



THE GEEZER



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

Issue 35, August 2014



A new Geezer!

This month's magazine was put together by new editor Mike Butcher – great job Mike!

Pay up to play up..

Those that weren't in attendance at our AGM will be pleased to know that the committee remains unchanged for the 2014/2015 year – as do the club fees! If you haven't already done so, please open your purses, clear away the moths and send \$150 in legal currency to our "Keeper of Coin" Paul Baartz so that you may continue to enjoy the convivial surrounds of our world class flying facilities.

SAM 270 1/2a Electric Texaco 13th July, Oakford Field

At last, a day with clear skies and light winds greeted us for this event. Having said that, it was a tad cool first thing in the morning. Gary Dickens attested to his cold weather immunity by turning up in a club T-shirt whilst everyone else rugged up with windcheaters and fleecy jackets.



Everyone feeling cold in the early morning except you know who!

The event kicked off with a mass launch and followed this format throughout the rounds and the fly-off. Most managed to max except your co-editor who struggled with a dutch rolling Simplex and an inept choice of motor/battery!



Always exciting – the 1/2a electric Texaco mass launch.



Troy's "Coronet" & Paul's "Stardust Special" arrive together with the required 1/2a elegance factor.



Gary's "Anderson Pylon" making a dive for the finish line.



Winners circle: Peter Everitt (presenter of the cup), Kevin Hooper (3rd), Ray Sherburn (1st), Paul Baartz (2nd)

It was with great joy we welcomed Peter Everitt to present the "Peter Everitt Greengrass Cup" to the winner of the event – Ray Sherburn. Peter has been a champion of electric old timer modelling and a stalwart modeller for 60 years, mentoring and encouraging modellers of all ages in to the sport. Peter worked hard to see this event adopted in to the SAM270 and AWA calendar and it has been pleasing to see the support this event enjoys (even from us oily hander's). We look forward to seeing it grow further and perhaps be used as a promotional tool for SAM270 and SAM in general. Thank you Peter, we wish you all the best with your health issues and look forward to seeing you back at the field soon!

MB & TL

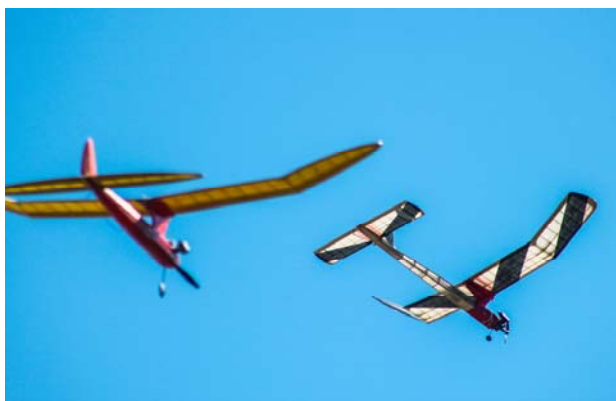
AWA Nostalgia, 13th July, Oakford Field

Following the highly successful 1/2a comp the Nostalgia event took place at our Oakford venue. Unfortunately the wind decided it was going to freshen up for the event, which made the day more challenging than usual.



Greg's "Ollie" showing some feathers

There were a varied array of aircraft – including some converted Burford models and one or two 2cc aircraft thrown in. Greg McLure campaigned his trusted "Ollie" re-engined with an OS25; Rod McDonald had an OS25 powered "Zoot Suit" which flew very well in the conditions; and Ian had his OS35H powered "Jay's Bird" which last tasted air at Bogwood farm in April. Kevin Hooper had a "Brigadier" with a PAW 09 on the front which may have been a tad underpowered for the airframe, as he struggled to climb hard enough to get to height.



Troy and Greg share some airspace



Troy's "Zoot Suit" heading for the landing zone.

Troy had his "model for all seasons" – the "Zoot Suit" entered and struggled to get it to perform. This aircraft started life powered by a Taipan 2.5PB for Burford, was briefly converted to electric for the "Zoot Suit" postal comp and is now mounting an MVVS 2.0cc glow. A poor prop choice and some dodgy engine runs saw him have a day he wished he could forget!

