The Geezer

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

Issue: 37, October 2014

From the President:

Well the weather gods have been playing havoc with our calendar again – and not just SAM270! Last weekends Standard Duration (see report) had to be abandoned halfway through due to unseasonal torrential rain and we are still trying to run several other events before the close of the year. We may have to give some more thought to running two or more events on the same day next year in order to be guaranteed of finishing the calendar.

Late breaking news: Paul Baartz has been admitted to hospital. Details are sketchy but we believe his condition is not life threatening. We send our thoughts to Paul, Greta and family and hope our mate Paul is back on his wheels soon. This Friday's club meeting is postponed until further notice.

We need to look at a venue for our Christmas function this year. Rob & Judy Rowson have generously hosted us for the past two years however they are travelling extensively this year and may not be back in time to do so again. If you have a venue or any suggestions for our Christmas function please let Ian, Mike or Troy know via email and we can investigate all options.

Big Thanks to Mike Butcher for stepping up to the plate with "The Geezer" again this month while Troy was living it up in Hollywood and Dicko was drinking at Oktoberfest in Munich. Great job Mike and much appreciated!

Troy Latto

Standard Duration Contest Report 5th October Oakford

Our third attempt to hold this event started off reasonably well with eight entries, in light winds which were cool but we seemed to be surrounded by threatening clouds.

Kevin Hooper and Ray Silbereisen were the only ones to record three flights and six others achieved at least one flight.

The threatening clouds became heavy rainclouds and the wind became gusty, gaining in strength, after a long time of patience the CD reluctantly called off the event at 10am.

Looking a lot like a pack of drowned rats the flyers packed up vehicles and headed home.

Some discussion about what date to hold it and it was felt that next Sunday (12th) along with glider may be suitable subject to the approval of the club meeting this Friday night

Paul Baartz

Just a Minute

WAMAC. Minutes of general meeting held on: 14th September 2014

Held at: 20 Granville way, Willeton

Meeting started at: 8pm with the secretary Paul Baartz in the chair.

Members present: P.Baartz, R.Bovell, A.Bentley, R.Rowson, G.McLure, B.Pettigrew K.Hooper, G.Cooke

Apologies: I.Dixon, T.Latto, M.Butcher, H.VanLeeuwen, B.Slyns-Daniels

Visitors:

Correspondence inwards: Tomboy postal rally 2013 results, SAM2001 newsletter, 'Duration Times'

Correspondence outwards: 'Geezer' to mailing list.

.

Treasurer's report: Balance at bank: $16,395.39 21 members, 8 associates.

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

Business arising: nil

General Business: Willy Hannaart (new associate member) has a display of model motors at Royal Show, we supplied him 50 information sheets for any interested people at show.

Discussion regarding rolling of landing area and mowing/whipper snippering of pit area.

The OT Glider comp was discussed, in view of nature of crop in our current paddock it was felt that this event may be held at Keysbrook (towline may get snagged in high crop).

AWA OT Duration is re-scheduled to 28th September.

Competition results: nil.

Meeting Closed at: 8.31pm

Next meeting 10th October.

Cox Reed Valve Engines (a love-hate relationship)

The Old Timer Half A Texaco event calls for the use of a Cox reed valve engine (CRVE) of 0.49ci capacity fitted with the small (approx 5mls capacity) fuel tank.
Those available either at present or in the recent past include the 'Baby Bee' and the 'Black Widow' and also some others such as the 'Golden Bee' and 'Texaco' model which were supplied fitted with the large (approx 8mls capacity) fuel tank.

Recently however I sighted a new Baby Bee fitted with the large tank in a model shop so beware if you are buying a new one intended for the Half A Texaco event.

(Photo – Wikipedia)

The Cox company must have manufactured millions of these gems and for many years marketed both the engines as such and fitted to what must have been some of the earliest 'ARF' models available.
These included control-line plastic models and a few free flight designs including a type of helicopter/flying saucer.
These models were usually fitted with the 0.49ci reed valve engines but not always with the integral fuel tank arrangement.

My first experience with them involved a control line plastic PT19 that fell apart on almost every landing but was quickly reassembled and flown again.
As I recall the engine was relatively easy to start but refused to run much longer than about 60 seconds on a good run, what is new I hear you say, this resulted in many short flights and several muchly disillusioned young modellers.

