



THE GEEZER



OFFICIAL JOURNAL OF THE W/A MODEL AERO CLUB (INC) AND
SAM 270 WESTERN AUSTRALIA

August 2016



Are we over this dodgy weather yet? I know I certainly am! Rain, wind, hail, fire, brimstone, fish falling from the sky – you name it and we have seen it this year! Still – at least we managed to knock out a couple of events last month which has helped right our somewhat lopsided event calendar. Thanks to Greg and the photographers for documenting things for the mag.

Speaking of things documented – hopefully your regular editor, Mike Butcher, will be back next month to take up the reins of office. Not that I mind producing 'The Geezer' for everyone but different ideas and perspectives are important for keeping things moving and evolving.

My Saturday job keeps me in touch with modellers in Perth and across the state – many of whom are of our inclination vintage wise but are over the hassle of dealing with nitro engines. I spruik for SAM270 and WAMAC whenever I encounter a fellow builder but 95% of those returning to the sport these days are going electric and lose interest when I say we use diesel/nitro for the majority of our events. 'Nah mate – gave away all that oily stuff. Much easier to flick a switch and go.' As you know I am not a big fan of Tesla and his little wizards when it comes to model propulsion BUT I can see a day in the near future where we may have to adapt or die. The late Peter Everitt was a passionate advocate of vintage electric and I think he could have won a few more of us over if there had been consensus on the rules for some events. Something to chew over in coming months?

Another area of development I have been working on is the online community via social media. There is a LARGE pool of non-affiliated flyers out there these days - mainly due to the proliferation of good quality and competitively priced electric equipment. These guys are looking to get plugged in and are using Facebook, Instagram, twitter and Snapchat to link up and form groups to fly together outside the club circle. The challenge is to find the guys that are getting bored drilling holes in the sky with their foamies and are looking for a challenge in the building and flying space. I have started a building blog on Facebook in the 'Perth RC Flying buy/sell/chat' group and have received some positive feedback so we'll see where that goes over the coming months. If anyone would like to join this group, search it out on FB and apply to join.

In the meantime, keep those articles and letters rolling in folks!

sam270geezer@gmail.com.

Troy Latto
(Temporary) Editor-that's-large

Contest Director's Report July 2016

(from Greg McLure)

OT Duration State and SAM270 event combined.

We had to run both state and club events together due to postponements previously caused by bad weather, but on this day (24th July) we were rewarded with a glorious day weather wise.



The pits – looking well manicured and dewy in the morning sunshine. Bloody cold though!

Due to the calm conditions a max required a high climb because the glide phase of the flight had little or no lift to assist. Again we had some very good entries in the scariest climb competition, Hans started by showing how strong his wing was. Rod then got everybody's attention by a spiral dive and much fluttering of wings.



Hoops Launches El Presidente's Bomber on its maiden voyage in the first round of the SAM270/ state duration. No pressure..

Despite all this action three people made the fly-off which was won convincingly by Ray with quite a low score which showed just how tough it was.

RESULTS:

1. Ray Sherburn	1260 + 495
2. Paul Baartz	1260 + 407
3. Ian Dixon	1260 + 345
4. Kevin Hooper	1184
5. Rod McDonald	1178
6. Hans VanLeeuwen	1161
7. Troy Latto	840
9. Ray Silbereisen	834
10. Greg McLure	591



Ray Sherburn shows off his trophies..

OT Burford duration (State).

This event was run after the Duration and so enjoyed light winds with no lift about.

I got stuck straight into the scariest climb competition by barrel rolling into the ground.

Rod managed to turn his radio off on launch which resulted in his model looping all over the place and then when the motor cut landing in the field with no damage.

Dicko was muttering about his motor being worn out but still he got a perfect score, indeed five of the seven entrants lined up for the fly-off.

This was again a low score event with Troy a convincing winner.

Ps My low score I put down to the pressures of high office.

RESULTS:

1. Troy Latto	Spacer/BB	900 + 359
2. Rod McDonald	Crescendo/PB	900 + 298
3. Hans VanLeeuwen	Lucky Lindy/PB	900 + 278
4. Richard Sutherland	Ambition/PB	900 + 241
5. Ian Dixon	Creep/PB	900 + 222
6. Ray Silbereisen	Zoot Suit/PB	690
7. Greg McLure	Ollie/PB	dnf

OT Nostalgia State Champs.

