

Ivan Poloni <ivanpoloni@gmail.com>

12 maggio 2013 17:44

A: Ivan Poloni <ivanpoloni@gmail.com>

12 MAGGIO 2013 - AGLI AMICI AEROMODELLISTI e qualche PILOTA

5 allegati, 3,7 MB

Buongiorno a tutti gli Amici, ben trovati - va tutto bene ? spero di si ...

Dal noto e famosissimo Tomelleri di Verona ricevo e passo a tutti le sue notizie sul modello che sta per completare, in vista del documentario sulla vita della sportiva GABY ANGELINI , famosa negli anni "30 :

Vi anticipo un paio di foto del modello del Breda 15 in via di preparazione.

Non dimentichiamo che ho modificato un Pa-18, si sarebbe potuto fare di meglio partendo da zero.

Ringrazio ancora una volta per la valida collaborazione prestata. --- Sergio Tomelleri

Ciao Ivan,

al momento mancano soltanto le insegne, la persona che mi ha richiesto il lavoro le ha stampate su carta adesiva resistente all'acqua.

Penso che la settimana prossima faremo le riprese in volo, sono un po' eccitato, non credevo che questo modello mi prendesse così.

Ritengo di aver catturato lo "spirito" del Breda 15, caratterizzato dal motore in linea De Havilland Gipsy e dalle finestrature dell'abitacolo.

Ti manderò altre foto fatte sul campo.

Ci leggeremo presto -- Tom

Dal Corriere della Sera ho tratto il video qui sotto - tanto per restare aggiornati -

<http://video.corriere.it/usa-superman-california/6baecac4-556d-11e2-8f89-e98d49fa0bf1>

Da MARCO VERNA , importante dirigente del Gruppo ALI NUOVE di CERANO (Novara) con un certo orgoglio ricevo e vi passo, vista l'importanza storica di quanto ha unito al gradito scritto :

La leggo sempre con grande piacere.

Invidio molto lo spirito aeronautico/modellistico che la bergamasca crea e la capacità organizzativa dei Falchi. Sono stato inserito nella mailing-list dal Riboli a seguito dei contatti e del aver organizzato poi sul nostro campo un embrione di raduno oldtimers.

<http://www.alinuovecerano.com/> questo è il mio gruppo e ritornerò ad organizzare il raduno con l'aiuto dei Falchi anche nel 2013 (8 settembre).

Sicuramente conosce già la cosa e l'avrà già trattata, comunque mi permetto di aggiungere questo link fotografico

http://www.modellismopiu.net/m+gallerie/main.php?q2_itemId=516615

e facendo alcune ricerche su Google come "campo della Promessa" oppure "Via Gaggio Lonate Pozzolo" troverà ulteriori informazioni.

Praticamente è lo stato embrionale dell'attuale Malpensa ma in versione grigio/verde. Tutt'oggi sono evidenti le piste di raccordo costruite dall'organizzazione Todt , esiste un paraschegge

Da Gianpaolo Rossi

<http://video.corriere.it/spazio-primo-volo-la-navicella-spaceshiptwo-virgin-galactic/dd3aed9e-b107-11e2-b358-bbf7f1303dce>

Il volo della navicella studiata per conto della VIRGIN - se qualcuno volesse prenotarsi

All,

DT181 for March-April, 2013, attached.

..... (omissis)

Cheers,

Ian Avery. -- Editor Duration Times. -- SAM 1788 Australia

Con questo messaggio dall'Australia il "Friend" IAN AVERY mi fa sempre avere ogni mese un Notiziario con belle foto e scritti interessanti - in inglese, ovvio - sareste interessati a leggerlo, od almeno a vederlo ? Lo trovate unito, fatemi sapere se vi piace e se siete interessati a leggerlo, vi terrò presenti e ve lo farò avere ogni mese -

Dall'Ing. FERDINANDO GALE' ho ricevuto il fatto illustrato in una stampa-quadro-pittura relativa alla guerra 1914-18 (unito)

