



# The Geezer



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

**Issue: 45, August 2015**



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*Fine tuning during the Burford competition.*

## ***From the Editor***

**G**reetings all! Cold weather has been the order of the day here in Perth however, both competitions held during the month thankfully were treated to favourable conditions.

This issue features the re-birth of a classic 1937 model, the Shadow. We have another letter following on the topic of OT rules and design. As a culprit of building an extended nose Kerswap, and after reading the earlier letters, I took a saw to the model and cut off the extra length to bring it back into line with the original plans. What difference did it make to the performance and trim, none. Say no more!

All the best,  
Michael Butcher

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

## **WAMAC Minutes of general meeting held on: Friday 10th July 2015**

Held at: 20 Granville way, Willetton

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

Members present: I.Dixon, P.Baartz, H.Van Leeuwen, K.Hooper, R.Rowson, G.McLure, R.Bovell  
B.Slyns-Daniels.

Apologies: G.Cooke, M.Butcher

Visitors:

Correspondence inwards: Several newsletters from other aeromodelling bodies.

Correspondence outwards: AWA re memberships, Geezer and other newsletters to mailing list.

Treasurers report: Balance : \$15,306.72 12 members and 4 associates.

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

Business arising:

General Business: The gate is now padlocked, key from secretary if you need one. Note that the farmer and our club are using interlocking padlocks so last to leave please make sure the padlocks are interlocked.

Report from last AWA meeting from Kevin Hooper, main points are that Windssock is no more, info will be in the MAAA newsletter.

Update about Dandaragan weekend, all is organized and Kevin will check on site availability.

Competition results SAM 270 '38 Antique: 1. P.Baartz, 2. R.Sutherland and multiple third place-getters.

Meeting Closed at: 8.25pm





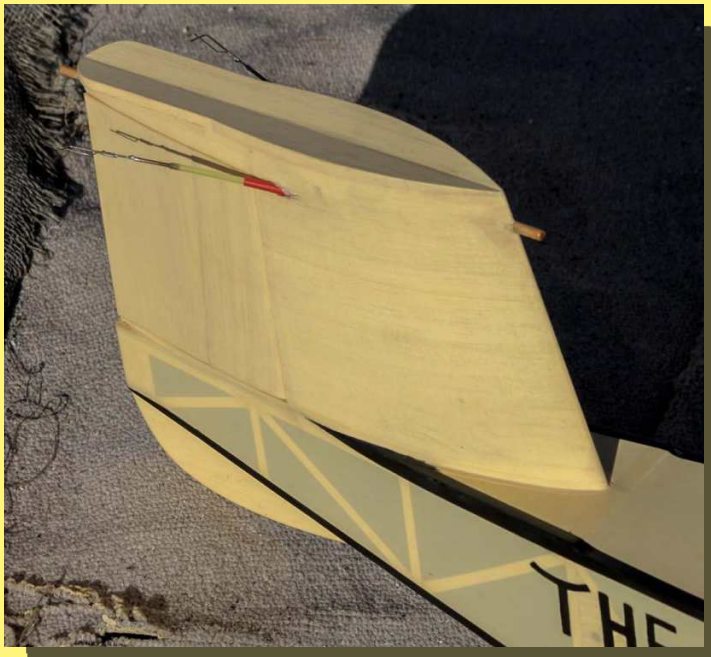
The SAM270 Facebook page is up and running. Just click the logo above and hit "Like" when the page comes up so you can see all the action around the club



## 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

Updated results not available at time of publication - ed.



Nice empennage, but what is it ?  
Turn to page 7 and find out.

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## ***Nostalgia State Champs - Oakford - 12th July 2015***

The weather was very cool with a light to medium north easterly breeze.

Six entries were received with only five actually recording a flight time, due to Kevin Hooper having the misfortune of a wing structural failure on his test flight.

Bad luck once again haunted Ian Dixon with his engine cut-off system failing after a few flights and needing workshop attention. (major surgery??). He pulled out after a few flights and eventually finished fourth.

Hans VanLeeuwen used a model powered by a Burford Taipan 2.5cc diesel and was getting excellent height under power. Hans finished in third place which was a very creditable performance.

