



THE GEEZER



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

Issue 22: February, 2013



EDITORS RANT..

Shield Bearer

Once again Ian Dixon has proven his mettle and taken home the Paul Baartz Shield for the second year running with a commanding 22 points. Ian flew in every event this year, including all SAM270, SAM1788, AWA and NATIONALS comps as well as conducting a FF campaign. Nobody puts more effort in to this past time of ours than Ian Dixon and while not everything went to plan, his success vindicated the effort put in. Second and third positions were occupied by Rod McDonald (16) and Troy Latto (14) who performed steadily throughout the year. Special mention to Kevin Hooper (13) for missing third slot by 1 point. Congrats from everyone in SAM270 and thanks to all members for making the 2012 SAM270 contest season such a success.

Big Dates

The new club calendar has been cobbled together and presented on page 9 for your perusal. There have been some new events added and a couple of double ups as well so make sure you look at it carefully before agreeing to adopt it at the next club meeting.

Fun in the sun

George Car and Gary Dickens have been banging their collective heads together over the holidays and come up with a range of fun events for us all to have a stab at this year. These include an Ebenezer FF fun event, a Malmstrom Mass Launch and possibly a Bowden FF comp. Personally, I have never done any of these events so (as usual) the learning curve will be steep but promises to be fun. Details are printed elsewhere in this revered tome..

News from the jungles of Bangali

Several Phantoms are now in existence and your editor and Ian Dixon were seen at a clearing in the foothills recently, furiously going in circles. Gary Dickens and Graeme Cooke were also seen tuning up and Kevin Hooper, Rob Rowson and Greg McLure are completing examples as this is being written. April 6 is going to be a great day and I hope you can all come down to Lumen Christie to support our inaugural Phantom racing challenge!

Troy Latto
Editor

Colouring Polyspan – a step by step guide By Ian Dixon

Published in SAM1788 newsletter, duration times 179 December 2012, was an article written by Alfredo Herbon on colouring dope to use on Polyspan. I read this with some interest as I use polyspan often to cover free flight and vintage models and have previously used coloured tissue for trim, this has worked well, but somewhat limiting. With coloured dope we could achieve all over colour rather than simply coloured trim, I also find masking a great deal easier than trying to cut curved shapes out of Jap tissue and doping them onto polyspan.

I made a trip to the local Spot Light store (fabric and craft shop) and found what I believe is a similar product to the cold water fabric dye the Alfredo described in his article. I purchased two colours and decided to give it a try, the dye I bought is iDye Poly made by Jacquard.

Just as Alfredo did I emptied the contents of the pack into 1l of Acetone rather than thinner as this is what I normally use to thin dope and gave it a good shake then left it overnight. I then the same as Alfredo did filtered it through a coffee filter into a clean bottle, there was a lot of sediment that hadn't dissolved that was discarded and the clean filtered bright yellow dye was a medium amber colour.

I then mixed this at a ratio of 50% colour concentrate to 50% clear dope and sprayed it on the polyspan that had already had two coats of clear dope to fill the weave. The result after two quick coats was excellent; a semi translucent bright yellow colour the still looked like polyspan it was just too easy. If you thinned the colour concentrate down to 25% colour 25% acetone 50% clear dope you will get a very soft colour as per the images in Alfredo's article.

I repeated the process with the bright red dye and once again the result was just what I was looking for. I am currently building two 1955 pylon models one for vintage free flight and one for 2cc R/C Duration. The yellow trim worked equally as well on both but with the red I was a little heavy handed with spray gun and applied a little bit more than maybe I should have on one of the wings resulting in a very nice deep burgundy. The second wing I took a little more care with and got cherry red, both are still semi translucent and look like coloured Polyspan.

One pack of dye will make up 1L of concentrate colour and when mixed with clear dope will give you 2L of coloured dope, the cost of the dye was \$12.00 so it's a very economical way to add colour to polyspan whilst not adding any weight. I will fuel proof the covering with a good quality clear poly urethane and will see if the colour fades in time.

A big thankyou to Alfredo for passing the information.



The contents mixed into 1L of clear acetone.



Filter through a coffee filter.



Mix 50/50 with clear dope.



Seal masking tape with a smear of clear dope to ensure the colour doesn't creep under the tape.



Make sure all the areas you don't want coloured are covered.



Two coats of coloured dope sprayed onto white polyspan.



The finished product after being fuel proofed with clear

Polyurethane.

DECONSTRUCTION PAGES

Following on from the Colouring Polyspan article, we get to view the finished test products – a pair of Creeps! One for 2cc and the other for vintage free flight. Nice one Ian!



