



THE GEEZER



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

Issue 25: June 2013



EDITORS RANT..

Some interesting articles this month from diverse sources and on diverse subjects. Ian Dixon has been inspired by reading the "History of Australian Aero modelling" and put pen to paper (or fingers to keyboard) to record his own history of participation in our great past time. For those of us who grew up in the 60's/70's/80's and remember the birth of RC modelling in this state it's a nostalgic look back through time and a cracking read.

John Easton is a modeller I have encountered sporadically over the years and whose acquaintance I have just remade after he walked in to the shop I work in looking for supplies to build a 1/10th scale Lancaster. A lively discussion on building techniques ensued, along with a promise to supply some pics for the magazine. John fulfilled his side of the bargain and his photolog of the Lanc's construction makes for an interesting take on scratch building.

We continue with part 7 of the 2012 Oshkosh adventures of Rob Rowson and Kevin Hooper this month as well as a wrap up of the Nostalgia, Burford and 1/2a Electric Texaco with our CD Rob Bovell.

AGM Time!

Yes its that time of the year when we elect our office bearers and set the fees for the year. The 2012 minutes were not available to be published in the magazine but copies will be available at the meeting (I hope). Oh – and don't forget your cheque book/cash to pay your fees:

Senior \$150, Pensioner \$130, Associate \$30.

New Shirts.

As discussed at the last meeting, we have ordered a new batch of SAM shirts. These are the very attractive red shirts worn by the who's who of SAM270 and will be available for purchase at the next club meeting. The new shirts are now sporting a breast pocket specially designed so that stuff can fall out of it and puncture your wing at a critical moment. These outstanding shirts can be owned for only \$25.00. Some shirts were pre ordered by members but there are a few spares so don't hesitate or you'll miss out!

Ether

We now have the ether decanted and its ready for collection for those who are running low. It has been decanted into 500ml Brown glass, poison bottles with a metal cap. It will cost you \$30.00 per litre, contact Dicko and he will gladly relieve you of your hard earned cash.

Strong Thermals!

Troy Latto
Editor

SAM 270 Nostalgia and Burford– Oakford 26/05/2013

Five flyers turned out on a fine Sunday morning to compete in this years club Nostalgia Event. Flying conditions were not too bad but maximum flights of seven minutes eluded most of the pilots.

Ian Dixon had a day that he would probably rather forget. He managed to destroy his intended Nostalgia model, a 200% Stomper, during an early test flight. This was put down to selecting the wrong model in his transmitter - the reversed rudder ended a full power launch in the usual catastrophic way. Scratch one Stomper.



Ian Dixon and his pre-pranged 200% Stomper..

Next Dicko pulled out his tried and tested Swiss Miss, normally a flown as a Burford model. He double checked the control throws and took to the skies in a test flight. This time an engine cut off failure lead to a full power dive and resultant crash. Scratch one Swiss Miss. Finally Dicko brought out his Burford model and managed to keep this in one piece, however his last flight ended in an uncharacteristic out landing.

The carnage didn't end there, Rod McDonald managed to fold the wing on his Fubar which resulted in it living up to its name!



Fubar by name..

Finally good flying by Greg McLure saw him manage to put up two maximums and one other flight with enough duration to take out a well deserved first place. Troy Latto managed to fly his Swayback into second place and even after writing off his model, Rod McDonald took out third place.



At least one of us could raise a smile..

Results

1	Greg McLure	Ollie / OS25	1173
2	Troy Latto	Swayback / K&B40	1094
3	Rod McDonald	Fubar / OS20	803
4	Richard Sutherland	Ambition / T2.5D	661
5	Ian Dixon	Calypso / T2.5D	536

The previously postponed Club Burford Event was run straight after Nostalgia, with the same five pilots lining up to fly. Only two models from the previous event were re-entered with three new models presented to fly. This was the second event of the morning and the conditions hadn't changed. However this events reduced maximum of five minutes was more achievable.