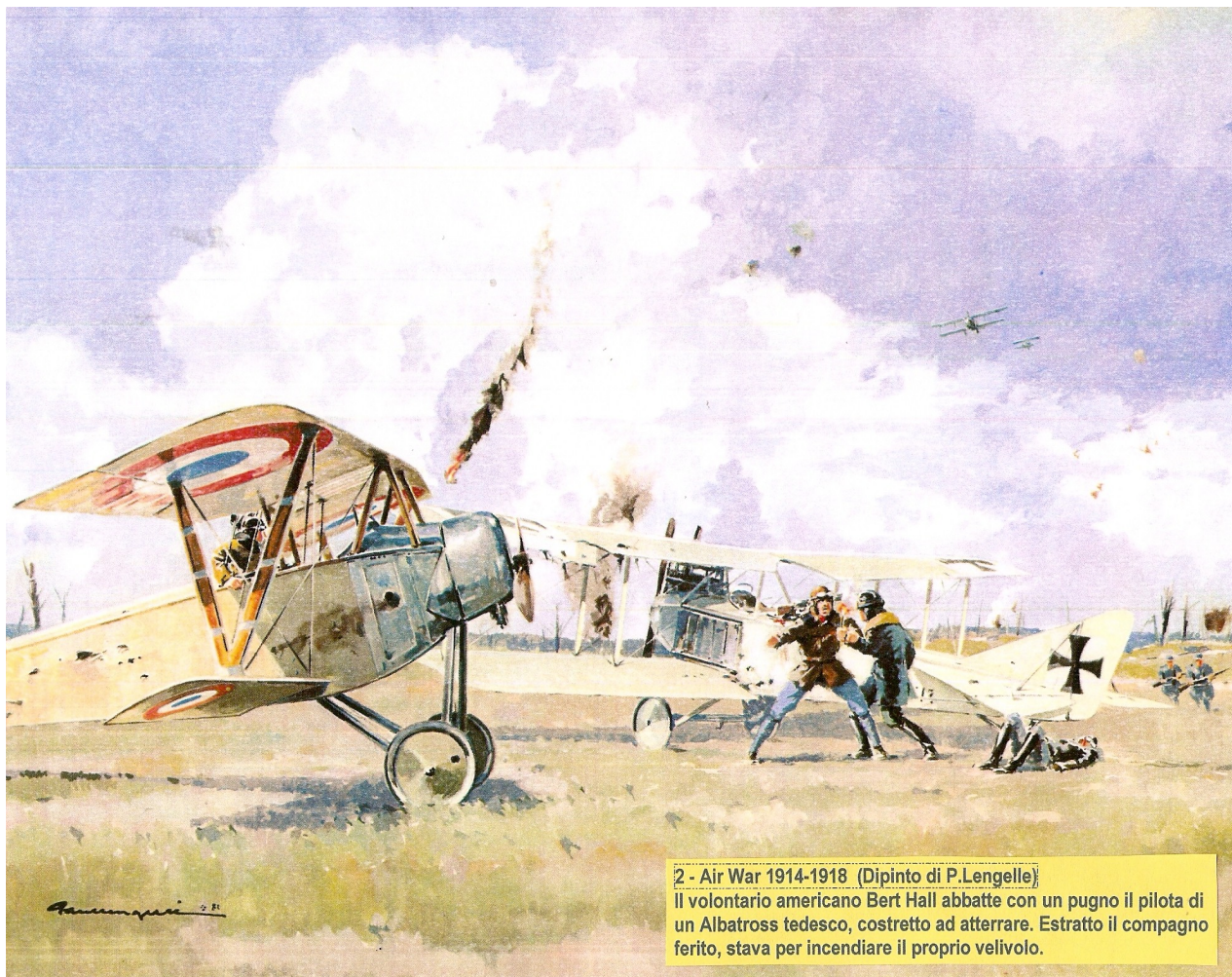
Spero abbiate avuto una serena e piacevole giornata, vi auguro quindi una buona continuazione, ciao, Ivan



[Bando Gara....pdf \(358 KB\)](#)



[DT181 A4.pdf \(1,9 MB\)](#)



2 - Air War 1914-1918 (Dipinto di P.Lengelle)

Il volontario americano Bert Hall abbatte con un pugno il pilota di un Albatross tedesco, costretto ad atterrare. Estratto il compagno ferito, stava per incendiare il proprio velivolo.