Held on 3rd July, the weather was a bit 'iffy' for this event with showers and low cloud in the area but a decision was made to go for it.

Dicko started things off with a steady climb and good height to find enough good air to record a max. The rest of us seemed to be trying to achieve the most aerobatic climb out.

Kevin took out this side event with an aerobatic sequence that had everybody diving for cover under the cars. Good one Hoops. Rod has the misfortune to launch his model with the receiver off resulting a fly-away. Hans lost rudder control but managed to get back using elevator only.

Paul very sportingly only had the motor going for about half the allowed time but still got high enough to nearly get a max and ended up in second place. Dicko recorded another perfect score and was the winner.

RESULTS:

1. Ian Dixon	1260
2. Paul Baartz	1106
3. Rod McDonald	420
4. Ray Silbereisen	235
5. Kevin Hooper	83
6. Hans VanLeeuwen	dnf
7. Greg McLure	dnf

PS: Rod has since found his model, the only damage caused by inquisitive cows.

WAMAC FEE STRUCTURE 2016/2017

Full members: \$140.00
Associate Members: \$40.00

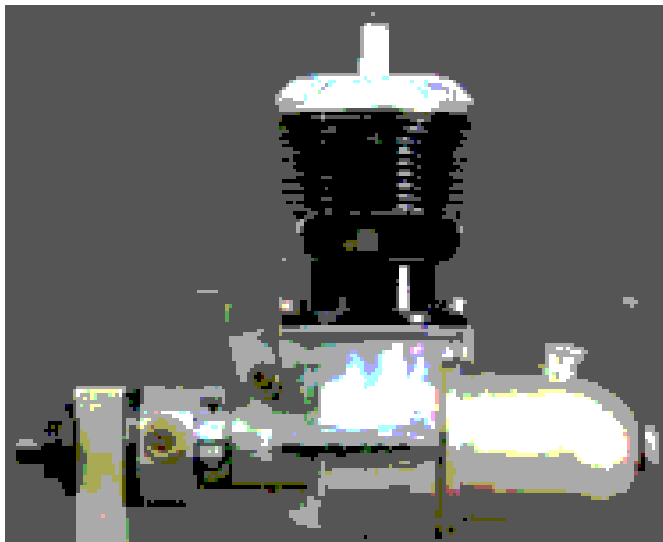
Cash or Cheque payable to WAMAC. See Paul Baartz. You won't be able to fly after July 31 without proof of renewal.

2016 SAM270 "PAUL BAARTZ SHIELD" PROGRESS TABLE

SAM number	Name	Club Points
27017	I Dixon	20
2706	R McDonald	18
27023	G McLure	14
2704	T Latto	11
27014	H Van Leeuwen	8
2701	P Baartz	6
27022	R Sherburn	4
27021	K Hooper	3
27028	R Silbereisen	3
27029	C Edwards	1

Members will be added to this list as they score points

A 'not-so-madewell 49'



Some time ago I sought – and bought – a Madewell 49 from an overseas ebay seller. This engine was complete and I got it for a reasonable price (even if it was slightly more than I wanted to pay). When I received it I noticed it had a slight wobble in the crank but put it down to age. It went on the shelf pending construction of an appropriate aircraft. Whizz forward 3 years and I was ready to use the Madewell on a new RC1 currently under construction. As has become my custom, I passed the motor on to Hans Van Leeuwen who is a guru on engine repairs and rebuilds to re-furb it for me. To say Hans was less than impressed with the Madewell is an understatement! Best put it in his words:

'The example of this engine that you own is in a sad state. My guess is that it's done 100+ hours and has not been well looked after. I still have it in bits and will show you when next we meet. I don't believe it's worth repairing. I'd also suggest that you don't bother trying to find another as the internal engineering is very poor. The crankshaft is the worst design I've ever seen'

Hans showed me the disassembled engine when we caught up next and boy – is he right! The whole thing is worn out, the metallurgy is poor and the fabrication looks makeshift to say the least! My balloon is well and truly pricked and I am now on the hunt for another motor – not a Madewell .49 – for my RC1.

Hans has purchased a stack of books on small model motor engineering and reviews and is going to share articles from these books based on engines in common use around the club. Hopefully this will boost our knowledge on what to expect when purchasing and operating these vintage pieces. I highly recommend consulting with Hans or others PRIOR to purchasing an engine for use as opposed to display so you won't end up buying a pup like I did!

JUST A MINUTE!

