



The Geezer



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

Issue: 39, December 2014



From the President.

Another busy month at the field with 38 Antique and the Tomboy Challenge being flown, the Antique was won by Rod McDonald who has won most of the state events this year and I'm sure has put himself in a good position to win the Dorothy Buckley Trophy. We will have to wait for the AWA results early in 2015 to confirm this. The Tomboy rally was a success despite the windy weather, we almost postponed it but the wind calmed and we continued to fly. Some good times were recorded the best being young Euan Mitchell who took out the IC section beating the old brigade. I felt like a proud parent, after mentoring Euan all year and encouraging him to take part when he could. Watch out for him next year, he plans on spending some time in my workshop over Christmas honing his building skills.

Yours truly took out the electric class but only due to the watchful eyes of Rob Rowson and Euan

who managed to keep sight of the model when I couldn't.

Thanks to Collin Collier from NSW who sent some images of his winch with a self tensioning feature that is gentle on our older design gliders. I have modified the winch that Greg McLure and I purchased and it was tested last Sunday. All worked rather well with some decent launches and long flights, Hans came to the rescue after the battery we had died by driving his 4WD into the paddock and, with a set of jumper leads allowed us to keep testing. We will test further after a few slight tweaks that I'm sure will make it better with more settings giving both a broader and more flexible operating range.

Thanks to Mike and Lorraine Butcher for hosting the club Christmas bash this year, it will be this

Saturday evening, the details are in the Geezer, don't miss it as its the only event on the calendar that our partners get to join us. It will be great to see you all there.

You may have noticed the field is drying out very quickly with the warmer weather of late so if you intend using the field please make sure you take care.

As this will be the last Geezer for 2014 I would like to extend a very merry Christmas and a joyful new year to all our members and geezer readers both near and far. Whilst we here in AUS we will be wearing shorts and tee shirts some of you in the Northern Hemisphere will be rugged up, particularly Van Wilson up in Alaska. Don't forget to put your orders in for your must have modelling bits and pieces with your family and friends to be unwrapped on Christmas morning or you may get socks again. I placed an order for a Forster 99 to be delivered by Santa this year that will be going in the nose of a Goldberg Valkyrie. Pictures to follow soon.

Dicko

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

Held at: 20 Granville way, Willetton

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

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

Apologies: A.Trott, B.Slynns-Daniels

Visitors:

Correspondence inwards: SAM 2001 Tomboy cards and prize.

Correspondence outwards: Geezer to mailing list

Treasurers report: Balance at bank \$16,593.39
21 members and 9 associates
Account for payment to H.VanLeeuwen \$275.00 for repairs to slasher moved P. Baartz, seconded I.Dixon and carried.

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

Business arising:

General Business: Discussion regarding contest calendar for 2015.

Some suggestions included organizing a weekend at a country location (possibly Dandaragan) to run 4 or 5 SAM 270 events. Running 2 events on one day, running less SAM events but retaining all AWA events during the year.

Christmas BBQ is to be at Mike and Lorraine Butchers on 13th December.

Greg McLure has donated a trophy for the Electric Tomboy event, thanked by the president

Competition results:

AWA Standard Duration: 1. I. Dixon, 2. T.Latto, 3. G.Cooke

AWA OT Texaco: 1. R.McDonald, 2. I.Dixon, 3. P.Baartz

AWA OT Duration: 1.R.McDonald, 2. P.Baartz, 3. K.Hooper

AWA Electric 1/2A Texaco: 1.R.Sherburn, 2. R.McDonald, 3. I.Dixon

AWA 1/2A Texaco: 1. R.McDonald, 2. K.Hooper, 3. I.Dixon

Meeting Closed at: 8.30pm

Office Wallahs...

