



# The Geezer



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

**Issue: 44, July 2015**



***In this issue***

WAMAC Meeting minutes  
AGM Meeting minutes  
Paul Baartz Shield table  
Competition Reports  
Letters to the editor  
Contest Calendar



*Richard Sutherland working on the OS 60 Sparkie in his Buccaneer*

## ***From the Editor***

**G**reetings all! This edition is a little early due to yours truly departing the country for three weeks. Only one competition to report on for the past month so there has been plenty of time for general flying as the weather has been quite good with blue skies and calm winds. Not bad for winter eh?

You will note that there are two responses to the issue Hans Van Leeuwen raised regarding the OT rules. Looks like plenty of interest in this subject so keep watching for any further developments. It is very encouraging to receive letters of any kind (well almost) for the Geezer as it makes each issue much more interesting. Please keep sending your letters, comments, photos and articles as we really need them to fill up all that empty space each month. Its always appreciated if you can get your submissions in by the week before our club meeting takes place. This helps me keep my hair for a bit longer.

Good flying to all and please enjoy your Geezer.

Michael Butcher

## **WA Model Aero Club inc.**

### **WAMAC Minutes of general meeting held on 12th JUNE 2015**

Held at: 20 Granville way, Willetton

Meeting started at: 8.20pm with the president Ian Dixon in the chair.

Members present: I.Dixon, P.Baartz, M.Butcher, B.Slyns-Daniels, K.Hooper, H.VanLeeuwen, G.McLure, R.McDonald, R.Bovell.

Apologies: G.Cooke, W.Hanaart,

**Treasurers report:** Balance at bank: \$15,792.72  
20 members, 9 associates  
Account for payment \$105 for photocopying  
Moved P.Baartz, 2nd I.Dixon and carried

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

**Business Arising:** Fertilizer will be applied this Sunday

**General Business:** Ether supply is low, more to be purchased shortly.

Suggested that an OT electric event such as Duration or Texaco be trailed.

Competition results: as reported in Geezer.

Meeting Closed at: 8.50pm

## **WAMAC Annual General Meeting minutes.**

held on 12th JUNE 2015

Held at At 20 Granville Way Willetton.

Meeting Opened at 8.00pm with president Ian Dixon in the chair.

Members present: P.Baartz, H.VanLeeuwen, R.Bovell, B.Slyns-Daniels, M.Butcher, G.McLure, K.Hooper R.McDonald, I.Dixon

Apologies: A.Trott, G.Cooke, W.Hannaart

Minutes of previous AGM were confirmed. Moved I.Dixon, seconded R.McDonald

**Presidents Report:** outlined successful aspects of the club especially contests and progress with making the paddock a bit better for flying. Full report in the 'Geezer'.

**Treasurers Report:** Receipts for the year were \$3490.55 expenditure was \$2933.22 giving a positive balance for the year of \$509.55 20 members and 11 associates  
Report was received unanimously. Detailed report in the Geezer.

### **Election of office bearers:**

President: Ian Dixon elected unopposed,  
Vice President: Hans VanLeeuwen elected unopposed  
Secretary/Treasurer: Paul Baartz elected unopposed  
AWA Delegates: H.VanLeeuwen, R.McDonald  
Geezer Editor: Mike Butcher  
Assistant Secretary: Ian Dixon  
Contest Secretary: Ian Dixon with help from Hans and Rod McDonald

Annual Fees were approved by meeting:  
Seniors and Pensioners \$140, Junior \$30  
Associate membership \$40.  
Moved H.VanLeeuwen, seconded B.Slyns-Daniels and carried

Meeting Closed at 8.20pm.

# facebook

The SAM270 Facebook page is up and running. Just click the logo above and hit "Like" when the page comes up so you can see all the action around the club



## Paul Baartz Shield 2015

SAM number	Name	Club Points
2706	R McDonald	35
27017	I Dixon	16
27023	G McLure	13
27021	K Hooper	9
2701	P Baartz	9
27028	R Silbereisen	8
2704	T Latto	5
27022	R Sherburn	5
27036	E Mitchell	4
27024	R Sutherland	3
2703	R Rowson	2
27027	M Butcher	2
27014	H Van Leeuwen	2
27029	C Edwards	2
27015	G Cook	1
27025	L Isitt	1
2702	P Spencer	0
27010	G Eyres	0
2701	R Hoogenkamp	0
27012	G Dickens	0
27013	A Trott	0
27016	J Voak	0
27019	R Bovell	0
27020	C Behr	0
27026	B Slyns-Daniels	0
27031	G Car	0
27033	B Edwards	0

August, 1959 345 **MODEL**

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**Left top:** .. Dicko tunes up the "36 Texaco Winner."  
**Middle:** .. and prepares for launch with Chris assisting  
**Lower** .. Rod just relaxes, and relaxes, and relaxes.