WAMAC. Minutes of general meeting held on: 8th July 2016

Held at: 20 Granville Way, Willetton 6155

Meeting started at: 8pm with president Troy Latto in the chair.

Members present: T.Latto, P.Baartz, H.VanLeeuwen, K.Hooper, I.Dixon, R.McDonald, G.Mclure. G.Cooke, B.Slyns-Daniels

Apologies: Rob Rowson

Visitors: nil

Correspondence inwards: From AWA membership cards, several newsletters

Correspondence outwards: Geezer and newsletters to mailing list, membership fees to AWA

Treasurers report: Balance at bank \$ 18,064.34 (less \$940 to AWA)

9 members and 5 associates

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

Business arising: nil

General Business: SAM Texaco and 2cc duration to be held on 7th August.

Suggestion for consideration that if an event is cancelled twice that it be abandoned for the year (SAM events only not state champs).

Whether to continue awarding medallions for SAM events and seeking suggestions for replacements for them if decided not to continue with them next year,

Kevin Hooper reported on the recent AWA meeting.

Competition results: as per Geezer. Report and results of the State Nostalgia event in August Geezer.

Meeting Closed at: 8.30pm

ENGINE OF THE MONTH

This month's engine, the Madewell 49, was a real puzzler for positive information regarding its design and source. Worst part about the writer's dilemma was that he lived in San Francisco while the motor was being produced across the bay in Oakland.

When one first sees a Madewell 49, one is immediately impressed with the idea that this engine is a scaled up version of the late square-port Vivell 35. Small wonder as Jack Keener, designer of the Comet 35, (the size of the Vivell 35 series) was one of the team that helped evolve the Madewell motor.

As a side note on Jack Keener, although he designed the original small Madewell engine, the Madewell 14 was the brainchild of Harry Congable, owner of Irrigation Pipe Co., who dabbled with the engine business as sort of a hobby.

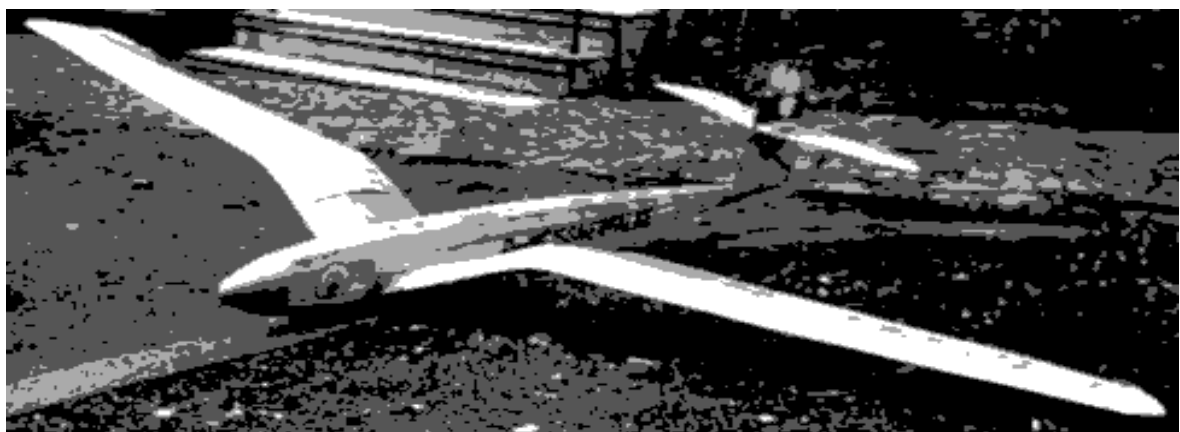
Mr. Hurd, proprietor of Electro-Spray Co., financed the team of Jim Brown, Jack Keener, Harry Sharman, and Charlie Pottol, who developed the motor. There are unsubstantiated rumors that Al Hovsepian, producer of the micro engine, had a few contributions to the design.

In any respect, the Madewell 49 was a real fine running engine. Matter of fact, its lightness and power attracted a considerable number of converts to this engine. Originally aimed at the control line market in the postwar boom years, this engine has turned out to be one of the top free flight engines in its class size. First advertised in the November 1946 issue of Model Airplane News for \$18.00 (less coil and condenser), its slogan was "The 49 that goes like a sixty." They weren't kidding!