Aeroclub Gruppo Aeromodellistico Secchia



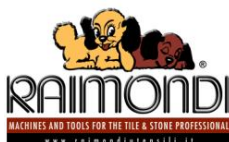
Organizza:

La 1° Coppa Modena VVC

Valida come 1° prova del campionato italiano

Categorie: F2A-F2B-F2C

**Nei giorni Sabato 25 e Domenica 26 Maggio
2013**





ENTE ORGANIZZATORE

AEROCUB MONOSPECIALITA' AEROMODELLISMO G.A.S.

CATEGORIA

F2A – F2B – F2C

VALIDITÀ

I^a Prova Campionato Italiano 2013

LOCALITÀ

Campo di volo G.A.S. Via Secchia 71, 41049 Sassuolo (Mo)

Pista "A" con fondo in cemento conforme regolamento internazionale F2A-F2C

Pista "B" con fondo in erba R=25mt

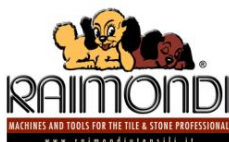
COORDINATE GPS

Lat. 44°35'35.38"nord

long.10°47'9.30"est

ORGANIZZAZIONE

- **Direttore di Gara F2A: Aldo Cantelli**
- **Direttore di Gara F2B: Luca Valliera**
- **Direttore di Gara F2C: Aldo Cantelli**
- **Direttore di PistaF2A: Cocchi Gianfranco**
- **Direttore di PistaF2B: Luca Valliera**
- **Direttore di PistaF2C: Cocchi Gianfranco**
- **Responsabile Sicurezza: Cocchi Gianfranco**





DOCUMENTI RICHIESTI

Tesserata FAI 2013 in corso di validità o attestazione da parte del Presidente dell'Aero Club Locale o dell'Ente Aggregato cui si è iscritti che attesti l'avvenuto invio della documentazione all'AeCI per il relativo rinnovo.

La tessera FAI sarà ritirata all'atto della registrazione e sarà restituita ai concorrenti 30 (trenta) minuti dopo la pubblicazione della classifica finale della gara.

Possesso di una copertura assicurativa RCT riguardante l'attività aeromodellistica la cui polizza dovrà essere presentata al direttore di Gara all'atto della registrazione sul campo.

REGOLAMENTO

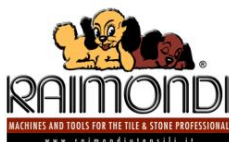
Farà fede il regolamento sportivo internazionale FAI edizione 2013

- [Sporting Code Section 4 – F2 Control Line](#)

RESPONSABILITÀ

L'organizzazione non assume altri obblighi all'infuori di quelli riguardanti le assegnazioni dei premi sulla base dei punteggi ottenuti.

Non si assume nessuna responsabilità per danni a persone o cose, di concorrenti o di terzi, dipendenti dallo svolgimento della competizione.





TERMINE ISCRIZIONI

Il costo dell'iscrizione è di 30,00€ per concorrente.

Le iscrizioni dovranno pervenire perentoriamente non oltre il 18-05-2013 inviando il modulo di iscrizione di seguito allegato compilato in tutte le sue parti all'indirizzo email:

Gianfranco Cocchi: cocmotor@alice.it ; Pietro Botti: bottipietro@libero.it

RECLAMI

Eventuali reclami dovranno essere presentati per iscritto alla Direzione di Gara entro il termine di 30 minuti dalla fine dell'ultimo volo del lancio ed accompagnati dalla somma di 30,00 € che saranno rimborsati in caso di accoglimento del reclamo stesso

MONTE PREMI

Trofei ai primi tre classificati.

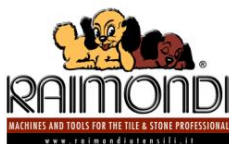
PROGRAMMA

Venerdi 24 maggio: Campo a disposizione per prove libere

- 09:00 Apertura Pista di Volo
- 19:00 Chiusura Pista di Volo

Sabato 25 maggio: **F2A – F2C Pista “A” cemento**

- 08:00 – 08:30 Registrazione e Punzonatura
- 08:30 – 08:55 Briefing Piloti
- 09:00 -- ALZA BANDIERA
- 10:00 – 12:00 F2A Prima Prova
- 14:00 – 15:30 F2C 1^ Eliminatoria
- 16:00 – 17:00 F2A Seconda Prova
- 17:30 – 18:30 F2C 2^ Eliminatoria





