



The Geezer



**Official Journal of the WA Model Aero Club (inc) and
SAM 270 Western Australia**

Issue 27: August-September 2013

Editors Rant

A bumper Geezer this month – mainly due to there not being a July magazine. Life, work and family got in the way of my editorial duties again last month and I was unable to produce a magazine worthy of publishing by the deadline. This month's edition is being edited by our erstwhile club president Ian Dixon who has stepped in to the breach while I enjoy some time soaking up the sun in Coral Bay for a while and try to get some form of sanity back in to my daily life.

Ch Ch Ch Changes..

We are at the business end of the competition season, with the AWA events now outnumbering SAM270 competitions in our calendar. There have been some scheduling changes due to us no longer utilizing the Merredin or Wanneroo fields for events so make sure you check the revised calendar and plan your weekends ahead so we have sufficient numbers. Even your editor was caught out by the changes so best make sure you are familiar with them and avoid any embarrassment.

Well it certainly is a big issue this month; I'm starting to think my mate is laughing whilst lying in the sun at Coral Bay thinking, Dicko's got of the task of getting the double issue out. Well stop laughing you smug sunburnt relaxed tech head. I managed but only just, I've said it before, the job of getting the Geezer out is not an easy one. Saying that it is rewarding, particularly when we get the feedback we do from our readers.

It's certainly been a hive of activity over the past few weeks with a comp on most Sundays including Father's Day, I don't know how some of you managed to make that one but I guess it's your day so the family will have to wait till the afternoon to see you. Unfortunately I couldn't get out but that's the way it goes.

Maybe next year we could have a long weekend of old-timer flying some ware close to Perth we could fit in a number of events over two or three days and free up the calendar a bit, maybe something like the Goomalling weekend of old. Might be worth discussing at the next meeting.

The ends of the year is fast approaching and before you know it the SAM1788 Champs will be upon us, it would be great to see a strong WA team over there I certainly plan on going. If anyone is considering the trip let us know, so we can give you the heads up on accommodation and particularly if you intend to freight your models and fly over. Having done it twice before I may be able to assist, it's not an inexpensive trip but well worth the experience, the members from the other Australian SAM Chapters are a great bunch of blokes who always extend a warm welcome.

On a more sombre note; we learnt of the passing of Roy Farren earlier this week. Roy was a great modeller and

dedicated many hours to Aero Modelling in Western Australia both at club and state level, he will be sadly missed. I'm sure many of our member's new Roy and pass on their heartfelt condolences to his wife and family.

Dicko

SAM270 Antique '38 – Wanneroo - 14/07/13



Even the local birdlife didn't like the look of the weather..

Most flyers had difficulty obtaining the necessary ten minute maximum required of this event.

Rod McDonald was the only pilot who managed to achieve a maximum flight. He actually managed two max's on his way to taking out a well-deserved first place.

George Car must be the one of the most laid back pilots we have seen in competition. Adopting a very relaxed flying style which successfully took him into a strong second place.



George Car adopting a relaxed attitude to Antique 38..

Ian Dixon had to abandon his fourth and final flight due to an engine failure during take-off. Fortunately, he managed to score enough in his first three flights to take out third place. (A subsequent investigation revealed Ian's ED Hunter had snapped a crank shaft on climb out-ed)

(It's now fixed thanks to Jon Fletcher so I'm back in action. temp ed)



Results

1 Rod McDonald	Cyclone / ED Hunter	1740
2 George Car	Folly II / ED Hunter	1589
3 Ian Dixon	Folly II / ED Hunter	1375
4 Richard Sutherland	Buccaneer / OS60 Spark	1284
5 Kevin Hooper	Miss America / Spitfire	1110
6 Greg McLure	Bantam / Mills 1.3	1100
7 Rob Rowson	Flamingo / GB 5	0



Rod could hardly contain his enthusiasm at taking out Antique 38 this year..

Considering the terrible weather during the week leading up to this event and the forecast for much of the same for Sunday, it was good to see so many turn up and make a good show of this event.

Finally a big thank you must go out to the Wanneroo Aeromodellers, who once again made us feel very welcome and gave us exclusive use of their wonderful facilities, to enable the running of this event.

Rob Bovell.

AWA Nostalgia – July 28

Despite dire predictions of high winds and rain, the first ever AWA OT Nostalgia event was successfully staged at Oakford Field on Sunday July 28 in relatively still and sunny conditions. Although the wind was light from the NE, successive days of cold temperatures and rain leading up to event meant there was not much lift to exploit and all pilots struggled to make the requisite seven minute max from the 25 second engine run.



Setting up for some Nostalgia..

Ian Dixon and his rebuilt 200% Stomper showed that applying the principle of the seven p's (Proper Previous Planning Prevents Piss Poor Performance) will always bear fruit as he powered his way through to another emphatic win.

Troy Latto and his 100% Swayback/Torpedo 40RE combination struggled to find lift at height but found the Lanzo excelled in the lower 150 feet of the air strata. Problems with a leaky fuel shutoff also made things difficult but he hung in well enough to snaffle second spot.



Rob Rowson hangs on for dear life as Troy Latto prepares to unleash the beast within the Torpedo 40RI

Rod McDonald had a day he would rather forget after maxing but landing out in the first round, maxing the second and then succumbing to engine trouble in the third and fourth. He

managed to scrape a third placing but was last seen threatening his Zoot Suit/OS20 combo with a viking funeral.



Rod and his Zoot..

Both Rob Rowson and Richard Sutherland were plagued by poor running engines and shutoff issues. Richard could not get his Taipan 2.5D to keep running and bowed out after low scoring first round, while Rob Rowson's fuel shutoff failed at the top of the climb – shortly followed by his wing root. The whole lot fluttered down to bury itself 500M from the flightline, leaving Rob with some work to do before Burford in a couple of weeks!



Latto reciprocates as Rowson flicks his Taipan in to life..

State Nostalgia Results – 28/07/13

1 Ian Dixon	Stomper / OS40H	1215
2 Troy Latto	Swayback / Torpedo40RE	1072
3 Rod McDonald	Zoot Suit / OS20	988
4 Rob Rowson	Zoot Suit / Burford 2.5D	498
5 Richard Sutherland	Ambition / T2.5D	156

While the unpredictable weather forecast was to blame for keeping most pilots at home, it would be great if we could get a bit more participation in Nostalgia. The rules are simple and the cut-off date for aircraft design opens up a raft of possibilities for those of us who are looking for something a bit different. Nostalgia varies from a lot of events in that the stabilizer is included in the flying surface area, which means you can have a smaller aircraft with a larger motor for a harder climb. You can also use your Burford Model (they qualify) if you don't want to build another aircraft specifically for the event.