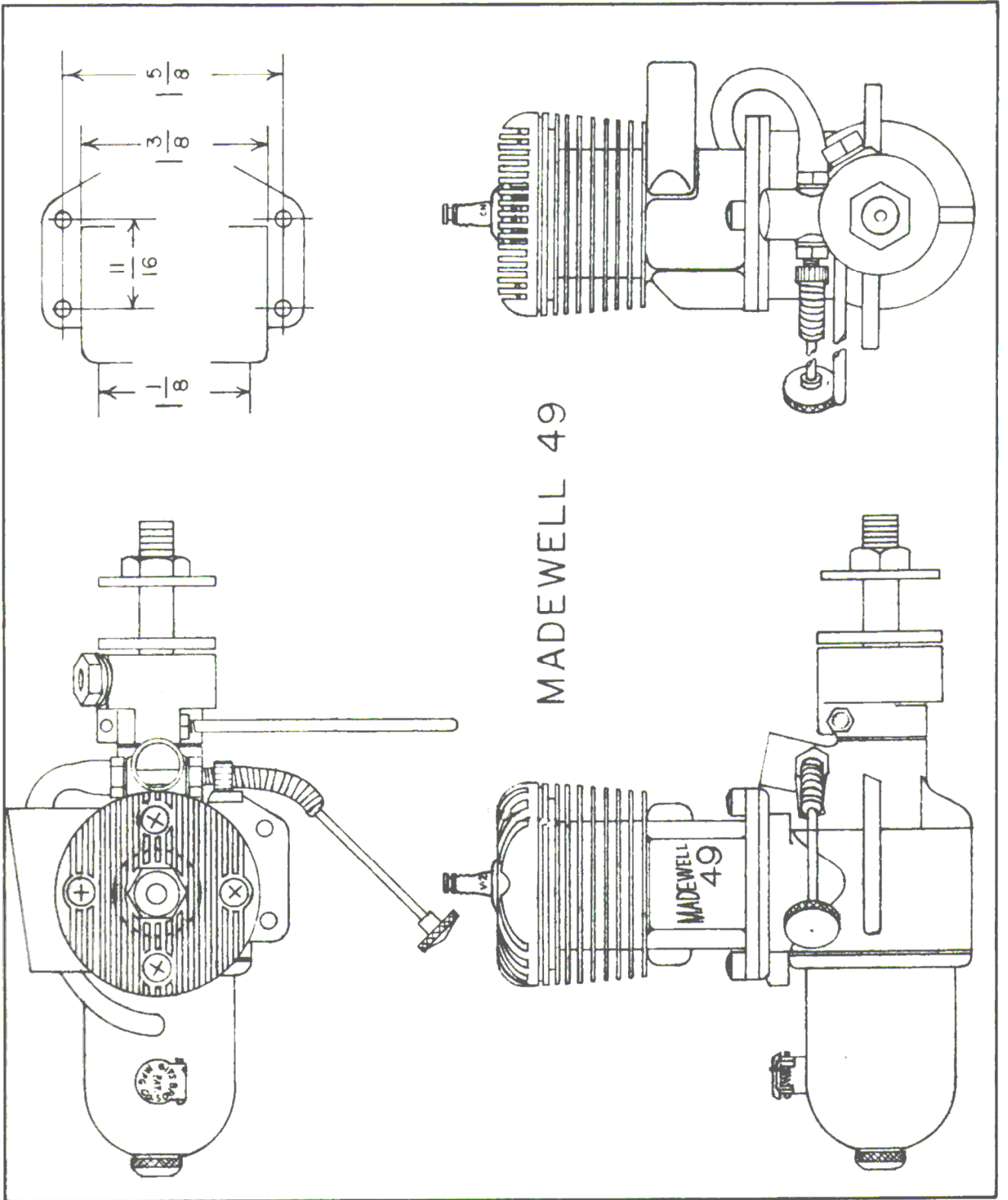
For the technical minded, the Madewell 49 featured a bore of .891, and stroke of .783, to give a displacement of .49. With tank, the motor weighed nine ounces. The crankcase and carburetor formed one aluminum alloy casting, with the back plate screwed in and forming part of the formed steel tank. The cylinder and cooling fins were machined from alloy steel bar stock, with the bypass and exhaust stack brazed on. Piston was Mehanite with a tubular steel wrist pin provided with bronze end-pads. As with so many engines of that era, the crankshaft was ground from one piece of steel, and the connecting rod was die-cast from aluminum alloy with bronze bearings. V-2 spark plugs were popular then, and the Madewell was no exception in featuring this size plug.