**Right top:** Greg's "Bantam" aiming high.  
**Middle:** Walk of shame #1 - Rod  
**Lower:** Walk of shame #2 - Greg, who had laughed at Rod a few minutes before.

## 38 Antique - Oakford 14th June 2015 Contest Report

The SAM270 '38 Antique event was held at Oakford on Sunday 14th June 2015.

Six flyers entered the event, which was held in cool conditions with a cold southeasterly wind. Very little lift was available but flights taken early seemed to experience more buoyant conditions as the wind increased in strength as the morning wore on.

Only two flyers managed to record official scores mainly due to the conditions causing several out-landings, which resulted in damage to two of the models.

Kevin Hooper struggled with a disagreeable diesel motor all day but try as he might could not get his Miss America off the ground.

Ian Dixon had more than his share of bad luck, he brought along two models with the first having radio problems, probably due to the spark ignition.

His second model got away well on it's first flight and after quite a few minutes the radio contact was lost. The model drifted quite rapidly in a westerly direction and so far has not been found.

The eventual winner was Paul Baartz with his trusty old RC-1 fitted with an O&R.60, having three flights with one max and two about 90 seconds short of a max. Richard Sutherland came second with a tried and true Buccaneer with a vintage OS sparkie fitted.



## Letters to the editor.

**From:** peter smith <peter\_condo@yahoo.com.au>

**Subject:** hi commenting on the Latest Gezza By Hans Van Leeuwen

THE ELECTRIC RULES BEAR LITTLE RESEMBLANCE TO THE IC RULES! just my opinion! condo

Hi welcome to the Land of CD ing events ,fun isnt it .

Wait till you have to scrutineer all the models at national Level.

The Kerswap .well heres a bucket of worms,The short nosed version by Gil Morris is correct .

The Long Nosed version came about through Model Builder ,there columnist built one which had a longer nose and published the plan there .[i think it was for electric]

It was established back in the 80,s that the Model builder Kerswap was illegal in SAM competition here in Australia .[i recall building the short nose version ,and having a bit to say about the long illegal ones at the Richmond Nats .

If the Long Nosed one got a prize in the Latest Australian champs ,and i was 4th place ,it worth a protest.

The big problem we face is NO ONE keeps a record of the illegal models ,[i know a few ,and when CD try to encourage changes before the next comp they fly in}

.At Canowindra when i was CD and scrutineer all models ,i would have a quite word to builders who err ,that they free to fly and compete this year ,but if they placed and were subject to a protest they would loose.Most had a correct model the next year .

did you also know ,,The Airbourn Magazine published Playboy is illegal ,as is in my opinion the fully sheet-ed Fuzz Bomber .

The plans we build to are also a problem ,Did i hear you mention the Playboy plan ??Check the Little Diamond plan ,there 2 fuzz lengths shown on the plan ,plus four wing plan form .

The other big problems is the way we enlarge our plans .I found this out the hard way ,The photo copier dose not always enlarge in the same percentage in all directions .

The othe problem is our reliance on SAM USA,they dont build scale OT like we do .[Question ,when did you ever see a playboy from the USA with SPATS ,i rest my case.I raised this on Small Talk recently ,wow you think i started ww3 ,but hey i like to stir them as they bite all the time!

When i built my first Lanzo Swayback i worked out sizes on paper with a calculator and ruler to get the size model i wanted .then i had the original plan enlarged to that percentage ,Was not overjoyed when i built the tailplane on the enlarged plan and found out it was 1.5 inches wider than my ruler measured one.[wonder id i should check the Swayback from west oz ,in SAM 2016??}did he fall for the same trap..

So it interesting to read the observations about the number of people making the flyof.

for me what the point of travelling 300 km to not be able to be in the flyoff and win .

If i just want one flight in each comp i may as well stay home and throw the model into the sky in the backyard .

people should have the chance to make the flyoff as this is what most people [well ones i fly with ]WANT . so it flying day and no one makes a Max so we add up all the little scores and Joe Blow is the winner ,IS that as much fun as flying against 20 people in a Fly off and beating 19 others in much the same air .Not for me.

next thing we will know is people wanting to shorten engine runs and flight times because there eyes not as good as joe blows .

No one has ever heard of responsible flying ,,you know that one ,that is where one flies to his own limits ,not the person next to him .

continued on next page ....