Thanks to CD Rob Bovell for organizing and running the event and thanks also to the small army of helpers who braved the conditions to perform timing and retrieval functions.

Troy Latto

AWA Burford Duration – August 11

“Once more unto the breach, dear friends!” was the cry as SAM270 prepared to host the AWA Burford duration event. Once again the weather guessers were proved wrong and six hardy souls enjoyed light winds and clear skies for the entire event. Sadly, the previous weeks cold and rain had left the ground decidedly chilly and lift was very difficult to come by.



What we were all playing for..

Testing and tuning had its usual casualty rate, with George Car getting his engine to run sweetly only to find that his battery park had dropped a cell and he was forced to withdraw. Hans made the mistake of installing a re-conditioned Taipan to his Lucky Lindy that had not had quite enough running time. It was very pinchy at TDC and refused to fire, putting him out of the days fun and games.



George likes to hide away and fiddle with his engine in private. Looks like he doesn't trust anyone since Dicko arranged to have his driveway dug up before Nostalgia last month.

Troy Latto had some issues getting a consistent run in round 1 and eventually traced his issue to loose cylinder bolts. Quick as a flash, Richard Sutherland produced a screwdriver, tightened the offending bolts and the Spacer was launched skyward to a maximum score in round 2! Sadly, the fuel shutoff servo burnt out after engine cutoff and that was the end of Troy's comp. (I guess it just wasn't meant to be – ed)



Troy Latto and Richard Sutherland minister to the Spacer and its shaky Taipan PB..

Rod McDonald abandoned his usual Burford mount for a zoot suit this time round and was rewarded with a second placing. Rob Rowson performed miracles courtesy of a Greengrass wing to stump up after losing his zoot in the Nostalgia event two weeks previously to nab third. Richard overcame a finicky Taipan to post 3 solid rounds but NOBODY could outperform Greg McLure who was the only one to score 2 maxes and a high enough third round score to take out the event for the second year running. Well done Greg!



McDonald, McLure and McRowson. Placegetters in McBurford..

Results

1 Greg McLure	Ollie	860
2 Rod McDonald	Zoot Suit	781
3 Rob Rowson	Zoot Suit	778
4 Richard Sutherland	Ambition	718
5 Troy Latto	Spacer	344
6 George Car	Dixielander	0
7 Hans Van Leeuwen	Lucky Lindy	0

Thanks to CD Rob Bovell for running his usual efficient operation and to those who assisted on the day.

Troy Latto

Just a Minute!

WAMAC. Minutes of general meeting held on: Friday 12th July 2013

Held at: 20 Granville Way, Willetton

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

Members present: I.Dixon, P.Baartz, R.Rowson, R.Bovell, K.Hooper, G.Cooke, B.Slyns-Daniels, G.McLure, R.Hoogenkamp

Apologies: H.VanLeeuwen, T.Latto, A.Trott

Visitors: nil

Correspondence inwards: Grant Manwaring of SAM1788 regarding Vintage Glider event. Kevin Hooper regarding height clearance for Wanneroo field on 14th July.

Correspondence outwards: 'Geezer' and newsletters to the mailing list.

Reply to Grant Manwaring.

Members emailed regarding changes for club events of Texaco and Standard Duration.

Texaco now 25th August at Oakford and Standard Duration on 1st September at Oakford.

Treasurers report: Balance at bank: \$15,730.14 19 members and 10 associates

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

Business arising:

General Business: Hans is obtaining a supply of Dii contact him ASAP if interested.

Electric 1/2A will be a state event NEXT year, not this year.

Impromptu Tomboy event proposed by George Car was discussed, no firm decision yet.

Ian Dixon will investigate eligibility of Dixielander for Nostalgia and Burford.

Competition results: Club OT Duration: 1.Ray Sherburn, 2. Les Isitt, 3. Ian Dixon

Meeting Closed at: 8.30pm

Next Meeting on 9th August



Team McLure prepare the Ollie for a sortie at Burford..

WAMAC. Minutes of general meeting held on: Friday 9th August 2013

Held at: 20 Granville Way, Willetton

Meeting started at: 8.05pm with Vice President Troy Latto in the chair.

Members present: P.Baartz, R.Rowson, R.Bovell, J Voak, H Van Leeuwen, G.McLure, T Latto

Apologies: I Dixon, P Everitt

Visitors: nill

Correspondence inwards: not recorded

Correspondence outwards: 'Geezer' and newsletters to the mailing list.

Treasurers report: Not Recorded

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

Business arising: Nil

General Business:

Discussion on revised contest calendar. Feeling of membership present was that moving contests to other fields did not yield more members or stimulate enough interest in SAM activities to make the inconvenience worthwhile. Motion to hold all future events at Oakford until further notice.

Moved Troy Latto Seconded Rob Bovell - Carried

Hans Van Leeuwen distributed DII he had purchased to paying parties and displayed some cast aluminum engine mounts for Taipans,

General discussion on glider event. At this stage there are two completed and airworthy examples and 3 others under construction. Proposal from Ian Dixon for club to purchase a winch was discussed. General feeling of membership was that the current level of interest in antique glider was not sufficient to warrant the purchase. Meeting resolved to compensate winch owners who make their equipment available for club/state events for wear and tear.

Competition results: AWA Nostalgia: 1. Ian Dixon 2. Troy Latto 3. Rod McDonald

SAM270 Antique 38: 1. Rod McDonald 2. George Car 3. Ian Dixon.

Next events AWA Burford Duration August 11, SAM270 Texaco August 25 and Sam270 Standard Duration September 1.

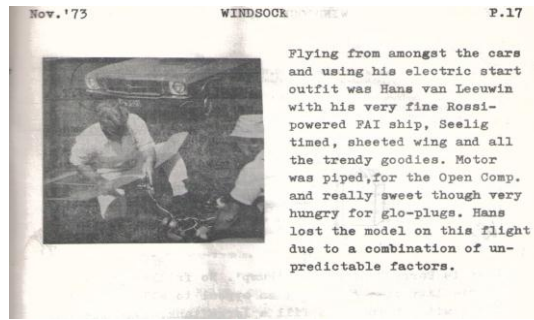
Meeting Closed at: 8.30pm

Next Meeting on 13th September



Greg McLure and his vintage Argestes glider – a British design from the 40's

THE ONE THAT CAME BACK..



The above is an extract from the Aeromodellers WA publication of WINDSOCK, dated November 1973. The event was an "all in free-flight contest" at Jim Roberts' property at Goomalling, a town some 132Km North-East of Perth and around 45Km North North-East of Northam. The model was flown as an Australian rules Open Power model. Tuned pipes had been banned by the F.A.I. for use in F.A.I. Power during 1970, just after a friend mine brought the piped Rossi from Italy for me. The model it was in was an own design FAI Power model and I still have 2 complete sister ships right now. These were powered by Supertigre G15s or Rossi 15s. The Rossi a Rizonanza was used in an FAI airframe for Open Power.