In reading a test report of the engine's running ability, the same trap was fallen into again, as nothing but .60 size 14 and 12 inch dia., 6 inch propellers were used to check the r.p.m. The writer favors an eleven inch propeller, which turns up excellently. Do not exceed six inch pitch, as this motor loves to turn up.

For owners of Madewell motors, parts are readily available from Karl Carlson, 14600 Ramstead Drive, San Jose, Ca. 95127. In talks with Carl, he regrets that the Super Cyke parts are slow in coming, but in the case of the Madewell, no problems. So power up that Playboy senior of yours, it does make a nice flying free flight combination!



1935 Weissnerfalke glider



25

OFFICE WALLAHS...

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Disposals

Got some engines for sale, having a clearout.

OPEN TO OFFERS ON ALL ENGINES. DON'T BE SHY, I NEED THEM GONE BEFORE THEY ROT AWAY IN MY SHED!

Diesels:

1. Drone Diesel .29. 2. Jena 2cc (blue head). 3. Jena 2.5cc (black head). 4. PAW .35 R/C. 5. PAW .15 (no NVA). 6. PAW .15 BR. 7. PAW 1.5cc. 8. Burford Taipan 1.5cc (red head 'bubble'). 9. Taipan 1.5cc. 10. M.E. Snipe (with R/C Carb). 11. E.D. 'Pennyslot' 2cc. 12. Elfin 1.8cc (radial mount). 13. PAW .15 R/C. 14. AM 15 (black head). 15. AM 10 (green head). 16. Taipan 'Tyro' 1.9cc. 17. E.D. Racer 2.49cc. 18. Frog 2.49BB. 19. Indian Mills 1.3cc.

Four Strokes:

20. O.S. .40 Surpass. 21. O.S. MAX .40 22. Enya .60 4st. 23. O.S. .60 'open rocker'. 24. Saito .50

Two stroke Glow:

25. Fox .15 R/C. 26. Fox .15 FF/CL. 27. FROG 500 Glow. 28. Taipan .15 Glow (no muffler). 29. Enya .25 (NIB). 30. O.S. LA.46 31. HP .40 (X2). 32. O.S. .40 FP. 33. O.S. .25. 34. Enya .45 (X2). 35. O.S. .20. 36. S.C. .40.

Spark Ignition:

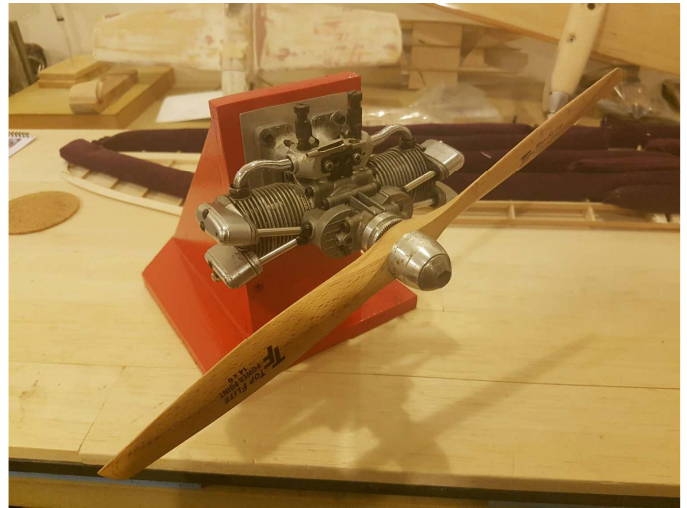
37. Dunham Eng. Orwick .64. 38. Brown Jnr. Model D.

Many of these have been run with castor so are gummed up but they just need a kero bath and all of them run.

Contact Gary Dickens

Mills1.3@hotmail.com

Some Saito fun with Graeme Cooke..



Cookie likes to muck around with obscure things. Just recently he took up a challenge to ride a postie bike (Or Postman's Motorcycle for our foreign readers) up the East Coast for charity. This involved stripping down and preparing a motorcycle built for short distances and low revs for an extended journey it was never designed for.

Part of the tuning process for the standard 110cc Honda engine involved measuring the intake pulses through the carburetors to allow the bike to make maximum revs. I won't bore you with the technicalities (not sure I understand them myself) but this kind of experimentation isn't easily measured on the actual powerplant, so some kind of flat twin analog was required.