President: Ian Dixon

Email: ian@perthartglass.com.au

Secretary/Treasurer: Paul Baartz

Email: paulbaartz@hotmail.com

Vice President/AWA delegate: Troy Latto

Email: latto@iprimus.com.au

Geezer Editor: Michael Butcher

Email: lormic@optusnet.com.au

Contest Co-ordinator: Rob Bovell

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.

1/2a Electric 9th November 2014 Oakford

Sunday the 9th saw the AWA state 1/2A Texaco event get underway with 8 starters. It was a little windy but there was plenty of good lift to be found. In round 3 most made the 10min max with only a 30 second engine run.



The mass launch produced some "interesting" moments as models competed for airspace.

At the end of round 4 there were 6 competitors remaining for the fly off. Some good times were posted. Mike Butcher managed to outland but all others completed the task. The winning time being 991 seconds by Ray Sherburn.



Once again, only a few seconds separated the winners.

Ray Sherburn	"Bomber"	1 st Place
Rod McDonald	"RC1"	2 nd Place
Ian Dixon	"Airborne"	3 rd Place

1/2a Texaco 9th November 2014 Oakford

Along with the electric 1/2A we ran the AWA State 1/2A only 5 starters on a very hot 37 degree day. As the sun beat down relentlessly on the competitors Kevin and Rod managed to achieve 3 maxes putting them into the fly off. Rods motor ran for 5 minutes and was still running when Kevin landed.



Kevin and Ray searching for lift whilst Rob keeps an eye on the time.



This 1/2a Bomber was obviously enjoying the hot conditions



Rod takes a pleasant stroll through the paddock, watching out for snakes



Rod McDonald	"Brigadier"	1 st Place
Kevin Hooper	"Stardust Special"	2 nd Place
Ian Dixon	"Anderson Pylon"	3 rd Place



The "Guff" shows off its hi-vis colour scheme



Troy brings the "Guff" into the landing zone.

38 Antique 16th November 2014 Oakford

The AWA State 38 Antique was run on the 16th of November at our field in Oakford. This event attracted 7 starters in pretty good weather conditions. No one managed 3 maxes but it was close with the top 3 managing 2 maxes + a near max. Only 15 seconds difference between 1st and second place with no fly off needed.



A "Visitor" watches the event from behind the pits.



Ian and Rod in their WAMAC shirts whilst Rob displays his SAM 1788 attire, which has since been banned!



Dickos 1936 Texaco winner powered by an Anderson spitfire. The tree looks closer than it actually was.

Rod McDonald	1 st Place
Ian Dixon	2 nd Place
Rob Rowson	3 rd Place



Tomboy Rally 23rd November 2014 Oakford

Gusty winds swinging all over the compass greeted contestants for the annual combined Tomboy rally on Sunday the 23rd. There were 10 starters for the IC event and 5 for the electric. The conditions were perfect one minute and terrible the next. Early in morning it was calm then at 9am the wind blew and by 9:45am it was impossible to penetrate the wind with these small models. Rod McDonalds model suffered a broken fin as a result of a strong gust which swept through the pits.

By 10am the conditions improved slightly and we decided to carry on. Euan Mitchell, our youngest member, flew one of Dicko's Tomboy's and on the last flight of the day put in the longest flight to make him the winner of the IC class.

Once again this was a fun event and proved most everyone has a Tomboy hiding somewhere in their shed.



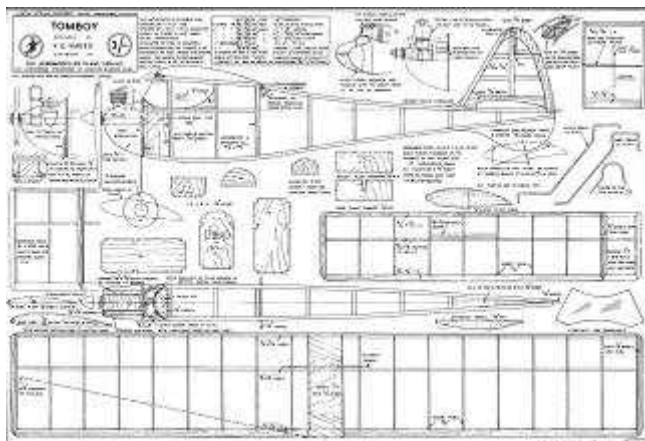
Hoops persuading Rob's Taipan 1cc to start.



