



# THE GEEZER



OFFICIAL JOURNAL OF THE W/A MODEL AERO CLUB (INC) AND  
SAM 270 WESTERN AUSTRALIA

Issue 17: July, 2012



## EDITORS RANT..

Of all the disciplines I have tried my hand at in this wonderful sport of ours I would have to say Free Flight Power rates as the most unforgiving. Many hours of preparation and a two hour drive to the flying site can all be undone in less than 15 seconds just by not quite getting the launch correct – or having an errant gust of wind shunt the aircraft off centre. Then there are clockwork timers that can jam, D/T lines that can break and engines that can cut out at 10 feet. Even when things do go right, there's nothing worse than that sinking feeling you get when the stopwatch ticks past the D/T time and the model spirals up and away – sometimes never to be seen again. My Dad would call it “character building.” I have a much shorter and far more uncouth description. HOWEVER the lows are more then compensated for by the delicious sense of satisfaction you gain when the model leaves your hand, spirals majestically upward, the motor cuts at the right time and the perfectly trimmed aircraft gently circles downwind and D/T's right on the max. I am assured this is achievable on a regular basis by people who know what they are doing. Maybe I'll get there one day. Meanwhile – I have two FF models to fix..

### Time to find the bottom of your pockets

Our club fees have been set and are the same as last year: Seniors \$150, Pensioners \$130, Junior \$40, Associate membership \$30. Paul is taking cash, cheques and direct bank deposit. He will probably also take doubloons, shekels, bullion, diamonds and kruger rands but won't give you a receipt. Pay your fees NOW or you won't be able to fly at our world class Oakford facilities.

### Splendour in the grass..

Our latest attempt to bring SAM270 to the regions will take place at the Merredin Aero Modellers field on August 24 and 25. We are running Standard Duration on Saturday and Texaco on Sunday – both SAM270 events. A mud map is in the offing so watch your email. Accommodation is available at the field if you don't mind camping or caravanning and Merredin itself has several Motels and a Tourist Park with chalet's and onsite vans. Having previously experienced the joys of camping in the wheat-belt in winter, and being a terminal wuss, I have taken option B. To those taking option A: I advise you to invest in thermal underwear and a hot water bottle.

### The monthly whinge

At the risk of sounding like an Aussie Olympian, I need to remind you that this magazine cannot exist on my musings alone. Fresh content is always required – especially technical and construction stuff. I am sure Rob Bovell would like a helping hand with the contest reports as well. Just try to keep those cards and letters rolling in folks – and I will keep the magazine rolling out!

Troy “Dammit” Latto  
Editor-that's-large;

## SAM270 38 Antique – Wanneroo Aeromodellers, July 15

In what has become an enjoyable change of venue for the flying of “Old Timers”, the mob from SAM 270 once again headed north to the Wanneroo Aeromodellers airfield. As ever we were made to feel very welcome and a keen interest in our models was shown by the locals. The day was overcast and reasonably cool with little or no wind. Good conditions but there was not a lot of lift to be found. A couple of flyers managed to achieve the maximum flight time of ten minutes, but this target eluded most of the other competitors.



Paul's RC1 and Rod McDonalds ED powered “Cyclone”..

On a day that Ian Dixon might have considered to be “Sunday Bloody Sunday”, he took to the skies for an early test flight of his ED Hunter powered Quaker Flash. However, a total loss of radio control leading into a huge crash put paid to Dicko's day. It was later discovered to be related to a battery problem. Paul Baartz was plagued with an inconstantly running engine. Soon to be discovered because of a leaking front crankcase gasket. To Paul's credit he tried manfully to get the engine to run but decided it was better to quit while he was ahead.



Dammit hides his face in shame as Dicko and Big Mac's cruel laughter echoes across the field..

Another pilot who was unable to coax his engine into performing was Kevin Hooper. He struggled to get sufficient power to enable his Miss America to climb to a decent height. It was thought that a change of propeller might achieve the required gain in rpm and power. In what seems to be a never ending cavalcade of new models, Rod McDonald brought out an ED Hunter powered Cyclone. The model was beautifully turned out, only to be let down by too small a fuel tank. Rod could only manage a two minute engine run against an allowance of four minutes. Once this is sorted out this model should become even more competitive. As it was he managed to take out third place.



Greg "fishy" McLure's Mills 1.3 powered "Bantam" wafts in to settle among the roo droppings..