Enter Gary Dickens, who supplied A flat twin Saito (180?) for the intrepid adventurers to experiment upon. In Graeme's words:

'Photos of Saito twin mounted on go fast red stand, ready for twin onboard glow system and potential test run in coming weeks :)

If it runs half decent, I will bolt it to the front of a 1935 Texaco Special - 9'4" span x 7' long at around 8 lbs.'

So – there you have it! Cookie will be riding up the East coast on a motor bike designed to deliver letters and tuned with data gained from a model aircraft engine. It's a funny old world isn't it?



Ray's Reminiscences.

Some weeks back Ray Sherburn supplied me with an old copy of 'Windsock' from 2005. In it he relates a tale of his early exploits with control line and diesel engines – specifically ether. Now if you are an animal lover, you MIGHT want to skip the following page and have a wander down memory lane with the SAM Event detailed straight after. So many familiar names, some now passed, are listed. Makes you wish we could get as many folks to fly in events as we did 11 years ago.

Perth Balsa Butchers

The Perth Balsa Butchers was a model aero club formed just after the finish of WWII. I shouldn't say it formed, it really just accumulated by the getting together of 8 to 10 teenage aeromodellers who lived in the Cottesloe and Mosman Park area. It was a club with no President, no secretary, no treasurer, no fees, but a large committee.

The original members were Ray Sherburn, John Shaw, John Dewhurst, Maurice George, Ralph Brough, Stan Smith, John 'Lank' Griffiths, and a few irregulars who came and went. We flew control line regularly at Davis Oval in Mosman Park and sometimes on Manners Hill Park in Peppermint Grove.



A young Ray Sherburn

My first engines were a K Kestrel 1.9cc diesel, and an E.D. Bee 1cc diesel. We all had diesels in those days and mixed our own fuel. The method of filling our model tanks was to run a tube from the fuel bottle to the fuel tank, and then we put our mouths over the top of the bottle and blew like

hell. By the end of the day we all went home with swollen lips that we called lubra lips.

One day when we were flying at Peppermint Grove the local council park officer came down and told us to leave because we were making too much noise. We left, but that night we all went around to his house and chucked rocks on his tint roof. Next week we flew at Peppermint Grove again, but he didn't show up and we never saw him again.

We wouldn't get away with that in this day and age.

Sometimes we were visited by members of other clubs and in particular I remember Dickie Gibbs and Alex 'Lampwick' Cunningham, from the Thermal Thumbers Model Aero Club. Now and then we visited the Thermal Thumbers who flew control line on the Perth Esplanade every Sunday morning. We enjoyed their company and we swapped ideas which was a benefit to everyone.

The only time we got into trouble with the police was when Ralph mugged an old ladies cat by holding an ether soaked rag over its face until it staggered away like it was drunk. The big fat local police sergeant rode his bike over to Davis Oval and made us all sit on the grass while he gave us a lecture. We all promised to be good from now on and not cause him any more 'pain and paperwork' (his words) and then he sat down with us and talked about model aeroplanes. He was a good bloke and we had great respect for him, so we tried very hard not to get into trouble again. Ralph copped all the blame for this but it did take four of us to hold the cat down.

One day we saw the new Frog 500 glow motor being flown on the Esplanade, so a few of us bought one each. They seemed so big and powerful that we were actually afraid of them for a while.

John Shaw and I decided to build the Juggler stunt model from the Aeromodeller Magazine plans and fitted our new Frog 500's. We found that we could do acrobatics that we only dreamed about before. We practiced the F.A.I. stunt pattern until we thought we were pretty good, and then decided to enter into the W.A. state championships, but we ran into a problem. Because the Perth Balsa Butchers was not registered with the W.A.M.A.A.

(now changed to A.W.A.) we could not enter. those days the M.A.A.A. did not issue Australia wide numbers. Each state issued their own number and my number was W.A.61. We solved the problem simply by joining the Thermal Thumb and we soon received the W.A. numbers that allowed us to enter the state stunt champs held at Perth Oval on 5th August 1951. I'm sure that Neville Mitchell was one of the judges and I think that Don Hall was another one.

The results which exceeded our wildest dreams were as follows.

