



# THE GEEZER



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

October 2016



First up – my apologies for missing last month’s deadline. A combination of personal circumstances and a lack of recent content meant that The September Geezer was a non event.

The lack of content continues to be a problem for regular magazine production. The poor weather, event rescheduling, a lack of scribes and my own busy schedule have meant that I haven’t been able to maintain The Geezer to the standard I would like. To this end, I have recommended that all future editions of ‘The Geezer’ be produced on a bi-monthly basis. The minutes of our meetings will continue to be distributed either in *The Geezer* or via email during the intervening months.

Thanks to Rod McDonald and all the signatories to our rule change proposal. The relevant documentation was sent to the rules committee last month and (hopefully) they will act in our favour and restore the Standard Duration Max to 6 minutes.

Standard Duration has copped a bit of flak in some quarters as an ‘irrelevant’ event but has always remained popular here in the West. I believe it was started as an ‘entry level’ event for newbies to SAM but over the years more regulars than tyro’s have taken part. Modifications to the engine eligibility rules and RPM limits have sought to maintain a level playing field but the change to a 5 minute max was not - in SAM270’s opinion – in the best interests of the event as it is too easy to achieve and presents no challenge. I think our proposal and associated arguments are well balanced and sensible and should be acted upon in the interests of keeping Standard Duration CHALLENGING and FUN for ALL participants.

Thanks to Hans Van L, Andy Bentley, Greg McLure and Paul Baartz for this month’s content. Glad to see we managed to knock a couple more events off the list!

Hoping to see you all at 1/2a electric, Tomboy and Glider over the coming weeks. In the meantime, keep those cards and letters rolling in folks!

[sam270geezer@gmail.com](mailto:sam270geezer@gmail.com).

Troy Latto  
(Temporary) Editor-that’s-large  
EI Presidente, WAMAC, SAM270  
AUS 22122  
SAM2704

## Contest Director’s Report August - September 2016 (from Greg McLure)

### **SAM 270 Texaco held on 14<sup>th</sup> August:**

On the previous Sunday this event was cancelled due to terrible weather but the forecast was good for the following Sunday so with the help of modern communications it was cranked up at short notice and the weather was magnificent. (I must say however that I am still waiting for my email advising of the change). **(I sent you a smoke signal – ed)**



*Hoops opens diplomatic relations with Miss America..*

In the calm conditions flying was calm and relaxed and smooth but lift was hard to find so, maxes were hard to come by. After 3 rounds there was only two flyers for the fly-off. Rod was down in under ten minutes and Ian kept flying for a while to record a time of near fifteen minutes and take the win.

“Mr Murphy” was having fun and games with Hans. First the clunk got stuck in the tank causing the motor to quit just after take-off. Hans fixed this then a bolt went walkies in the long grass taking Hans out of the comp. “Murphy” can be a right bastard at times (Apologies to any Irish friends.)



*Paul and Hans discuss the merits of clunks and bolts..*

### TEXACO RESULTS:

1. Ian Dixon	Airborne/ OS .60fs	1800 + 897
2. Rod McDonald	Bomber/ OS.60fs	1800 + 549
3. Kevin Hooper	85%Bomber/ASP .61fs	1769
4. Ray Sherburn	Flamingo/Magnum .61fs	1726
5. Paul Baartz	85% Bomber/magnum .61fs	1472
6. Hans VanLeeuwen	85%Bomber/Magnum.61fs	DNF

### AWA State Champs Standard Duration held on 21<sup>st</sup> August.

The weather was pretty good and with seven entries the flying commenced. Maxes were coming thick and fast but Hans had an engine that would not behave and Hoops dropped a few seconds here and there and so missed the fly-off.



*Our erstwhile CD whispers sweet nothings to his Gull in hopes of success..*



*...only to have to explain why it wouldn't be eventuating today.*

I did not even fly, on arrival at the field I discovered that my receiver battery had been left on! This was very annoying to say the least!

In deteriorating conditions four pilots were in the fly-off. Paul and Ray were down fairly early but Rod and Ian slugged it out to the very end. Rod out-lasting Ian and so is the State Standard Duration champ.