Nostalgia is a great event with very simple rules and it opens up a lot of building options for the old post war FF designs. The only challenge can be laying hands on a decent cross scavenged motor but ebay is always a good first stop when on the hunt for something in that vein.



And the winners are – Greg McLure (1st) , Rod McDonald (2nd) and Ian Dixon (3rd).

Place	Pilot	Model	Engine	Score
1	Greg McLure	Ollie	OS25	996
2	Rod McDonald	Zoot Suit	OS25	944
3	Ian Dixon	Jays Bird	OS30H	847
4	Troy Latto	Zoot Suit	2cc MVVS	717
5	Kevin Hooper	Brigadier	1.0PAW	76

Thanks to CD Rob Bovell and all who held stop watches and assisted.

MB & TL.

Breaking News ...The Cyclone returns!



Rod and Hans release the ill-fated "Cyclone" on its last controlled journey..

Last month's Geezer reported the loss of my Antique 38 "Streamlined Cyclone" and generously attributed the loss to radio failure. It is true that I lost the model, however the cause was more old age and incompetence than anything else, I simply allowed the model to get too high and too far downwind so that I couldn't tell which way it was heading. On reflection that could constitute radio failure I suppose. Anyway I cut the motor and applied full rudder, hoping to bring it down somewhere nearby. Euan Mitchell and I searched on foot in the general direction the model was last seen flying and probably covered a kilometre or so but without success. I also drove along Thomas road for some distance, checking as best I could in paddocks along the way, but again without success.

I did have my name and phone number prominently displayed on the model so I retained some hope that the wreckage would be found eventually.

On returning home I did the only thing I could think of to improve the chances of somebody finding the model - I ordered another ED Hunter replica from the CS site! This did the trick and next morning I had a phone call from a farmer to say that he had found my plane, undamaged, in his back paddock. So for the cost of a carton of Crown I was reunited with the Cyclone that afternoon. Whether or not I have also bought another motor, I don't know as I have been unable to figure out how to pay the vendor and, despite several emails, he doesn't seem to want to tell me.

Rod McDonald

AWA Burford Duration – 27th July – Oakford

In fits of pique and sheer bloody mindedness, six competitors shrugged off the predictions of meteorological armageddon and lined up on drizzle dampened morning at our world class oakford flying facility to engage in some Burford Duration.



Hans launches his unlucky "Lucky Lindy"

The usual suspects all came out (to fly that is – we aren't THAT suspect), dusted off their preferred marque of GB's finest and did deadly battle in the surprisingly clear and boyant conditions.



Ian's "Calypso Major" shows its graceful lines.



Kevin's "Bomber" climbs into the "wild blue yonder"

Defying the odds and the weather guesser's, the event was flown in benign winds and there was enough lift about to make sure that 5 out of the six starters made the requisite 3 maximum scores of 5 minutes each and thus the flyoff.

Troy and Greg engaged in a furious battle of words and flights throughout the event with honours in both reasonably evenly distributed. Troy had his BR Taipan right on song and it dragged the Spacer up to dizzy heights, easily ensuring he made the flyoff.

Greg and his ever changing Ollie – re-engined with a PB Taipan – was, as ever consistent, even though he raised several eyebrows by flying downwind considerable distances and putting his return to the box in jeopardy.

Hans was, once again, dogged by radio issues and his "Lucky Lindy" was a non starter, having broken during a test flight in which it showed a great deal of promise.



Troy launches Kevin's "Bomber" as Rod's "Stomper" lands.

Ian Dixon's lovely "Calypso Major" performed to its pilot's usual high standards and Kevin Hooper showed what Adelaide Airmotive's rebuild service is capable of as the reconditioned PB snorted in to life and hauled his tired "Bomber" in to the sky like it had a turbine attached. Rod McDonald made his usual utterances of doom on the flightline before posting 3 solid max's with his "Stomper" PB – much to his surprise.