I quickly discovered that, as is the case to this very day, these engines seem to like to have a "wet" piston in order to start. So a few drops of fuel were squirted into the exhaust port prior to flicking and this usually resulted in ignition if not an engine run.
Might add that we managed to prove conclusively that the glow head would not handle 12 volts and

that even then they were comparatively expensive, especially on a student's budget.

In latter years I have once again become intrigued with these marvels of engineering and have accepted the challenge of achieving a reasonably long engine run as is required for the Half A Texaco event.
Mixed results have been the order of the day and the great sadness has been that when I have managed to get one to run well and for a reasonable length of time that I am never really sure as to what is the exact reason for the achievement. Somewhere between two and three minutes at reasonable revs is achievable but not necessarily on every run.

Over the last few years of tinkering however I have made a few observations, which may be of help to others but at least are good food for thought so here are some of them.

The golden rule is that if you do get one (CRVE) to run well, leave it alone, do not even detach it from the model and even try to resist the urge to clean it, if you do succumb only wipe it gently with a soft cloth.
Dismantle it and I guarantee that it will not perform the same when re-assembled.
"If it ain't broke don't fix it".
The second golden rule is to change things one at a time and then test run, otherwise you will have no idea of what procedure has affected the running of the engine.

One cause of shortened run times is the seal between the venturi intake tube and the tank back. This small black ring type seal appears to be made of rubber or a similar substance and does in time become hard and brittle and of course fails to seal well.
When this seal fails engine runs are virtually halved for as soon as the fuel level gets below this seal; air will be sucked into the tube in preference to fuel, resulting in leaning out of the mixture and stopping of the engine.
It is critical that this seal is in good condition and effective, I am convinced that about half of the problems with run times originate from this source.
New seals are available in overhaul kits supplied by the manufacturer or a suitable one can be found by dismantling a disposable lighter of the type with adjustable flame.

The fuel tube supplied in a CRVE is usually of hard plastic type and can very quickly fail to seal effectively onto the nipple. Suggestion is to obtain some very narrow bore silicone fuel tube from the model shop and use this, making sure that the tank end of the fuel tube is cut at an angle and located at the very bottom in the centre of the tank.

I have seen several types of reed valve including the four pointed star copper type, held in place with a spring which must be fitted correctly so that it allows the valve to function. Other types include plastic and stainless steel, held in place by a plastic cage, which also serves as the gasket between the tank and crankcase.
To the best of my knowledge none of these perform any better than the other but the most common is the plastic type and this is reasonably reliable.

It is imperative to keep the area, where the reed valve sits, absolutely clean as the very smallest bit of dirt can stop the valve sealing and turn your CRVE into a dead one.
If you have to dismantle the engine use the opportunity to clean this area thoroughly.

Some operators like to have the exhaust ports located on the side of the cylinder, at right angles to the propeller, it has been claimed that this helps the CRVE to run better, I am not convinced but it cannot do any harm.
If you want to move the ports this can be done by removing the cylinder and piston from the crankcase and gently rubbing the contact area on top of the crankcase, on an oilstone or similar with frequent checking on where the ports are located when the cylinder is screwed back into position.
It does not take much effort to have an effect so do it gently and check often and clean the area well so that the residue does not get into the crankcase.

According to some experts the CRVE is designed to operate at maximum efficiency when, at top dead centre, the crown of the piston is exactly level with the top of the cylinder at the point where the head gaskets are located. This can be tested by cutting a circular piece of brass shim to fit, ie: same outside diameter as the head gasket, piercing it in the centre to avoid an air-lock then placing it in position and using an old glow head with the centre drilled out to hold it in place.
Shims may be used between the cylinder and the crankcase to achieve this.

On occasions a CRVE will run well then 'nip-up' after a minute or so, one cause of this can be that the compression is a bit high, causing it to run hot.

Using two or more of the copper head gaskets can reduce compression; one engine I know of took five to get it to run cooler and thus longer.
Another, rarer, cause of 'nipping-up' is binding of the crankshaft in the crankcase housing. It may be possible to 'polish' the inside of the housing very lightly using some 800 wet and dry wrapped on a piece of dowel, warning: be careful and gentle.