### RESULTS:

1. Rod McDonald	Westerner	OS.40H
2. Ian Dixon	85%Bomber	OS.40H
3. Paul Baartz	Playboy	OS.40H
4. Ray Sherburn	Playboy	OS.40H
5. Kevin Hooper	85%Bomber	K&B.40
6. Hans Van L	85%Bomber	Norvell .40
7. Greg McLure	Gull	OS.35

### SAM 270 2cc Duration held on 21<sup>st</sup> August 2016.

This event was held straight after Standard Duration in rapidly deteriorating conditions, another factor making us all focus was Hoops entry of a Tomboy and no-one wanted to be beaten by a Tomboy in this event.

I am claiming the masochist award, not only was mine the only diesel engine it was also inside a cowl, inverted with no access and surprisingly worked OK.

Hoops gets both the good guy award and the bravery award. First he retrieved Rod's model after an out-landing (which as it turned out cost Rod the comp.) then later in the comp turbulence grabbed Dicko's model and sent it straight at Rod but Hoops put himself between the model and Rod - very well done Hoops.

A fly-off was not required as Dicko's consistent flying was enough to oust Rod.

### RESULTS:

1. Ian Dixon	Creep MVVS09	817
2. Rod McDonald	Stomper Enya09	784
3. Greg McLure	Boomer Bus Tiger cub	552
4. Kevin Hooper	Tomboy OSPet	208

### AWA State Champs Texaco held on 11<sup>th</sup> September 2016.

The weather was very windy and cold but it was decided to "give it a go". Six entrants lined up to do battle with the elements but things were tough, very tough. When I got airborne it was a case of survival flying which I did only just.



*A windswept Dicko keeps his thumbs warm while waiting for round 1 of Texaco..*

A pilots meeting decided to call it a day with the only dissenting vote being from Dicko who had just scored a max - .bloody hell! As it was he won with his first round score.

**RESULTS:**

1. Ian Dixon	Airborne	OS.60fs
2. Kevin Hooper	Miss America	OS.60fs
3. Paul Baartz	85%Bomber	Magnum.61
4. Greg McLure	Gull	OS.30
5. Rod McDonald	Bomber	OS.60fs
6. Hans VanLeeuwen	85%Bomber	Mag .61FS

**AWA State Champs 1/2A Texaco held on 18<sup>th</sup> September**

Conditions seemed initially to be perfect but the first few test flights attracted the attention of the weather Gods and so the wind started blowing. Being tough types five (incorrigible) contestants launched into the wild blue yonder, which was rapidly becoming cloudy.



*Dicko's Anderson Pylon with that troublesome Cox fishing sinker up front..*

Ian had engine problems which refused to go away and ended up in my usual place - .stone motherless last.

Kevin got off to a slow start but finished with a max. Paul did fairly well recording two maxes but was bumped out of second place by Rod who got two maxes and only 19 seconds short of a third one.



*Hoops bent attentively over his Stardust Special..*

This was not enough as yours truly recorded three maxes. I must be getting used to the pressures of high office!



*Rod's 1/2a Foote Westerner – a solid performer.*

**RESULTS:**

1. Greg McLure	Anderson Pylon	1260
2. Rod McDonald	Westerner	1241
3 Paul Baartz	RC-1	1215
4. Kevin Hooper	Stardust Special	1025
5. Ian Dixon	Anderson Pylon	723

**2016 SAM270 "PAUL BAARTZ SHIELD" PROGRESS TABLE**

<b>SAM number</b>	<b>Name</b>	<b>Club Points</b>
27017	I Dixon	28
2706	R McDonald	24
27023	G McLure	16
2704	T Latto	11
27014	H Van Leeuwen	9
2701	P Baartz	7
27022	R Sherburn	5
27021	K Hooper	6
27028	R Silbereisen	3
27029	C Edwards	1