What happens when you don't fuel proof the front end adequately and you flood your engine..

Troy Latto's contest was over before it began. He managed to rip the engine out of the front of his model. Firewall, engine mount and all. He dug out some epoxy that he reckoned was the 5 minute variety, but after half an hour or so it was reckoned on being the 24 hour variety. Troy pulled the pin preferring to fix this in the comfort of his workshop.

Greg McLure flew well enough to take out first place. Dicko managed to recover from his earlier efforts to take out second place. Third place went to Richard Sutherland.



Results

1	Greg McLure	Dreamweaver BB 888
2	Ian Dixon	Calypso PB 845
3	Richard Sutherland	Ambition PB 793
4	Rod McDonald	B10M100PB 705
5	Troy Latto	Spacer 440PB DNF

Overall the heavy toll of models put a bit of a dampener on an otherwise good morning of flying. As usual a big thank you must go out to the kind folks who come down to help run the events.

SAM270 Electric Half A Texaco – Oakford 09/06/2013

The twelve pilots who turned out to fly in the only electric event on the SAM270 calendar were greeted by a blustery wet morning with a forecast for worsening conditions during the day. After a brief shower we decided to get under way utilising the mass launch typical of this event. However, due to a lack of timekeepers it was deemed necessary to fly rounds in two groups. This worked out quite well with little delay between rounds.



Once the competition began in earnest the rain stayed away. There were eventually some blue skies about and the pilots just had to contend with the blustery conditions which saw models buffeted around close to the ground.

The ever threatening front eventually closed in bringing with it a rain shower that delayed the start of the fly off. All competitors sought shelter and agreed to wait for the shower to pass. Eventually seven pilots took to the skies in a mass launch style fly off. After around ten or so minutes of the fly off the rain returned and surprisingly most pilots continued to fly whilst actively seeking the shelter of various tail gates.

Paul Baartz managed to stay aloft the longest to take out first place, with Peter Everitt taking out second place and Ray Sherburn rounded out the final placings with third place.



A historic photo: Sherburn, Baartz and Everitt. 150+ man years of aero modelling between them and still on top of their game.

Results

1	Paul Baartz	Stardust Special	1800 + 1023
2	Peter Everitt	Anderson Pylon	1800 + 996
3	Ray Sherburn	Bomber	1800 + 821
4	Troy Latto	Coronet	1800 + 712
5	Rod McDonald	RC1	1800 + 599
6	Ian Dixon	Airborne	1800 + 0
7	John Voak	Lil' Diamond	1800 + 0
8	Richard Sutherland	Lil' Diamond	1632
9	Rob Bovell	Atomiser	1621
10	Gary Dickens	Anderson Pylon	1200
11	Kevin Hooper	Brigadier	0
12	Ray Silbersiersen	Dallaire	0

Overall a terrific turnout for what is still a relatively new event for us old timers. As usual I want thank the kind folks who came down to the field to generally help with the running of the event.



I wouldn't like to say we worship the ground Paul rolls on but this photo is probably self evident..

Rob Bovell.

JUST A MINUTE!

WAMAC. Minutes of general meeting held on: 17th May 2013

Held at: 20 Granville Way, WILLETTON

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

Members present: I.Dixon, P.Baartz, T.Latto, K.Hooper, G.McLure, M.Butcher

Apologies: G.Cooke, A.Trott, R.Bovell

Visitors: Rob Mills

Correspondence inwards:

Woody Bartelt invite to US Sam champs at Muncie.
Julio Isidro from Portugal regarding Phantom racing. Other assorted newsletters.