Occasionally a CRVE will run badly due to the small end of the con-rod, which is a ball, becoming a loose fit in the socket located in the piston.
There is (or was) a tool available to help tighten this ball and socket joint.
It is a rod of about 6mm diameter with a concave end and a slot at that end to enable it to be placed into the upturned piston with the conrod in the slot and gently tapped in order to tighten the socket fit onto the big-end ball. Care is needed as over-exuberant hitting of the tool can spread the top of the piston and basically wreck it.

Now that Kustom Kraftsmanship has changed owners and management, some of these specialist bits for CRVE have become hard to locate. I have tried via the Internet to locate the current operators of Kustom Kraftsmanship without success.

Propellers affect performance and those normally used range from 6x3 up to 8x4. The best performing CRVE that I know of, which incidentally can run for 4 minutes on a tank-full, is fitted with an APC 7x3.
The Master Airscrew 8x3 blue propeller seems to be quite suitable and efficient.
Lately I have used electric props with some success including the 8 x 3.7 slow type and the 8 x 6 fast type.
I suggest trying out a variety of types and sizes to assess which gives the best performance; you will be amazed at how some engines respond to particular propellers.

Fuels used vary as much as propellers, 5% nitro and 15 to 20% synthetic oil seems to work well and is probably the most popular but some flyers use up to 30% nitro and some use castor oil from 15 to 20% instead of the synthetic while others use a mix of castor and synthetic oil, usually around about 10% synthetic and 5% castor.
Experiment and find out which works best in your particular engine/prop combination.

The special Texaco heads allegedly help the CRVE to run cooler and hopefully longer, in practise I have not noticed any difference between them and the standard glow head.
If all else fails it may be worth a try, cannot make anything worse I guess.

Some advocate replacing the spring on the fuel needle with a piece of silicone fuel tube in order to stop air being sucked into the venturi through this route.
I do not know if it works but I use it and have noticed that the springs will sometimes stick a bit and make fine tuning even harder than it is already so the silicone tube helps in this regard if nothing else.
In some airframes it is necessary to fit an extension to the fuel needle.
The best method is to drill a shallow 1.5mm diameter hole in the top of the needle and solder in a piece of 1.5mm wire with a bend at the top of it.

The tank back-plate of the CRVE is an interesting item as on older engines it is cast in some type of "muck-metal" whilst engines of more recent manufacture are fitted with back-plates made of a black plastic.
The metal back plates seem to have a variety of different intake venturi diameters and all seem to be slightly smaller diameter than the venturi in the plastic type back-plates.
This may be advantageous in terms of economical running as, in theory at least, the smaller venturi should enable the engine to operate at a lower speed and possibly more economically.

The metal back-plates have a number, cast on the inside of the plate, which could possibly be an indication of the diameter of the venturi.
I have seen numbers including 3, 4 and 7 and from observation of these it seems that the lower numbers indicate a smaller diameter venturi.
A word of caution, it is not difficult to break a plastic back-plate, by over tightening the bolts which attach the tank to the crank-case.

Most CRVE's refuse to start on their running needle setting and it usually needs to be opened about half a turn in order to effect a start, and of course a prime with a drop or two of fuel in the exhaust port is a big help in starting.

I have made an electric starter using an off-road buggy motor and battery pack (7.2v).
A piece of aluminium tube of about 10 mm internal diameter was fitted to the motor using an old pinion also from the buggy and rubber tubing placed inside of the tube.

A micro switch is fitted in order to make the thing work and it does so really well.

Starting and Running Cox Reed Valve Engines

Cox reed valve engines (CRVE) can and do run quite well and start easily on most occasions but at times can prove very difficult to get going and to keep going, especially economically as required for the 1/2A Texaco event..
My flying associate and I have, over the years, done a considerable amount of experimentation, including a great deal of trial and error with these little gems and have arrived at several conclusions which may help others with their CRVE's.

Various fuel mixes have been tried and they seem to run reasonably well on anything ranging from 15 to 20% oil of one type or another and a nitromethane content ranging from 5 to 30%.
For economical performance such as is needed in 1/2A Texaco my best and most consistent results have been from using 15% Klotz oil and 5% nitromethane.
I used Klotz because I had some but I am sure that any synthetic oil would do fine.
My associate, Alan, has regularly used a fuel containing 15% Castrol M and 15% Nitromethane with good results, in fact one of his engines will quite often run for 4 minutes on the 5ml tankfuls of this mixture.