Les launching Ray's electric powered Tomboy



Ian launching his Tomboy with Euan at the controls



Tomboy's enjoying the new carpet in the pits.



All eyes skywards as the competition heats up



The happy IC Tomboy winners

Euan Mitchell	1 st Place
Troy Latto	2 nd Place
Kevin Hooper	3 ^d Place



.. and the also happy Tomboy electric winners

Ian Dixon	1 st Place
Ray Silbereisen	2 nd Place
Rod McDonald	3 rd Place



Our youngest member, Euan, resplendent in his new Tomboy shirt, displays the winning model.

Li-Po Suction Revisited – Paul Baartz gives us the good oil on all things Li-Po.

(With apologies to cosmetic surgeons.)

I cannot and do not claim to be an expert on batteries of any sort but I have not been able to resist the temptation (i.e. sucked in) to play around with Lithium Polymer batteries as along with most modellers I am fascinated with the prospect of electric flight especially when it realistically challenges fuel powered craft in terms of performance.

Lithium Polymer batteries (Li-Po's) offer this possibility because of their great power or performance to weight ratio in comparison to other batteries.

Because of my amateur status I am offering observations based on my experience rather than definitive data, however I hope that this information will be helpful especially to those who are considering the use of Li-Po batteries for the first time.

One hears stories of disasters and calamities ranging from small-scale explosions to houses being razed to the ground as a result of Li-Po batteries exploding or catching fire or some other catastrophe. I have yet to have any excitement of this nature when charging or using Li-Po's and neither have the three flying mates who also use them. No doubt some calamities have occurred, probably very few I suspect and would bet a heap that the charger being used was not designed for Li-Po's.

For charging my li-po's I use two types (both of course designed for li-po's) depending on my situation at the time.

The main charger I use is a quality one which cost about \$80 but only operates on 12 volts whereas the other one is a cheaper variety costing about \$15, similar chargers are supplied with small helicopters, but has the advantage of operating on both 12 and 240 volts which makes it easier to supervise the charging process as advised by manufacturers, while watching TV or whatever.

Both seem to achieve the aim of peak charging the battery; the only downside of the cheaper charger is that it will only charge 2 or 3 cell batteries.

When I first used li-po batteries I managed to destroy two packs by discharging them too far, all my own work as I used a speed controller (ESC) set up for ni-cads.

Might add that no mention of the risk in discharging the battery too far was made in any literature supplied with the batteries. Hence rule number two, number one being to only use the correct type of charger, ensure that your ESC is set correctly for li-po's and as an extra precaution I avoid flying until the BEC cuts in if at all possible.

You can usually detect that performance is dropping a bit as these batteries get low on charge and I cease flying about this point.

Balancing the packs seems like a good idea and I purchased a balancer, if I did it all again I would buy a charger with in-built balancer, which I use immediately before charging a pack.

It may be imagination but I am sure that performance of all packs has improved since I have been using this technique.

As I use Deans plugs for current supply to the ESC it is necessary to use li-po packs supplied with a balancing lead, this is common practice by most manufacturers these days, and to make sure that you use the correct connector to the balancer otherwise the balancer will not achieve the desired result.

Ballooning of packs is a phenomenon of which I became aware the hard way, once again no warnings were given or if they were I managed to avoid reading them.

It is very obvious when it occurs as the pack becomes swollen, in one case one of my packs was more than twice it's original size.

Once a pack has ballooned it deteriorates at a rapid rate and seems to get quite hot when charging or discharging and this may be a source

of some of the disasters, which are allegedly associated with the use of li-po batteries.