Correspondence outwards: 'Geezer' to mailing list

Treasurers report: Balance at bank: \$14,846.25 18 members and 11 associates. Account for payment for ether and bottles \$419.11. Moved report be received and account paid: P.Baartz, 2nd K.Hooper carried

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

Business arising: nil

General Business: Ether now available from Ian Dixon, \$30 per litre. Discussion regarding Merredin weekend, members to be asked to express intention to attend. Fees for next financial discussed, decided to retain present structure, to be ratified at AGM

Competition results: SAM 270 1/2A Texaco: 1. K.Hooper, 2. I Dixon, 3. T.Latto (full report in Geezer)

2cc trial event: 1. I.Dixon, 2. R.McDonald, 3. G.McLure

Meeting Closed at: 8.25pm

NEXT MEETING: 14TH JUNE is the annual General Meeting.

WAMAC inc

2012-2013 Financial Report

Receipts

Balance b/f	\$14,354.94
Subscriptions	2490.00
Associates fees	300.00
Bank Interest	1.45
Club shirt sales	325.00
Ether sales	50.00
Competition fees	198.00

Payments

AWA membership fees	\$1790.00
Christmas BBQ	80.00
Slasher hire	130.00
Club Shirts	345.70
Ether purchase	19.11
Trophy purchases	306.00
Post and Stationery	73.44
Death notices	163.00
Balance c/f	\$14,412.14

Membership Totals: 18 Members, and 11 associates.
Net financial gain for the year 2012/2013: **\$57.20**

Memoires of a life of aero modelling by Ian Dixon..

My earliest memories of model aircraft would be around 1965 at the age of 6 when I watched a bunch of kids flying rubber powered all sheet models at the local park. These things were going up like nothing I had seen and after enquiring where they got them from I was off to the local newsagent to buy my own. It flew just as well as the others and we had a ball flying these simple models. One year later whilst visiting my aunt and uncle I saw a control line model for the first time. It had a Diesel engine in the front and was built by my uncle who was just about to leave for the park to try and fly it. The memory of this is etched in my mind as my Auntie was not happy with my uncle for using her new paisley print silk scarf to cover the wings. However it looked fantastic and very sixties. My uncle, myself and (I think) my brother made our way to the local park and rolled out the lines. The motor eventually started and we watched as my uncle flew this model around and around. Whilst this was happening a small crowd had gathered to watch. Unfortunately a couple of older kids got too close and the model collected their legs and that was that. We went home with the model in bits. I can't remember my uncle ever flying again.

The next time I was exposed to aero modelling was after the Australian government paid the passage for our family to emigrate to Australia. At the age of 9 whilst in year 4 at Leederville primary school we made balsa gliders and when they were completed a contest was organised to see whose glider would fly the furthest. I think it was this that was the catalyst for my interest in model aviation.

In the same year my parents had made friends with Oliver and Daisy Hartley. Oliver was a keen modeller who built and flew radio controlled aircraft. On our visits to their home I took great interest in Oliver's modelling room and his modelling activities. I built many plastic aircraft kits during this period until my 11th birthday when I received an Aero Flight Nimbus glider kit. This was built on a desk in my bedroom - including the tissue covering and doping. I slept extremely well as I recall. When the model was completed the test gliding was done in the back yard. Our back yard was the old suburban 1/4 acre block that was on a gentle slope. The Nimbus glided beautifully all the way to the back fence which it hit and crunched the fuselage. That was the end of the Nimbus.

At the age of 12, I was struck with tonsillitis and spent a week in hospital to have them removed followed by 2 weeks of convalescing. During this time we visited the Hartley's and I mentioned I was bored at home with nothing to do. The very next week I was presented with an Aero Flite Taipan trainer kit complete with an Enya 09 and all the accessories needed to complete and fly it - with the exception of the number seven fuel tank. Instead of the tank specified I received a pair of tin snips and soldering iron to make my own. It was the beginning of a passion that has hardly waned for the past 42 years. On completion of this model I was invited to the WA radio modellers club where Oliver Hartley was a member as was Peter Everitt.