Members will be added to this list as they score points



*'Trust me Hans – you won't feel a thing.' – Dr Dixon*

## Frog Lust

By Hans Van Leeuwen

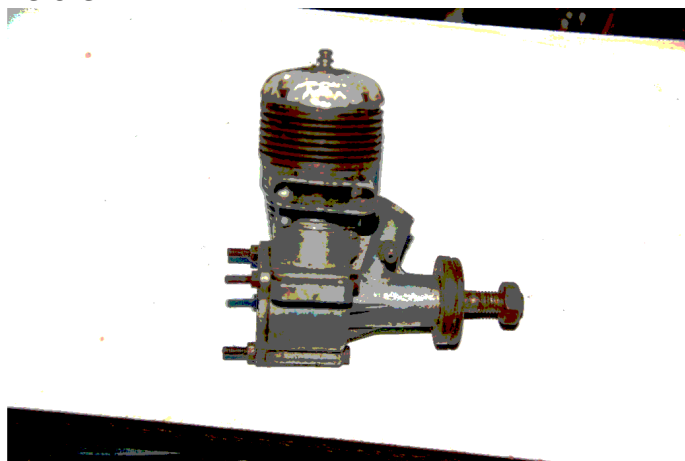
I've always lusted after a Frog 500. When Fred Tower and I were kids there were some older blokes who flew control line models on the Armadale Recreation Ground. Two of those had Frog 500 engines and their sound and their power was awesome to a couple of young kids, around 11 years old at the time.

I've chased various examples from time to time and some were far too expensive and others incomplete. Recently, Gary Dickens had some engines for sale and a Frog 500 was included in the list. I bought this engine, which was in somewhat sad condition and gummed and rusted up. Some of you will realise that I'm an engine tragic from way-back and I immediately set to work to see what I could do with this thing.

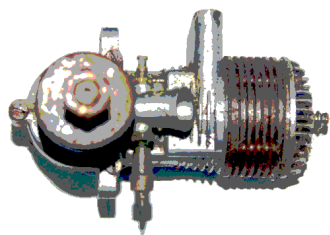
The engine was dismantled, a bit of a job as I needed to do minimum damage.

All the parts were cleaned in my ultrasonic cleaner and then treated for rust. The appropriate parts were re-blued, cylinder fins, prop driver, prop washer and prop nut. New gaskets were made and the engine re-assembled. It has wonderful bouncy compression and should run extremely well.

### Before:

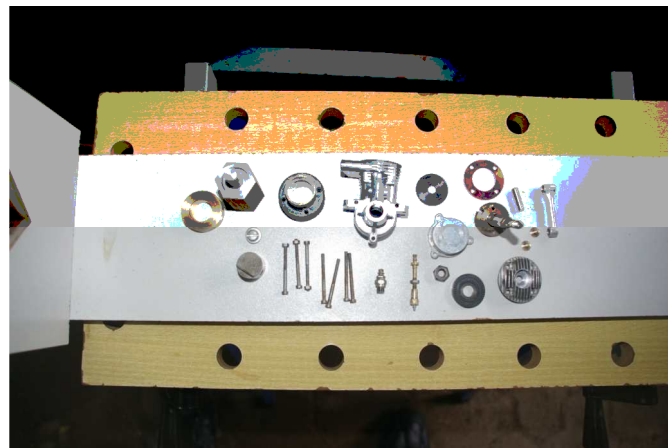


*Fresh from GD's Workshop! Rusted but complete..*



*Solid little Frog waiting for the Hans treatment..*

### After..



### Stripped..



### Cleaned..



### Re-assembled..

I ran the engine on the test bench on 26/08/2016. It ran magnificently with the following results:

10X6 RAM propeller, 10,400 r/min

12X6 APC propeller, 7,100 r/min

The latter may be a good omen for 38 Antique as the engine gets 41 seconds per pound as opposed to my O&R 60 which gets 24seconds per pound.

This was a wonderful experience for me - about 64 years after my first visual and audible experience with one of it's siblings. It sounds just as I remember it, loud and business like.

Hans van Leeuwen, VH 6305, SAM 27014

## Engine Thrust Test Stand

By Hans Van Leeuwen

For some time I've wondered about comparison engine and propeller combinations, particularly for Old Timer aircraft. I've figured that, if I had some comparative data, I could more accurately determine the power source and propeller combination required to achieve a particular objective.

For instance, how much thrust is required to take a given model from the ground at some reasonable speed so that it is controllable in case of side wind interference? It should then be possible to configure an engine/propeller combination to achieve a specific purpose, be that economy for Texaco, engine run time for specific events such as '38 Antique and whatever other instances are needed.

I'm fully aware that technically specific output testing is a complex subject and have spent a fair amount of time full size engine testing with a variety of dynamometers and other test equipment.