It is inadvisable to use a pack with any more than micro amounts of ballooning.

Ballooning occurs usually when packs are stored fully charged and seems to happen more frequently in warmer weather.

Hence rule number three is do not store li-po batteries carrying more than half of the maximum charge, this is not easy to judge so I store mine in between flights in the near full discharge condition achieved in flight of the model. This treatment has prevented any further ballooning of packs and as far as I can tell has caused no harm.

The pack is charged as close as possible to the flight time, six hours or less before use, is advised by one supplier. As it is often easier and more practical I usually charge my packs in the evening prior to flying days and since doing this have not had any problem with ballooning.

Despite their fragile appearance these packs are quite resilient to physical punishment such as crash landings but after any dramatic incident it is good practice to examine the pack thoroughly for any breach of the integrity of the pack's skin or associated wiring and if any is present I would dispose of the pack in a responsible manner.

To summarise here are my rules:

No.1 When charging use a purpose made charger and supervise the process.

No.2 Avoid completely discharging the battery.

No.3 Use a balancer to improve performance and probably prolong battery life.

No.4 Never store a battery with more than half charge for longer than 12 hours.

No.5 Remember that the pack is tough, but not bullet proof and treat it kindly.

As I stated I do not claim any originality of these rules but have found them to be great from a safety point of view and at the same time have enhanced performance and probably prolonged the life of the batteries.

I have been using li-po's for a few years now and am still impressed with the performance compared to weight and I am sure that with proper care and common sense the current packs will continue to perform superbly for a long time yet.

Since I wrote this article a few years ago, balance/chargers have become the norm and are available at very reasonable cost.

Paul Baartz



Sparky - Chris Edwards takes us back to the 1950's with his article on early R/C equipment.

After years of flying R/C models, which started around 1966, I decided that I wanted to recreate those early days of single channel flying. I remembered a small pic in an old Single Channel Handbook, showing Harry Hundleby fitting the single channel system to a Sparky, a design from circa 1951. The Aeromodeller September 1951 issue described it as an all weather flyer with good penetration!



I promised myself that I was going to build one someday. So, after managing to obtain a tatty original plan plus a copy, the intention was to make a replica of the original as close to the original as I could by using what I already had in my collection of bits and pieces.

Not possessing a 1.5cc Allbon Javelin diesel, as fitted to the original I had to settle for a DC Sabre instead. Luckily, I already had an old 50's HMV valve set that was made in New Zealand.

This radio by the way was originally marketed as a Wright Relaytor set that had to be assembled from a kit of parts. Les Wright, a long time modeller from New Zealand designed his own system, which was unique for it's time in that the receiver relay was incorporated into the escapement and so eliminating the 3v or 4.5v that

would be required to operate the rubber driven escapement, via a separate receiver relay.

The receiver was supposedly reliable – for a valve super-regen receiver of it's time as it had two hard valves for a healthy current rise, when most receivers only had one valve.

One acted as a detector and the other enabled a healthy current rise on receipt of a 27Mhz carrier signal to operate the relaytor unit.

The model was built some years ago and the gear was installed. The transmitter utilised two valves and required 90v H.T. (high tension) and also 3v L.T. (low tension) for the valve filaments. This was achieved by gutting the original long dead batteries and stuffing lots of 3v lithium ion cells (CR2 size) inside to provide the required 90v H.T. The filament battery likewise



Functional checks proved successful, with the rudder operating quite reliably and with only one neutral, you always had right rudder on the first press and hold of the transmitter button.

The model was then basically hung on display from my workshop ceiling to make way for other projects and one day I would like to attempt to 'fly' it at some remote location, after first checking for 27Mhz interference using my handheld scanner.

Lately, I have managed to buy an original Allbon Javelin and a transplant looks very likely!



The "Sparky" gets an airing at Oakford, but still awaits its maiden flight away from any 27Mhz interference.