Peter was also an employee of Strombecker Raceways, Perth's leading hobby shop at the time, who had sold Oliver the supplies that were my gift

At this time I was also introduced to Doug Murray, Ray Sherburn and Don Baily who were the hot shots at the time in RC, flying 60 powered Kwik fly's. Peter Everitt was a modeller who had been involved with all the disciplines of modelling and he was to be my instructor. From memory things went pretty well with the first flights and apart from some dizziness all survived including the model.



*Age 12 with Taipan Trainer
control line Model*

It wasn't long before more junior members started to come down and a dedicated control line circle was carved out of the scrub. At one stage there were a number of control line flyers that flew at WARMS: myself, my brother John and his mate, Steven; Gary Everett; Neil (who's surname escapes me); and the two Sherburn boys Rod and Mark. I will never forget the help and time Peter Everitt dedicated to the junior members during this period. I was also lucky in having a father who was interested in what we were doing and drove us from High Wycombe to Jandakot every Sunday morning to go flying. On one memorable occasion a young 12 year old girl came down to fly with us and the boys just couldn't help but show off to try and impress this young lady with their flying skills. We all went home with broken models.

It wasn't long before Dad had caught the bug and a radio controlled Hustler was being built. He became a member and started flying himself. What a bonus with dad interested it was a sure thing we would be making that trip to the field every week - and we did.

In 1971-2 the MAAA 25th nationals was being held in Northam and we were going for the day to watch the control line stunt. I could hardly wait. Unfortunately the week before, the family FB Holden developed mechanical problems so it wasn't looking good regarding the trip to Northam until my brother's mate persuaded his dad to take us. This was fine, but now there were 4 adults and 5 kids in a station wagon on a 35 degree day with the only air conditioning being an open window. We arrived in Northam very hot and sweaty, found a seat in the grandstand at the local football ground and watched

these large magnificent models being put through their paces, three pilots I can remember are Stewart Sherlock, Dave Campbell and Len Armour. These three names are synonymous with aero modelling in Western Australia particularly in control line. This event had a big impact on me, and I just had to do what these guys had just done and for the next two years I built many control line models and flew as often as possible including at the local school oval when dad couldn't take us to the WARMS field.

Living next door to Oliver Hartley was a young guy the same age as myself named Paul Drayton who was also introduced to aero modelling by Oliver. On our Visits to see the Hartleys, a control line model would often be loaded into the back of the family FB Holden station wagon and on arrival Paul and I would fly on the lawn next to Jackadder Lake. Paul was to remain a friend and modelling companion for many years. By the time I was 13 Paul Drayton had joined the Mercurians club and was introduced to many competitive modellers in both control line and free flight. On one visit to his home he showed me a Veron Cardinal powered by a Doonside Mills .75 he had been flying. We decided to try it out at Herdsman Lake which was within walking distance from his home. It flew exceptionally well and we had several flights. Each flight was longer than the previous and then eventually the last flight landed in the long rushes and the Cardinal disappeared never to be found again. This looked like great fun so the next Saturday with some borrowed funds from Dad I visited Strombecker raceways and purchased a Veron Deacon kit and a Davis Charlton super merlin .75 to power it. I had this model for many years and had many flights from it. I built a few sports F/F models from plans out of the aero modeller magazine that all flew very well.



Gigi from Aero Modeller plan and Veron Deacon

One of the funniest events I have ever entered was a crate race. Teaming up with Paul Drayton we entered two of these. This event was run by the Mercurian's MAC at their flying site at McCallum park at the causeway. The event was to build a model that would fly 3 laps. Entrants would arrive with a motor and all the necessary hardware needed to complete a control line model with the exception of timber which was supplied but as the name implies it was simply a stack of packing crate timber. The event was a Le Mans start to get the best of the wood which was then nailed or screwed together, motor fitted as well as bell crank, horns lead out guides etc. This was before battery operated tools so all was done with hand saws, crank handle drills, chisels, screw drivers, pliers and even axes. A quick pull test on the lines by an official on completion to ensure it was safe and away you went. It's surprising how

well some of these things flew and most did accompanied by the laughter of spectators and competitors. Someone must have some photos or even a super 8 movie of one of these events. I'm sure that guys who have only bought and flown ARF models would not believe it.