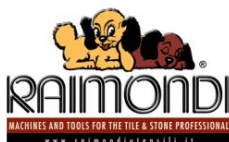
Domenica 26 maggio: F2A – F2C Pista “A” cemento

- 09:00 – 11:00 F2C 3^ Eliminatoria
- 11:00 – 13:00 F2A Terza Prova
- 14:00 – 16:00 F2C 4^ Eliminatoria
- 16:30 F2C Finale

Domenica 26 maggio: F2B Pista “B” erba

- 08:00 – 08:30 Registrazione e Punzonatura
- 08:30 – 08:55 Briefing Piloti
- 09:00 -- ALZA BANDIERA
- 09:00 – 11:00 Primo Lancio
- 11:00 – 13:00 Secondo Lancio
- 13:00 – 14:00 Pausa Pranzo
- 14:00 – 16:00 Terzo Lancio
- 16:15 -- Pubblicazione Classifica
- 17:30 -- Premiazione

L'organizzazione si riserva la facoltà di apportare eventuali modifiche al programma che saranno tempestivamente comunicate ai concorrenti iscritti.





PERNOTTAMENTO

E' stata finalizzata una convenzione per l'Hotel:

HOTEL LA CORTE ***
Via F. Brunelleschi, 3
42048 RUBIERA (Re)

Camera Doppia: 60,00€
Camera Singola: 40,00€
Camera tripla: 80,00€

Per pagamenti e prenotazioni rivolgersi a Giorgio Sighinolfi, e-mail: famsignal@libero.it

E' inoltre possibile campeggiare sul campo volo a partire da Venerdì 24 maggio 2013.





SCHEDA ISCRIZIONE

COGNOME e Nome:

indirizzo:.....

.....

telefono: cellulare. e-mail.....

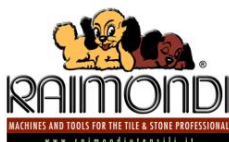
Aeroclub di appartenenza: Licenza F.A.I.:

Assicurazione:

Il sottoscritto solleva l'organizzazione della gara e il Gruppo Modellistico organizzatore da qualsiasi responsabilità per l'uso di aeromodelli in volo, restandone l'unico responsabile nei confronti di chiunque.

Il sottoscritto esprime il consenso al trattamento dei dati personali per le esclusive finalità sportive per la gestione dell'archivio e del protocollo.

Firma





PRENOTAZIONE HOTEL E PASTI

HOTEL:

Data di Arrivo Data di Partenza

N°. Camere Singole N°. Camere Doppie.....

PASTI:

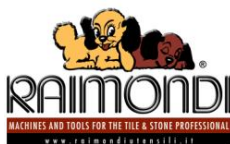
Cena Venerdì Sera N°.Persone

Cena Sabato Sera N°. Persone

Sul campo di volo, durante i due giorni di gara, sarà disponibile un servizio di ristorazione al costo di € 15,00 cad, previa conferma di prenotazione al momento dell'iscrizione della gara.

Pranzo sabato n° = €

Pranzo domenica n° = €





Points of Interest:

- Coming Events.
- From the President - Peter Scott.
- SAM 1788 Champs - Photos, Results & Reports.
- R/C Oldtimer Glider - Vanguard.
- Bits and Pieces - Browns, Cox's, Korda Power-house.
- 2012-2013 Pointscore - Progressive Results.
- Electric O & R 60 large port.
- The Back Page.

NEWSLETTER

No. 181

March-April 2013

WORTH NOTING:

- Another Canowindra Champs has come and gone and very enjoyable champs it was. Competitors from Victoria, NSW, ACT and a big contingent from Queensland. Thanks guys, look forward to seeing you next year, same time, same place. Easter 2014 will be the 30th SAM Champs to be held at Canowindra.
- Alan Wooding is currently in Concord Hospital, Ward 17. If you would like to visit him please ring this number 9767 6000 (from 7-30am to 8pm) before visiting him as he will be moving to a nursing home at some time in the near future. Visiting hours are 11am to 1pm daily.
- A number of our members appear to be cleaning out their workshops of unused models and they have been snapped up by eager buyers. Let's hope we see these models on the flying field in the not too distant future.
- From now until November there is at least one Oldtimer Comp scheduled for each month so there's no shortage of comps for everyone. The comps will be from Tamworth in the north to Wangaratta, Victoria, in the south. If you want a "fun" weekend don't miss the Oily Hand weekend at Cowra, 31st August - 1st September, 2013.
- Along with this Newsletter is a copy of the program for the Coota Cup at Cootamundra 16-20 October, 2013. This will be a great get together. Be sure to organise your accommodation as soon as possible. Entry forms will be circulated in due course. All arrangements for this event are in place and it will be well worth attending.