*if you cant see it fly lower !!!!! why drag everyone down with you .bit like the national road rules .*

*THE BIG PROBLEM WITH THE RULES IS THEY WERE DESIGNED SO THAT VESTED INTEREST HAD LOOP HOLE if needed .and no one has ever been able to close the holes since .I had a lot to say about rules over the years ,and will have in the future ,but contrary to popular belief one voice dosnt promote change in MAAA rules .However one rogue state body can .*

*The other Big Problem is No body really cares anymore except the die hard competitor and we a dying breed !!!!!!!!!!!!!*

*But it good Hans has taken an interest ,maybe he can succeed where others have failed .*

CONDO  
SaM 3019

**From: Basil Healy [mailto:basnpat@tac.com.au]**  
**Sent: Friday, 19 June 2015 12:57 PM**  
**Subject: GEEZER for June**

*Hi Dicko,*

*In reply to Hans van Leeuwen's comments in the June Geezer ,there are a few matters of which he is probably not aware . Firstly , processing of models at Canowindra although appearing to be a casual operation is reasonably thorough mainly because the processors are quite familiar with popular designs and can tell at a glance whether they are acceptable or not . This allows them to consenstrate on the less popular designs and increase their knowledge of them . The "eagle eyes" of Dave Brown and Geoff Potter are also quick to pick up any departure from the original plan , sometimes from quite a distance away. One instance that I remember was when a contestant presented a model for processing which was fitted with a YS63 . This model had been purchased from a fellow club member . It was immediatly apparent that there was insufficient wing area for the motor fitted. The owner then went off and phoned the previous owner only to discover that it had been built for a Saito 56 .A check of the wing area revealed there was just sufficient wing area for the Saito. Fortunatly he was able to borrow a Saito from a friend and was allowed to compete. Our aim during processing is not only to check models for compliance with the rules but to provide suggestions as to how non compliant models may be rectified. Our aim is to get as many models into the air as possible yet still conform with the rules.*

*Regarding the 1/2A Kerswap - we are fully aware of the plan with the extended nose , and yes , examples built to it have been flown at Canowindra on the proviso that they get it fixed before next year .There is another plan of the Kerswap published in Model Builder back in the 1980s that is a real disaster. It is alleged to be for a two stroke 40 , but lacks sufficient wing area for that size motor. Not only that but both the nose and tail moment arms were incorrect as well as the shape of the fin . We actually published warning in Duration Times advising potential builders not to use that plan .*

*Regarding the modification of the nose of Electric Old Timers .Ihad no input into the drafting of those rules but did query that paragraph when shown a draft copy..The explanation tendered at the was as follows:-*

*1. Electric motors are much lighter than I.C engines and it becomes necessaryto fit the battery under the motor to achieve the correct C of G .*

*continued on next page ....*

2. Outrunner motors are mounted from the rear and some structure is needed to protect the rotating outer shell.

3. There is a reluctance among electric flyers to use extension shafts on their motors citing vibration and vulnerability to damage in a nose over on landing.

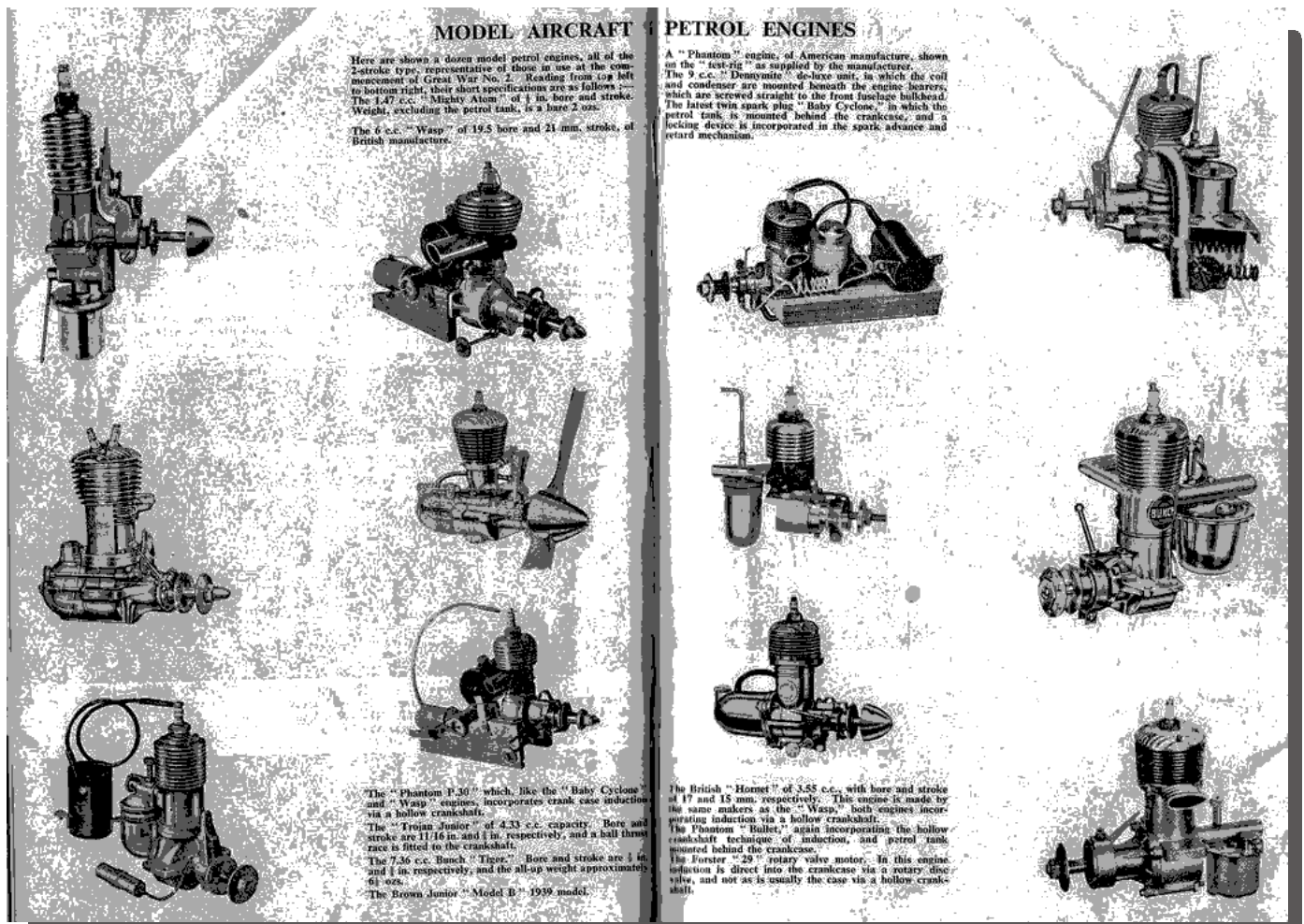
Personally I have noticed a marked improvement in the adherence to the outlines of electric models in the past year or so. Maybe this is due to the use of heavier motors and batteries thus allowing the batteries to be fitted behind the motor rather than below it. Either way their Duration models now have an awesome rate of climb.

