



# The Geezer



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

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*In this issue* WAMAC Meeting minutes  
Paul Baartz Shield  
Editors Bit  
F/F, HLG & Ebenezer report  
Member Profiles  
Sticky Bits  
Taipan 25BR Repair  
Competition Calendar



... and the winners are ..... see page 4



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



**Editor's bit ...**

Greetings all !!

the only event to report in this issue is the combined F/F scramble, HLG and Ebenezer which was held on Sunday April 3rd. Troy Latto has kindly written a report on the day and supplied the photo. He has also contributed several articles for this month's edition, thanks!

Speaking of Troy, he will taking over the reins of the Geezer from next month as we will be travelling for a while. Troy will add his unique style of humour to the epistle and no doubt it will be a great read.

Cheers for now,  
Michael Butcher

**Paul Baartz Shield 2016**

<b>SAM number</b>	<b>Name</b>	<b>Club Points</b>
2706	R McDonald	6
27017	I Dixon	5
27023	G McLure	5
2704	T Latto	3
27014	H Van Leeuwen	2
2701	P Baartz	1

Members will be added to this list as they score points .

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# **WAMAC.**

## **Minutes of general meeting held on: Friday 11th March 2016**

Held at: 20 Granville way, Willetton

Meeting started at: 7.58pm with ex Vice President Troy Latto in the chair

Members present: P.Baartz, A.Bentley, K.Hooper, R.Silbereisen, T.Latto, R.Rowson, G.McLure, M.Butcher

Apologies: I.Dixon, G.Cooke, B.Slyns-Daniels

Visitors:

Correspondence inwards: Several newsletters, Email from AWA president advising of changes to website, AWA site now accessed through MAAA website.

Correspondence outwards: Geezer and other newsletters to mailing list.

Treasurers report: Balance at bank: \$16980.34, 18 members and 8 associates, account for payment \$306.00 for contest medallions Moved report be accepted and account paid by P.Baartz, seconded M.Butcher and carried

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

Business arising:

General Business: Free Flight events (Malstrom, Ebenezer, scramble and HLG). To be held at Gossage Rd on 3rd April.

Discussion regards to scrutineering, feeling of the meeting was that the three placed craft only be scrutinized

Next OT events are Nostalgia and Glider on 10th April.

Competition results

SAM 270 Standard Duration: 1. R.McDonald, 2. T.Latto, 3. I.Dixon, 4. P.Baartz

SAM 270 Burford Duration: 1. G.McLure, 2. I.Dixon, 3. R.McDonald, 4. H. VanLeeuwen

Meeting Closed at: 8.34pm

## SCRAMBLE/CHUCK GLIDER/EBENEZER Day – April 3.



Last Sunday we were supposed to run our Annual free flight day. In the past this has been well attended and has seen us marshal 10 – 15 entries over the course of the morning for all 3 events plus our Malmstrom fly-off. We have even had people show up to fly between rain showers and huddle under shelters swapping tales of aeromodelling past. This year, however, there were just three attendees, despite ZERO wind, Clear skies, a flat paddock and warm conditions.

After a bit of grousing about the negative turn out, CD Greg McLure and I had some fun trimming chuck gliders and scramble models while intermittently pontificating about the state of things. Rod McDonald turned up a bit later but didn't have a competition model – thinking there would be a lot of contenders, he graciously came to support us with timing duties. Greg and I watched Rod trim his new electric FF model and learned a bit about electronic DT's.

Two hours after the gazetted start time, Greg called off the event and the three modellers present were declared the winners:

### HLG/CLG/DLG

1st: Greg McLure

2nd: Troy Latto

3rd: Rod McDonald

### Power Scramble

1st: Troy Latto

2nd: Rod McDonald

3rd: Greg McLure

### Ebenezer

1st Rod McDonald

2nd: Greg McLure

3rd: Troy Latto

At this stage there is no plan in place to reschedule these events for this calendar year. This makes it the second year running that we have not successfully run these events and we will need to look seriously at whether we continue with them going forward.



## Member Profile #4.

### Dicko's Modelling Memoir 1965-2012

During the time at WARMS I was introduced to Ray Allen, a keen RC glider flyer who took an interest in my modelling activities and was happy to make the trip to Northam and Goomaling to fly his gliders whilst the free flight events were being flown and was happy to take me along. This was perfect and it wasn't long before I built a Dixilander powered by a Taipan 15 schnerle ported glo motor, I think I made a total of three Dixilanders before I successfully trimmed one without spreading it all over the paddock. Ray was extremely generous and drove me back and forth to free flight events for many years, I can't thank him enough as without his generosity my free flight adventures might not have been as rewarding.