Oldtimer Heaven - Great Weather, Flying Field and Competitors at the 31st SAM 1788 Champs at Canowindra, 2013

THE NEW ENGLAND GAS CHAMPS - TAMWORTH

T.A.R.M.A.C. FLYING FIELD, OXLEY HIGHWAY, SOMERTON.

Map: <http://tarmac.org.au/aboutus.htm>

15th-16th JUNE, 2013.

Saturday: 10am Gordon Burford Event

followed by R/C Duration

Sunday: 9am $\frac{1}{2}$ A Texaco

followed by R/C Texaco.

Get together in Tamworth on Saturday night.

Catering available adjacent to field at Roadhouse.

Information - Basil Healy 02 4341-7292

Neil Jewel 02 6760-6275

DURATION TIMES

Duration Times is the official Bulletin of SAM 1788

SOCIETY OF ANTIQUE MODELLERS OF AUSTRALIA 1788 Inc.

President:	Peter Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Vice President:	Jim Rae	40 Garden Circle, Merimbula. NSW. 2348.	02 6495-3530.
Secretary:	Grant Manwaring	7 Arthaldo Court, Nicholls. ACT. 2913.	02 6241-1320.
Treasurer:	Gail Scott	44 Ravel Street, Seven Hills. NSW. 2147.	02 9624-1262.
Newsletter:	Ian Avery	17 Kalang Road, Kiama. NSW. 2533.	02 4232-1093.

Committee Members: Basil Healy, Ian Connell.

Email for Duration Times - iwa@internode.on.net

Oldtimer Events for 2013.

May	4-5	Veterans Gathering	Muswellbrook	Phil Thiethener	0417 725 981.
May	4-5	Victoria-Sth.Australia State Oldtimer Champs	Cohuna	Brian Laughton	03 5989 7443.
May	18-19	Hunter Valley Champs re-run	Muswellbrook	Phil Thiethener	0417 725 981.
June	15-16	New England Gas Champs	Tamworth	Basil Healy	02 4341-7292.
July	20-21	Golden West Old Timer Competition	Parkes	Peter Smith	0423 452 879.
August 31 - 1 Sept.		Oily Hand Diesel Weekend	Cowra	Andy Luckett	02 6342-3054.
September	7-8	Belconnen/Yass Club Oldtimer Weekend	Yass	Grant Manwaring	02 6241-1320.
October	5-6	Eastern State Gas Champs	Wangaratta	Grant Manwaring	02 6241-1320.
October	16-20	Cootamundra, Coota Cup	Cootamundra	Grant Manwaring	02 6241-1320.
November	16-17	Muswellbrook Oldtimer Weekend	Muswellbrook	Phil Thiethener	0417 725 981.



From the President:

What a great week we had at Canowindra! Most things went as planned except the first day, thanks to wind and a little rain. Only the control line ran, and it was pretty busy.

The Oldtimer Gliders and Free Flight were postponed to the Monday when we had very little drift for the Free Flight, and when it came to the last event - the Gliders - the patches of breeze and lift made this event a really relaxing one. I thought that it was a perfect finish to the week.

We had no fingers in props, that I heard of, so we did well. Keep it up folks, safety is important.

The AGM went well, we have the same team as last year. I must commend Grant for a great effort. We all worked well together. Special thanks to Brownly for the results and handling the entries. Thanks also to all who helped C.D. events - and, in fact, to all fliers and officials for making the SAMs at Canowindra a success.

The Farthings did a great job in preparing the venue and helping so many people - sorry, but I hope that you never leave Bogwood!!

I think we need to change a few things for next year. The Tomboy event should be a scramble type of event, which would be more fun; I think Control Line should be more than a speed event - the Phantom event has been so much better than the Midge Speed, even the Champs are doing OK. Maybe a stunt event - points for age of model and finish/presentation. A simple stunt routine - could be a bit of fun.