Maybe they should consider deleting that clause at the next MAAA rule change.

Regards,

Basil Healy

Chief Processor SAM 1788 .



The text reads: MODEL AIRCRAFT PETROL ENGINES.

"Here are shown a dozen model petrol engines, all of the 2-stroke type, representative of those in use at the commencement of Great War No. 2."

How many of these are you familiar with? - ed.



# **Contest Calendar for 2015**

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Start</b>
March 1st	Combined Open	Meckering	9.00am
March 8th	Standard Duration	Oakford	9.00pm
	Burford Duration	Oakford	11.00am
March 15th	WAFFS Free Flight Cup	Meckering	9.00 am
March 22nd	Maelstrom Mass Launch		
	Ebenezer Mass Launch	TBA	9.00am
March 29th	Open Rubber State Championships	Meckering	9.00 am
	SLOP State Championships		
April 12th	HLG/CLG State Championships		
April 19th	Nostalgia	Oakford	9.00 am
April 26th	1/2A Texaco	Oakford	9.00 am
May 3rd	P30 State Champs / F1G Cup	Meckering	9.00 am
	Combined Open / Free Flight Cup		
May 17th	Power Scramble State	Oakford	9.00 am
May 24th	OT Duration	Oakford	9.00 am
	2cc Duration Trial event	Oakford	11.00am
30th May– 1st June	F1A, F1B and F1C State Championships (TT)	Meckering	9.00 am
31st May	Nostalgia /Vintage Glider	Oakford	9.00 am
June 7th	1/2A Electric	Oakford	9.00 am
	OT Texaco	Oakford	11.00am
June 14th	'38 Antique	Oakford	9.00 am
28th June	Escargot Trophy	Meckering	9.00 am
	WAMAC Cup		
	Combined Open / Free Flight Cup		
5th July	Open Power State Championships	Meckering	9.00 am
	F1B Crowley Cup		
	Combined Open / Free Flight Cup		
July 12th	Nostalgia (State)	Oakford	9.00 am
19th July	Fuller, Nostalgia and F1Q	Meckering	9.00 am
	Combined Open / Free Flight Cup		
July 26th	Burford (State)	Oakford	9.00 am
August 15th – 16th	FIA Team trials F1A, F1B and F1C(TT)	Meckering	9.00 am
	Combined Open / Free Flight Cup		
August 22nd -23rd	Possible weekend away	Dandaragan	
September 13th	OT Duration (State)	Oakford	9.00am
September 20th	OT Standard Duration (State)	Oakford	9.00am
October 4th	1/2A Electric (State)	Oakford	9.00am
October 25th	Texaco (State)	Oakford	9.00am
November 8rd	1/2A Texaco (State)	Oakford	9.00am
November 22th	'38 Antique (State)	Oakford	9.00am
November 29th	Tomboy Rally	Oakford	9.00am



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