The flyoff, being a five way affair, began with a scramble for timers as most of the pilots had been buddying up for the heats. Troy took the precaution of securing his timer early and with the ever cheerful Mike Butcher at the watch was first up, preceding the rest of the field by a good minute. Ian and Greg were up simultaneously, followed by Kevin and Rod. Troy had found a good patch of lift and was working it hard as the rest of the field was slowly dropping lower. Greg followed Troy's thermal downwind while Troy prospected further West. Eventually it came down to two aircraft clawing for every bubble, with Greg finding 10 seconds more than Troy to win the day (*I'll get you next time McLure!!! – ed*)



AWA Burford winners grinning: Troy Latto (2nd), Greg McLure (1st), Ian Dixon (3rd)

Full results:

1	Greg McLure	"Ollie"	900 + 523
2	Troy Latto	"Spacer"	900 + 513
3	Ian Dixon	"Calypso Major"	900 + 455
4	Kevin Hooper	"Bomber"	900 + 312
5	Rod McDonald	"Stomper"	900 + 269
6	Hans Van Leeuwen	"Lucky Lindy"	0

A great event that started in iffy conditions and ended in a tight contest! Thanks to CD Rob and all the helpers.

MB & TL

SAM270 Nostalgia – 3 August, Oakford Field

You may have noticed that we have had a BUNCH of events over the past month, due mainly to the unseasonably (for Perth) wet weather and strong winds. The SAM270 Nostalgia event has been a victim of at least two cancellations - one for weather and one for politics - so we were going to run it this time come hell or high water! Fortunately the weather gods couldn't compete with our steely stubbornness and relented for a lovely still and sunny morning.



"Blue Skies...smilin at me.." – Rod's Zoot Suit makes a slow low pass under an azure dome..

Once again the call to arms brought forth the stalwarts of the SAM270 competition scene who grumbled, moaned and wheezed their way around the flightline and surrounding finely manicured turf before settling in to a pattern of relaxed flying.



Why stand when you can sit? Troy and Greg put aside their affable banter to indulge in some serious banter – and a bit of thermalling..

CD Rob Bovell was called away unexpectedly to tend to his floating gin palace so Ian Dixon stepped in to run the event in his usual efficient style. Young Euan Mitchell, Ian's protégé and SAM Junior associate, buzzed around the pits in his excited way and was a welcome assistant to the day's proceedings.

While the day promised much, it sadly delivered little in the way of long flights. Lift proved VERY patchy and hard to find. Troy's scabby old re-engineered 'Swayback' was the largest of the aircraft in the field and it proved also to be the most consistent. It had the size and height to be able to search further afield and this served Troy well. His three scoring flights, while not max's, were high scoring enough to put him at the top of the table. Even if he had to do the walk of shame after landing out in round 3..



A nice B&W study of the Swayback in flight – 110% powered by K&B Torpedo .40 RR. Ben Buckle plan.

Ian's Jay's Bird proved to be a hot contender and managed a max in round two but a short engine run and cool air in the next two rounds saw him fade a little in the end. Greg "The Penguin" McLure (as ed I always get the last word Greg) also showed some early promise once he had sorted out the crimping of his fuel line on his new model work stand that was causing his engine to starve on startup. Greg managed one max but his 'Dreamweaver' was not able to find any of Troy's second hand lift in the remaining rounds and he was forced to accept third place.



Greg's newly acquired flight stand proved problematic – glad I was able to help find the root cause Greg.. ☺

Rod and Hans were both once again the victims of radio issues, with Rod's 'Zoot Suit' succumbing to the aircraft going in to failsafe mode during climb-out in round two, then heeling over and crashing during the re-flight. His backup aircraft, a 'Stomper', suffered a stall on climb and buried itself in the dirt. Rod decided enough was enough and pulled out. Hans briefly lost contact with his Lucky Lindy in round two which saw it whip over on its back during climbout and shed a wing at about 150 feet. Bad luck guys.



Jay's Bird vs Real Bird! Sir Ian of Dicko jousts with the local Magpie population on approach..