One of the advantages of synthetic oil is that it is probably less likely than castor oil to cause gumming of the reed valve, making the engines easier to start and keep running after a period of non-use, if the reed valve is stuck there is no way the engine will run and it can often prove difficult to unstick, short of dismantling the whole engine.
Sometimes the reed valve can unstick itself through becoming wet with fuel and with much turning over of the prop in an attempt to start the engine.
Alan often will flush out his fuel tank with methylated spirit or straight methanol after a flying session and this seems to help prevent sticking of the reed valve.

CRVE's seem to like starting with a "wet piston" particularly if you are flick starting by hand. The best method of starting seems to be to open the needle about half to three quarters of a turn from its running position, put a few drops of fuel onto the piston through the exhaust port, connect the glow power and flick away.
If it fires and the stops re-prime it with a few drops of fuel through the exhaust port, open the needle by about one eighth of a turn and try again
More often than not it will fire and continue to run rich and slowly, screw the needle in to lean out the mixture and increase the revs.

If you use an electric starter it is not essential to prime with fuel onto the piston and it may only be necessary to open the needle by about a quarter to half of a turn from its running position. They flood easily with an electric starter and once flooded will absolutely refuse to fire as long as the glow head element is wet with fuel.
Stop the procedure and allow the battery to stay connected for a few minutes so that the element will dry out, if you listen carefully you can hear the sizzle in the cylinder, then try again and usually you will get a result..

These engines can stop running 'in the air' long before the tank is empty and apart from physical causes this can be the result of leaning the mixture too much by screwing the needle in too far before release of the model.
Most need to be launched with the engine running slightly rich as they more often than not will lean out once in the air and this will result in overheating and stopping.
One method which is quite effective is to adjust the needle for maximum revs then back it off by up to a quarter of a turn for the running setting.
Trial and error with individual engines is the only way to find out their behaviour pattern and how to get the best run from them.
This statement applies to almost all of their characteristics including which propeller to use. If the engine stops running suddenly in flight, even if it started out rich, it may be due to an inappropriate propeller.

The procedure which we have developed is to start off using a 7x3 or 7x4 APC propeller and if the engine performs badly try an 8x3 or 8x4 to see if this makes the run more even and longer.
Some engines seem to change with age and after performing happily on a 7inch prop for a long time will improve by using an 8 inch one, or vice versa.
I have found that Cox free flight propellers are good, particularly the 7x3.5 and the 8x4 sizes, however they are a bit hard to get hold of at the present and some electric type props work well including the 8 x 3.7 slow type and the 8 x 6 fast type.

A few in our club use electric model props which are very light. The 8x4 orange coloured props with straight blades, not the larger fan type blades, work reasonably well but are a bit fragile and break on occasions when contacting the ground.
There may be a safety issue here too as they are not really designed for fuel engines but then again some electric motors can turn them at incredible revs, much greater than a CRVE would develop.

As mentioned in the previous article there can be other causes of short engine runs including bad seal on the fuel inlet tube, overheating due to too much compression or over revving due to a propeller of too small a size being used.

Finally a couple of warnings, firstly that the CRVE will run happily, in fact sometimes seemingly better, in the reverse direction and it is a bit difficult to detect in the mad rush to get the model launched and into the air.
Some of the more humorous moments at the flying field have occurred when an unsuspecting flyer launches the model with the engine running in the reverse direction, the model plummets to ground even though the engine is running at full speed.

Warning number two, some of the worst hand and finger injuries I have seen at flying fields have been from the propellers on 1/2A Texaco models. Whatever the reason and it may only be disrespect because of the small size of the engine, or that the little props cut human skin better than larger props, be very careful and keep some bandaids in your flight box.

Paul Baartz

Maybe this is the answer?