Resplendent in their newly sprayed livery..



That spray job looks awesome in the sunlight..

WATT FOR!

Walt Good's "Guff" 72 Build By Peter Everitt

This month Green Grass takes us through his "spar first" construction technique as applied to his electrified example of the Walt Good Guff 72. It takes a bit of thought to get your head around the technique and it's the sort of thing you do if you are blessed with a long bench and a reasonable sized hobby room. The results, if Peter's effort is any example, may make it worth thinking about.



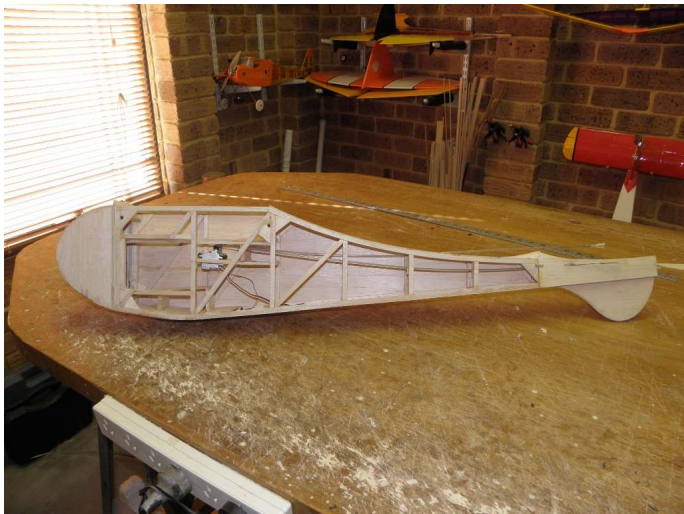
Full length spar is built first, with ply boomerangs installed at polyhedral joints. Centre wing panel then constructed in the standard way.



Now, chock up the centre panel until the starboard tip spar is flat on the building board. Lock it all in place and build the wing tip. Once the first tip is done, repeat the procedure for the second tip.



The completed wing frame. One of the key advantages of this system is avoiding all the tedious mucking about trying to get wing panels to fit flush with each other.



Fuselage – port side view. Thin but deep fuselage with plenty of room for R/C.



All the bits married up. It may not be the most aesthetic aircraft ever designed but Greengrass says it's a an excellent soarer..

Specs:

Designer: Walt Good (USA)
 Published: 1938 (kitted by Midwest)
 Span: 72 inches
 Wing Area: 648 sqin
 Section: Grant type (undercambered)

JUST A MINUTE!!



WAMAC. Minutes of general meeting held on: 14th December 2012

Held at: 20 Granville Way, Willetton

Meeting started at: 8.05pm with the president Ian Dixon in the chair.

Members present:

I.Dixon, P.Bartz. H.VanLeeuwen, K.Hooper, B.Slynns-Daniels, A.Trott, T.Latto, R.Rowson, G.McLure, R.Bovell

Apologies: G.Cooke

Visitors: nil

Correspondence inwards:

'Airflow' magazine from SAM Queensland

Correspondence outwards:

AWA Contest secretary with event results and monies Geezer and 'Airflow' to mailing list.
 Email to K.Fryer regarding Electric OT rules adopted by MAAA, Standard Duration rule changes and Suggested field layouts for OT events.

Treasurers report:

Balance \$15,268.00
 Account for payment: Christmas BBQ expenses \$80
 17 members and 10 associates. Moved P.Bartz, 2nd I,Dixon and carried.

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

Business arising: nil

General Business:

Much discussion over contest calendar for 2013. (final format attached)

Competition results:

1/2A Texaco (state)
 1. K.Hooper 2. I.Dixon 3. P.Bartz

'38 Antique (state)

1. I.Dixon, 2. G.McLure 3. R.McDonald

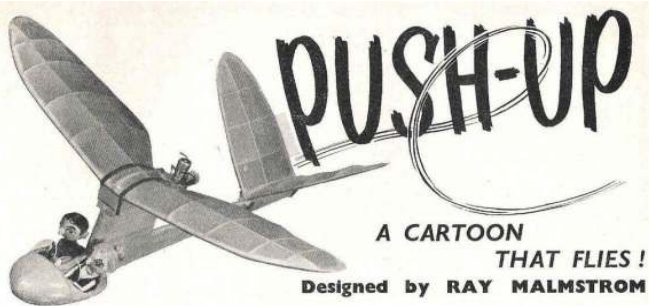
Scramble (state):

1. T.Latto 2. I.Dixon 3. R.Bovell

Meeting Closed at: 8.45pm

Next Meeting 8th February 2013

MALMSTROM MADNESS!