The model was lost in a boomer thermal on a relatively still day. I had followed it and was directly underneath it, lying down looking at it through my binoculars till I lost it out of sight vertically upwards. At that stage there was no point in looking for it because I had no idea of direction, other than straight up. It was never seen to determine its direction nor where it may have landed.

Various models had been lost from that field before and most had been found and returned by farmers and others as they found them. This model was never heard of again, yet I have always been confident that sometime its remains would come to light, if only because it was the only piped Rossi ever flown in this State and that it would be recognised by someone sometime.

Imagine my surprise when my friend John Voak, who lives in Northam, phoned me on Sunday night July7, 2013 and told me that he may have spoken to someone who found a model aircraft sometime ago and that the description fitted my piped Rossi powered model. The person concerned had promised John that he would bring it to him as soon as convenient, and if it was my model, he, John, could return its remains to me.

It was indeed my model and it is now back in my possession, albeit somewhat different from when I last saw it. It is, however, in remarkably good shape, considering that its 40 years ago that it went missing.



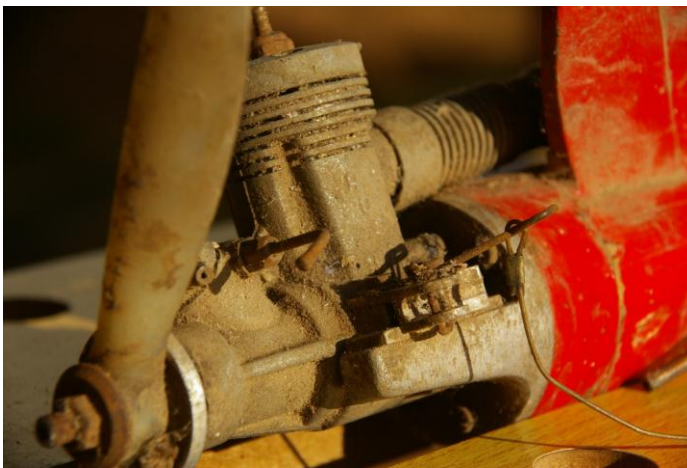
The model #6305 in a display the day before it was lost. (Is that a Leprechaun with a powerpod behind it?? – ed)

SON OF SAM – PART 3..

We last left Dicko working for Radio Model Supplies and selling Honeyeater Glider kits...

It was decided that some magazine advertising was needed to boost sales and a photo was required. I was nominated to be the poster boy and had my photo taken launching the model at the WARS field in Yokine, the image appeared in the airborne magazine and I received much ribbing from the local modellers who knew me - of course all in good fun. Another source of additional income at the time was building servos. Ray Datodi, an electronics engineer was also the state service centre for Futaba radio systems. Unbeknown to most, all Futaba s26 servos were assembled in Perth by me. They would arrive in kit form by the hundreds and for a dollar a servo I would assemble them after hours, ready for shipping back to Victoria for distribution around the country. I also serviced all the servos that came in for repairs, made battery packs disassembled receivers and transmitters in preparation for Ray to diagnose and fix.

With the forming of KAMS my father and I let our membership lapse at WARMS as the KAMS field was just 10 minutes from home. We flew at this site for a couple of years and it was here I had my first success in competition flying, placing in glider and sports power events. KAMS ran many fun comps during this time, all low key and lots of fun. Around 1980 KAMS relocated to a new site at the end of southern river road. It was a great site and the club had many new members. One of the KAMS members - Rob Woodhead -called into RMS and suggested he would like a double sized quickie 500 and asked if I would be interested in making him a kit like the standard size one. This made a power model with 2000 square inches of wing. Much discussion was had as to what was going to power this thing. It was decided that the newly released Tartan 22cc glow motor would be suitable. Once I started to produce the kit for woody I just couldn't resist making two of them, that way I could have one as well. The wing was huge and so was the fuselage! It took several weeks to finish the kits using balsa sheeted foam wings and 3 ply fuselage sides bought from the local hardware store. Well Woody got his big kit and I don't ever think he finished it but I sure finished mine. It was a huge hit with other modellers because of its size but it was under powered with the Tartan as a power plant. It did fly very well, it was like full size flying, you had to build airspeed before it would perform any manoeuvres. It looped and rolled but didn't have enough power for much else. The all up flying weight was 20 pounds. This model made the cover of the state magazine, windsock.



The model as it was returned..barn fresh!

The model was found by Errol Croft. He told me that he was actually looking for another lost model and came across the remains of mine at the edge of a windrow. He's not absolutely certain but thinks that that was around 32 years ago. He took it home and put it in his shed. Although my address was readable, he did not bother to contact me as he believed that I may well have moved because he figured that this thing had been there for a long time. Thus, the model was out in the open for something like 8 years. He's also not exactly sure of the location because he was cross country running when he found it, but thinks that it was about 16 miles (25Km) from the launch point.

This find was the result of a chance conversation between my friend John Voak and the finder, Errol Croft, a magnificent coincidence.

I will attempt to restore the Rossi to its former glory if possible.

Hans van Leeuwen, VH 6305, SAM 27014.





Big Quickie with Rob Woodhead

One of the other KAMS members -John Kowalski- was present during the test flight and was excited at the size. He suggested we team up and build a couple of large Super Chipmunk aerobatic models. I think they were the first 1/4 scale models built in WA. John was a respected modeller who had been involved with free flight, control line as well as radio. It was decided that we would embark on the project together and we based our large models on the smaller pilot Super Chipmunk plan. John drew up the outline and built the 2 fuselages using conventional balsa construction. I built the flying surfaces using foam cores sheeted in balsa. The components were merged in John's workshop and we jointly glassed and finished the models with paint.

Now We had a problem: where were we going to get canopies from? No commercially canopy was correct so we had to make our own.

We decided that we would attempt to vacuum form them from sheet acrylic. John carved the canopy from balsa and glassed it so we could take a mould and I researched the forming of acrylic. We had a mould with a nozzle in the bottom so the air could escape and a board to clamp on the top with an air hose attachment we could blast compressed air in to. As it happened John was the manager of a truck repair business and he had access to a brake bonding oven. This was a large machine where you fed parts in one end on a conveyer belt and it popped out the other end some moments later. A test piece of 3mm thick grey tinted acrylic was sent in as a test, it appeared out the other end but it had boiled and was full of air bubbles. We adjusted the temperature and sent in another. It came out without bubbles and very pliable so all was ready to go.