2014 SAM 270 "Paul Baartz Shield" Progress Table

SAM No.	Name	Club Points
SAM27017	I Dixon	25
SAM2706	R McDonald	15
SAM27023	G McLure	15
SAM2701	P Baartz	11
SAM2704	T Latto	11
SAM27022	R Sherburn	10
SAM27021	K Hooper	8
SAM2703	R Rowson	6
SAM27012	G Dickens	5
SAM27014	H Van Leeuwen	3
SAM27013	A Trott	2
SAM27025	L Isitt	2
SAM27027	M Butcher	2
SAM27031	G Car	2
SAM27028	R Silbereisen	1
SAM2702	P Spencer	
SAM2707	D Bentley	
SAM2708	D Gibbs	
SAM2709	G Sayers	
SAM27010	G Eyres	
SAM27011	R Hoogenkamp	
SAM27015	G Cook	
SAM27016	J Voak	
SAM27018	R Rumble	
SAM27019	R Bovell	
SAM27020	C Behr	
SAM27024	R Sutherland	
SAM27026	B Slyns-Daniels	
SAM27029	C Edwards	
SAM27030	P Everitt	

Oshkosh Air Adventure 2012 (#5)

Tuesday (day 11) saw an early rise where we will be visiting the Wright Brothers Memorial and historic Huffman Prairie where the Wright Brothers perfected their flying skills and their aircraft, then after lunch at the Engineers' Club, Dayton we will visit America's Packard Museum.

Arriving there at the entrance of the Huffman Prairie Flying Field Interpretive Centre we were greeted by two park rangers who gave the tour group a briefing of the layout then we were ushered into the theatrette for a half hour digitally enhanced video of the trial and tribulations of Orville and Wilbur Wright (Wright Bros) of building firstly the box kite and testing it at Kitty Hawk in North Carolina and then the first Wright flyer powered by a light weight petrol engine with two chain linked wooden propellers. Having tossed a coin Wilbur won.

A wooden moveable track and a counterweight pulled aloft by two horses in a wooden tower catapulted the box kite like contraption skywards with Orville running alongside to steady the wing on take off. Two failed attempts were made earlier in December 1903 unfortunately for Wilbur he did not get airborne and there were some minor repairs to be done.

Not deterred it was Orville's chance to fly after the repairs had been made and on the 17th December 1903 they managed the first controllable and sustainable flight of 12 seconds and 120ft. Further flights were made finally circling the entire Huffman field. After the presentation we walked up to the nearby rise and took in the view down the valley and into the prairie where this first flight took place and in the far distance the Wright

Paterson Airbase where we visited the day before.

With a tight schedule for the day, Ron (Torii Tours) herded the group onto the coach and headed for the field, where another Park Ranger met us. There was nothing unusual about this paddock, it would be a great field for Old Timers surrounded on one side by tall trees and high grass around the other boundaries.

Plaques with photos complete with inscriptions circled the field where the Wright Flyer made its first circuit. You could just imagine this as we stood there. There was the mock up of the original wooden shed and the moveable track (catapult) and tower with the suspended concrete weight. All too soon we were off again for the run into Dayton for lunch at the Engineers' Club.

On the way Ron organised the coach to pull up alongside the Wright Cycle shop for half an hour. This had been restored with a "hit and miss" petrol engine powering up an ancient belt driven lathe and drill. The brothers had used these basic machines and tools derived from their cycle making business to build their petrol engines to power the Wright Flyer and subsequent airplanes.

Around the corner the group filed into the Engineers' Club for a sit down lunch. We were all asked that day to wear trousers and a collared shirt to meet the minimum dress standards. For those that aren't aware this club has famous members (representing engineering and science) including the Wright Brothers) that have invented every day items and had them covered by patents such as the NCR cash register, NCR carbonless paper, the discovery of the atomic fission process, Thomas A Edison, the electric light, even the rip top lid on beer cans, the mechanical heart to name a few.

The lunch was served as silver service in the dinning room resplendent with photographs of the Club's presidents from its inception in the early part of last century adorning the walls including a

large number of trophies ie animal heads, tusks and skins from hunting trips undertaken by its members.

The meal was served with an entrée then the main. I had Atlantic Salmon with all its trimmings, I think Rob had the chicken dish, followed by the sweets, yum. Coffee and the cheese platter followed. At this stage the tour group broke into three where three elderly esteemed members conducted the tour through the Engineering and Science Hall of Fame, the library and the theatre.

Finally we all grouped outside for the photo, what an experience.

On the bus again around the corner and we were

delivered to the Packard Motor Museum. For the petrol heads amongst our readers the museum contained some magnificent examples of the Packard motor cars some 50 odd.

