowed one motor run, either until the end of the battery charge or the pilot loses his nerve. As a result of this, a couple of very small Tomboy's were seen in flight. Hopefully with SAM 270 introducing more electric events we will see an increase in entries next year.

Results – Electric Tomboy

1	Ray Silbereisen	36" Wing	845
2	Paul Baartz	36" Wing	583

(contest report continued)



Doug Hope and Les Isitt taking it all in at the Tomboy rally

The International Postal Tomboy Rally conducted by SAM 2001 Italy, was also entered using the results from this event. This Rally allows IC and Electric Tomboys to compete using the same rules as used for the SAM 270 event, but the model must use only the 36" wing shown on the plan. This left eight flyers eligible for entry, including Dicko who being the competitor he is posted times using two different sized wings. SAM 2001 will provide all competitors with a diploma and a prize for the first three places. There is also a special prize for the best float flight from water, it is said to be a bottle of special Italian wine to drink to Vic Smeed. If you missed out on this event or reckon you can better your time or want to try Rise Off Water with floats, then Ian Dixon can provide the necessary details for this event.

Results – International Postal Competition

1	Ray Silbereisen	Electric	845
2	Paul Baartz	Electric	583
3	Richard Sutherland	Doonside Mills	523
4	Rob Bovell	MP Jet	362
5	Ian Dixon	Irvine Mills	337
6	Greg McLure	PAW 55	316
7	Brett Slyns-Daniels	MP Jet	170
8	Gary Eyre	Mills .75	111

It was great to see so many people come down to the field to enjoy the day's flying. Thanks must go out to all those kind folk who helped set up at the field and those who operated stopwatches for the competitors.

Once again the humble little Tomboy proves that you don't need to spend up big to have a good time.

Rob Bovell.



Winners are grinners 1st place winners Ray Silbereisen electric and Ian Dixon IC show of the gold.

(contest report continued)

SAM 270 – Standard Duration Event 17rd July 2011 - Oakford

They say that the third time is the charm and this rang true for the SAM 270 Standard Duration Event. After 2 abandonments due to inclement weather, we were treated to a cold but calm morning. Ten competitors turned out to fly this event and have their chance to be the first name on the shiny new Club Trophy, kindly created and donated by Ian Dixon.

Good flying conditions saw most competitors achieve at least one 5 minute maximum flight, with total of 5 making the required 3 maximum flights to qualify for the fly-off.

Les and Alan spent some time trimming Les's Playboy Cabin, which apparently was scored as a result of some dumpster diving.

I again damaged my model during a misjudged take off and only recorded one flight. I am still learning and taking in as much helpful advice that anyone wishes to dish out.

Troy Latto was a bit unlucky trying for his third maximum of the day, misjudging his landing by "this much" and landed out of the zone to end up in 7th place.

Results

1	Rod McDonald	Westerner	900 + 475
2	Ian Dixon	85% Bomber	900 + 425
3	Ray Sherburn	Playboy	900 + 354
4	Rob Rowson	85% Bomber	900 + 348
5	Alan Trott	85% Bomber	900 + 204
6	Kevin Hooper	85% Bomber	889
7	Troy Latto	Playboy	869
8	Les Isitt	Playboy Cabin	694
9	Richard Sutherland	Buccaneer	693
10	Rob Bovell	Playboy Cabin	170

Overall another great turnout and a great days flying was had by all.

Finally, a big thank you to Gary Dickens for helping with the score keeping and to all the members who came along to time flights and generally help out.

Rob Bovell.



Dicko 85% Bomber 2nd place, Big Mac Westerner 1st place and Ray Sherborn Playboy 3rd place at the SAM270 Standard duration.

WAMAC. Minutes of general meeting held on: Friday 12th August 2011

Held at: 20 Granville Way, Willetton.

Meeting started at: 8pm with president Ian Dixon occupying the chair.

Members present: I.Dixon, P.Baartz, T.Latto, R.Bovell, K.Hooper, G.Cooke, G.Dickens, G.Mclure, B.Slyns-Daniels

Apologies: H.Vanleeuwen, A.Trott

Visitors: Michael Butcher

Correspondence inwards: From

- *D.Nolan with latest Nationals calendar,
- *Adelaide Automotive thanking us for the plug in the Geezer, *Alisdair Taylor regarding Ether (20L for \$400.00),
- *SAM 2001 (Italy) regarding Tomboy postal event,
- *Sigma chemicals regarding ether (20l for \$352.90)
- *Peter Scott regarding ignition coils.

Correspondence outwards:

- *Alisdair Taylor ordering ether,
- *'So In Time' regarding club caps.