Timing was essential so we roll played the process a couple of times so we both knew what to do then the first larger sheet of acrylic was sent down the tunnel. It came out the other end looking good, it was grabbed with a couple of BBQ tongs and placed over the mould, the board placed on top and clamped in place with vice grips and the compressed air pumped in, there was an almighty cracking sound, we both looked at each other and thought the worst. We disassembled the mould and the canopy was formed but had not gone to the bottom. We scratched our heads and eventually came to the conclusion we needed suction as well as pressure - this is where it got interesting. The only thing we could think of that would supply suction immediately was the intake manifold of my HQ Holden station wagon, so the process started again with the Holden now an acting team member. Acrylic goes into the oven, out the other end and placed on the mould with BBQ Tongs, top clamped into position with vice grips, jump in the driver's seat of the Holden and hit the accelerator as John hit the compressed air. The almighty crack as the acrylic was pushed into the mould and yes it had worked! We could hardly believe it! A perfect smoky grey 3 mm thick acrylic canopy. All we had to do now was make a second one the same and it was mission complete. This would have made a great video and it must have looked hilarious but it worked well and we had canopies. The models were finished in due course and rolled out at the field together, both had a tartan 22cc in the front and both flew quit well although a little underpowered.



With John Kowalsky and finished Chipmunk's



Tune up before test flight. Greg Kowalski in top right corner

2012 SAM270 "PAUL BAARTZ

SHIELD"

PROGRESS TABLE



De Brief after maiden flight. John Kowalski Myself, Frank Jensen, Greg Watson, Ross Cant and Mark Jensen far right.

The old timer movement was gaining momentum in Australia and this appealed me, David Hiperson, a local modeller had a keen interest in the old timer movement and became the distributor for Ben Buckle plans from the UK, Dad and I went to his home and looked and talked and looked again at what was available and decided on a gas champ and a westerner plan, dad was going to build the westerner and I the gas champ. The model where built and covered in silk and looked fantastic the gas champ was powered by a OS 40 r/c and performed well, I can't remember what dad had in the westerner but it also performed well. In 1980 WAMAC (formally Midland Guildford MAC) organised the first old timer event in Northam it was a great day and certainly was the catalyst for other modellers who became active in vintage modelling, although for some it was where they had started.

Dick Gibbs had organised the day and provided trophies of which I came home with two and Dad with one. They were simple fun events with no pressure, one of the events was precision, with the pilot having to nominate the time he was going to spend in the air before he took off and without a stop watch had to land when he thought the time was up, maximum points to the person who was the closest to the nominated time was the winner.



Dixon and Dixon at the inaugural old timer meet in Northam. Westerner and Gas Champ.

SAM No.	Name	Club Points
SAM27017	I Dixon	19
SAM2706	R McDonald	14
SAM27023	G McLure	13
SAM27022	R Sherburn	13
SAM27021	K Hooper	12
SAM2701	P Baartz	10
SAM2704	T Latto	9
SAM27024	R Sutherland	6
SAM27030	P Everitt	4
SAM27025	L Isitt	4
SAM27031	G Car	4
SAM2703	R Rowson	3
SAM27014	H Van Leeuwen	4
SAM27012	G Dickens	2
SAM27013	A Trott	2
SAM27016	J Voak	1
SAM27019	R Bovell	1
SAM27027	M Butcher	1
SAM27028	R Silbereisen	1
SAM27015	G Cook	1
SAM27010	G Eyres	0
SAM27026	B Slyn-Daniels	0
SAM2702	P Spencer	0
SAM2707	D Bentley	0
SAM2709	G Sayers	0
SAM27011	R Hoogenkamp	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

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

Continued Next Month..

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

Several 2M roles of Proglow silk. Any colour you want as long as its navy blue. \$20/role +PP

Contact Troy Latto at latto@iprimus.com.au

RANDOM PICTURE PAGE



Caption Competition! Send in your suggestion for "What the hell is Rod Doing?" to latto@iprimus.com.au and I will come up with a suitable prize. Winners published in October Geezer..

The unkindest jab.

ARN851: "Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15."

Halifax Terminal (female): "Nova 851 Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06."

The tale of the lost Bomber Or is it a A tail in the long grass.

During our recent Texaco event Kevin Hooper (Hoops to his modelling mates) had the misfortune of a fly away that fortunately had a happy ending. It all started with the launching of His Bomber, the usual corrections as it leaves the ground and all is fine, one minute into the flight those dreaded words, I don't have this could be heard from Kevin. Looking at the transmitter the throttle stick was pulled back but the motor is still running, full left rudder but the flight path doesn't change and the model simply continues to climb in left hand circuits increasing in height, the motor just keeps on pulling it up higher and higher until it's a speck in the sky. Nicely trimmed you could hear from the pits, the motor has finally stopped and a nice transition to a flat glide pattern has taken place and its now drafting down wind. Kevin instantly took pursuit on foot but the Bomber was getting further and further away. On his return, without the Bomber it was decided a scout around the area from the car might be worth a try. A map was studied and a search downwind via the car bore no fruit and the model was deemed to be officially lost.

At 2.30pm that afternoon Troy and Dicko where both sent an email from a couple who had been walking around the property. It read!

Good Afternoon Gentlemen

We live on a property just off Thomas Road in Oakford and while taking a walk found a plane had "crashed". The plane is fine we just want to give it back to the owner, the registration on the wing is AUS45321. There is also another number SAM 270 Western Australia. Please give me a call so that we can return the plane to the owner.

Best Regards

Kevin Koevort

I phoned the finder and thanked them for contacting us and asked how they got my contact address. Well his wife did a Google search on SAM270, found our newsletter and noted the contact details of the president and vice president and thought we would probably know who it belonged to. They said they saw what they thought was an unusual marker post poking out of the long grass and investigated. And when they were closer realized it was a model aircraft. I thanked him for the effort made and let them know I would contact the owner and let him know his lost bird has been found and all was well. Troy also followed up with an email in return. The model was approximately 1.5KM from our field.

Hi Kevin and Kerry,

Thank you for the notification of our lost bird. The owner is Kevin Hooper and he will contact you to organize a pickup at your earliest convenience.

On behalf of SAM270 we would like to thank you for your efforts to find the owner of the aircraft and would like to extend an open invitation to you to visit our flying field on the corner of Nicholson and Thomas Road one Sunday morning to see some of our activities and meet a few more of our members. You would be most welcome.

kindest Regards
Troy Latto
Vice President
WA Model Aero Club and SAM270
Western Australia

The bomber has since been returned to its owner, fortunately for Hoops the finder was kind enough to go to some effort and sam270 decal on the wing was his saving grace. It's always a good idea to have you name and at least a phone number on your model just in case.