Ray Silbereisen had an engine, (Taipan 2.5cc) which was a little on the worn side and this handicapped him slightly, limiting the height achieved under power, he returned a very competitive score but was relegated to 5th place because of the engine being without a muffler.

This left Rod McDonald and Greg McLure to battle it out for the first place honours. The outlanding curse struck again in very similar fashion to the previous event.

Rod needed a maximum flight to challenge for the win, however his landing was a little different in that he brushed the deadly tree in the corner of the landing area which upset the model and resulted in an outlanding.

Greg only had to land safely to guarantee the win but managed to fly through the landing area and record a zero score, but still achieved the win when the final scores were tallied.

The cool conditions made the seven minute maximum flight time a real challenge with only a few maxes being achieved on the day. *Report from Paul Baartz.*



*Hans joins parts "A" & "B" on his "Lucky Lindy"*



*Greg with all his parts and a winning smile"*



*whilst Kevin ponders parts "A", "B" and "C"*





## Burford Duration State - Oakford - 26th July 2015



Five competitors lined up for the State Burford event at Oakford Field on Sunday 26th July. The weather was excellent with a light breeze causing little problems for the models. Ian Dixon, Greg McLure and Rod McDonald managed to max the first three rounds. Hans Van Leeuwen maxed in two rounds whilst Kevin Hooper completed the first two rounds before retiring.

The fly-off yielded a close finish between Ian with 497 seconds, followed by Greg with a 434 and Rod in third place with 322 seconds.

*Report from Michael Butcher*







Burford Duration AWA State  
Oakford Field 26th July 2015



*Concentration at its best as Dicko, Kevin, Rod and Greg get really serious!*



# "MY SHADOW" by Chris Edwards

I can't quite recall when it was that I become aware of the existence of The Shadow, but I suspect it may be around 2003 and the one thing that really stood out for me was the unusual layout.

With that T-tail, plus dihedral on the tailplane and with the heavily undercambered wing mounted above the fuselage got me inspired enough to "have a go".

With the 1/2 size free plan enlarged, construction then commenced and having recently purchased a new Webra T4-40 four stroke I decided that it was destined to power The Shadow.

Covered in antique solartex with black solarlec trim, it loosely followed the pictures of the 1/2 size replica.

If I recall the maiden flight was pretty uneventful and it proved to be an easy plane to fly, although the old Kraft radio at the time was a bit dodgy and I crash-landed it once with no damage to speak of.

After a culling of my plane collection some years ago, it was sold through Discount Hobbies to Rob Rowson, who I believe never flew it but removed the Webra and it languished in his workshop until over a conversation at the field one day resulted in me having the opportunity to re-acquire it.

After deliberating over whether to 'lekky' it, 2C or 4C it or 'sparky' it, I decided my Madewell 49 might even fit!

After minor surgery, the '49 took pride of place 'up front', with its entrails spread around the engine bay and connected to a Turnigy Electronic Switch connected to the throttle channel.

Tests with a multimeter showed that at approx. 1/2 throttle and upwards, the ignition was 'hot'.

All that remains now is to get around to debugging the ignition, as so far not a sound has come from the old '49.



**Hostnote by climate's Doug Walton - we couldn't resist this one!**

As a hobbyist, Chris Edwards must stand a good chance of being in the pages of *Scale*. The man who built the model of Ed Rogers' Shadow is a member of the club that built the plane that was the inspiration for the model. Chris is a member of the club that built the plane that was the inspiration for the model. Chris is a member of the club that built the plane that was the inspiration for the model.

**Day: Old Warden, this year.**

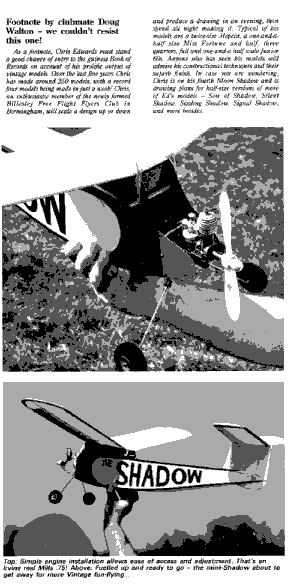
Edwards using model 1/2 size 4-stroke engine when converted to fit with four cylinders in the shape of six. This can now be fitted to the fuselage.