It also had a Packard Merlin Engine for those in the know, this is the engine made under license from Rolls Royce that powered many Mustangs and Spitfires during the second world war.

By this time it was late in the afternoon so our weary bods headed back onto the bus back to Beaver Creek for tea.

Kevin Hooper

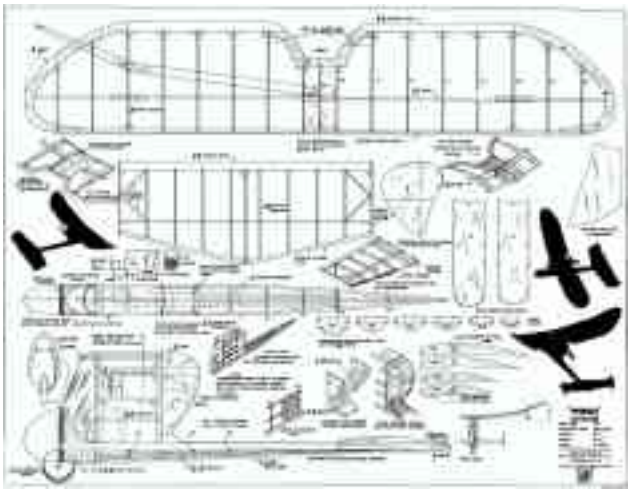
The text states: "The making and flying of model aeroplanes is one of the least expensive and most fascinating forms of model making"…… so now you know.

Mystery Model Competition …. What is it ?

Observed at Oakford on 10th August.

It's a "Yogi" of course!

Designed in 1944 by Jerry Stollof, the Yogi was a free flight model featuring a pusher configuration. Here it is shown with electric propulsion.



A note from Brett Slyns-Daniels

Hi all, just an update on my left leg, had my first appointment yesterday at the fracture clinic, the specialist is happy with my progress to date he removed the plaster cast and staples ,am now in a Camel boot so I guess that makes my leg camelfaged, (get it) but I am still under strictest orders to remain non weight bearing on the leg. My next appointment is in four weeks time.

Cheers Brett.

Missing Stopwatch

I lost a mechanical stopwatch a few months ago while on the Oakford field. Hopefully it has been picked up by someone - I would be most delighted to get it back.

The watch is easily distinguished from other mechanical stopwatches as it has a split time function. That is, the second hand is actually two hands that run together, and when the second (lap) button is pressed, one of the hands stops while the other keeps running. Very useful for timing motor runs.....This makes it very unusual (for a clockwork mechanism).

This is one of three mechanical stopwatches I obtained over the years of working in path labs, so has sentimental value.

If you have come across it, please drop me a line. George@georgecar.com or 62609388

2014 SAM ODYSSEY

THE TALE OF 4 OLD GEZERS WHO TRAVELLED 8,000km TO GO FLYING

Duration

32 entries lined up for the vertical drag race that is duration. Troy, Kevin and I lined up with models that are reasonably competitive at home only to be blown away by the high powered models

presented by the East Coasters. Troy and Kevin flew their 85% bombers and I flew my old and trusted 840sqinch Stardust special.

The McCoys and dub jets dominated the field getting great height, much higher than we were able to achieve. Although Troy managed to get into the fly off he only placed 13th, Kevin came in at 29th and I came in at 23rd.

Flight line setting up for standard duration.

After all the excitement over the week we were starting to get a little tired, but we still had Phantom times to put in so it was off to the circle, roll out the lines and get as many timed flights in as we could. As the dark crept in, it was time to clean up our models and head back to the pub to clean up ourselves and get ready for the presentation dinner.

The presentations are one of the highlights with a 3 course meal, chance to mingle with other competitors and also collect or cheer your mate who had been victorious in any of the events as they collected their trophies, a great night with great people.

After the dinner we decided to walk up the main Street of Canowindra to the pub with the log fire for a night cap, only to meet up with Mick Walsh who was already at the Bar. Now Mick is one of those Queenslanders who puts 110% into every event, he's known as 'Wins Everything Mick'. We bought him a drink and hatched a plan to make sure we kept him drinking for the rest of the night; the plan being it would put him off his game the following morning. It didn't work, he still beat us.