Dicko

2013 MAAA Inc. OLDTIMER RULES .

The 2013 MAAA Rules Conference has approved, adopted and published Old-timer rules changes and the following is a summary by Mick Walsh, Queensland member of the Oldtimer Rules Sub-Committee.

"The rule changes that were approved were:

1/2A Texaco maximum flight time be 7 minutes

Burford event engine run time for BB be 38 seconds

Banning Gyros etc

David Owen replica PB engines be treated as BB 38 seconds

Engines in Burford of 1 cc to 2.5cc allowed

Accept rules of Electric Flight Assoc for electric OT

Field layout suggestion (to be applied where physically possible)

Determining whether model is in or out of defined landing area

We would assume they come into effect next year (ie January)."

A copy of the 2013 MAAA Inc. Oldtimer Rules can be downloaded from:

<http://www.maaa.asn.au/wp-content/uploads/2013/08/Australian-Rules-S5-Old-Timer-Rules-2013.pdf>

SAM 270 Texaco 2013

Held at Oakford on Sunday 25th August . The weather was mostly fine with a few very light showers, cloudy and relatively calm at the start, the wind gradually turned North East and became stronger and colder so much so that only two made the fly-off and neither achieved a 'max' in the fly-off.

Ten entered the event and Alan Trott was an early withdrawal when his test flight suffered radio problems and the resultant hard landing damaged the model sufficiently to force its retirement. Richard and George had models that were marginal on power and the longer grass made take-off a challenge, however both managed at least one flight.

Hans (using 2.4G radio) had a challenging first flight with two episodes of radio glitching however the model survived as did Hans and the latter flights experienced no radio problems.

Kevin Hooper lost radio contact with his model which promptly headed downwind and out of sight.

The event got under way at 9.15am in almost ideal conditions with a large number of 10 minute maxes being recorded. As the flights continued and the weather became more wintry it became harder to achieve a max and fewer were recorded as the event progressed.

The fly-off was held at 11.10 am with only Ray and Ian in it, Ian's flight with his trusty 'Airborne' outlasted Ray's 'Flamingo' however neither was a 10 minute score.

George Car had an interesting model being a Folly 11 with an ED Hunter diesel which flew well but needed all its power to get off the ground.

RESULTS:

1. Ian Dixon	Airborne OS.60fs	1800 + 442
2. Ray Sherburn	Flamingo Saito.65fs	1800 + 374
3. Paul Baartz	Bomber ASP.61fs	1721
4. Les Isitt	Bomber Saito.65fs	1632
5. Rod McDonald	Bomber OS.60fs	1498
6. Hans VanLeeuwen	Bomber ASP.61fs	1402
7. Richard Sotherland	Power House OS.60fs	1122
8. Kevin Hooper	Bomber ASP.61fs	572
9. George Car	Folly 2 ED Hunter	178
10 Alan Trot	Scram OS 40 FS	DNF



Winners are Grinners at the SAM270 Texaco. Pal Baartz, Ian Dixon and Ray Sherborn.



L'AQUILONE SAM 2001 TOMBOY RALLY 2012-2013.



Dear friends, the fifth edition ended on 31st May, 2013, but, no worries since the 6th Edition will be immediately followed up by a new one, on June 1st (save the date!!). Gianfranco Lusso and I, are very proud about the results and the number of the entrants from Italy, France, Swiss, New Zealand and Australia. 31 modelers had flight in 36" ws Tomboyevent and 4 with 48"ws Tomboy events, and the winner is Brian Deason, who, for the first time in the history of SAM 2001 Tomboy Rally, won the first prize in both the events. From the next edition we will introduce a new category reserved for 36" Tomboy F/F with IC engines up to 0.75 c.c. as suggested by some modelers who have sent me e-mails, demanding the opening of the new category. Gianfranco Lusso and I, have announced a special prize in memory of David Baker, founding member of L'AQUILONE SAM 2001. The modelers interested in F/F flight and who would like to try out a new challenge with their Tomboy, will find the rules attached to this report.

TOMBOY 36"WS EVENT



The winner of the classic event of 2012-2013 is an old friend of Tomboy Rally, Brian Deason from Australia, that has beaten all the other contestants with his old electric model. He has stopped the chronometer of his best flight at 25'35". Brian, however, could have already done his best flight on April 2013, but the capricious weather of the Australian summer prevented it. Bravo Brian! Many compliments for your great results and for

your efforts. Graham Main, from New Zealand, the Editor of AVANZ News, who is also another old friend of SAM 2001,



got the second place with 21'36". On April 8th, 2013, has also gained the prize for best flight with his electric Tomboy. He wrote me that "I have made one good time in the Electric Class last month on April 8th, the weather was good, light winds and there was some thermal activity around, so I put up my Electric version Tomboy for a flight. I was demonstrating it to a new member of our Club so did not expect to have a long flight. However I was wrong and the Tomboy rather liked the conditions and flew on picking up the rising air and so flew for 21 minutes 36 secs. A nice flight but rather longer than the demonstration flight I had planned!" Graham has also sent us the result of an event flew in Ngatea south of Auckland, on May 25th, 2013, where all the models flight with Mills 0.75, following the rules set-up by that event. The names and times of those seven entrants placed in our Tomboy event are: 18° Angus Mac Donald 7'25", 19° Rex Bain 7'23", 20° Keith Trillo 7'20" (Keith has built the lightest Tomboy I've ever remembered, just about 8 ounces, that is hard to get back once in lift, said Graham), 21° Charles Warren 6'48", 27° Graham Main (with IC Tomboy) 5'12", 28° Rex Anderson 5'06", 31° John Ryan 3'26". The third place is for Mick Walsh, from Australia, time 21'13".