**Covering**

The main surfaces should now be sealed and can be covered with tissue. If these cannot be found, use a good quality paper. The fuselage covering on the original Shadow was made from paper and the wings were made from balsa. Chris is a member of the club that built the plane that was the inspiration for the model.

**Plying time**

Ed Rogers' Shadow was a 1/2 size model and it was built with a 1/2 size motor. The model was built with a 1/2 size motor. The model was built with a 1/2 size motor. The model was built with a 1/2 size motor.



Chris Edwards' half-scale version of Ed Rogers' 1937 Shadow, presented in time for Vintage Weekend. The model was designed by Ed Rogers and built by Chris Edwards.

**Editors note:**

Astute readers will have picked up that the full scale model was designed by Ed Rogers circa 1937. The magazine article above shows a half scale version designed by Chris Edwards in 1991. The article on the left comes from another Chris Edwards, a member of SAM270 here in Perth. Confused?



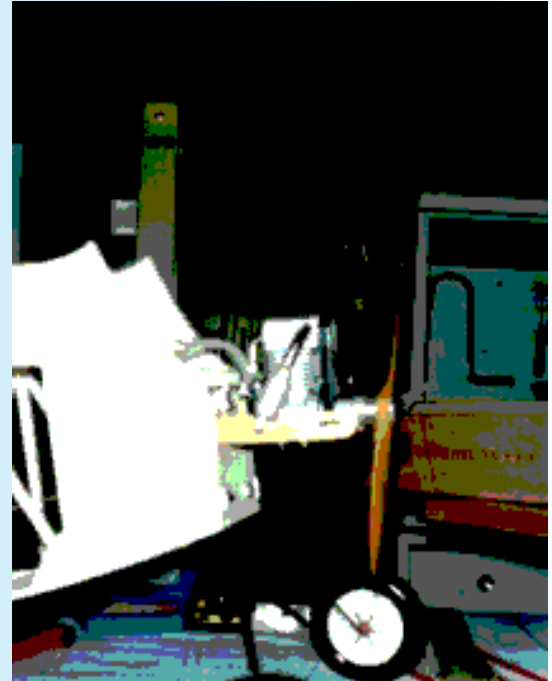
From the vault ...

Some early scans of the Shadow and magazine extract with a photo of the full scale model as designed by Ed Rogers.

Not only were available wings displayed, but many collectors brought along recent acquisitions for show only. Engines, engines in particular attracted much attention. Ken Ford produced his first completed Lindbergh Heron, of which he plans to produce ten in all. Mike Beach had a number of Chalmers with him, all brass parts nicely polished and fitted to reproduction wooden case blocks just like the originals, and Phil Cox had a whole range of his own design small motors, each one as beautiful as the next. As previously mentioned in these pages, this sort of meeting is almost the only source for items long since gone from dealers' shelves; boxes of cylinders, pistons, crankshafts, connecting rods and crankpins for engines that were out of production thirty or more years ago were rummaged through by all seeking such items here. Not everyone was successful, but I saw a good number of people who found replacement parts for their engines; this means that the motors will be able to be used again in the manner for which they were made, instead of becoming inert paperweights. In this respect the vintage swap-meets perform a noble function. People also bring along kits purchased many years ago; the same applies to engines and other impedimenta. Buyers are happy, since items usually change hands at a fraction of the price normally asked, and the sellers are pleased too, being able to realise some money on items that had, after the first flush of enthusiasm, very gathered dust in bins and workshops. It is a Scotsman's delight, restricted only by the depth of one's pockets. All modelers tend to buy more than they really need, so there is an abundance of such material, but owners are often not minded to advertise it for sale. The swapmeet seems to stir them into action and suddenly articles readily are available again. Alan RV, instead of Bolton showed the wings and fuselage of Ed Rogers' Shadow, a substantial low wing monoplane (scaled power model no. 663 of the October 1947 issue) which Ed is pictured with this model during this year's Bovey's competition. Despite the missing magazine I am sure that one of our past subscribers will soon identify and draw up the design. Maybe someone will have even built one in time for Old Warden later this year - remember the great 1930s Angus? Alan also had, for example, the first I have seen, of the pre-war British Johnson Minor petrol engine, which was obviously based on the Vaux Victor 25. So if you are interested in model aircraft engines, you should really join MECA. Your subscription is £22 (£13.75 at present rates of exchange). Write to Keith Hanna, 21 Buxton Lane, Warrington, Merseyside, Notts NG20 0PA for further details. Members get six bi-monthly swapmeets full of the very sort of thing that covered the tables at Mayfield; all dealings are protected by a strict code of practice. Next swapmeet same venue on 19th September 1989. Don't miss it!