So, with little lift and no multiple maxes, no flyoff was required. The scores were tallied up and here's how it went:



Greg McLure 3rd (holding Troy's winning model); Troy Latta 1st, (holding the trophy) Ian Dixon 2nd (Holding his....model)

Thanks to Ian for stepping up and running the event and to all the helpers.

TL & MB

Lipo's vs Sheds !

I read a recent article in "Airborne" regarding charging of LiPo's and sheds burning down. The author suggested a simple solution to minimise the risk of fire breaking out was to purchase a simple tin box - I know of at least 2 people whom have had similar experiences, so the article made me take a few moments to analyse the risk versus safety measures.



Photos show the result of a trip to my local Bunnings (A major hardware store chain in AUS for our international readers - ed) to purchase a \$10 toolbox and a set of plastic containers to create a battery storage / transport enclosure and piece of mind. I used a hole saw to drill through the side of box and installed a plastic bush to allow charging leads to exit box. All up around \$20 to reduce the risk of a fire spreading, thereby protecting the house and numerous possessions.

Graeme Cooke

Just in case you thought Cookie was exaggerating a bit about LiPO safety - here is a photo of the results of a LiPO fire..



Results of a LiPO fire..

On June 29 in Wanneroo, A family lost their house and everything in it when a LiPO battery broke down and caught fire while it was on charge in their garage. The family had been flying their models at a local park, came home, put the LiPO on charge and gone out for tea. They came back to ashes. Do yourself a favour and use Cookie's tin box, a brick bunker or LiPO safe bag if you are charging your cells indoors. Alternatively, buy a LiPO safe bag from your local Hobby Store for \$15.00 and use that. Its cheap insurance folks!

<http://www.hobbytechtoys.com.au/productDetail/75810/REDBACK-RACING-LARGE-LIPO-BAG/>

2014 SAM ODYSSEY, THE TALE OF 4 OLD GEEZERS WHO TRAVELED 8,000KM TO GO FLYING.

Part 2 of our adventures with the SAM glitterati in Canowindra, by Ian Dixon..

Day three, Friday.

Nostalgia was first on the menu with good weather and light winds, 17 entries all up, only Troy and I from 270 were flying in this event whilst Richard and Kevin timed and pitted for us. It's the old story, be prepared or prepare to be disappointed! I had decided to build a Civy boy with a K&B 40 rear in the nose and had very little flying time with the model before we left. The model was incredibly sensitive under power and that was my downfall. The Civy boy proved to be almost uncontrollable with the slightest rudder movement causing a rolling action which was impossible to manage. Despite putting in the four flights I scored poorly which only managed to get me to 14th place.



Civy Boy - destined to become a free flight model

Troy flew a Ramrod, originally built by Peter Everitt as an electric powered model and Troy converted it to IC. It went well until on the third flight when the RX battery was accidentally switched off on launch, resulting in the model being spread all over the field.



Dave Paton (QLD) and Troy with Two broken models at Nostalgia - unfortunately one was Troy's Ram Rod

A bit more room in the crates for the return journey home someone cheekily suggested! Following nostalgia was 1/2A Texaco and the wind had picked up and was a little strong for these small models. Those who chose a larger prop suffered as the models blew backwards down wind. Not being one of my strong events I flew an Anderson Pylon. The event drew 24 entries and proved to be fairly straight forward from my perspective.

I managed to put in my 4 rounds but didn't place too well and ended up in 17th spot, Troy and Kevin also flew Anderson Pylons. Troy made the fly off but still only managed to come in 7th place whilst Kevin came in 21st.



Kevin's 1/2A Anderson Pylon

More flights with the phantoms and then back for dinner at the Old Vic. Being Good Friday not too much was open in this country town but fortunately we had booked at the Hotel restaurant and enjoyed the company of other modellers from different states during dinner, along with the hotel owners and several beers and bottles of red wine.

Day four, Saturday.

