



The Geezer



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

Issue: 38, November 2014



From the President.

Well it's great to be back after being overseas for all of September and early October. On my return I was accused of putting some dastardly spell on the weather whilst away, apparently most if not all scheduled comps had to be abandoned and new dates set. Can't help but luck I say, as it happened I didn't miss one comp in my absence. October has been a busy month with Vintage glider, standard duration, Texaco and then on the 2nd November Duration.

Lots of fun had by all who flew and some great fly offs with only seconds between 1st and 2nd placing. November will be just as hectic with 1/2A Texaco and electric

1/2A Texaco scheduled for 9th then 38 Antique the following weekend and the Tom Boy Rally the weekend after. That will be the contest calendar done with for 2014, with so many events it has been suggested that we group two events and hold them on the same day or a weekend with

four events being flown over the two days, something for discussion at the November meeting.

The vintage glider event went well and is only the second time we have run this, Greg McClure and I purchased a winch which was used on the day, with some lighter line and a decent parachute as well as some practice I'm sure we can achieve some better launch height for our next event.

Whilst in Canowindra at the SAM champs earlier this year we used a winch that belonged to Collin Collier that had a tension adjustment and worked well if Collin reads our newsletter some photos of the setup would be appreciated.

The absence of Ray Sherburn at the last few comps is due to a broken shoulder that has put him out of action for several weeks including driving his car. I'm sure the rest of the membership along with myself wish him a speedy recovery and look forward to seeing at the field very soon.

Whilst away on my European adventure Troy Latta was in Hollywood walking the red carpet, this was a result of his involvement with a short film he and a few mates put together that won a nomination. Congratulations to Troy and his movie making buddies for their success, just hope it doesn't mean less time for Aero modelling.

I have been cleaning out the workshop of Peter Everitt and will advertise some of his equipment, tools, kits etc as well as taking some smaller items along to the club meeting. All money received for sold items will be passed on to his wife Cherie. There are many items as you could imagine after a life time of aeromodelling and it would be nice if we could distribute this amongst his club mates.

Those who have been to the field recently would have noticed that the grass has been cut; thanks must go to Hans VanLeeuwen who managed to find a ride on slasher that was in need of repair and had been replaced with a newer machine. Hans has managed to become the custodian of the old machine and with some minor repairs made it operable. Hans is looking after the mower so the next time the grass needs cutting it will be on hand with the minimum of fuss to keep our take off area in order. The mowing takes some time and Hans informs me that he spent 4 hours at the field cutting the grass. The next time this needs to be done a few volunteers to assist would be appreciated.

Christmas is almost upon us and Michael & Lorraine Butcher have stuck their hands up to host our annual Club BBQ. Date and time will be discussed and finalised at the meeting on Friday 14th November

Ian Dixon

OT Standard Duration 12th October 2014 Oakford

The AWA State standard duration started with windy weather which fortunately calmed as the morning progressed allowing for several max's in each round. Greg's "Gull" came off second best in a takeoff misadventure. Throughout the event the usual friendly suggestions were offered between participants to assist each other in flying techniques. Fortunately most of the suggestions were politely ignored (as usual).

The event ended with an excellent display of flying down to the wire with only a few seconds separating the first and second.



Graeme Cook's 85% "Bomber" final approach



Troy's "Playboy" looking good against the blue.



Troy & Dicko concentrate whilst Gary keeps the time.



Lining up for the winch launch.



A close finish with only seconds between 1st and 2nd



How many modellers does it take to launch a glider?
(Answer on page 99)



... and the winners are...

I. Dixon	85% "Bomber"	1 st place
T. Latto	"Playboy"	2 nd place
G. Cooke	80% "Bomber"	3 rd place



Rod McDonald's 200% "Lulu"

SAM 270 Vintage Glider Contest Report 12th October - Oakford

This event was run immediately following the Standard Duration contest. Five models were entered and following a few test launches to sort out winch techniques, the comp began in earnest. Several good times were posted, the longest being 6 minutes by Greg McLure & Ian Dixon.



Greg "goes solo" on the winch, launch and radio.



Troy demonstrating an interesting low level approach with his "Argestes".