This year he has gained his best flight in a weekend, just when his daughter, Melody, was feeling sick. Luckily enough, his mother lives nearby, and leave the little princess with her grandmother. Now, let's leave Mick talking about his experience: I went out flying. It was a perfect day - 25 degrees, sunshine and no wind. And yes - I took the Tomboy out as well as some other planes. I made one good duration flight of 21:13. At one point it was so high in a thermal I had to spiral down. I have pretty good eyes but it was just a speck, the sunlight flashing off the wings occasionally. It



It must have been well over 2000 feet (based on my larger Old Timer contest models which are fairly easy to fly at 2000'). So that will be my official flight this year. The little CS Mills replica (AKA Boddo Mills) is running very well and easy to start, even for me. I use an 8x4 APC electric prop. They load the engine up well and are very efficient, but they do break easily on landing. Yesterday I didn't break any though. I also use them on Cox 1/2A contest. In the afternoon I had a lot of fun launching the Tomboy from my comfy chair and performing tricks just in front of us, then landing almost at my feet each time. I never quite perfected the landing so I didn't have to get up from the chair, though... Need to keep practicing! So we had a lot of fun with the Tomboy yesterday!". Honestly, I use an 8x4 APC electric prop for my CS

Boddo Mills or for my MPJET 0.6 Diesel and I have found the same problems that Mick was talking about, i.e: it breaks on landing. I don't think that the problem lies in the lack of landings practicing, but in the prop's structure itself, because it is very thin at the root of the propeller blade, and, if your model is not really on a perfect "three points" landing, it is very easy to have them broken once knocking against something. Just three seconds separate the third and fourth places, where Dete Hasse, Australian too, has scored 20'10", a time which let him enter successfully again in this contest, after having being absent in the past editions. Welcome back Dete then! This year Dete has gained a very good place in rank. He wrote me: "Speaking of thermals we held the annual inter club competition last weekend at our field. (VMAA TROPHY) Its the biggest event that we host. After 35 years, my club Northern Flying Group, won the competition for the first time. I was very pleased to get into the placings myself in two events and to coach our Junior (Anthony) to first place in Old Timer. 109% Playboy with Rossi .45 (Very good Dete!!). I had to teach him about thermals at the same time as timing his flight even though he is a very good pilot with an aerobatic model. Old timer is very different. I was going to say that this would have been a perfect day for the Tomboy, very little wind, soft and plentiful thermals passing over the field every 30 mins and they also lasted for about the same time. All thermal tasks, glider, electric glider, old timer, achieved max duration times all afternoon until the sea breeze came in at about 4pm. A magic day that only happens a couple of times a year. Model heaven for a day! Our weather has now

turned quite cold as we approach winter and good flying days will be few. Today is very windy with rain on the way.

There will be more like this for a while." Yes, this often happens to me too, in particular, when I am able to hit a max, just the day right before the contest! Is this happening to you too? Our Ugo Baldari, the winner of the past two editions, laced fifth in this edition (What's happened to you, Ugo? Did you feel tired?!).



He told me that he has made his best flight on May 11th, after a year or so from his last flight. Yes, we need to say, on May 2013, in Italy was windy and rainy

(all the contests of SAM 62 and SAM 2001 were cancelled!) but Ugo, luckily found a day in which the sun was shining, the wind was calm and the birds were singing... in a word idyllic, and he had hit his aim! He wrote me: "Hi Curzio, this morning, after one year or so, I have made some flight with my Tomboy, some cumulous in the sky, 21°C of temperature and light wind. I have made my attempt at the same field of past years, than you well-know, at Gallicano del Lazio (near Rome). At first flight my Barbini B38 is started at the first time and is running very well. I have made 4 flight and each one was better than the previous. I have not made good time like in the past edition, but I am truly satisfied of my time, 18'39". I could not do better". Thank for your efforts Ugo, and see you soon. Let's now move on to the sixth place, where we find Gary Dickens, from Australia, with 16'07"; He is ranking first of a numerous patrol of proud guys of SAM 270, captained by Paul Baartz. Like in the past editions, Paul has organized an event, in Oakford (I suppose) , just for participating in SAM 2001 Tomboy Rally, and the results are excellent. Twelve entrants! and I would like to mention them all in order of ranking: 7° placed Paul Baartz con 14'56"(very good Paul!); 8° Ian Dixon 13'57"; 10° Rod Mc Donald 12'55";13° Richard Sutherland 10'32"; 15°



Ray Silbereisen 9'14"; 16° George Car 9'09"; 17° Troy Latto 8'01"; Rob Bovell 6,36; 24° Kavin Hopper 6'03"; 29° Brett Slyn-Daniels 4'35". Another Italian modeler in rank, Antonio Riccardelli, placed 11° with 12'23". For this edition, Antonio has built a new, and well done, Tomboy motorized with an MP JET 0.6 cc Diesel, and with it, he has scored a good time. The MP JET 0.6 cc was used by the overall majority of the Australian's entrants because of its regularity of runs and low consumption.



Frankly, I use the MP JET since many years and I've found it being a great engine too. Gianfranco Lusso, my friend and co-editor of Tomboy Rally, placed 14° time 9'35"; this year his health was not very good, but I am confident he will recover soon and score even better in the next edition! But let's move on to the remaining rankings. At 18° place we find Angus Mc Donald, the first guy of New Zealand's platoon, time 7'25". Our friend has made his flight at Ngatea,

South of Auckland, during a Tomboy event held on May 28th, 2013. 19° place is for Rex Bain 7',23"; 20° Keith Trillo 7'20"; 21° Charles Warren 6'48"; 27° Graham Main 5',12" (with a model with I.C. engine); 28° Rex Anderson 5'06"; 31° John Ryan 3,26. All the contestants have used a Mills 0.75 because the Tomboy events in N.Z. are reserved for i.c. engine. In his e-mail, Graham underlines that Keith Trillo's Tomboy is very light, about 8 ounces, so it is very hard to come back home once is in lift. Wow! For being so light I think you have done a pretty good job Keith! Is there someone out there who would like to try beating this record? An hard challenge, I suppose. 23° placed, time 6'23" Maurizio Sagnotti, finally in contest after a year of attempts failed for bad flight, structural breakages and...yes...battery pack left at home! But now, Ladies and Gentleman, We are very proud to introduce the youngest contestant ever, Helio Dufurne, from France, placed 25°



with time of 5'50". Helio, under the supervision of Gianfranco Lusso, has built himself his Tomboy just in time to participate to this edition of Tomboy Rally. Leo finished his model but, finally, he made his first flight only at the end of the month, due to a very bad weather in France (and in Italy too!). I am very happy for the effort of Gianfranco Lusso to introduce to some young guys his r/c Club, Club modeliste du Pays des Gex, helped also by the President of club Fethy Sarthe. About this effort, I guarantee you, that the results we will see in the next edition. Bravo Leo!! 26° place, time 5'40", Eros Cavallaro, with no more time for modeling because he is currently engaged in the restoration of old motorcycles. And now, I want to thanks Allen Teal, a friend of our contest that has participated at this edition, in truly fair play spirit, with a time of 3'58". Allen is the editor of a Tomboy Rally reserved to New Zealand's modelers, and the first edition of which was concluded at the end of 2012. He told me that he had 10 entrants; 8 in I.C. section and 2 in electric section. The winner of I.C. section has gained a time 22'43"(!!) and has flight an MP JET 0.6 cc, the winner of electric section has gained a time of 24'50" (!!!) Very good Allen and best wishes for the next edition of your contest.