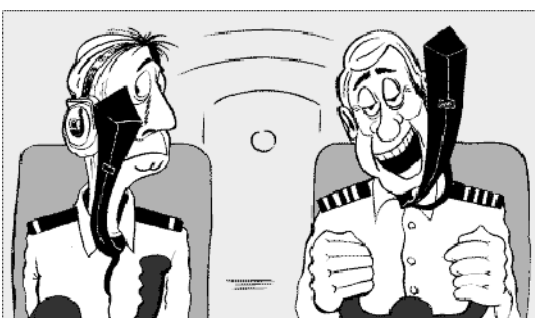
First up was the Gordon Burford duration. For our overseas readers who are not familiar with this event, it's designed around any of Gordon's Burford's diesel engines with the exception of Schnerle ported versions up-to 2.5cc capacity using a prop no smaller than an 8x6 in a nostalgia class model. There were 30 entries and some hot models. All four sam270 members flew this event: Troy a Spacer, Richard a Sleek, Kevin a Bomber and myself a Jay's Bird.



Jays Bird setup for Buford duration

Out of the 30 entries, 17 made the fly off - a fantastic result. Troy was the only one from the 270 team who managed to be in the fly off and placed 10th overall. Richard came in 20th, Kevin in 26th and I came in 24th. Fly off times were between 10 and 15 minutes which is double the max time. We had a serious look at ourselves - three of us coming in the second half of the field just wasn't good enough. How were we going to go home and face our club mates with this poor performance? At least we still had intact models but it was cold comfort. Texaco was next up, and we were hoping to aquit ourselves better in this blue ribbon event..

Continued next month..



Always trust your instruments, son

The previous Geezer we highlighted various aircraft from WWII, the period following was known as the "Cold War". Although before my time, it is chilling to see aircraft and weapons developed to annihilate opposition to democracy and the free world. The Convair B36 ("The Peacemaker") was one such aircraft displayed in the Wright Paterson Museum at Dayton Ohio. There is no doubting it, this aircraft was massive - having 6 turbo prop engines in a pusher configuration with a jet pod on each extreme of the main wing structure. This aircraft was in service from 1954 - 1957.



This aircraft was designed to carry the MK17 Thermonuclear Bomb or "H" bomb. This weighed 41,400 pounds, had a length of 24 feet 10 inches and a diameter of 5 feet 2 inches. The Mk 17 bomb had an explosive force (yield) in the megaton (one million tons of TNT range). When the bomb was test dropped it was reported by the pilots that the aircraft would soar upwards several hundred feet. Fortunately these bombs were never delivered in anger. Miniaturization has been one of the major advances to affect the size of nuclear weapons from the 1950s until today, for size is no longer an accurate gauge of a weapon's yield.



The undercarriage, when first designed, had single wheels but after loading the aircraft it was found the wheels couldn't take the weight, so the dual wheeled undercart was installed to alleviate this problem. Both Rob and I noticed the distortion in the aluminium skin - probably due to the strain placed on the airframe in carrying enormous payloads.

In the bomb bay you could probably house 4 or 5 Kombi wagons with ease.



Newer and more technologically advanced bombers then arrived on the scene - the Convair B58 "Hustler", a delta winged bomber and the earlier brother of the B52; and the Boeing B47 "Stratojet". All these aircraft served in the United States Airforce "Strategic Air Command".



Moving on from here, next edition of Geezer, still in the museum we look at the aircraft delivered intact to the allies in the " Korean Conflict" the MIG 17.

Kevin Hooper



Just a Minute!

WAMAC. Minutes of general meeting held on: 11th July 2014

Held at: 20 Granville Way, Willetton

Meeting started at: 8.10pm with President Ian Dixon in the chair.

Members present: I.Dixon, P.Baartz, H.VanLeeuwen, K.Hooper, M.Butcher, G.McLure, R.Bovell, A.Bentley, B.Edwards, T.Latto,

Apologies: A.Trott, P.Everitt

Visitors: Bill Pettigrew (now an associate member)

Correspondence inwards: email from SJSC regarding reserve on Elliott Rd Keysbrook, council has given us permission to use the area for our activities subject to permission of lease holder(J. VanLeeuwen).