Treasurers report: Balance \$14,408.49, 17 members and 6 associates. Account for payment to 'So In Time' for \$449.50, moved T.Latto, seconded K.Hooper and carried

Minutes of previous meeting: were confirmed as circulated to members in *The Geezer*

Business arising: nil

General Business:

Discussion regarding the re-positioning of the pit area and take-off strip at the club field. Also seeding and removal of clumps of grass from landing area. More carpet is available to help consolidate the pit and take-off area.

Club and Sam caps are available at \$15 each while they last. SAM 270 water slide decals are available at \$8 per sheet.

G.Cooke reported on member Dick Gibbs and former member Howard Jones.

Discussion regarding Canowindra 2012, Graeme Cooke will be going and may be able to help with transport of models.

Burford re-scheduled for 11th Sept. (since changed to 18th Sept).

Discussion regarding Tomboy Rally, resolved to run electric and ic as separate events with medallions for each.

Competition results:

SAM 270 '38 Antique:

1. R.Rowson, 2. I.Dixon, 3. P.Baartz

SAM 270 Standard Duration:

- 1.. R.McDonald, 2. I.Dixon, 3. R.Sherburn

State Champs OT Standard Duration.:

1. R.Sherburn, 2. R.McDonald, 3. R.Rowson

Meeting Closed at: 8.47pm

WATT FOR?

This month Ol' Green Grass gets amped up about Brushless ESC's..

This month lets talk about ESC's, (electronic speed controllers). There are two types: ones fitted with BEC (battery eliminator circuit) and OPTO.



EP "Flamingo"..

The BEC type ESC powers both the Motor & the Rx from the motor battery. The OPTO (Opto Isolator) is "an electronic device designed to transfer electrical signals by utilizing light waves to provide coupling with electrical isolation between its input and output".

The main purpose of an opto-isolator is "to prevent high voltages or rapidly changing voltages on one side of the circuit from damaging components or distorting transmissions on the other side. In short, it stops high voltage output from the ESC inadvertently getting to your RX.

The OPTO has no BEC so you have to have a separate battery to power your RX. This is the way to go for large models, you don't want to have a battery go flat in a fly off . Its also good in electric models with multiple servos or if you are pulling High amps using powerful motors.



EP "Blitzkrieg"

BEC ESC's are quite adequate for OT planes with only two or three servos and not pulling to much current. You can still use a separate battery with a BEC ESC by removing the red wire from the plug going from the ESC to the Rx. The plug still goes in the motor socket on the Rx. On most of my models I use a separate battery, but for ½ A Texaco and Tom Boy I would use BEC.

These days Most ESC's are easy to use as they come programmed from the manufacturer but you can change settings using either a beep-and-toggle system on your tx or a programming card purchasable from your local hobby shop or a certain large mail order company based in Hong Kong. If you are hard of hearing or get confused by beeps and toggling, I would plump for the programming card.



Mother and Daughter on the flightline – Lanzo Airborne's. Guess which one is EP?

It is also important to match your ESC with your expected current draw and attach it to the power source and load with quality connectors and wires. Failure to do so could lead to you emulating one of Von Richtofens victims..



On Climbout..

If you want more info on ESC differentiation put "Difference between ESC Opto/BEC" in your search engine on the Web.

Hope you get good weather Guys as I am going on holiday for a few days.

Peter "Green Grass" Everitt

RANDOM PICTURE PAGE..



Taken at the SAM270 standard duration: Greg McClure looks the other way whilst the rest are amazed at what the General displays.



Big Mac still looking a little confused after losing his Transmitter, found a Trophy at the Standard Duration. (Who said he was losing his marbles)



Troy Latto steals Rob (Rowdy) Rowson's hat, just because he can.



Dicko senior gives Dicko junior a few tips on flying at the Tomboy Challenge whilst Bret Slyn-daniel keeps time.



Kawolski and his minders eye off the competition at the Tomboy rally



Dicko about to drop em after losing a bet at the Tomboy rally. Paul Baartz looks on in disbelief.

1/2A Electric motors

This month His Holiness, The SAM270 Dalai Lama, gives us the benefit of his wisdom and test results on various small brushless outrunners..

It is impossible to review all of the motors available which would be suitable for the proposed OT 1/2A electric event but I managed to scrape together six motors of varied origin but majority obtained from Hobbyking. As is often the case I looked up their website and the two which performed best are on backorder status.

For the testing regime I used an 8 x 3.8E propeller from Huang Bang or similar name and obtained from ACE Models of Midland, a pack of four costs about ten dollars.

I did not do any fancy stuff but ran the motor at full throttle and timed the run time until the revs dropped noticeably, thinking that this may allow a bit of gliding time and a safe landing after the BEC cuts in, some I have tried in my model since and have included performance notes.