During my second year of high school (age 14) clubs of all sorts were encouraged and of course we had an aero modelling club and we got a double period of flying every Wednesday, how good it was to be able to fly models instead of doing maths and English. We had about 10 members all flying control line models with at least half of them being ready to fly PT19 Cox trainers. The pt19s only just flew so for many they were the beginning and the end of their modelling adventure. Around this time I was given an OS Pixi single Channel radio set, I can't remember who gave it to me but it ended up being installed in my Veron Deacon with a Taipan 1.5 diesel to pull it along, I flew this at an old gravel pit not far from home with some degree of success, little did I know this area was to become the flying site for KAMS, at this stage a club that didn't exist.



Ian Dixon SAM 27017

*Dicko's story is continued from last month.*



*Kiel Kraft Chief with single channel radio*

Later I was given a second hand two Channel Futaba radio set complete with a used Graupner Amigo from Ray Allen. As mentioned previously Ray was very generous with his time and obviously wanted me to get involved with R/C, it worked and I began flying radio gliders. At age fifteen I had also joined the WARS club who flew at the Yokine reserve. During this time Ray Datodi had moved to Perth from Melbourne and started servicing Futaba radios. I visited Ray with both my Dad and Ray Allen at his home in Kalamunda,

Ray Datodi was also a keen glider flyer and before long I enjoyed his friendship at WARS. I flew gliders for a couple of years at Yokine until becoming more interested in R/C power. Whilst at Yokine I was introduced to Frank Jensen, a mate of Ray Datodi who had also moved from Melbourne to open a hobby shop in partnership with Ray. It's was unthinkable at this time to imagine the influence these two guys would have on my life. It was around this time yet another club was formed, Kalamunda aeronautical Model Society with the first meeting being held at Ray Daddies home, I was its first junior member.



*Slope Soaring with Greg McClure*

Leaving school at the end of year 10 at the age of fifteen I tried without success to secure a job as an apprentice cabinetmaker/carpenter, when all was looking dire I was offered a position at the newest hobby shop at the time Radio Model Supplies with Frank and Ray in Victoria Park as a junior assistant. Here I met Brian Duff another kind and generous man as well as Fred Cherry who were also employees. My time at RMS was every young modellers dream, I could order what I thought would be popular so control line and free flight kits and accessories found their way onto the shelves and the finest balsa made the racks after I had selected what I wanted. I worked at RMS for 8 years and met some of the nicest people you could ever imagine involved with aero modelling. In this time many changes took place both within the hobby as well as my own personal life.



*Ian Dixon, Ray Datodi, Jim Davie (Futaba Sales Australia), Yas Saito (President Futaba Japan), and Frank Jensen at Radio Model Supplies.*

The long weekend in October was established as a weekend away in the country town of Goomalling dedicated to free flight and control line, Ray Allen once again drove me to the events and we camped out in the caravan park with the other modellers. I had teamed up with Rod Sherborn to fly in the control line rat and mouse races and we had some success and a lot of fun I also flew free flight power. I built a Calypso Major and bolted my Taipan 15 schnerl ported gold head in the front and I managed to trim it and it flew well. So well I fact that I built another in 2012 for the Burford old timer duration event.



*Calypso Major, Ian Dixon Mark and Rod Sherborn*

As the years went by radio events were added to the Goomalling calendar with one interesting event being r/c duration. This event was a climb and glide and saw gliders with the nose blocks removed and 40 size motors bolted to them, it was an exciting event especially when the glider wings not built to withstand the forces of a 40 would break under the strain. I attended many of the Goomalling weekends they were very memorable, usually on the Saturday evening a BBQ was organised at the local football club rooms followed by a movie show on supper 8 of the modelling adventures of WA modellers, it was fantastic, I hope that someone still has these movies and they surface again at some stage to be archived. On one of these evenings I saw my first pulse jet, it was flown by Jim Stivey and Fred Adler on the Goomalling oval at night, what a noise, they only did it once and I'm sure the locals didn't appreciate it.



*RC Duration at Goomalling*



The year I turned 17 was the 30th nationals in Bunbury 1976-7 and RMS was asked if they would run the Nats shop, this meant I could attend the nationals and fly in some of the events whilst being paid, it doesn't get much better than that. I entered in control line good year, and rat race, r/c glider and free flight hurl glider as they were all flown at Hay Park where the Nats shop was located. I didn't do so well in the control line and r/c events but did place second in junior hurl glider and first in the senior hurl glider. I couldn't have been prouder at the presentation dinner when I had to collect my trophies from the podium.

I continued to fly free flight and control line and R/C glider until 1978 when I built my first R/C power model, a Midwest tri squire I test flew this at the Warms field in Jandakot and flew it for some time, my second power model was a Tyro major built from the aero modeller free plans that came in every issue. There have been many more power models since.