Day six, Monday

The last day of the champs! We were all a little weary but still enthusiastic. Standard duration first, 14 starters, mostly flying Bombers or Playboys. Troy, Kevin and I all flew the event with mixed results. Both Troy and I made the fly off but Kevin unfortunately didn't quite make it.

During the fly off and on approach after milking a small patch of lift with only just enough height to get back to the landing area the left wing tip was heard brushing through a tree. I was so sure the model was nowhere near the tree but my depth perception was way off. This of course washed of some speed and I landed short of the landing area, a zero score was recorded which put me into 10th place. As I walked the walk of shame to retrieve my model I could have kicked myself.

Troy had managed to come in at 5th place and Kevin 13th. A little rest and some lunch soon put me back in the right frame of mind and ready for 2cc duration.

2cc is a fun event with small models, simply a scaled down duration event using motors no larger than 2cc. I had built a Creep for Vintage Free Flight and decided to build two at the same time, the second one for 2cc duration with a MVVS junior 2cc glo motor. It performed reasonably well but only good enough to get me to 8th place. It needed a little more trimming and sorting and I'm sure it will get better when I put in the time to sort it out.

Basil Healy and Dicko, or a couple of creeps depending on how you look at it

Richard came in 10th place with is Tyro powered Sleek and Troy in 11th place with his Tyro powered Zoot Suit. Well that was the end of the Champs for another 2 years; all we needed to do was pack our models for the journey home, not a simple task!

As mentioned earlier, despite losing one model we collected another 4 ½ models that needed to fit in the crate that was already full on the way there.

Eventually with a little juggling and rearranging we managed to fit all but Richards's large stunt model in. Richard was wanting to cut the wing in half but I couldn't let him do it! We would find a way and discussed options during the drive back to Sydney.

Once the models were packed and loaded into the back of the van with the assistance of a few others it was back to the hotel for our last night.

Yet another large steak with plenty of beers at the corner pub with some of the other competitors made for a last enjoyable evening.

The following morning after checking out of the hotel we returned to the field for breakfast with the Queenslanders, It's always a great spread and has become a bit of a tradition when the Far North East meets the Far West. Reluctantly it was time to head off on the 5 hour drive to deliver our crates to be freighted back to Perth,

The five hour drive back to drop off the crates was a relatively quiet one, we did contemplate giving the hire van a run at Mt Panorama to see what sort of lap time we could manage but thought the better of it as we were running short of time!

We did not cut the wings off Richards's Stunter, we found a large cardboard box and placed it over the model and lashed it down to the top of the crate with reinforced tape that we borrowed from Richards's friend, it was risky but it was better than cutting the wings off.

When the models arrived back in Perth, to my surprise it had survived the journey without a scratch.

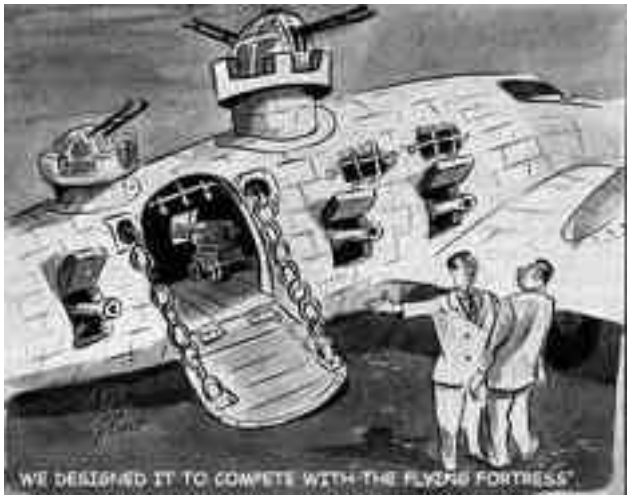
After arriving in Sydney and dropping of the hire van it was a short taxi ride to the airport for the flight home. Kevin had driven via Melbourne and flew from there, Troy was on a different flight so it was Richard and I left to waste time whilst waiting for the aircraft departure.