Best known are Ray's caricature designs

What's it all about? Well, Ray Malmstrom was a well-known and much loved figure in aeromodelling circles from the 40s through to the 2000s, during which time he produced hundreds of designs of all sorts of small model planes (and other vehicles). These showed an extraordinary imagination with a vast range of types, motive power and unusual designs – something, indeed, for everyone. They all flew, too.



Ray Malmstrom and his latest creation—"Marquita"—a real out-of-the-rut Mills .75 powered F/F.

There were some very attractive designs, too—not all were quirky—but they all had something unusual—well-protected engines seemed to be a feature.

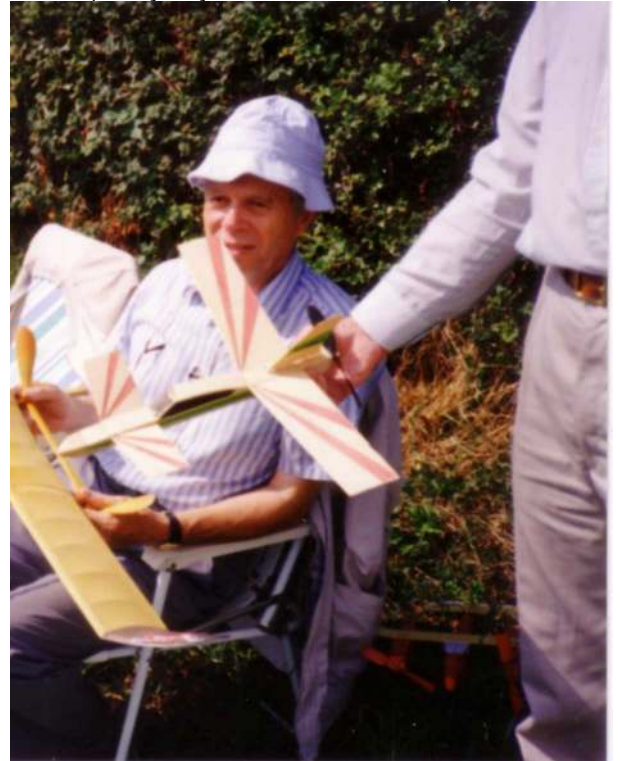
So when discussing idea for a bit of fun with model building and flying, a Malmstrom Fly-in was an obvious choice. A further aim is to bring together model plane flyers from other clubs around Perth – some networking is always good. A quick search on the web reveals a large range of available plans, as well as pics of various models flown and there are some youtube clips, too. The club Ray started (Impington Village College MAC) has been collecting his designs and make them available. That would be a good place to enquire, if you're after a particular design that you can't find on the web.

Although the idea only got going in mid January, within a day there were several models being built – some from other parts of Australia, and also commitment from Malmstrom tragics overseas to take part in the mass launch.

So here is a good reason to dust off those little engines (or that box of rubber you have in the fridge—or maybe you have some jettex that is still viable?). Of course, these small models are easily adaptable to electric RC flying. There were a lot of small CL designs, too, and we're hoping there will be quite a contingent of CL models on the day, too—could be fun at mass-launch time!

Do come along, there just must be a Malmstrom model that you would like to build, and don't forget the headgear...it is March, after all.

The scope of models is extraordinary. Here is the delightful "Candice" which was a rubber powered, canard pusher. An enlarged RC version powered by an 049 was published some years later (not by Ray—he tried RC...once!).



Another charmer was Ray's CL "Ole Tiger", a sports design for 049, later Claus Maikis designed the "Big Tiger" CL stunter for 35 engines. As Claus said—you couldn't have seen the Ole Tiger design without wanting to build one! Maikis retained the profile fus and 'look' of Ray's design. (thanks to Mike Parker for this pic, taken at Old Warden—where many of Ray's designs get frequent airings!)



No sooner had the MMMML flyer been emailed out than building started! Here is Allan Laycock's (Canberra) challenge—to see who will be the first to have a M model built and flown—this was the progress on the first day! Allan will be flying his at Canowindra, as he is tied up on the Sunday before Easter. As Mike Parker (UK) put it—just as well you aren't asking for a simultaneous launch, otherwise it would be his turn to do a launch during the night



Yes, they do all fly! Here are photos, taken in 1975, of Ray Melton (South Aus) version of the Malmstrom designed Eastborne Monoplane. Malmstrom did design several scale models, all of which are good flyers.