I was now interested in two disciplines of the hobby, and discovered that the Midland Guildford MAC was close to home. While they didn't have a local flying site they did have some very knowledgeable members who flew free flight models. I would sit quietly at meetings amongst the likes of Dick Gibbs, Theo Merrifield, Fred Towers, John Voak and Hans Van Lewen soaking up what information was offered. MGMAC also ran indoor evenings at the gymnasium at Guildford grammar school. Dad and I would go along as spectators and on occasion flew indoor hurl glider and E-Z-Bee - something similar to hanger rat. On one occasion I entered a round the pole rubber team race. It was great fun but never caught on.



Easy B Indoor model

During the time at WARMS I was introduced to Ray Allen, a keen RC glider flyer who took an interest in my modelling activities and was happy to make the trip to Northam and Goomaling to fly his gliders whilst the free flight events were being flown. He was happy to take me along as well. This was perfect and it wasn't long before I built a Dixielander powered by a Taipan 15 schnerle ported glo motor. I think I made a total of three Dixielanders before I successfully trimmed one without spreading it all over the paddock. Ray was extremely generous and drove me back and forth to free flight events for many years, I can't thank him enough as without his generosity my free flight adventures might not have been as rewarding.

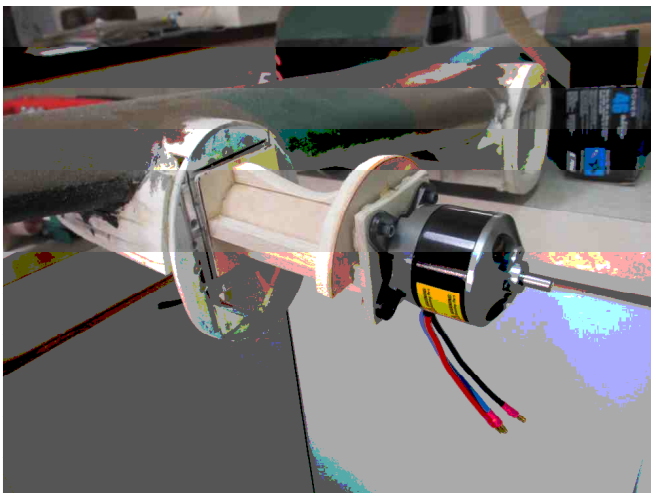
During my second year of high school (age 14) clubs of all sorts were encouraged and of course we had an aero modelling club and we got a double period of flying every Wednesday. How good it was to be able to fly models instead of doing maths and English. We had about 10 members all flying control line models with at least half of them being ready to fly PT19 Cox trainers. The pt19s only just flew so for many they were the beginning and the end of their modelling adventure. Around this time I was given an OS Pixi single Channel radio set, I can't remember who gave it to me but it ended up being installed in my Veron Deacon with a Taipan 1.5 diesel to pull it along, I flew this at an old gravel pit not far from home with some degree of success. Little did I know this area was to become the flying site for KAMS, at this stage a club that didn't exist. – *Continued next month...*