The model is a 55% RCI and weighs about 12 ounces, give or take a bit according to weight of the motor fitted. All tests used an 8x3.8 prop and a Rhino 460Mah 2S Lipo, cheap as chips from Hobbyking but allow a few weeks or more delivery time.

For the uninitiated KV is the manufacturers rating of the motor and denotes RPM per volt. In this case the only 7.4 volt battery was used for all tests.

Listed are the motors involved and their run times:

E Watts 2282	1200kv	3mins 20 seconds
"DYS" 2830	1000kiv	6 minutes 15 seconds
Turnigy C2822	1600kv	3 minutes 15 secs
Turnigy 2205	1500kv	9 minutes
Turnigy 2217	1050kv	4 minutes
Turnigy 2209	1050kv	6 minutes.

My opinion is that the 2217 motor is too heavy for 1/2A so it was not mounted in the model for testing.

The 2205 did not deliver reasonable performance in the model so I tried different props, and it was almost satisfactory when using a 9 x 4.7 APC electric prop however this increase of propeller size will reduce the motor run time as is usual.

The 2209 performed very well in the model, I tried an 8x6 electric prop with no noticeable difference from the test prop (8x3.8).

The eWatts 2282 and the Turnigy 2822 were both steady and reasonable performance but run time was a bit low.

Best results so far in the air are from the DYS 2830, this motor was a gift from a friend and I cannot advise a source but good luck in finding one, the website is www.dys.com.

ARCHIVES PART 3

In 1982 the club had 17 members and held regular flying days at Northam on the second Sunday of each month. On the 24th April 1983 a 'Vintage Fun Fly' event was held at Northam with three events being free-flight, concours and radio assist event, the event was restricted to models designed prior to December 1952.

In April 1984 at the club meeting it was decided to adopt the SAM Old Timer rules and conduct a Texaco and OT Duration event as a familiarisation for the forthcoming Nationals to be held at Mandurah over the Christmas/ New Year period, with the program including these OT events.

The Mandurah Nationals were very well attended and the Old Timer events conducted in a cow paddock at the west end of the old traffic bridge, nowadays an exclusive and very up-market canal based residential area. Local entrants with their limited experience participated but flyers from the Eastern states, in particular NSW, were most prominent in the results.

On 20th July 1985 WAMAC held the first indoor radio control event in WA at the Northam Recreation Centre, the hall was approximately 30 metres square and many varied models participated.

At the December meeting in 1985 the club decided to conduct an additional Old Timer event being 1/2A Texaco, to SAM rules.

Over the 1980 and 1990's the club utilised various flying sites for its activities including farmers paddocks in the Northam and Mundijong areas being the most usual and to this day is using a paddock in Cardup.

In about 2002, with the formation of the WA Free Flight Society, a number of members who concentrated on this particular aspect of modelling left WAMAC to join the society which catered specifically for their interests.

At the present time the club is very active especially in sport Radio Control, in particular Old Timer models. The club boasts two Life Members of A.W.A. in Dick Gibbs and Theo Merifield who sadly died several years ago after many years of valuable contributions to aeromodelling both at state and federal level.

WAMAC has been prominent at AWA competition level, with several former and present members being multiple holders of the Dorothy Buckley Trophy.

In 2010, SAM270 was relaunched under the wings of WAMAC and has been aggressively promoting the building and flying of Vintage and Old timer aircraft.

For 80 years, WAMAC (in all its guises) has helped keep the dream alive for so many young – and now older – kids that wanted to watch their creations take to the skies in company with like minded folks. Long may it continue

CONTEST CALENDAR FOR 2011

Date	Event	Type	Location	Start time
March 27	1/2A Texaco	SAM	Cardup	9.30am
May 22	Burford	SAM	Cardup	9.30am
May 29	Texaco	SAM	Cardup	9.30am
June 5	Open Duration	SAM	Cardup	9.30am
June 19th	38Antique	SAM	Wanneroo	9.30am
July 3rd	Std Duration	AWA	Cardup	9.30am
July 17th	Std Duration	SAM	Cardup	9.30am
Aug 28th	Tomboy Rally	SAM	Cardup	9.30am
Sept 18th	Open Duration	AWA	Cardup	9.30am
Sept 18th	Burford	AWA	Cardup	11.30am
Sept 25th	38 Antique	AWA	Wanneroo	9.30am
Oct 9th	Texaco	AWA	Cardup	9.30am
Oct 23rd	1/2A Texaco	AWA	Cardup	9.30am
Nov 6th	Nostalgia	Trial	Cardup	9.30am
Nov 20th	electric O/T event	Trial	Cardup	9.30am

Note: The Nostalgia and electric O/T events marked in **BLUE** are **TRIAL** events for 2011 run by SAM270. Events marked in **RED** are **AWA State** events run by WAMAC. All other events are club events run by SAM270