A feature of Malmstrom's models is plentiful downthrust and also decalage, which is a stable flying arrangement. Some modellers decrease both, and have fine flying models, too—however, the conservative arrangement that Ray used would most likely make the more stable model, in inexperienced builder's hands....



Yes, Ray did fly RC—once! Here is the famous shot of Ray about to launch fellow clubmate T. King designed "Imp" glider for beginners—single channel! Ray reportedly threw down the Tx after the flight, muttering "T'aint natural" and never tried RC again. However, that was bang-bang single channel....



Stuck for a small engine? Well, the PAW 0.55 diesel is still available. By all means contact David Owen, as per his Ad in Geezer! (see supporters ads at the back of Geezer for contact details, ED.)

George Car



A brace of Malmstrom's ready to be clothed. Dicko loves to build new and interesting things..



Clothed and in their right mind..



These quirky little designs are the perfect project to get stuck in to while you're waiting for the glue to dry on something bigger.

THE PHANTOM MENACE..

Three things you can always rely on in this world: Death, Taxes and Condo stirring the pot! A sequence of pics arrived in my inbox with the heading "What the REALLY FAST pilots will be flying at Canowindra this year!"

He's probably correct – but it won't be the case in 2014 when I hit the circle with my steely gaze and wobbly foot work! (That's either nailing your colors to the mast – or famous last words!)



What's the collective noun for a group of Phantoms? A "spectre" perhaps?

Oshkosh 2012 – An adventure to the Airventure by Kevin Hooper

Part 5 – in which our heroes encounter frozen lightning and a B25 with communist sympathies.

Some six months has passed since Rob (Rowson) and I have returned from Oshkosh. Going back to our third day we headed for Warbird Alley. Every day at the outdoor auditorium there is a gathering to hear historians relating to their exploits during the war years. It generally lasts for about two hours where there is a backdrop of an aircraft type that they flew in. On this day sitting proud resplendent in army airforce green was a P38, "Glacier Girl". To set the scene a lady performed the songs of the era (Chattanooga choo choo, etc), brilliantly, I might add.



Warbling under the wings – 40's tunes entertain an appreciative airshow crowd.

How "Glacier Girl" returned from the dead.

The story begins some 60 years ago July 1942. America had entered the war the previous year and aircraft were being ferried to Britain ready for the invasion of Europe (D Day). A ferry flight consisting of six P38s and two B17s were on route from America via Greenland, Iceland and finally Britain. Over the war years some 800 aircraft had made this journey. On this particular flight they had departed Greenland headed for Iceland where they encountered heavy weather, forcing a return to Greenland. Short on fuel, all aircraft had to make a forced landing on the ice. One P38 attempted a wheels down landing only to flip over, the remainder completing belly landings and surviving but damaging most the aircraft. The crews remained in this location for three days until being found by a rescue aircraft that dropped supplies and were later rescued. No attempt was made to salvage the aircraft and they remained in this location. The flight was later known as the "Lost Squadron". This may have been a misnomer as the aircrafts' locations were well documented.



Even fifty years buried under 200 feet of ice and snow can't cool the blood of this fighting thorbred. Another aircraft that exudes menace even when parked up.

Some 50 years later, two aircraft enthusiasts took on the challenge to try to recover these aircraft. Repeated attempts to locate them failed as ground searchers assumed that the tails of the B17s should be sitting above the snow drifts. They were also looking in the wrong place, as the compacted snow (now ice) had become part of a glacier, which took the now deeply buried aircraft 200 feet down and about 5km away from their original documented locations. They used metal detectors - later learning that magnetometers don't work in proximity to the North Pole. Experts suggested ground penetrating radar. This also failed. These expeditions were proving costly and they did not have deep pockets. In a last ditch effort they engaged with a geo-physicist, who had developed further technology: a ground penetrating radar to look through glaciers. It was decided a P38 was a better target than a B17 due to the compactness of the shape of the aircraft and its more rigid structure, helping it resist the pressures of the ice.

The team developed a thermal boring machine to melt a shaft down to the one aircraft. A total of six shafts were sunk into the glacier where they were all opened up to reveal the P38. Ice was removed from around the aircraft to develop a cavern. The aircraft was disassembled in the cavern and pieces lifted to the surface – see pic below.



The rest is history. The aircraft was completely restored to flying condition as seen in the accompanying photos. Later that day, The P38 flew in formation with an A10 Warthog (below).



Later in the week we visited one of the aircraft museums at Oshkosh and snapped a photo of "Marge" another P38. To finish there is a further photo of the nose art on a B25 Mitchell Bomber that was nearby on that day.