Right: Alan Whitehead with the fuselage of the 1937 built 70cc free flight model. The Shadow by Ed Rogers. The Johnson Minor petrol engine with its ancient Chalmers propeller is in the background (see text).

350





## ***Letters to the editor.***

To : Ian Dixon SAM 270 with Two Hats

I read with interest the recent discussion regarding O/T model construction and rules. I would like to offer a little history and comment.

I have always been a stickler for building an O/T model to the plan, aerodynamic shortcomings included.

The rules have always stated that plans must be authenticated. That means ensuring any plans reproduced or redrawn to eliminate clutter etc shall be faithful to the original plan. Also the rules state model must be designed, kitted or published on or before the date for the respective class.

During my teenier as VP SAM1788 I had a call from a modeler who was quite clear in his aggressive phone call regarding the Play Boy. He enunciated that a Play Boy would fly better with a longer tail and he was going to publish a plan with this mod and therefore, based on the above comment, it would be legal. His assertion was that this plan had then been published!

I was quite surprised that he would even consider such a silly interpretation and a robust discussion ensued. Fortunately this plan was never implemented.

Before SAM arrived in Australia, the committee for the Hunter Valley Champs decided to run an OT event. I had a Dellaire plan and started to build it. Thinking that the wing did not look strong enough I built it with a D-tube. Later I flew this model in club events around NSW and with a pending SAM Champs coming up and work interfering with modeling, Basil Healy removed the D-tube and recovered the wing. It probably flew better being marginally lighter and a "dirty" profile. It was nice to have a legal model.

We should be careful when comparing engines and wing area on a given model as used in the US and Australia. Especially with respect to calculating the wing area verse engine capacity. The FAI and Australia measure the projected wing area. SAM USA measures the wing as if it were flat. Therefore the American measure would have more area than if were measured in Australian.

When electric OT started many plans were published with the nose extended to facilitate balance. I could accept this mod as a special dispensation for electric BUT this mode was never intended as a viable option for power. This all happened when the only batteries available were Ni-CADs. A 7cell flight pack was quite heavy. Some folks felt that if the longer nose was good for electric then it was good for power and were often belligerent with their point of view.

I support the simple notion of build to the plan. Peter "Condo" Smith enunciated his surprise when having plans enlarged and found considerable inaccuracy. Just for interest a plan copied on two different machines of the same model may produce a different size model. I do not believe this is a problem provided the source plan is legit, provided scaling is the same and there is no attempt at fudging. Peter's problem can be caused by the adjustment of mirrors in the different machines and paper stretch/shrink. Over the years I have fixed a few printers/plotters and scanners.

As for reducing the fly off numbers I am dead against this move. O/T is an event for recreation and demonstrating the flying envelopes of different designs. Not making an event more difficult. There is a mired of R/C, F/F and C/L events that are an absolute challenge. In FAI gliding too many pilots were stopping the flight on time and landing within 1 metre, so the rules were changed. When I first flew F/F power the engine run was 10 seconds. As performance improved the engine has been reduced to 3 seconds in steps.

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In both examples the participation has dropped. That is not what I think O/T is about. Participation should be in the mind when thinking about cutting performance is considered. Just remember the days where a perfect score is unobtainable. I had days where the flight time was only just longer then the engine time.

I would like to see the wording of the definition of NOSTALGIA tidied up. Currently it is a mixture of a definition and specification. The "area" wording should be in the respective class rules. I hear there is some discussion for a class of gliders for the later years. This would need to be a separate class, say Nostalgia, for the original Nordic A2 and many of the HERNS kitted gliders. Streamlining the NOSTALGIA definition would simplify any new draft of rules.