The winners circle

I. Dixon	"Snoek"	1 st place
G. McLure	"Thermic 100"	2 nd place
T. Latto	"Argestes"	3 rd place

Texaco AWA State 26th October 2014 Oakford

This event tested the skills of all competitors with wind, rain, more rain followed by slightly better conditions later in the morning. Even though the day looked far from promising some good performances were noted.



reg's "Thermic 100" showing how it's done.



Ian launching Graeme Cook's 150% "DG 67"



The magnificent trophy awaits its new owner





"Instrument conditions"



It's up there somewhere....



Heading for home during a shower



Paul, Rod and Ian at the winners circle

<i>R. McDonald</i>	<i>"MG2"</i>	<i>1st place</i>
<i>I. Dixon</i>	<i>"Airborne"</i>	<i>2nd place</i>
<i>P. Baartz</i>	<i>"Bomber"</i>	<i>3rd place</i>

AWA State Duration – 2nd November, Oakford

The state duration saw 6 Starters this year, a little down on previous years and the absence of some of the diehards was noted. Ray Sherburn was the only absentee with a valid excuse with a broken shoulder. We wish Ray a speedy recovery and look forward to seeing at the field soon.

The weather was almost perfect with light wind and patchy cloud cover, thermal activity drifted through and if in the air at the right time the 7 minute max was easily achieved. I just wish I had been in the air when they came through, I only managed to get two maxes and two pretty ordinary times that put me out of the race.

Rod McDonald managed to perform some spectacular acrobatics with his westerner, during one attempt, managing to test his wing strength to the max but shut the engine down just in time before the wing flutter became too extreme. His explanation was he forgot to flick off the high rates whilst under power which resulted in over control. This didn't stop him from obtaining 3 maxes during the rest of the morning's flights.



Rod's Westerner in fine form



Paul's trusty 85% Bomber

Paul Baartz, back in form, also managed to accumulate the required 3 maxes with his trusty 85% Bomber putting him line for the fly off. Kevin Hooper as usual quietly put in his flights and put in some reasonable times.



Up and away – Les with his "Flamingo"

Les Isitt put in his flights but the Flamingo just didn't get the height needed and unfortunately for him didn't manage flight times long enough for him to be competitive. Greg McLure arrived with an unflown Lancer but decided not to fly and helped with timing duties. At the end of the mornings flying the battle was between Baartz

and McDonald who both flew a very close fly off with only a few second between them in the end.



It was a cliff hanger with each waiting for the other to make a mistake, in the end Rod was the well-earned winner, Paul in second spot and Kevin third.



R. McDonald	"Westerner"	1 st place
P. Baartz	"Bomber"	2 nd place
Kevin Hooper	"Bomber"	3 rd place

Thanks to all who helped out on the day with timing and general assistance that makes our events run smoothly, in particular Mike Butcher who not only assists but also manages to takes the photos during the event.

Dicko

Updating Old Transmitters to new technology

(A fascinating article by our Tech Savvy member Chris Edwards)

Conversion # 1

The MicroStar 2000 is an 8 channel Radio Controlled Transmitter design that you can build and use to upgrade your favourite old transmitter. The transmitter shown is a Proline Custom Competition radio. This design consists of two major components, the Encoder, and the RF Deck.



The Encoder

The Encoder is responsible for reading all of the switches, buttons, and stick positions and developing the modulation signal that is sent to the RF deck. This is a computer radio and the Encoder uses the Microchip PIC18F8722 micro controller. This is a wonderful part and contains 70 digital IO lines and 16 10 bit ADC inputs. This allows the MicroStar 2000 to be a 1024 system! Most of the features are similar to the ACE MP8000, but this is a new design. I have written all of the software, in assembly language, the firmware takes about 34K of memory. The PIC18F8722 contains the entire RAM and EPROM used for operation of the system. The flash program memory is also used to save the aircraft setup data. The features of this system are listed below:

- 1024 resolution
- Shift programmable
- 2 line 16 character per line display
- Auto ID
- Warning buzzer
- 8 channels (programmable number of channels up to 8)
- 3 mixer switches, 4 mixer functions per switch
- Dual aileron, Flaperon, and Vtail mixing

- Throttle preset
- Auto trim
- 6 Alternate aircraft
- Right and Left snap roll buttons
- Frequency selection built into encoder, when using my RF Deck
- 3 dual rate switches; Aileron Elevator, and Rudder
- PC computer interface built into encoder
- Master/Student function
- 96 model memory
- Tach, using optional detector
- Countdown timer with alarm
- Voltmeter, TX and RX
- Throttle Hold function
- Idle Up function
- 3.9" x 1.8" board size
- Sub trims
- Encoder software can be upgraded with no special hardware, only using the serial interface
- All parts through hole, except the microcontroller, to support easy assembly.