View showing the shorting plug where a current meter would be inserted.

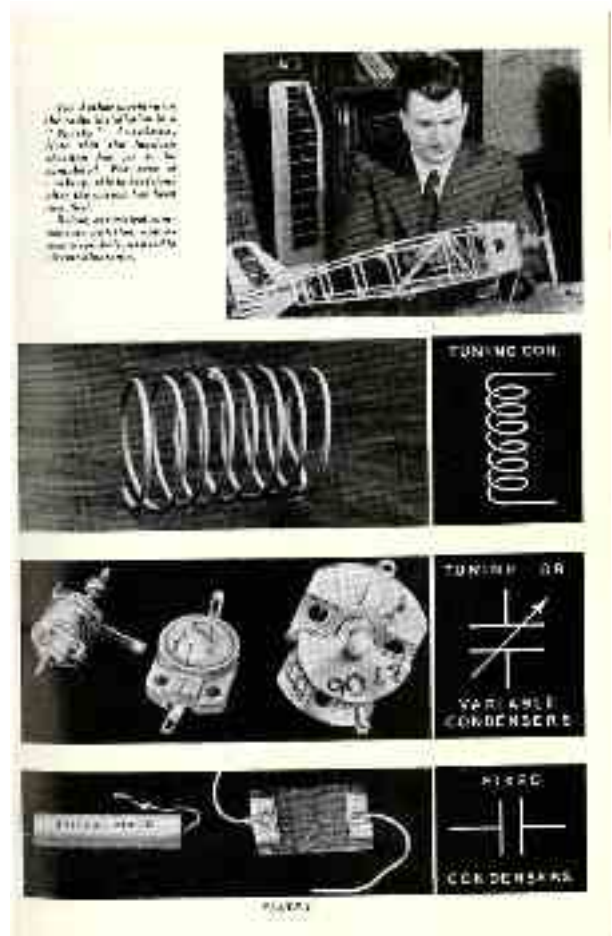


From left to right: Relay, Rx plug panel and Receiver.



Front view of HMV ground based Transmitter. All these batteries were needed to power the Tx. Comprising x2 45V and one 3V – these would have been quite costly to replace back then and they were also non-rechargeable!

Part of the original article showing radio components of the day.



For a further description of the radio see the following article in "Radio" magazine. The article is available on the website of the HMV Museum. It is a very interesting read and shows the radio in its original form. It is a very good example of the radio of the day.



Random Photo page SAM270 in 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 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" Final Results.

SAM	Number	Name	Club Points	SAM	Number	Name	Club Points
SAM	27017	I Dixon	34	SAM	27013	A Trott	2
SAM	2706	R McDonald	19	SAM	27029	C Edwards	2
SAM	27023	G McLure	18	SAM	27031	G Car	2
SAM	2704	T Latto	16	SAM	27015	G Cook	1
SAM	2701	P Baartz	12	SAM	2702	P Spencer	0
SAM	27021	K Hooper	10	SAM	2707	D Bentley	0
SAM	27022	R Sherburn	10	SAM	2709	G Sayers	0
SAM	2703	R Rowson	7	SAM	27010	G Eyres	0
SAM	27012	G Dickens	5	SAM	27011	R Hoogenkamp	0
SAM	27014	H Van Leeuwen	4	SAM	27016	J Voak	0
SAM	27028	R Silbereisen	4	SAM	27018	R Rumble	0
SAM	27036	E Mitchell	4	SAM	27019	R Bovell	0
SAM	27025	L Isitt	3	SAM	27020	C Behr	0
SAM	27027	M Butcher	3	SAM	27024	R Sutherland	0
SAM	27033	B Edwards	3	SAM	27026	B Slyns-Daniels	0



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SAM 270 Christmas BBQ

19 Brandwood Gardens, Leeming. Kick Off
Saturday 13th December around 5:30.

See you there !