Yours sincerely John Quigley SAM 83 (The Canberra mob)

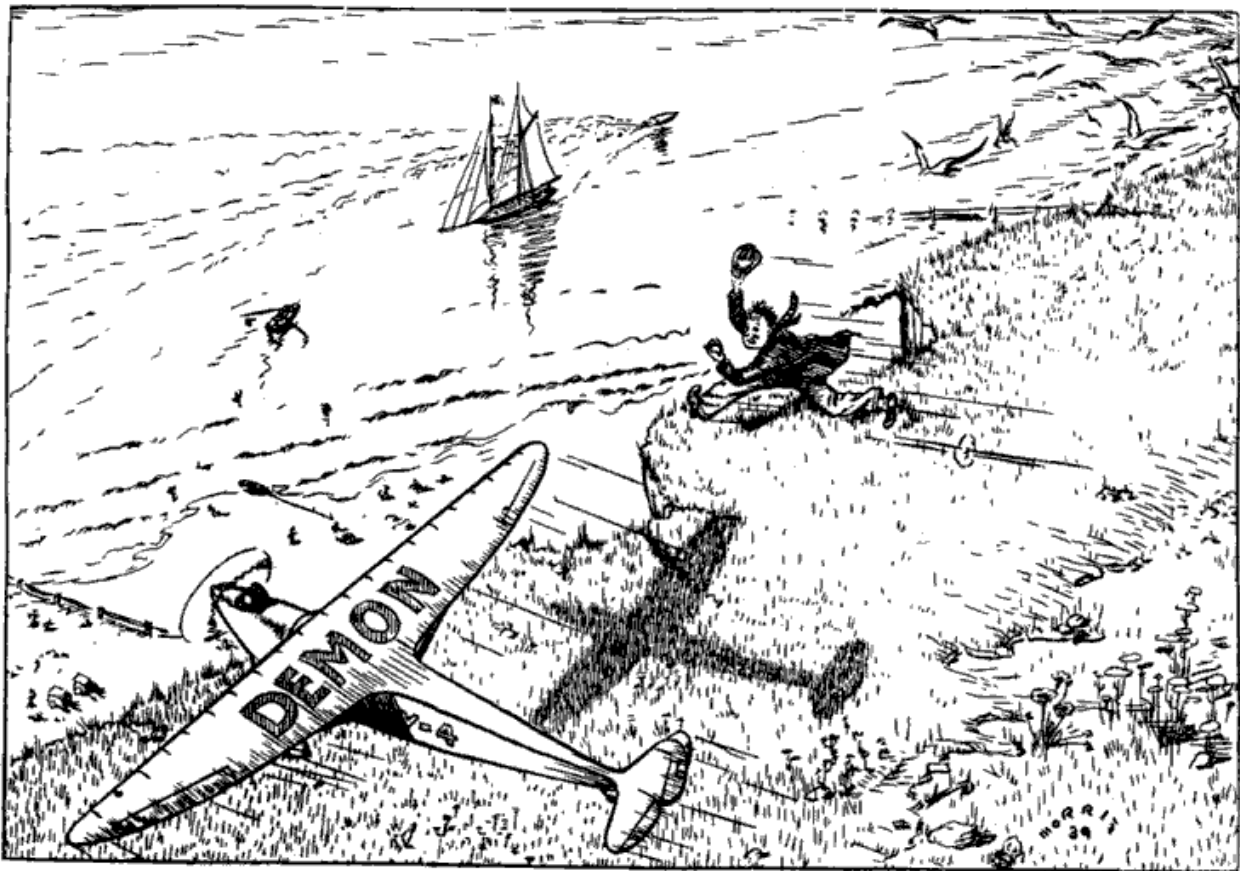
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## ***Dandaragan Weekend***

Unfortunately our weekend at Dandaragan is to be called off. Our hosts have not been able to accommodate us. May be worthwhile to put a note in the Geezer to that effect.

Kind regards  
Kevin Hooper

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**“Gosh! I bet there will be something in next month’s *Aeromodeller* about this !”**



## **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		
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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