*First RC power model, Midwest tri squire*

KAMS struggled for a few years trying to locate a reasonable flying site until they secured a paddock next to the old gravel pit I had previously flown my single Chanel deacon from.

By this time modelling was being shared with surfing and other teenage pursuits and it became obvious that girls weren't that interested in model aircraft.

In 1976 I met a young lady at a party in Parker-ville who I became extremely fond of. She was obviously from European stock with her blue eyes and olive skin her name was Eva Csorba. I was besotted by this young lady and so the courtship began it turned out to be the best decision I ever made. When revealed that I was into model aircraft she didn't laugh and was actually a little interested in the fact that I had a hobby, I had to marry this girl and in 1984 I did. During this period I continued working at RMS but with the separation of my parents I became almost destitute when I no longer had a home. I shared a house with a guy I had only met a few weeks earlier; it was a very old house in disrepair in Victoria Park in walking distance to work. I was able to store my modelling gear at Eva's home in the shed with her mother's blessing. This was a brick and tile shed with three rooms, one room was still the Csorba's laundry but the other two were just store rooms, they were very soon converted into a workshop and obtaining of one of the old counters from RMS I had a bench to work on.

With funds not available for modelling I started to manufacture kits from the shed, I made ARF quickie 500s and a smaller version for a 25 size motor. The fuselages where built in a jig and I could cut and assemble 3 in one evening, the wings where cut from foam and sheeted in balsa. The rest of the components where cut-out and all packed in a large plastic bag with a header card and sold for \$35.00 as an ARF kit through RMS. I sold dozens and soon was being asked to cut foam wings for other models by the customers, I now had a small income for my own modelling. At about the same time Roy Farren developed a two meter glider he named the Honey Eater, this was a great kit, packed and well presented in a box. The triangular shaped fuselage came already built and the kit contained all the hardware and accessories. RMS distributed the kit and many where sold. It was decided that some magazine advertising was needed to boost sales and a photo was required I was nominated to be the poster boy and had my photo taken launching the model at the WARS field in Yokine, the image appeared in the airborne magazine and I received much ribbing from the local modellers who knew me, of course all in good fun.

*Dicko's story will continue in the next edition, Ed*

## **DELUXE ADHESIVES PRODUCT REVIEW by Troy Latto**

One of the great things about working in hobby retail is the opportunity to investigate different products that you might not normally think to use. On this occasion (due to an allergy problem acquired over the years) I was looking for low odour, water based products to use when covering and finishing my new Tomboy. HOBBYTECH had just received a new range of DELUXE products and I took it upon myself to test a couple of them out.

The chosen products were the DELUXE Wonderfill wood filler; the DELUXE Tissue paste (more on that later) and the DELUXE EZEDOPE water based dope. I also eschewed my normal covering material (Polyspan) to use the 'Airspan' range of coloured polymer tissue.



I started with the Wonderfill and found it to be not too dissimilar to Selley's Spakfilla Rapid: It has the same consistency and dries in roughly the same time (5 -10 mins depending on ambient temp). I used the white but it also comes in Balsa colour if you are using translucent covering. It sanded well, dried hard and is very light.

Next up it was time to put on the tissue. The Airspan only comes in 1.5M squares so a bit of planning was involved to get the best coverage. Airspan also needs Balsaloc to adhere to the frame but like Polyspan, it is heat shrinkable and very easy to trim with once its stuck on.





I used the Deluxe Tissue paste to adhere the Airspan to the frame. This proved a little problematic as the paste has the consistency of 'Clag' school glue and the dispenser is not designed for fine application. I found the best technique was to squirt a blob on the frame and use my finger to spread it out, however this technique used more paste than I would have liked.



Once the paste set (takes about 10 mins) you can break out the iron or heat gun and shrink the tissue to the frame and/or dope it tight. I shrunk it first then gave it the dope treatment before trimming the edges of the covering flush.

Speaking of the Ezedope: this was the revelation of the exercise! It only comes in a 250ml container – but don't let the size fool you! You can dilute this stuff with water and make WELL OVER A LITRE of low odour, water washable fabric sealing goodness! I made up a mix of 50-50 in a glass and managed 3 coats of dope with over half the mix left – which I then put in a sealed container for later use. Being water based, brushes are a cinch to keep clean and there is no need for breathing gear. I found three coats was enough to seal the fabric and give a nice semi-gloss sheen. The only issue I found was a small amount of 'blooming' where I had not been careful with the paste and the grain of the tissue was filled.