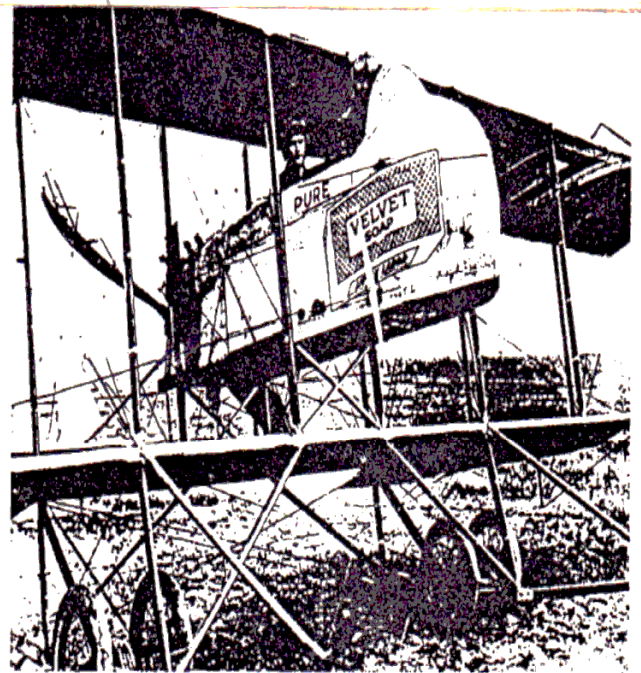
1 st	John Shaw	Juggler	Frog 50
2 nd	Rod Ashton	All American	Frog 50
3 rd	Ray Sherburn	Juggler	Frog 50

On the same day they held the first combined competition which was a trial event and not an official state championship. We used our stunt models with streamers attached, results as follows

1 st	Ray Sherburn	Juggler	Frog 50
2 nd	Rod Ashton	All American	Frog 50
3 rd	John Shaw	Juggler	Frog 50

A few years after this the Perth Balsa Butcher gradually broke up as we discovered girls, but some of us never gave up aeromodelling. I joined W.A.R.M.S (West Australian Radio Modellers Inc.) in 1967 and still regularly fly twice a week as well as competitions in old timers & large scale. (Ray Sherburn AUS 6308)

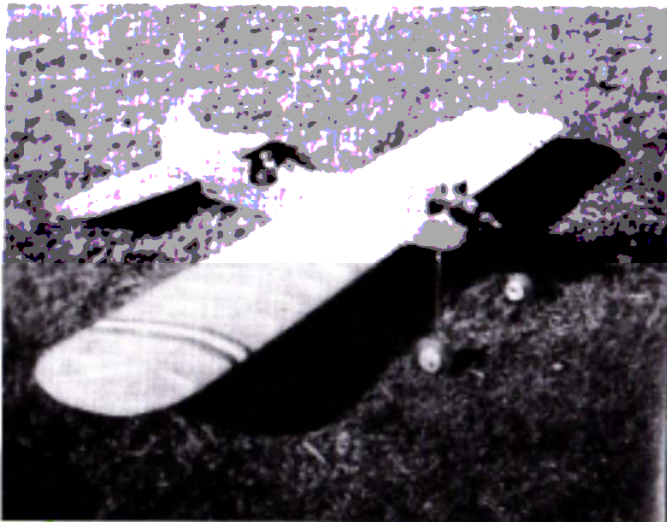
Ray has mainly flown radio models in recent years and has had several of his designs published in the modelling press. Easily found examples are his twin rotor autogyro 'Tango' in Airborne 14 and his 'Mach 2' sports delta in Airborne 154



1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieves you can reach the engine controls.
6. Pilots should carry handkerchiefs in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.



Geoffrey de Havilland (left) With Eddie Cosh and his DH 60 Moth, humorously named "Corsicanfly" at Stag Lane Aerodrome in 1933



Ray Sherburn's Frog 500 powered 'Juggler'

SAM 270 NEWSLETTER No. 13

The competition year has started well with two very successful events already completed and both in near perfect weather conditions although shortly after the half A event was finished it rained and rained giving us one of the wettest March days ever.

Once again Rockingham Toy World donated some very handy items of modeling goodies as prizes for the place-getters in both events.

Half A Texaco attracted thirteen entries and despite the usual difficulties some flyers had with the Cox engines, six made the fly-off that was held under darkening skies but the conditions were still reasonably good, cool and with only moderate wind.