Troy Latto brought out his trusty RC-1. This time re-powered with a Victor Rocket 46 up front. Considering this was an untried combination Troy showed it could hang in there with a couple of maximum flights leading him into second place.



Rob Rowson's ED powered "Miss America" on re-entry from the stratosphere..

While the day was overcast there was lift to be had if you could get high enough to explore the area. The wind was light and from the North West – not the best direction since it meant a cross wind takeoff and a behind the pits flying area. Troy managed to get high enough to settle in to the bubbles that wafted through but couldn't scrape the necessary 3 maxes even after taking full advantage of the large wing area of the RC1 at low level. Those that managed to get higher due to longer engine runs reaped the rewards of stronger lift.



Troy's Victor "Rocket" .46 powered RC1 was the best of the ignition powered models on the day.  
(Thanks Uncle Rex – the engine, she's a beauty!!-ed)

In the end, it was Rob "Dark Horse" Rowson who owned the event with his ED Hunter powered Miss America. The combination of a well behaved and powerful engine, light airframe and four minute engine run meant he left the rest of the field battling for Silver and bronze. Troy did enough to secure second while Rod McDonald managed to extract third place – and sound an ominous warning that once he sorts out that engine and fuel tank in his Cyclone, he will be a serious rival to the dominance of Team Rowson.

#### Results

1	Rob Rowson	Miss America	ED Hunter	1800
2	Troy Latto	RC-1	Victor Rocket 46	1777
3	Rod McDonald	Cyclone	ED Hunter	1564
4	Greg McLure	Bantam	Mills 1.3	1064
5	Kevin Hooper	Miss America	Anderson Spitfire	695
6	Paul Baartz	RC-1	O&R 60 SP	371



A thorn between two roses! Rob "Dark Horse" Rowson nails Antique 38 for the second year running..

Thanks as always to all those who timed and assisted on the day. Thanks also to Wanneroo Aeromodellers for giving up their Sunday morning flying to welcome us to their field. (Thanks also to Peter "Green Grass" Everitt and Rob Bovell for the pix. - ed

**Rob Bovell**



## WATT FOR!

This month sees the return of Peter "Green Grass" Everitt's column on the "off's and on's" of using the devil's power to desecrate Antique and Vintage model's.

### Zoot Suit class..

A lot of water under the bridge and a lot of development in the electric O/T world since the last column. The national organizing group have floated the idea for a one design event based on George Fuller's "Zoot Suit" – a popular free flight power design of the 1950's. This is still in the discussion stages but we have managed to hammer out some basic rules to get it all kicked off:

#### Provisional rules for One-Model Electric Nostalgia MR

1. A specific nostalgia model built to plan (Zoot Suit) with Max Wing Span of 57". **Pylon and Prop face locations to be maintained.**
2. Motor RPM/volt between 1300Kv and 1350Kv. **( Suggest Turnigy Park 480 1320kv )**
3. Total weight motor (bare) + battery 170g maximum
4. 3 LiPo cells with a max capacity of 1050mAh
5. 8"x4" APC-E prop or close equivalent (must be approved)
6. Single continuous motor run to max 25 sec
7. 7 minute flight task
8. Back-to-back flights per heat

If everyone launches together the task could be managed with a CD and helper for timing the motor run and recording the landing times.

The Zoot suit is an excellent choice for this event as it has a wide enough fuselage diameter to fit the radio and electronics as well as adequate room in from of the wing pylon to fit the lipo. An ESC slides easily down the side of the wing pylon and all cables can be routed without much swearing. Kits are available from Klarich but if you have a plan it is a relatively straight forward build from scratch.(see "planes of fame on pg7 – ed)

#### Suggested power system (June 2012)

Motor: Turnigy Park 480, 1320Kv, weight 80g, diameter 36mm, \$20.15

Battery: Turnigy 3S-850 45C Nano LiPo, weight 73g, \$9.52

ESC: 30A Turnigy Plush with BEC function, w= 25g, \$12.19

Prop: 8" x 4" APC-E,

Expect around 20A current draw

There are currently two electric Zoot Suits in WA and a third should be flying by the time you read this. (see pics – ed)

Til' next month – I'll see thee in t' sky!

**Green Grass**



Plenty of room for the battery – helps with C.O.G.



Custom landing leg..



Servo's mounted at rear..



Ray 'Hi-Ho' Silbereisen's Electric Zoot Suit. Flight testing was successful and the aircraft is stable in climb and glide. Weight is comparable to its FF progenitor..