Thrust testing is the most logical choice for me as an indication of the needed effort to make an aircraft fly in a particular manner. I'm also fully aware of the inaccuracies of such testing because propellers unload in flight and thus the static findings are not necessarily those that will be experienced in actual flight. However, I base my choice of medium on the ability to reasonably compare known quantities and thus extrapolate whether the choice I've made is likely to be better than if I had no basis for such a choice.

To this end, I've constructed a robust device that measures thrust or forward pull as a comparative quantity.

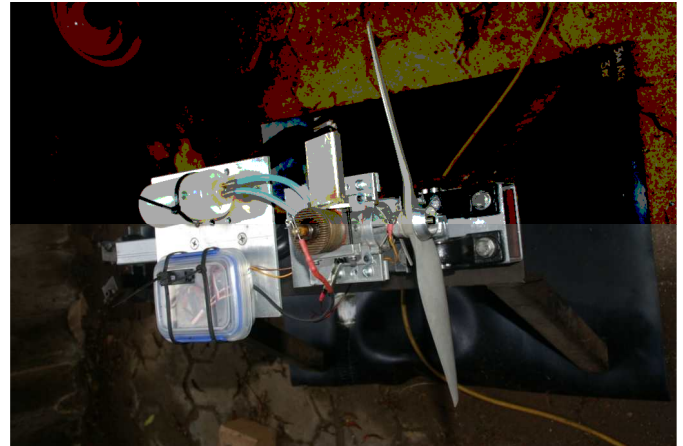
Some of the important considerations were:

- Lack of vibration
- Free moving pivot that will allow ever relatively small engines to be tested.
- Must be able to operate with diesel, glow plug and spark ignition engines.
- A platform for the engine to form part of the pivot, another stationary platform to accommodate the fuel tank, ignition system or any other accessory that may be required.

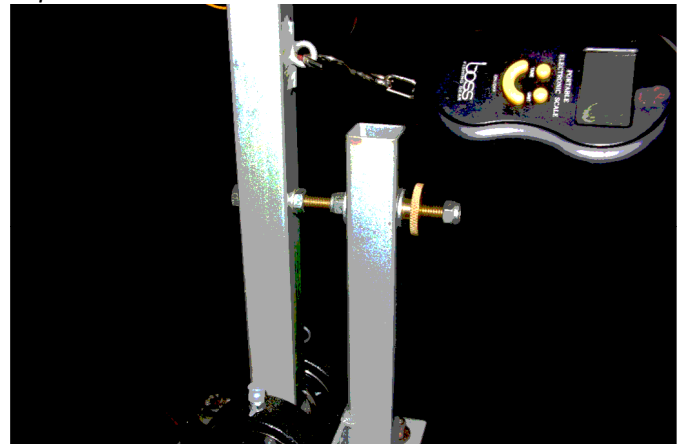
If a servo is required to be used for the control of a throttle, that servo will need to be incorporated in the engine platform and the control unit such as the receiver and its battery pack on the stationary platform. The device shown is the result of my endeavours and was tested this morning and found to be workable and with further data acquisition should be very useful.



*General layout..*



*Top View..*



*Electronic scale and anchors along with detail of Pivot lock mechanism..*

The fixture was built over a period of around 3 weeks using some specially bought items such as the Plummer blocks and other stuff that was around the workshop.

It was commissioned on 6/10/2016 using my Ohlsson & Rice Small Port 60 spark ignition engine. There was no vibration and all worked perfectly.

I look forward to producing and then being able to use the data acquired to improve my and other's model performance.

Hans van Leeuwen  
VH 6305  
SAM 27014

## JUST A MINUTE!

**WAMAC. Minutes of general meeting held on:** 9<sup>th</sup>  
September 2016

**Held at:** 20 Granville Way, WILLETTON

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

**Members present:** Paul Baartz, Troy Latto, Kevin Hooper, Andy Bentley, Greg McLure, Brett Slyns-Daniels, Rod McDonald, Ian Dixon, Rob Rowson

**Apologies:** Graeme Cooke, Hans VanLeeuwen

**Visitors:**

**Correspondence inwards:** Several newsletters, membership cards from AWA

**Correspondence outwards:** Newsletters to mailing list, MAAA cards to members

**Treasurers report:** Balance \$17,582.34 13 members and 7 associates. Moved report be accepted P.Baartz, seconded B.Slyns-Daniels and carried by popular vote.