RESULT:

1. Richard Sutherland	RC-1	1080+ 645
2. Glen Milliken	Top Hat	1080 + 613
3. Rick Rumball	RC-1	1080 + 499
4. Andy Lawson	Coronet	1080 + 427
5. Paul Baartz	RC-1	1080 + 392
6. Glen Baldwin	Anderson Pylon	1080 + 309
7. Rob Rowson	Dallaire	1008
8. Wayne Isitt	Coronet	975
9. Les Isitt	Coronet	958
10. Kevin Hooper	Bomber	939
11. Alan Trott	Airborn	890
12. Ian Dixon	So Long	669
13. Rod McDonald	Spearhead	195

Standard Duration was held on 27th April and once again in near perfect weather although a bit cool and lift was scarce as witnessed that only two flyers made the fly-off although more than half of

the sixteen flyers that entered managed a maximum flight in the first round.

As is usual in this event the OS Max.40-H engine was the most popular power-plant and the Playboy by far the most popular design.

Several flyers missed the fly-off due to landing outside the designated area and this resulting in a zero score for that flight, maybe more practice needed. The sixteen entries was a record high number for an OT event in WA and this was despite several usual entrants being absent.

RESULT:

1. Ray Sherburn	Playboy	1080 + 285
2. Mark She:burn	Playboy	1080 + 276
3. Andy Lawson	Playboy	1026
4. Paul Baartz	Kerswap	1007
5. Rod McDonald	Red Ripper	949
6. Kevin Hooper	Playboy	937
7. Rick Rumball	Bomber	930
8. Alan Trott	Airborn	922
9. Glen Milliken	Super Quaker	910
10. Rob Venables	Playboy	784
11. Les Isitt	Coronet	720
12. Syd Webb	Playboy	688
13. Brian Edwards	Playboy	520
14. John Taylor	Rebel	516
15. Wayne Isitt	Coronet	490
16. Ian Dixon	Ethy	371

INDOOR FREE FLIGHT
 is on the
First Wednesday of the Month
 at
Kent St. Senior High School
Gymnasium
8.00 p.m. to 10.00 pm
 Enter from Kent St at minor road
 below main entry
 Enquireies to: Ken Wansbrough 9291 6327
 Andy Lawson 9398 5097
 June 4 July 2 August 6

2016 Old Timer Contest Calendar
2016 F/F Contest Calendar

Feb 28th	Standard Duration Burford Duration	Oakford 9.00 am Oakford 11.00 am
March 7th March 27th	Combined Open Combined Open	Meckering 9.00 am Meckering 9.00 am
April 3rd	Maelstrom Mass Launch Ebenezer Mass Launch HLG/CLG State Championships Power Scramble State Championships	Mitchells Farm 9:00am Mitchells Farm 9:00am Mitchells Farm 9:00am Mitchells Farm 9.00 am
April 10th	Nostalgia Vintage Glider	Oakford 9.00 am Oakford 11.00 am
April 17th April 24th May 1st	1/2A Texaco Combined Open P30 State Champs / Roy Farren Combined Open / Free Flight Cup	Oakford 9.00 am Meckering 9.00 am Meckering 9.00 am
May 8th May 22nd	Mothers Day fly at your own risk OT Duration 2cc Duration Trial event	Oakford 9.00 am 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 Combined Open / Free Flight Cup	Meckering 9.00 am
June 19th	Rubber State Championships Wamac Cup Open Glider	Meckering 9.00 am
June 12th	1/2A Electric Texaco OT Texaco	Oakford 9.00 am Oakford 11.00 am
June 26th 28th June	'38 Antique Escargot Trophy WAMAC Cup Combined Open / Free Flight Cup	Oakford 9.00 am Meckering 9.00 am
July 3rd July 10th	Nostalgia (State) Open Power State Championships Combined Open / Free Flight Cup	Oakford 9.00 am Meckering 9.00 am
July 17th July 24 th July 31st	Burford (State) OT Duration (State) Fuller, Nostalgia and F1Q Combined Open / Free Flight Cup	Oakford 9.00 am Oakford 9.00 am 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 August 28th	OT Standard Duration (State) 1/2A Electric Texaco (State)	Oakford 9.00 am Oakford 9.00 am
Sept 4th Sept 11th	Fathers Day fly at your own risk Texaco (State)	Oakford 9.00 am
September 18th October 9th October 30th	1/2A Texaco (State) 38 Antique (State) Oakford 9.00 am Tomboy Rally	Oakford 9.00 am Oakford 9.00 am

RANDOM PICTURE PAGES



Condo photo-bombs SAM270 at Canowindra 2014





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controlled

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