Duration Times and other newsletters received and distributed

Correspondence outwards: To AWA with club and some member registrations.

To SJSC requesting permission to use Elliott Rd reserve.

Geezer to mailing list.

Treasurer's report: Balance at bank: \$16,315.39. Account for payment: Australia Post \$70 for stamps.

15 members and 5 associates.

That Secretary/treasurers report be accepted: Moved P.Baartz, 2nd Ian Dixon and carried.

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

Business arising: nil

General Business: Discussion regarding Elliott Rd area, reminder that we have some WAMAC (blue) caps and two SAM (red) shirts for sale, contact secretary for special prices.

Reminder for Greengrass Cup 1/2A Texaco electric on this Sunday. (see report *The Geezer* this month)

Competition results:

SAM 270 '38 Antique: 1. I.Dixon, 2. G.McLure, 3. G.Car, 4. K.Hooper, 5. R.McDonald 6. P.Baartz

Meeting Closed at: 8.35pm. Next meeting on 8 August, usual time and venue.

See This Red "S" On My Chest?

The rich-and-famous don't always succeed in flaunting the rules, as the world-boxing champion learned on one flight. While the aircraft was pushed back, the flight attendant asked him to buckle his seatbelt.

The champ replied, "Superman don't need no seatbelt!" Without missing a beat, the savvy flight attendant replied: "Superman don't need no airplane, neither!"

The boxer buckled up without another word.

2014 SAM270 "Paul Baartz Shield"

Progress table

SAM No.	Name	Club Points
SAM27017	I Dixon	14
SAM27023	G McLure	13
SAM2701	P Baartz	8
SAM2704	T Latto	7
SAM2706	R McDonald	7
SAM27022	R Sherburn	6
SAM2703	R Rowson	5
SAM27012	G Dickens	5
SAM27021	K Hooper	5
SAM27014	H Van Leeuwen	3
SAM27031	G Car	2
SAM27027	M Butcher	2
SAM27025	L Isitt	1
SAM27028	R Silbereisen	1
SAM27024	R Sutherland	
SAM27030	P Everitt	
SAM27013	A Trott	
SAM27015	G Cook	
SAM27016	J Voak	
SAM27019	R Bovell	
SAM2702	P Spencer	
SAM2707	D Bentley	
SAM2709	G Sayers	
SAM27010	G Eyres	
SAM27011	R Hoogenkamp	
SAM27020	C Behr	
SAM27026	B Slyns-Daniels	
SAM27029	C Edwards	

"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...

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Email: bert6058@yahoo.com.au

The SAM270 [Facebook](#) Page is up and running! Just click the link above and hit "Like" when the page comes up so you can see all the action around the club.

Disposals

Walt Good "Guff" 81 inch, Laser cut kit from Klarich. Comes with all ribs, bulkheads, rounded balsa parts, pre-bent undercarriage and folded plans. – suitable for Texaco \$100

Pilot Akromaster Kit 52 inch, suitable for .46 to .60 two stroke or equivalent four stroke/electric. Comes with all balsa and hardware.(no RC/Motor/covering) \$100

¼ Scale Swick Taylorcraft – Professionally built competition grade scale model. Go well with a 20-30cc spark or equivalent electric. Comes with Futaba Servo's and documentation VERY regretful sale \$200

Email latto@iprimus.com.au for more details

Weathers Westerner (75%) – Built from Klarich kit and covered in "Hong Kong Kote". Comes with servo's but no motor/ESC. Currently electric powered but can be converted for use in Texaco \$180

1970's Satellite FF Power Kit – Wolf models Kit – comes with Laser cut ribs, rounded balsa parts and preformed undercart & plan. Suitable for FF open power \$110

Cyclone Antique 38 Kit – Wolf Models Kit - comes with Laser cut ribs, rounded balsa parts and preformed undercart, Folded CAD plans \$110

I'm selling up a lot of my gear so contact Peter.Everitt@inet.net.au for more details

Random Picture Page...