**Minutes of previous meeting:** were confirmed as read.

**Business arising:** 1/2A Electric postponed to 16<sup>th</sup> October.

**General Business:** Rob Rowson offered a lawnmower to club, discussion regarding storage of same.

Troy is having difficulty with time for Geezer and articles, suggested it be published Bi-monthly.

**Competition results:** See next Geezer

**Meeting Closed at:** 8.35pm

## OFFICE WALLAHS...

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## Run For covering..

I have located a Doculam provider in WA.

Currently, they have Doculam in .032 GSM (not .042). This is actually slightly thinner and lighter than the .042 we have been using for the past couple of years but has the same qualities. The maximum width is 1.01M (The roll width of the previous supplied material in .042 was 790mm) and the MINIMUM roll length is 2000M (yep – that's 2Km of laminating film!). They do have it in 500mm widths, which is more than enough to cover the largest wing (except perhaps The Leprechaun) and in the same roll length.

I obtained a sample of the 0.32 which I used to cover the elevators of my RC1 and found it to be suitable for our requirements – with the added bonus of not requiring a very hot iron. I would recommend using a sock on your sealing iron for the thinner material.

A lot of the electric and foamy guys use doculam as a light, strong covering and reinforcement material. Slopers have been using it on Zagi wings instead of packing tape for a few years now. It doesn't come tinted but there are various methods you can employ to trim your model: you can paint the airframe and cover OVER it; you can paint the inside surface of the doculam with any form of tint and THEN cover airframe; You can use doculam as primary covering or a sub covering under tissue or similar textured film if you require it. You can also trim it with Monokote if you wish! I have sprayed Doculam with Tamiya TS brand paint and find it adheres VERY well with no cracking or flaking. The only thing you need to be careful of with exterior painting is cleaning after flying: you may need to spray the surface with a fuel/solvent proof varnish to stop the paint from coming off! Check the RCGroups forums for ways of using Doculam on models – they are very innovative!

### **The cost:**

500 x 2000MM MAT .032      \$215 + gst

1010 x 2000MM Mat .032      \$430 + gst

There is also a \$20 delivery fee.

If you would like some of this material, please let me know – I would like to form a consortium and purchase a roll and the more that participate the cheaper it gets. For example 10 of us would get 200M of the 1010 wide film for \$52 or thereabouts - \$26 for 200M of the 500mm wide film. I have five takers so far, so another couple would be welcome.

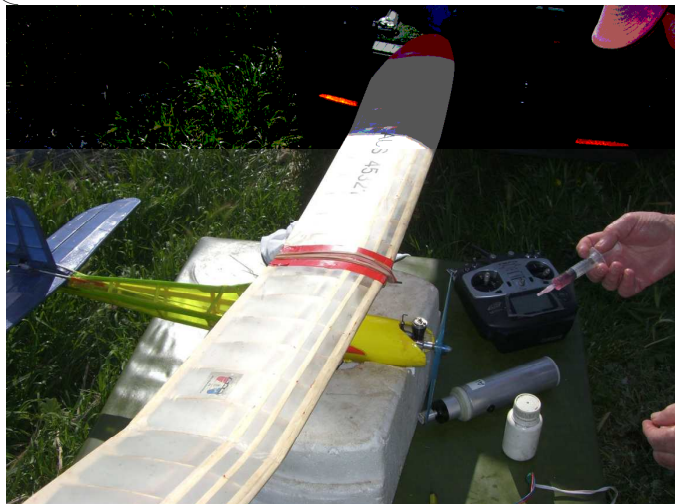
Either way, you would get enough doculam to 'Cover' your needs for a VERY long time!!

Troy latto

**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 <sup>th</sup> 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	OT Standard Duration (State)	Oakford 9.00 am
Sept 4th Sept 11th	Fathers Day fly at your own risk Texaco (State)	Oakford 9.00 am Oakford 9.00 am
September 18th	1/2A Texaco (State)	Oakford 9.00 am
October 9th	38 Antique (State)	Oakford 9.00 am
October 13th	1/2A Electric Texaco (State)	Oakford 9.00 am
October 30th	Tomboy Rally	Oakford 9.00 am

**RANDOM PICTURE PAGES**



*Hoops prepares his recalcitrant child for a nitro injection*





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