Marge sits on the flight line waiting for Homer to emerge from the all you can eat hotdog stand..DOH!



RANDOM PICTURE PAGE

A couple of archival shots of Dicko's antique glider being tested before Canowindra 2012..



Assembling the beast..



Leprechaun on launch..



Trotty receives a new compass from PO Prune proxy "Rowdy" Rowson

Letter to the editor..

Dear sir,

Last month your editorial stated that venerable WW2 ferry pilot and rusty club icon Alan Trott was geographically embarrassed while conducting a precautionary search and landing in Canning Vale. I would like to take this opportunity to defend my colleague in arms and re-iterate the old pilots maxim that "one is never lost, just temporarily unsure of one's location". The fact that Alan was more unsure than usual was due more to a faulty compass than any fault in his navigational skills. I therefore enclose a picture of Alan receiving a new compass and I hope it will guide him in ever diminishing circles.

Yours Faithfully
PO Prune
DSO, DFC, MUG and BAR
RAF Drakes Bottom

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

SAM No.	Name	Club Points
SAM27017	I Dixon	0
SAM2706	R McDonald	0
SAM2704	T Latto	0
SAM27021	K Hooper	0
SAM2701	P Baartz	0
SAM27012	G Dickens	0
SAM2703	R Rowson	0
SAM27022	R Sherburn	0
SAM27014	H Van Leeuwen	0
SAM27024	R Sutherland	0
SAM27023	G McLure	0
SAM27028	R Silbereisen	0
SAM27019	R Bovell	0
SAM27025	L Isitt	0
SAM27027	M Butcher	0
SAM27010	G Eyres	0
SAM27016	J Voak	0
SAM27026	B Slyn-Daniels	0
SAM27030	P Everitt	0
SAM27031	G Car	0
SAM2702	P Spencer	0
SAM2707	D Bentley	0
SAM2708	D Gibbs	0
SAM2709	G Sayers	0
SAM27011	R Hoogenkamp	0
SAM27013	A Trott	0
SAM27015	G Cook	0
SAM27020	C Behr	0
SAM27029	C Edwards	0

"Paul Baartz Shield" criteria

*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, it's 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 WALLAFS..

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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 2013

Date	Event	Location	Start time	CD
March 24	Mad March Marlstrom Launch Day	TBA	TBA	George Car
April 6th	C/L Phantom day	Lumen Christie	12 noon	Greg McLure
April 14th	F/F HLG (State)	Oakford	8.00am	George Car
April 14th	F/F Scramble(State)	Oakford	10.30am	George Car
April 14th	Ebenezer FF Mass Launch	Oakford	Noon	George Car
April 21st	1/2A Texaco	Oakford	9.00am	Rob Bovell
April 21st	Burford Duration	Oakford	11.30am	Rob Bovell
May 2nd	2cc Duration (trial)	Oakford	9:00am	Rob Bovell
May 26th	Nostalgia	Oakford	9.00am	Rob Bovell
June 9th	1/2A Electric	Oakford	9.00am	Rob Bovell
June 30th	OT Duration	Oakford	9.00am	Rob Bovell
July 14th	'38 Antique	Wanneroo	9.00am	Rob Bovell
July 28th	Nostalgia (State)	Oakford	9.00am	Rob Bovell
August 11th	Burford (State)	Oakford	9.00am	Rob Bovell
August 24th	Standard Duration	Merredin	3.00pm	Rob Bovell
August 25th	OT Texaco	Merredin	9.00am	Rob Bovell
September 8th	OT Duration (State)	Oakford	9.00am	Rob Bovell
September 22nd	OT Standard Duration (State)	Oakford	9.00am	Rob Bovell
September 22nd	Vintage Glider Trial event	TBA	TBA	TBA
October 6th	1/2A Electric (State)	Oakford	9.00am	Rob Bovell
October 20th	Texaco (State)	Oakford	9.00am	Rob Bovell
November 3rd	1/2A Texaco (State)	Oakford	9.00am	Rob Bovell
November 17th	'38 Antique (State)	Wanneroo	9.00am	Rob Bovell
November 24th	Tomboy Rally	Oakford	9.00am	Rob Bovell



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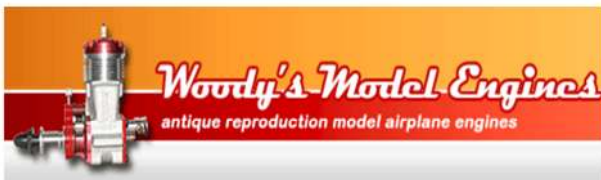
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