**SAM 270 at the George fuller day and F/F nostalgia  
29th July**



*Team270 at Fuller. L to R: Georgia Latto, Dammit and DICKO ready Dixielanders for the days fun and games at fuller 1..*

The scheduled day for both these events and F1Q (electric free flight) was the 29<sup>th</sup> July in Meckering; a decision was made based on the wind forecast for the area to run the event. Free Flight enthusiasts made the 2 hour journey to the new paddock in Meckering. On arrival the wind was slight to moderate and blowing from the East across the field, so if you made the allotted 3 minute max, it would be impossible to stay out of the cropped paddock on the far side of the flying area

Flyers started trimming and subsequently putting in official flights. The rules state a 12 second motor run for diesel and 10 seconds for glow motors, with a 3 minute maximum flight time. Many put up 2 flights before the wind came in, with at least 2 flyers obtaining maximum scores - however the retrieval distance was almost out of site. Troy Latto had some trimming problems with his Dixilander and broke the stabilizer before retiring for the day. Greg McClure put in two maxes, DICKO put in three flights but maxes eluded him, Rod McDonald also put in some respectable flights. By 11 am the wind increased in strength to 11meters per second and a vote was taken as to whether we should continue or reschedule the event, it was decided to reschedule the event to the following Sunday.



*The fateful flight. Note the correct launch angle, the slight tilt to the right, the straight arm release..and then SPLAT!!*

**Sunday 5<sup>th</sup> August**

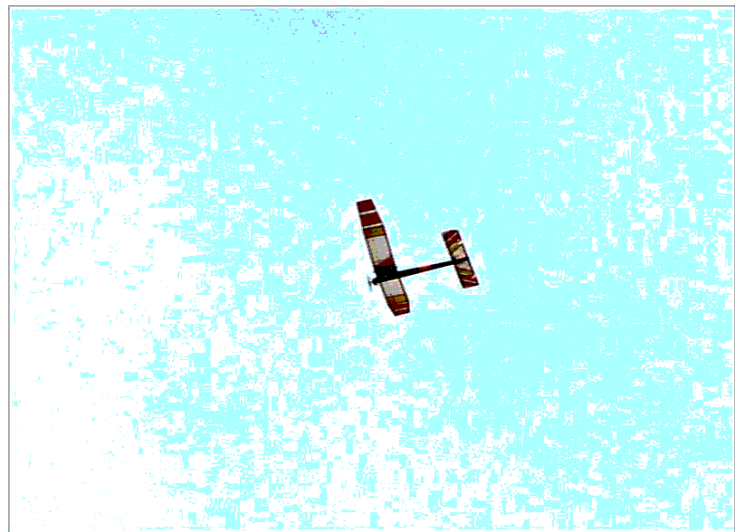
We were greeted by a cold but calm foggy morning on arrival at the paddock; Troy had spent the week gluing his stab back together and was back in the race and was particularly happy with the fact that there wasn't a Dam in site. (oh haha..ed)

McClure was disappointed that the maxes he put in from the previous week were not going to be carried over into the rescheduled event, (much to the delight of DICKO) and Big Mac and the dogs were just happy to be there to join in the fun.



The Pit area. As you can see we haven't had much rain hereabouts..

We settled at the top end of the paddock with a gentle east to north East breeze that would carry the models over the corner of the next paddock that was in crop - almost ideal conditions. Models were being put together and test flights being made to check trim before the event got underway. All was well with most; except for Troy who unfortunately came to grief with his Dixilander once again which put him out of the comp. DICKO put up his Swiss Miss to have the timer jam and stop whilst the motor continued to haul the model skyward. Fortunately the DT line broke and the tail came off fluttering to the ground leaving the rest of the model under full power pancaking in the sky. It did eventually stop and the model continued to pancake to the ground unscathed to fly again.



*Swiss Miss with its tail on. This model was later sacrificed to the paddock Gods in hopes of more windless days in future. (see txt)*

As the day progressed the wind moderated slightly taking the models quite a distance. DICKO had another timer malfunction whilst in lift, this one took his model some distance and the car chase through paddocks by Both DICKO Junior and senior (Roy Dixon) eventually ended with the model retrieved to continue flying in the event.

As noon approached the wind dropped and swung the North which meant that the models would drift down the length of the paddock and as far as the eye could see without having to climb over fences, (for most) and lift was abundant. Flyers took advantage of the more gentle breeze and were putting in their flights as quickly as possible with good times recorded.