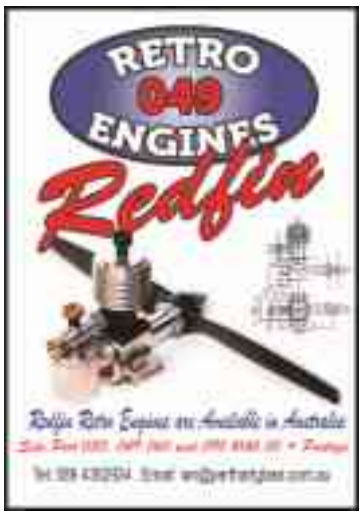
So we toasted the 2014 SAM270 campaign with a few Corona's and a text photo of the empties sent to Mates not with us.

Richard and Dicko wasting time at the airport.

Some may say it's a long way to travel, others will say the cost is too great, but the invitation is open to any West Aussies who dare giving it a go. Each time we travel we meet fantastic new friends and are re-acquainted with good friends made previously. We learn and see what our fellow SAM Chapters are doing, I'm sure the four of us will do it all again in 2016.

Ian Dixon





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 23	Burford Duration	Oakford	9:00am	Rob Bovell
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 Ebeneezer 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 11	Nostalgia	Oakford	9:00am	Rob Bovell
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 10	Standard Duration	Oakford	9:00am	TBA
August 17 – 18	F1A,F1B & F1C (AWA TT)*	Meckering	9:00am	Chris Behr
August 17 – 18	Combined Open/ FF Cup	Meckering	9:00am	Chris Behr
August 24	OT Texaco	Oakford	9:00am	TBA
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**

CS ENGINE

For high quality, classic Diesel, Glow and petrol engine technology. Order online from

www.csmodelengine.com

Owen Engines

Authorized agent for PAW, MP JET, and Schlosser diesel engines and spare parts. GB reproduction diesels and spare parts are our speciality.

Contact David Owen for a catalog at
owendc@tpg.com.au

Aerotech Electronics

Electronic ignition timers for sparkies! Receiver activated shutoffs eliminate mechanical switches and make your spark ignition installation a breeze!

Email Marvin Stern: IGN-sw@optimum.net

HOBBYTECH & TOYS
INTERNATIONAL HOBBIES
Ph: 9331 2266
Shop 3/352 South St, O'Connor
Fax: 9331 2223
info@hobbytechtoys.com.au
www.hobbytechtoys.com.au
find us on Facebook Hobbytechtoys

Rebores and Repairs to most *Taipan* and all **glo-chief** engines.
Adelaide Aeromotive Pty. Ltd. A.B.N. 115 307 084
Email us for a free quotation!
aamotive.com

Want an Aussie made Ignition system?
Who you gonna call?

Peter Scott!!

Ignition coil assemblies with transistor - ready to go only $70!!

. Contact qualmag@optusnet.com.au
Or Phone: (02) 9624 1262

Larry Davidson
66 Casa Mia Circle
Moneta, VA. 24121-5307
(540)721-4563
Supplier of specialist model equipment for antique and spark ignition motors

Email: samchamp@jetbroadband.com

Texas Timers

Suppliers of clockwork and electronic timers and accessories for free flight aircraft

Hank Nystrom

Phone: (423) 282-6423

Email: sales@texastimers.com

www.texastimers.com

Model Draughting Services

Providers of quality laser cut Antique, Vintage, Nostalgia, Sport, Scale, Control Line and Free Flight kits, plans and accessories.

Dave Brown
2 Cary Ave
Wallerwang, 2845, NSW
Ph: 02 6355 7298
Email: daveb@ix.net.au

KLARICHKITS.COM

Klarich Custom Kits has been a family owned and operated business for over fifteen yearsserving clients around the world. We produce partial model air plane kits. Includingbut not limited to***Antique old timer and Nostalgia free-flight***. Hand crafting all thecurved parts, we have put together a partial kit for free-flight and adaptive radio-controlled

2301 Sonata Drive
Rancho Cordova, Ca 95670
Phone: (916) 635-4588
KlarichKits@gmail.com

Great products, excellent service, competitive pricing!

Woody's Model Engines
antique reproduction model airplane engines

We make thousands of excellent parts for collectors and model engine enthusiasts all over the world. If you are in need of an **authentic, well-made reproduction part for any model engine**, you have found the **BEST** and **LARGEST** source for **professionally produced antique model engine parts anywhere**.

Email: info@woodysengines.com or Phone (269) 665-9693