2011 SAM270 "PAUL BAARTZ SHIELD" PROGRESSIVE SCORES

Current as of August 31, 2011

SAM27017	I Dixon	23
SAM27024	R Sutherland	12
SAM2703	R Rowson	11
SAM2701	Paul Baartz	10
SAM2706	R Mc Donald	9
SAM2704	T Latto	7
SAM27021	K Hooper	7
SAM27013	A Trott	5
SAM27023	G McLure	4
SAM27019	R Bovell	4
SAM27022	L Isitt	3
SAM27026	R Sherburn	3
SAM27012	G Dickens	1
SAM27010	G Eyre's	1
SAM27026	B Slyns-Daniels	1
SAM2702	P Spencer	-
SAM2705	D Hope	-
SAM2707	D Bentley	-
SAM2708	D Gibbs	-
SAM2709	G Sayers	-
SAM27011	R Hoogenkamp	-
SAM27014	H VanLeeuwen	-
SAM27015	G Cook	-
SAM27016	J Voak	-
SAM27018	R Rumble	-
SAM27020	C Behr	-

"Paul Baartz Shield" criterium

SAM270 is presenting all club events for the 2011 flying season. Participation is open to all AWA affiliated pilots but **trophies and points will only be awarded to SAM270 members**. SAM270 membership is automatically awarded to new and re-joining WAMAC members and numbers will be allocated on a sequential basis. Once you are allocated a SAM number, its yours for life and it will not be re-allocated. An entry fee for each event will be charged to cover costs of trophies and engraving. Points are allocated thusly: First place 4 points; Second place 3 points; Third place 2 points; One point is awarded for flying in the event.

OFFICE WALLAHS..

President : Ian Dixon

Email: ian@perthartglass.com.au

Secretary/Treasurer: Paul Baartz

Email: paulbaartz@hotmail.com

Vice President/Geezer Editor: Troy Latto

Email: latto@iprimus.com.au

Contest Co-ordinator : Rob Bovell

Email: rhbovell@bigpond.com

CLUB MEETINGS

Meetings will be held on the second Friday of every month at Paul Baartz's place - **20 Granville Way, Willetton**. Meetings kickoff at 8pm sharp, The waffle kicks off about 10 mins later. Bring yourself and a sense of humour. Tea and coffee will be provided. Stronger Beveridge's are at your own expense and will be gratefully consumed when you're not looking.

CLUB PLANZ LIBRARY

The club has a growing library of old timer and nostalgia plans for your delectation. The catalogue is available from Ian Dixon. The simple rule of the plans library is: If you borrow it, copy it and bring back the original! If you have a plan that you would like to donate to the library, see Ian and he will snatch it from your trembling hand!

RANDOM PICTURE PAGE..



Richard Southerland 3rd, Ian Dixon 1st, and Rob Rowson 2nd
IC Tomboy winners.

SAM SUPPORTERS



Rebores and Repairs to most
Taipan and all **glo-chief**
engines.

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 387 061
Email us for a free quotation!

aamotive.com

Larry Davidson

66 Casa Mia Circle
Moneta, VA. 24121-5307
(540)721-4563

Supplier of specialist model equipment for
antique and spark ignition motors

Email: samchamp@jetbroadband.com



Model Draughting Services

Providers of quality laser cut Antique, Vintage,
Nostalgia, Sport, Scale, Control Line and Free Flight
kits, plans and accessories.

Dave Brown
2 Cary Ave
Wallerawang, 2845, NSW
Ph: 02 6355 7298
Email: daveb@ix.net.au

**Discount
Hobby Supplies** Your retail RC
specialists

Now Open 7 Days for all your hobby needs!

Checkout our website at:
www.discounthobbies.com.au

Ph : +61 8 9354 3019



Texas Timers



Suppliers of clockwork and electronic timers and accessories for
free flight aircraft

Hank Nystrom

Phone: (423) 282-6423

Email: sales@texastimers.com

www.texastimers.com

KLARICHKITS
 **COM**[®]

Klarich Custom Kits has been a family owned and operated business for over fifteen years serving clients around the world. We produce partial model air plane kits. Including but not limited to *Antique old timer and Nostalgia free-flight*. Hand crafting all the curved parts, we have put together a partial kit for free-flight and adaptive radio-controlled

2301 Sonata Drive
Rancho Cordova, Ca 95670
Phone: (916) 635-4588
KlarichKits@gmail.com

Great products, excellent service, competitive pricing!



We make thousands of excellent parts for collectors and model engine enthusiasts all over the world. If you are in need of an **authentic, well-made reproduction part for any model engine**, you have found the **BEST** and **LARGEST** source for **professionally produced antique model engine parts anywhere.**

Email: info@woodysendines.com or Phone (269) 665-9693