Dicko was flying different models in the two events so as one landed the next was hurled skyward and both were retrieved at the same time with the assistance of Dicko Senior who also became the spotter whilst Dicko junior drove the car. This worked a treat until the last flight in Nostalgia when the Swiss Miss DT malfunctioned yet again and the model continued to travel down the paddock whilst being sucked up in lift. After a steady chase for approximately 5 Kilometres the model was last seen disappearing through the cloud base possibly never to be seen again.



The long walk – Dammit and Dicko retrieve Dixielanders from a galaxy far far away..

Both Greg McClure and Rod Macdonald put in good flights throughout the day, Rods Dixielander performed well throughout the comp as did Greg's Dream Weaver both without incident. As the day came to an end and the results calculated placing's were announced.

#### George fuller

1 <sup>st</sup> place Phil Letchford	(Dixilander)	(WAFFS)
2 <sup>nd</sup> place Rod Macdonald	(Dixilander)	SAM270
3 <sup>rd</sup> place Ian Dixon (Dicko)	(Dixilander)	SAM270

#### Nostalgia

1 <sup>st</sup> Place Ian Dixon (Dicko)	(Swiss Miss)	SAM270
2 <sup>nd</sup> Place Greg McClure	(Dream Weaver)	SAM270



Paul Rossiter (WAFFS), Ian "Dicko" Dixon, Rod "Big Mac" McDonald (SAM270) and Phil Letchford (WAFFS) are presented with the winners laurels by Jessie the Barking Mad Collie..

Special thanks to Chris Behr, Adrian Dyson and all the WAFFS guys who organized and ran the events on consecutive weekends. Thanks also to Guy Kelly and all the co-operative locals who let us tramp about their paddocks collecting models, flattening crops and scaring sheep. Thanks also to Dicko Senior for the Pix.

Dicko

## THE PHANTOM MENACE..

Greg "Fishy" McLure has thrown down the gauntlet to SAM270 and instigated a C/L Phantom Racing series which we hope to get started toward the end of the year. We will be using the rules devised by David Owen and Peter Scott and used in Canowindra for the Phantom Racing Shield. The whole thing is in embryo at the moment but some of you already have Phantoms and others (including your editor) are furiously constructing them so interest is already strong. I will publish the class rules in next months magazine but in the meantime I invite those that haven't done so already to start building, flying and photographing your Phantoms.

In response to Greg, Dicko has taken up the gauntlet, slapped him in the face with it four times and said "Bring it on!" SO: Here are the first Phantom's out of the Skull Cave, built by our own "Ghost Who Walks"



Four Mk 1 Phantoms waiting on their new paint jobs. Rear to front: ED Comp Special (2cc) Class 1; MVVS (2cc) Class 2; Repro Oliver Tiger Cub (2cc) Class 3; Roland Valentine Profi (Class 4)

I hope we can get a bit of good natured banter and trash talk going on the flightline and make this not only a successful flying event, but a highly anticipated fun one as well!

#### Where do I get a Phantom?

Plans are available from Outerzone.com or by a search on RCGroups. You can also get a copy from the club plans library. Dave Brown has a short kit of the MkII available and other manufacturers have kits of varying completeness and cost – just do a search on the internet for 'Keil Kraft Phantom' and you will come up with something. So get your Phantom Flying!

(PS: The best Phantom photo each month gets to pick from my vast collection of Phantom Comics - ed)

## DISPOSALS..

I need to make room for new projects so I am selling a couple of models and thought the geezer would be the best spot to advertise them for sale.

- 1 Full size Power House covered in Silk and flown with 60 four stroke and Anderson spitfire spark. Eligible for 38 Antique or Texaco. Model without motor or radio **SOLD**
- 2 Scaled up Diamond Demon, fuselage covered in silk, wings and tailplane covered in Monokote, flown with a 40 four stroke but would fly nicely with a 25 up front. Eligible for Texaco Model without motor or radio **\$100.00**

Contact details: e-mail [ian@perthartglass.com.au](mailto:ian@perthartglass.com.au) or phone 0408802034.