TOMBOY RALLY 48"



The Super winner of Tomboy Rally 2012-2013 is Brian Deason, (Yes, the same guy of Tomboy 36"ws event). Brian won the 48" event with a time of 41'29", which is the second best time ever of both 36" and 48" events. I am very happy for the performance of Brian in this edition, well done! As in the past edition, at the 2° placed we find Les Davis, time 24'27" member of the BENDIGO RCAC in Queensland. Les Davis has made a good time flight in this edition. Third place, another surprise of this edition, Leo Marconi-Archinto, from France. He is the younger contestant, 16 year old, Club Aeromodellistico Pays des Gex and he is the other pupil of Gianfranco Lusso. As shown in the pictures, the pupils of Gianfranco have built their models very well and they are also skilled pilots too. Nice work Gianfranco!! 4° place Valeriano Tascone, time 7'14" and, last in rank, Curzio Santoni time 7'10". Apparently, I have not a good feeling with my 48"Tomboy, but I am working on it!

NEWS FOR NEXT EDITION

There are some news in the rules of next edition. The first one is an updating about battery capacity: allowed enhance up to 450 mha for Tomboy 36" section. The second is an updating from 2 c.c. to 2,5 c.c. for engine in 48" section and fuel available from 5 c.c. up to 6 c.c. The second news was suggest by some modelers, like Stewart Mason from England, who have asked me whether it was possible to participate in Tomboy Rally for the F/F model. I talked about it with Gianfranco and finally we decided to schedule, for the next edition, a special prize reserved to f/f Tomboy, in which the rules are based on classical Tomboy 3 contest, dedicated to Hilda Baker, wife of David Baker, founder of L'AQUILONE SAM 2001. So, the rules are: Tomboy 36", engine max 0.75 c.c., 3 c.c. time of flight unlimited. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used. What do you think about? Come on Guys, let's try it! And now, at the ending of this report on TOMBOY RALLY 2012-2013, we would like to thanks all of you for taking part to this edition, but also all the others that have not, like, Giancarlo Di Chiara, Tiziano Bortolai, Giorgio Zenere, Zdenek Slapnicka, Hans Vanleeuwen, Manuel Rojo, who have lost their Tomboys in the sea (!), and a precious Doonside Mills 0.75, during an attempt. Cristian Alejandro Blanchero from Argentina and Bob Slater, from USA, who has had some health troubles during the last few months, but now he has come back home from the hospital, and he wrote me, he has already his 48" Tomboy ready for the cover on his workbench. To conclude, dear friends we really hope you will join the Tomboy Rally 2013-2014, that will run from June 1st 2013, until May 31st 2014. Good thermals from Gianfranco Lusso and me. Have fun with TOMBOY!!

Gianfranco Lusso Curzio Santoni

TOMBOY RALLY POSTAL CONTEST 2012 – 36” EVENT

- 1 BRIAN DEASON AUSTRALIA EL 25,35
- 2 GRAHAM MAIN NEW ZEALAND EL 21,36
- 3 MICK WALSH AUSTRALIA IC 21,13
- 4 DETE HASSE AUSTRALIA EL 20,10
- 5 UGO BALDARI ITALIA IC 18,39
- *6 GARY DICKENS AUSTRALIA IC 16,07
- *7 PAUL BAARTZ AUSTRALIA EL 14,56
- *8 IAN DIXON AUSTRALIA IC 13,57
- 9 CURZIO SANTONI ITALIA EL 13,42
- *10 ROD MC DONALD AUSTRALIA EL 12,55
- 11 ANTONIO RICCARDELLI ITALIA IC 12,23
- 12 CURZIO SANTONI ITALIA IC 12,16
- *13 RICHARD SUTHERLAND AUSTRALIA IC 10,32
- 14 GIANFRANCO LUSSO SWISS EL 9,35
- *15 RAY SILBEREISEN AUSTRALIA EL 9,14
- *16 GEORGE CAR AUSTRALIA IC 9,09
- *17 TROY LATTO AUSTRALIA IC 8,01
- 18 ANGUS MC DONALD NEW ZEALAND IC 7,25
- 19 REX BAIN NEW ZEALAND IC 7,23
- 20 KEITH TRILLO NEW ZEALAND IC 7,20
- 21 CHARLES WARREN NEW ZEALAND IC 6,48
- *22 ROB BOVELL AUSTRALIA IC 6,36
- 23 MAURIZIO SAGNOTTI ITALIA EL 6,21
- *24 KEVIN HOOPER AUSTRALIA IC 6,03
- 25 HELIO DUFURNE FRANCE EL 5,50
- 26 EROS CAVALLARO ITALIA EL 5,40
- 27 GRAHAM MAIN NEW ZEALAND IC 5,12
- 28 REX ANDERSON NEW ZEALAND IC 5,06
- *29 BRETT SLYNS-DANIELS AUSTRALIA IC 4,35
- 30 ALLEN TEAL NEW ZEALAND IC 3,58
- 31 JOHN RYAN NEW ZEALAND IC 3,26

TOMBOY RALLY POSTAL CONTEST 2012 – 48” EVENT

- 1 BRIAN DEASON AUSTRALIA SRE 41,29
- 2 LES DAVIS AUSTRALIA SRE 24,27
- 3 LEO MARCONI-ARCHINTO SWISS SRE 11,05
- 4 VALERIANO TASCONE ITALIA SRE 7,14
- 5 SANTONI CURZIO ITALIA SRE 7,10

*A great effort from SAM270, * identifies our members. Let's try for the first 3 spots when we run the event in November. Thanks to SAM 2001 for organising this, it's certainly a lot of fun.*

SAM 270 Standard Duration – 1st September 2013 – Oakford

A cool overcast Sunday morning greeted the five pilots who turned out on Fathers Day to compete in the SAM 270 Standard Duration Event. This event was originally intended to be flown the previous weekend at the Merredin Aeromodellers Club, but due to a lack of numbers it was decided to reschedule to Sunday the 1st of September. Early flights showed lift could be found, with most competitors managing at least one maximum flight of 5 minutes.



Paul Baartz contemplates what hes forgotten to bring.

Greg McLure brought out his Gull which showed promise during this outing, managing a maximum on his first and only flight of the day. Greg suffered from a cartwheel during landing and sheered off the port wing joiner. He reckoned it would need keyhole surgery and it could wait until he was in the comfort of his workshop.



Greg contemplates Key Hole surgery at the field but thinks better of it.

Paul Baartz must have felt like he had run over a Chinaman. He was plagued by poor engine runs, had an uncharacteristic out landing to end what could have been a maximum and more poor engine runs. However, Paul managed to score enough during the rounds to land third place.