DECONSTRUCTION PAGES

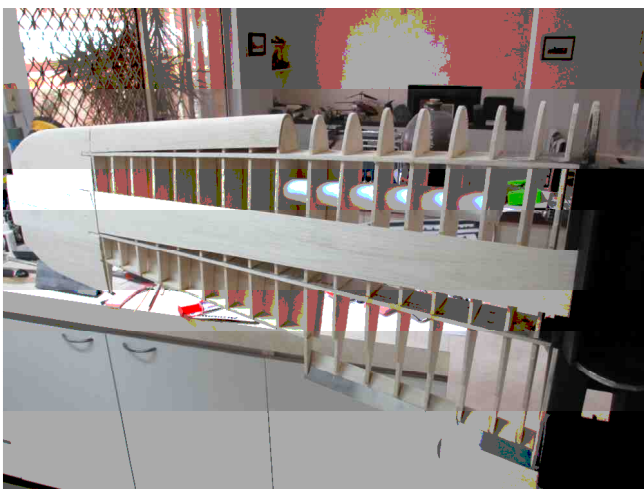
Slightly different feel to the deconstruction pages this month with a 1/10th scale Lancaster bomber built by avid scratch builder John Easton. It's a monster powered by 4 elite EFLM4046A motors and OS OCA 170HV Programmable 70AMP ESC. Every part – including the Perspex canopies and turrets - has been hand made by John.



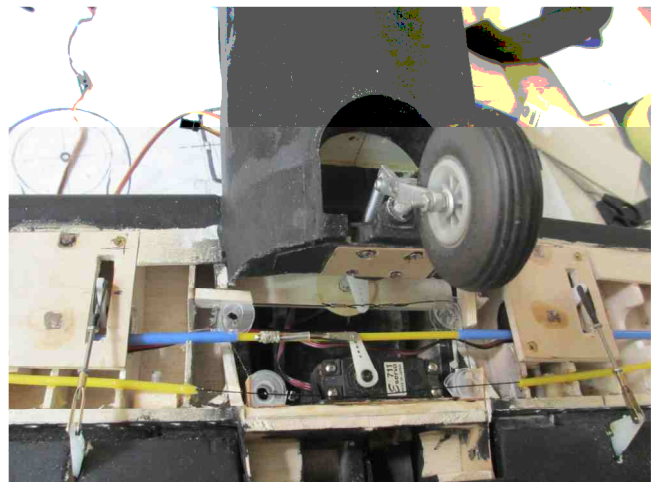
Looking in to the cockpit from port side. Note the custom exhaust stacks that vent the warm air away from the brushless motor in the nacelle..



Close up of the EFLM4046A in its mounting. No word on the LiPO's to be used but I'm guessing there will be something like four 4S 4000mah's buried in the belly of the beast..



Starboard outer mainplane. Lots of wood!



Stabiliser and steerable tail wheel assembly. Its so big you can use a full size servo on each elevator, one on the dual rudder and still have enough room for a tail wheel servo!



Cockpit canopy assembled and ready for installation. Frame and Perspex built and bent by hand..



The man himself! John Easton stands proudly behind his achievement!

1/10 Scale Lancaster quick specs:

Wingspan:	2900mm
Length	1850 (Excluding Turrets)
Wing Area	10.6 Square feet
Weight	384 oz
Power	4 x EFLM 4046 Brushless outrunners

Oshkosh 2012 – An adventure to the Airventure by Kevin Hooper

Part 7 In which our heroes examine a warhorse from the past and battle small children for a place at the front of the bowser..

Last episode it was the Orbis Eye Hospital a DC10, parked up alongside, another product of American knowhow lay a Boeing B17. For a donation of \$5:00 gracefully handed over by Rob and myself we lined up to climb aboard this flying museum piece.



If you've ever watched the old war movies the crew would hoist themselves up into the forward hatch to climb in, on this day a step ladder was provided. As the accompanying photos would show this aircraft was complete except for the bombs in the racks. On the lower deck what amazed Rob and I was the office chair for the bomb aimer, what a view from this position with a large perspex garden window complete with a couple of 50 cal's for enjoyment.



If you remember the final landing scene from "Memphis Belle" the crank handles to manually lower the undercarriage were placed in a somewhat precarious position, with the bomb bay doors open there was nothing underneath but sky. Squeezing between the bomb racks allowed passage to the rear of the aircraft where the radio op and waist gunners squatted. Underneath lay the somewhat cramped belly ball turret gunner. He must have felt somewhat vulnerable to "flak attack", only tiny souls could have managed to fit.