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Contact: Peter Everitt : [peter.everitt@inet.net.au](mailto:peter.everitt@inet.net.au)

## JUST A MINUTE!!

**WAMAC. Minutes of general meeting held on: 13<sup>th</sup> July 2012**

**Held at:** 20 Granville Way, Willetton 6155

**Meeting started at: 8.00pm** with president Ian Dixon in the chair

**Members present:** I.Dixon, P.Baartz, H.VanLeeuwen, T.Latto, K.Hooper, D.Hope, G.McLure, M.Butcher, G.Cooke, R.Rowson, R.Bovell, R.McDonald,

**Apologies:** nil

**Visitors:** Mitchell Cameron

**Correspondence inwards:** K.Hooper advising of availability of Wanneroo field for Sunday.

**Correspondence outwards:** Geezer to mailing list. AWA for memberships

**Treasurers report:** Balance at bank: \$15,161.50 . 15 members and 7 associates.

Account for payment: Australia Post for stamps and stationery \$73.44

Moved report be received and account paid: P.Baartz, 2<sup>nd</sup> H.VanLeeuwen and carried

**Minutes of previous meeting:** were confirmed as circulated to members.

**Business arising:** nil

**General Business:** Suggestions for more events to be run over the Merredin weekend,

Reminder about '38 Antique event at Wanneroo on Sunday 15<sup>th</sup>.

Discussion regarding including OT Glider and 2cc in contest calendar next year.

Greg McLure is organizing some Phantom C/L events in the near future.

### Competition results:

½ A Texaco:

1. Rod McDonald,
2. Kevin Hooper,
- 3 Gary Dickens

Burford Duration:

1. Ian Dixon,
2. Troy Latto,
3. R.Sutherland

Open Duration:

1. Ian Dixon,
2. R.Sherburn,
3. Les Isitt

**Meeting Closed at:** 8.34pm.  
Next meeting is on 10<sup>th</sup> August





**2012 SAM270 "PAUL BAARTZ SHIELD"  
PROGRESS TABLE**

<b>SAM No.</b>	<b>Name</b>	<b>Points</b>
SAM27017	I Dixon	13
SAM2706	R McDonald	10
SAM2704	T Latto	10
SAM27021	K Hooper	7
SAM2703	R Rowson	4
SAM27022	R Sherburn	3
SAM27024	R Sutherland	3
SAM27023	G McLure	3
SAM2701	P Baartz	3
SAM27025	L Isitt	2
SAM27012	G Dickens	2
SAM27014	H Van Leeuwen	1
SAM27027	M Butcher	1
SAM27013	A Trott	0
SAM27019	R Bovell	0
SAM27010	G Eyres	0
SAM27016	J Voak	0
SAM27026	B Slyn-Daniels	0
SAM27030	P Everitt	0
SAM2702	P Spencer	0
SAM2705	D Hope	0
SAM2707	D Bentley	0
SAM2708	D Gibbs	0
SAM2709	G Sayers	0
SAM27011	R Hoogenkamp	0
SAM27015	G Cook	0
SAM27020	C Behr	0

**"Paul Baartz Shield" criterium**

*SAM270 is presenting all club events for the 2012 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:** bert6058@yahoo.com.au

**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!

**CONTEST CALENDAR FOR 2012**

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Start time</b>
May 27 <sup>th</sup>	Nostalgia	Oakford	9.30am
June 10 <sup>th</sup>	1/2A Texaco and Burford	Oakford	9.30am
July 1 <sup>st</sup>	Duration	Oakford	9.30am
July 15 <sup>th</sup>	38 Antique	Wanneroo	9.30am
<b>August 12<sup>th</sup></b>	<b>Burford</b>	<b>Oakford</b>	<b>9.30am</b>
August 25 <sup>th</sup>	Std Duration	Merredin	2.00pm
August 26 <sup>th</sup>	Texaco	Merredin	9.30am
<b>September 9<sup>th</sup></b>	<b>Duration</b>	<b>Oakford</b>	<b>9.30am</b>
<b>September 23<sup>rd</sup></b>	<b>Std Duration</b>	<b>Oakford</b>	<b>9.30am</b>
October 7 <sup>th</sup>	1/2A electric Trial	Oakford	9.30am
<b>October 21<sup>st</sup></b>	<b>Texaco</b>	<b>Oakford</b>	<b>9.30am</b>
<b>November 4<sup>th</sup></b>	<b>1/2A Texaco</b>	<b>Oakford</b>	<b>9.30am</b>
<b>November 18<sup>th</sup></b>	<b>38 Antique</b>	<b>Wanneroo</b>	<b>9.30am</b>
November 25 <sup>th</sup>	Tomboy Rally	Oakford	9.30am

Note: The Nostalgia and electric O/T events marked in **BLUE** are **TRIAL** events for 2012 run by SAM270. Events marked in **RED** are **AWA State** events run by WAMAC. All other events are club events run by SAM270





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