Once again the infamous tree claimed another victim. This time Kevin Hooper was coming in to land what would have been his second maximum and managed to fly into the tree. The tree generously released his model unharmed, as evidenced by Kevin flying a maximum in his next flight. Good flying saw Kevin manage to take out second place.



Ray praying Hoops wouldn't make the fly off



And they were answered when Hoops ended up in the tree.

Ray Sherburn was the only pilot to fly three maximums. This enabled Ray to easily claim first place without a need to compete in a fly off.

Place	Pilot	Model	Score
1	Ray Sherburn	Playboy/OS40H	900
2	Kevin Hooper	Bomber / KB40	846
3	Paul Baartz	Playboy / OS40H	628
4	Greg McLure	Gull / OS40FP	300
5	Hans Van Leeuwen	Bomber / OS40H	174

Considering the weather leading up to the event and a forecast for more very ordinary weather, a good morning's flying was had by those who took part.

Finally a big thank you must go out to all the kind folks who come down and assist. Either by setting up the airfield or helping by running stopwatches. Without this assistance our events would not run as smooth as they do.



That's right Hoops five entries for Standard Duration

Rob Bovell.

The next stage in the Oshkosh adventure with Hoops and Rob **CLASSIC AIRCRAFT AIR ADVENTURE 2012**

Having enjoyed the morning at the EAA Museum and having dodged one of the heaviest rainstorms for some time, we caught the yellow school bus back to Wittman Field and headed for the vintage or classic aircraft to where they were parked.



The big yellow buses that are about, is due to the fact that July it is the summer break for schools in the US. The bus fleets at Oshkosh are private companies, predominately Korbussen. These buses seem quite long compared to the ones we have in WA. During the week of the airshow everyone makes an effort to welcome visitors from around the world to this event. What is very noticeable is the lack of graffiti and rubbish.



In the afternoons there is the daily airshows on this occasion there was a re-creation of Pearl Harbour. Before the commencement they have the National Anthem, "God Bless America", being patriotic they all rise and pause whilst it is played. The show starts with a massive explosion and fireball on the opposite of the main strip followed by a flight of "Zeros" simulating bombing runs and flat attacks simulating the torpedo attacks.



Then into the fray come the few P40s able to scramble to meet the enemy, then the dogfights, explosions and strafing everywhere with thick black smoke wafting heavily in the air. Being quite a warm day Rob and I sought the shade of a wing of a Junkers JU 52 conveniently parked-up on the grass. The tri-motor aircraft was the main troop transport used for parachuting and Hitler's airborne taxi. This JU 52 flown out from Germany, had been with the Swiss Airforce after the war, was purchased by the present owner and used as a promotion of his company's line of lightweight corrugated travel cases ('Rimona' The luggage with the grooves) I was going to say corrugated Iron.



There were Beech "Stagger Wings" early model Cessnas, WACOs, Boeing Stearmans and a number of others I am unable to name. Check out the image in the spinner. The State of Wisconsin has near borders with Canada so there are numerous lakes and every opportunity to fly seaplanes as airstrips are few and the country very isolated. In the next edition of Windssock Rob and I visit the EAA seaplane base.

The route across the top portion of the Atlantic was made in a number of hops via Norway, Ireland, Iceland, Greenland replicating that route taken by many aircraft ferry flights during WWII. This was also a photo opportunity to take in the huge flaps protruding under the wings and the magnificent BMW radial engines. Earlier in the day this aircraft had performed low level figure 8s demonstrating its flight capabilities to the delight of the crowd. Later after Oshkosh this aircraft flew around the States promoting the cases.



The afternoon airshow had delayed us but we did eventually get to the other end of the main strip where the classic aircraft were parked. A number of the owners of these aircraft had flown to this event from all corners of the US.



Bambi for Musswellbrook

The Veteran's gathering at Musswellbrook may well be the biggest annual gathering of model flyers in Australia (outside the nats), and it's been going for a couple of decades. Talk of competition is banned – this is strictly a fun flying event, and all types are flown. Held over two days of a weekend in autumn, this is the event to put a model in the air, meet old friends and have a social aeromodelling time – a highlight is the Saturday dinner, which in the early years had musical entertainment by Frank Bryant (author of 'There's always bloody something' – the book of his experiences in the RAAF, WW2). Over the years, the dinner has also had a line-up of distinguished after-dinner speakers from the international aeromodelling world.

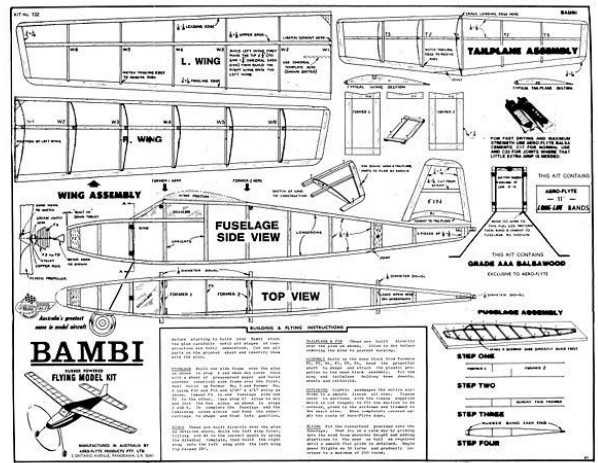
Theme models are chosen periodically, often both a FF and a CL model, and always of course an Australian design, with attendants encouraged to build them for a mass launch. Models in the past included the Demon for CL, Adrian Bryant's Golden Boomerang and Jim Fullarton's 'Sportster' among many others.

This year, the theme model is the Aeroflyte Bambi, a 24" beginner's rubber model. The plan is available on Outerzone, prop and rubber (and jap tissue, if you would like to be authentic) from Peter Lloyd at Pel-Aero (search for both on the web). Of course, there would be no problem converting the design to RC electric.

Well, most of us in WA wont get over to Musswellbrook, I expect, so we may investigate the idea of having an event here, probably on the Gossage road field, in sympathy. (In which case, RC may be out of the question, given proximity to another model flying club).

Anyone remember the model, the plan or the adverts for Aero-Flyte?

George Car



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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	!/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 25th	OT Texaco	Oakford	9.00am	Rob Bovell
September 1st	Standard Duration	Oakford	3.00pm	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)	Oakford	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

DECONSTRUCTION PAGE

This issue we take a look at Garry Dickens latest models for Vintage glider.



Almost there.... Getting the nod from the airframe inspector

These are the two lulus I am building for George Car and myself. A bit of info, designed by John Barker, Published in Aeromodeller 1949. Original 50" span. These are 150% giving 75" span,

Larry Davidson
 66 Casa Mia Circle
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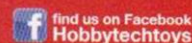
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