Conversion # 2

A 7 channel Single Stick Kraft Signature transmitter dating back to 1977 that was very kindly donated by Regina Mercer, following the passing away of her husband and my good friend Brian Mercer is the subject of the second conversion. These systems when new were about US \$1,000.00, with the Single Stick being a customer option.

The pictures below show what the original encoder section looked like with the RF module being a plug in type which fits in the gold coloured housing on the upper-right side of the picture. Despite managing to revive the encoder I still had a servo jitter problem. This prompted me to give the transmitter a new lease of life and fit the Microstar 2000 encoder and the DIY FlyDream 2.4Ghz Tx module.





The original configuration



The new internals are shown above.

Here are two more views of the transmitter showing the additional switches and LCD display. I haven't decided on whether to label the switches and buttons yet, as most of the button and switch functions are displayed on the LCD when they are activated.



Next month – Chris tells us about his Single Channel radio and “Sparky” model.



Times have changed!

Oshkosh Dayton Flyer – The final instalment

It is some two years passed since Rob Rowson and I visited Oshkosh in the State of Wisconsin in the United States. It was certainly an experience, probably the mecca of all aircraft nuts and then finishing at the Wright Paterson Airbase Museum at Dayton Ohio some two weeks away from Australia.

There were many highlights in this time, from the very first day arriving at the gates at Wittman Field Oshkosh, home of the Experimental Aircraft Association (EAA) somewhat similar to going to the AFL Grand Final in Melbourne. Founded by Paul Poberezny in 1953 the first air pageant was held at Milwaukee, later moving to Rockford Illinois. Growing each year in size, the move to Oshkosh was accomplished in 1970. Some 30 000 air movements are registered in the tower during air adventure making it the busiest tower in the world in that week. It is also home of the EAA museum.

Both Rob and I were astounded by the friendliness of the Americans and how well the air show was run. There were never any safety concerns both on the field and the surrounds of the Oshkosh University where the tour group was billeted. Yes and we ate well at the Blackhawk Common, a huge breakfast for \$8 and dinner (tea for Aus) at \$14. Transportation from the uni to the flying field via the local bus company \$20 for the whole week with travel unlimited. No problems with parking as the bus delivered us to the front gate.



Some 2000 GA aircraft arrive for the air show with most owners camping under the wings of their aircraft for the entire week. There were thousands of caravans, campers, mobile homes and 5th wheelers parked up in the massive caravan parks around the field. It is a family affair with some 500 000 visiting the air show. There were a number of categories of aircraft from ultralight, vintage, veteran, homebuilts and

warbirds. All the general aviation aircraft manufacturers were represented, to name a few Cessna, Piper, Mooney; Boeing had aircraft of all descriptions being showcased. The displays were mind boggling. Then there was what we would call sideshow alley with all aircraft memorabilia, tools, new and second hand spare parts, engines, propellers, tyres, doors, windscreens even some model aircraft engines.



Rob and I picked up some bargains here to add to our tool list for our sheds. We had to limit purchases to what would fit into our suitcases. During the day there were the flying displays to keep us entertained with fly overs of both civilian and military aircraft, a night there were the rock bands playing at the Ford Hanger, yes Ford was a prominent sponsor of the air show, fire works and further flying displays, awesome.



There was so much to take in, to our surprise you could go up to the owners of the aircraft take photos, touch them and in some cases go on board. We did pay \$5 to climb all over a B17 and paid up \$80 for a half hour flight in a 1929 Ford Trimotor. I was tempted to shout Rob and I a flight in another B17 around \$350. Flights were advertised in FiFi the "Aluminium Overcast" B29 but at a \$1000 it appeared a little beyond our budget. The B29 flew continuously over the field and was fully booked.