## Conclusions:

I loved the Ezedope. The low odour and water based properties combined with a 'mix-as-you-need-it' philosophy makes this a winner in my book.

The tissue paste was good but I think similar results can be achieved with diluted PVA or proper Balsaloc adhesive and it would be easier to apply. Also you need A LOT if you're doing a large model.

The Airspan was VERY nice to use but it only comes in small packages and would be best for small models and/or trimming over tissue and Polyspan.

The Wonderfill was good and I will use it again.

The Deluxe range of adhesives is available from Hobbytech Toys in O'connor

[www.hobbytechtoys.com.au](http://www.hobbytechtoys.com.au)





## **TAIPAN 25BR REPAIR** from Troy Latto.

**D**uring the 2014 Burford, event I had the misfortune to break a wing on climbout. This not only spoilt the chance of me getting a max in the round, it also resulted in a convincing 'THUD' on the flightline and a busted Venturi and NVA assembly on the Taipan 2.5BR.

Needless to say I was a bit annoyed – not least because it meant I had to build YET ANOTHER Burford model, but my favourite TP2.5cc engine (reverently acquired from Rex Brown at Canowindra in 2012) was now out of action.

After a layoff of a year to travel and make movies, I revisited both the aircraft and the engine to see if I could finally have some success in an event I love but have never had much success in. My father-in-law put the venturi in his lathe and trued it up for me but his skills don't stretch to NVA construction. I was referred (after a bit of research) to one Jon Fletcher of NSW, a thoroughly nice chap and engineer par excellence. Within a couple of weeks, Jon had prefabricated a brand new #8 NVA assembly and shipped it to my door for a VERY reasonable fee.

I am yet to test the motor (still building a new model to fit it to) but I am sure it will be just fine!

Big Thanks to Jon for his efforts and if you are ever in need of some parts for your TP (heaven forbid) it might be worth dropping Jon a note to see if he can help you out:

[Jonfletcher@optusnet.com.au](mailto:Jonfletcher@optusnet.com.au)



*New #8 NVA assembly, fresh out the packet!*



*Fitted to the motor.*

## Contest Calendar for 2016

Feb 28th	Standard Duration	Oakford	9.00 am
	Burford Duration	Oakford	11.00 am
March 7th	Combined Open	Meckering	9.00 am
March 27th	Combined Open	Meckering	9.00 am
March 22nd	Maelstrom Mass Launch		
	Ebenezer Mass Launch	TBA	9.00 am
April 3rd	HLG/CLG State Championships		
	Power Scramble State Championships	TBA	9.00 am
April 10th	Nostalgia	Oakford	9.00 am
	Vintage Glider	Oakford	11.00 am
April 17th	1/2A Texaco	Oakford	9.00 am
April 24th	Combined Open	Meckering	9.00 am
May 1st	P30 State Champs / Roy Farren Combined Open / Free Flight Cup	Meckering	9.00 am
May 8th	Mothers Day	fly at your own risk	
May 22nd	OT Duration	Oakford	9.00 am
	2cc Duration Trial event	Oakford	11.00 am
30th May– 1st June	F1A, F1B and F1C State Championships (TT)	Meckering	9.00 am
June 5th	SLOP State Championships Mike Beilby Cup	Meckering	9.00 am
	Combined Open / Free Flight Cup		
June 19th	Rubber State Championships Wamac Cup	Meckering	9.00 am
	Open Glider		
June 12th	1/2A Electric	Oakford	9.00 am
	OT Texaco	Oakford	11.00 am
June 26th	'38 Antique	Oakford	9.00 am
28th June	Escargot Trophy WAMAC Cup	Meckering	9.00 am
	Combined Open / Free Flight Cup		
July 3rd	Nostalgia (State)	Oakford	9.00 am
July 10th	Open Power State Championships Combined Open / Free Flight Cup	Meckering	9.00 am
July 17th	Burford (State)	Oakford	9.00 am
July 24st	OT Duration (State)	Oakford	9.00 am
31st July	Fuller, Nostalgia and F1Q Combined Open / Free Flight Cup	Meckering	9.00 am
13 – 14 August	F1A, F1B and F1C State Championship FIA Team trials F1A, F1B and F1C (TT) Combined Open / Free Flight Cup	Meckering	9.00 am
August 21st	OT Standard Duration (State)	Oakford	9.00 am
August 28th	1/2A Electric (State)	Oakford	9.00 am
Sept 4th	Fathers Day	fly at your own risk	
Sept 11th	Texaco (State)	Oakford	9.00 am
September 18th	1/2A Texaco (State)	Oakford	9.00 am
October 9th	38 Antique (State)	Oakford	9.00 am
October 30th	Tomboy Rally	Oakford	9.00 am





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