Outside the radial engines, all eighteen cylinders appeared massive with the turbo charger free to spin under the engines. On the ground the tail guns were at belly level. It was fitting as we were admiring this B17, "Aluminium Overcast" EAA's own B17 was overhead. Rides on that were some \$450 a seat for a 30 minutes.



Next to the B17 was the "Tanker in the Sky" a KC135. Having only flown in the RAAF's 707 during my days in the Army and being somewhat naïve I wondered how big the fuel tanks must be in the cabin. In fact they are concealed under the floor and in the wings, at the back end lay the refuelling probe guided by the crew chief when refuelling thirsty aircraft in the air. Inside the cabin lay webbing squats and other webbed storage. The floor appeared to be polished plywood of some description.



This aircraft had turbo fans retrofitted replacing the original turbo jets. The airframe from my memory was dated early 60's making the aircraft some 50 years old. Kids were in the seats up front so I could not get the obligatory photo of Rob in the left seat. Later that evening the "Blooze Brothers" concert was in full swing surrounded by these aircraft forming an amphitheatre with the best seats in the house occupied by the crew of the KC135 perched on the starboard wing in their deck chairs.



Having managed a full day of entertainment we headed back to that "Green Bus" to deliver us back to the Uni for another dream filled evening ready for our attack on the EAA Museum for Thursday.

2012 SAM270 "PAUL BAARTZ SHIELD" PROGRESS TABLE

SAM No.	Name	Club Points
SAM27017	I Dixon	12
SAM27023	G McLure	10
SAM2704	T Latto	8
SAM2706	R McDonald	8
SAM27021	K Hooper	6
SAM2701	P Baartz	5
SAM27024	R Sutherland	4
SAM27030	P Everitt	3
SAM27012	G Dickens	2
SAM27022	R Sherburn	2
SAM2703	R Rowson	1
SAM27014	H Van Leeuwen	1
SAM27016	J Voak	1
SAM27019	R Bovell	1
SAM27027	M Butcher	1
SAM27028	R Silbereisen	1
SAM27025	L Isitt	0
SAM27010	G Eyres	0
SAM27026	B Slyns-Daniels	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 WALLAHS..

President: Ian Dixon

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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!

DISPOSALS

2 x 12V Swallow Chargers. Charge anything except LiFE. No balance port but great for parkflyer batteries and NiMH's. \$20 each or \$30 the pair

1 x 240V 300W desktop DC power supply. Purchased from Modelflight and used to power the Swallow 12V chargers for sale above. Has other applicatons for powering 12v circuits (car radio testing etc) \$50.00

Contact Troy Latto at latto@iprimus.com.au

RANDOM PICTURE PAGE



What a comfy chair you have Greg..



Yeah I do – now shutup and move to the left a bit shade boy!

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

Note: Events marked in **BLUE** are **TRIAL** events for 2013 run by SAM270. Events marked in **RED** are **AWA State** events run by WAMAC. All other events are club events run by SAM270

FREE FLIGHT CONTEST CALENDAR 2013

Date	Contest class	Location	Time	contact
19 May	P30 State Champs Combined Open/FF Cup	Meckering	9:00am	Rod McDonald 9316 2762
1 – 3 June	F1A,F1B and F1C State Championships (TT) Combined Open/FF Cup	Meckering	9:00am	Phil Letchford 9295 2161
23 June	Escargot Trophy WAMAC Cup Combined Open/FF Cup	Meckering	9:00am,	Adrian Dyson 9295 4418
7 July	Open Power State Champs F1B Crowley Cup Combined Open/FF Cup	Meckering	9:00am	Colin Crowley 9534 4022
21 July	Fuller,Nostalgia,F1Q Combined Open/FF Cup	Meckering	9:00am	Paul Rossiter 9316 0250
17-18 Aug	FIA Team trials F1A,F1B and F1C (TT) Combined Open/FF Cup	Meckering	9:00am	Chris Behr 9448 9922



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

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