Sadly it all came to an end, Saturday evening with fireworks and another great air show, then on the Sunday the tour group set off by coach for a ten hour ride across the states of Illinois and Indiana arriving in Dayton Ohio later that afternoon.

The remainder of the week we visited the Wright Paterson Airbase and museums (2) holding the Presidents' flights, "skunk works" aircraft and the main, holding something like 300 aircraft of American build from the early days of flight to the B1. The following day was spent at Huffman Field and visitor centre taking in details of the Wright Bros first flights. The last day we could not resist, half a dozen from the tour group headed off to the local hobby shop right opposite the airbase. The prices were incredible also the Aus \$ was fetching \$1:08 US so we filled what space we had in of suitcases with those last minute purchases.

The next morning (Thursday) we departed from Kentucky just over the border of Dayton Ohio to LA., then the 14 hours to Sydney finally arriving at Perth Saturday afternoon.



The tour group flew Delta Airlines for the whole of the trip to the States and return, great service and food. The tour was arranged through Torii Tours based in Sydney, specialists in overseas airshows.



Now concluding, I hope you have enjoyed these articles from the past two years as I have enjoyed writing them.

Kevin Hooper

The Austrian Discovery.

Whilst visiting a small town in Austria (Wolfsberg, in Carinthia) to catch up with family on our recent European adventure we took a drive up the highest mountain in the area and discovered a slope soaring must do. 1500 metres on the side of the Koralpe is the Alengasthof Waldrast hotel.



The owner, Roman, has been an Aeromodeller for forty plus years, his English is as basic as my German but fortunately for me Eva, my wife, speaks like the locals so we were able to have a conversation about the magnificent venue he has developed for avid slope soaring enthusiasts. The best time of the year is May, and if staying at the hotel or if you are a member of the local clubs you are welcome to throw your glider off the side of the mountain.

The venue also has a club house used by the local modellers to store their aircraft in and no doubt get together to tell aeromodelling tales. There was only one flyer whilst I was there and the breeze was so gentle I wouldn't have thought strong enough to fly but with the height of the mountain and the dish like shape it was very possible to keep the model in the air.



Roman told me he had a group of 8 Chinese modellers stayed there this year to take advantage of this fantastic venue.



Eva has been warned that on our next visit I will be purchasing an ARF from the model shop in Klagenfurt and will catch up with Roman for a flying session.



Check out this web link for more details of the venue, anyone want to meet me there?

www.booking.com/hotel/at/alpengasthof-waldrast.html?aid=365811

Dicko



(Map from Google Maps)

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 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 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**

2014 SAM 270 "Paul Baartz Shield" Progress Table

SAM Number	Name	Club Points	SAM Number	Name	Club Points
SAM27017	I Dixon	29	SAM27015	G Cook	1
SAM27023	G McLure	18	SAM27028	R Silbereisen	1
SAM2706	R McDonald	16	SAM27010	G Eyres	0
SAM2704	T Latto	13	SAM27011	R Hoogenkamp	0
SAM2701	P Baartz	11	SAM27016	J Voak	0
SAM27022	R Sherburn	10	SAM27018	R Rumble	0
SAM27021	K Hooper	8	SAM27019	R Bovell	0
SAM2703	R Rowson	6	SAM2702	P Spencer	0
SAM27012	G Dickens	5	SAM27020	C Behr	0
SAM27014	H Van Leeuwen	3	SAM27024	R Sutherland	0
SAM27013	A Trott	2	SAM27026	B Slyns-Daniels	0
SAM27025	L Isitt	2	SAM27029	C Edwards	0
SAM27027	M Butcher	2	SAM2707	D Bentley	0
SAM27031	G Car	2	SAM2709	G Sayers	0



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



Ph: 9331 2266

Shop 3/352 South St, O'Connor
Fax: 9331 2223

info@hobbytechtoys.com.au
www.hobbytechtoys.com.au



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

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 907 061

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@texas timers.com

www.texas timers.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



Klarich Custom Kits has been a family owned and operated business for over fifteen years serving clients around the world. We produce partial model air plane kits. Including but not limited to *Antique old timer* and *Nostalgia free-flight*. Hand crafting all the curved 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!



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@woodysendines.com or Phone (269) 665-9693