The aforementioned "walk of shame" – Troy trudges out to the Swayback after landing out in round 3 of the SAM270 Nostalgia..

Kartoon Korna..



Do you think you can handle it??

Contest Calendar for 2014

Date	Event	Location	Start time	CD
March 2	Combined Open (FF)	Meckering	9:00am	Chris Behr
March 9	1/2a Texaco	Oakford	9:00am	Rob Bovell
March 16	WAFFS Free Flight Cup	Meckering	9:00am	Chris Behr
March 30	Mad March Malmstrom	TBA	TBA	George Car
April 6	2cc Duration (Trial)	Oakford	9:00am	Rob Bovell
April 13	Open Rubber State Champs	Meckering	9:00am	Chris Behr
April 13	SLOP State Champs	Meckering	9:00am	Chris Behr
April 20	F/F Ebenezer Mass launch	TBA	TBA	George Car
May 4	Power Scramble (AWA)	TBA	TBA	George Car
May 4	HLG/CLG (AWA)	TBA	TBA	George Car
May 18	P30 State Champs/F1G cup	Meckering	9:00am	Rod McDonald
May 18	Combined Open/FF Cup	Meckering	9:00am	Rod McDonald
May 25	1/2a Electric Texaco	Oakford	9:00am	Rob Bovell
May 31 – 2 June	F1A,F1B & F1C (AWA,TT)*	Meckering	9:00am	Phil Letchford
May 31 – 2 June	Combined open/FF Cup	Meckering	9:00am	Phil Letchford
June 8	OT Duration	Oakford	9:00am	Rob Bovell
June 22	Escargot /WAMAC Cup	Meckering	9:00am	Adrian Dyson
June 22	Combined Open/FF Cup	Meckering	9:00am	Adrian Dyson
June 29	38 Antique	Oakford	12:00pm	Rob Bovell
July 13	Nostalgia (AWA)	Oakford	9:00am	TBA
July 20	Fuller/Nostalgia & F1Q	Meckering	9:00am	Paul Rossiter
July 20	Combined Open/ FF Cup	Meckering	9:00am	Paul Rossiter
July 27	Burford (AWA)	Oakford	9:00am	TBA
August 3	Nostalgia	Oakford	9:00am	Rob Bovell
August 9	Phantom Challenge	Lumen Christie	1:00pm	TARMAC
August 10	Standard Duration	Oakford	9:00am	TBA
August 16 – 17	F1A,B & C (AWA TT)*	Meckering	9:00am	Chris Behr
August 16 – 17	Combined Open/ P30	Meckering	9:00am	Chris Behr
August 24	OT Texaco	Oakford	9:00am	TBA
August 31	Burford Duration	Oakford	9:00am	Rob Bovell
September 7	OT Duration (AWA)	Oakford	9:00am	TBA
September 14	Nostalgia,Fuller and F1Q	Meckering	9:00am	Chris Behr
September 21	Standard Duration(AWA)	Oakford	9:00am	TBA
September 27 – 29	F1A,B & C State Champs	Meckering	9:00am	Chris behr
October 12	Vintage Glider (Trial)	Oakford	9:00am	TBA
October 19	1/2A Electric (AWA)	Oakford	9:00am	TBA
October 26	Texaco (AWA)	Oakford	9:00am	TBA
November 9	1/2a Texaco (AWA)	Oakford	9:00am	TBA
November 16	38 Antique (AWA)	Oakford	9:00am	TBA
November 23	Tomboy rally	Oakford	9:00am	TBA

Note: Events marked in **BLUE** are **TRIAL** events for 2013 run by SAM270. Events marked in **RED** are **AWA State** events run by WAMAC. Events marked in **GREEN** are **WAFFS** events included for members of **WAMAC** who fly free flight. All other events are club events run by **SAM270**



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TARMAC C/L Phantom Challenge!

Date: August 9
 Venue: Lumen Christie College, Gosnells
 Time: Practice from 12:00pm, racing starts at 1:00pm
 Racing Classes: 1,2,3 & 4



Sam Supporters..



Rebores and Repairs to most
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