Try to attend some of the smaller contests or they may disappear, Wyong and Hunter Valley Champs in particular. Don't forget the Hunter Valley Champs, on 18-19 May, is now a two day even for old timers. Also, smaller events benefit the fliers looking for the annual points score tally to jump.

Peter Scott.

Cowra Oily Hand Diesel Days
Cowra MAC

<http://www.cowramac.asn.au/main.html>

Information - Andy Luckett
02 6342-3054 mudpied@bigpond.com



at
Milroy Field

(Bangaroo Quarry Road
off Canowindra Road)

August 31 - 1 September 2013.

SAM 1788 Australia Championships - Canowindra Easter 2013 Pictures, Results and Reports.



Some of the winners:
Phantom, $\frac{1}{2}$ A Texaco, Burford Event, '38
Antique, Duration and Champion of
Champs, Mike Walsh from Queensland





Clockwise from above: Rex Brown, S.A., sucking ?? fuel. Gary de Chastel, Qld., on his way to the Phantom racing. John Urry, Qld., with his TBird for Burford Event (powered with new T2.5 diesel by David Owen. Dave Paton, Qld., seeking that elusive tune on his Stardust Special. Brian Payne, NSW, after a successful Phantom race.



Clockwise from left: David Owen, NSW, sets off on another Burford flight with Lil Diamond powered with his new T2.5 diesel. Jim Rae, NSW, with his Miss Model Craftsman II in Texaco. Peter and Gail Scott, NSW, riding the model box. Basil Healy, NSW, with his new Borysko Tailless Gas model. Geoff Black, Qld, thinking about his next flight with his enlarged Dixielander. Paul Allen launching. Dave Brown, NSW, setting off on another '38 Antique flight with his Flamingo. Steve White assisting.

Results/Reports 31st SAM 1788 Champs, 2013.**Nostalgia**

Michael WALSH	Hyphen	K&B 40	1260	560
Peter J. SMITH	Swayback	K & B 40	1260	O/Run
Dave BROWN	Civy Boy	Merco 61	1251	
Peter R. SMITH	Ollie	K&B 40	1244	
Grant MANWARING	Eliminator	OS 40H	1241	
Dave MARKWELL	Spacer	K&B 40	1234	
Paul NIGHTINGALE	Blaser	Enya 45	1101	
Mike MOORE	Naturalist	OS 40H	1063	
Bob WATSON	Jumping Bean	K&B 40	1044	
Dave PATON	Powerhouse	K&B 40	963	
Jim RAE	PAA Packet 141%	OS 25	924	
Rex BROWN	Jumping Bean	OS 40H	840	
Jim HARDY	Blazer	Taipan 2.5bb	813	
Peter SCOTT	Ultra Hogan	OS 40H	798	

1/2a Texaco

Michael WALSH	Stardust Spl	1080	3306
Peter SCOTT	Lil Diamond	1080	3292
Ian AVERY	MG 2	1080	2589
Kevin FRYER	Stardust Special	1080	1686
Dave MARKWELL	Stardust Spl	1080	716
Rex BROWN	Stardust Spl	1080	648
Dave PATON	Stardust Spl	1080	535
Peter R. SMITH	Valkyre	1080	525
Grahame MITCHELL	Stardust Spl	1080	491
Jim HARDY	Airbourne	1080	445
Basil HEALY	Atomiser	1080	430
Geof MALONE	Lanzo Racer	1080	386
Bob WATSON	Stardust Spl	1080	385
John BRADBURN	Lil Diamond	1080	319
Jim RAE	Pine Needle	1080	L/O
Grant MANWARING	Lil Diamond	1075	
Brian STEBBING	Stardust Spl	1055	
Mark NELSON	Stardust Spl	1040	
Peter Van Waterbeemd	Lil Diamond	1014	
Don HOWIE	Atomiser	1014	
Paul FARTHING	Stardust Special	1009	
Dave BROWN	Megow Chief	946	
Kent URRY	Comet Mercury	770	
John DIDUSZKO	MG2	604	
Bob MARSHALL	Bay Ridge Mike	360	
Ian CONNELL	Lil Diamond	267	
Brian DOWIE	Stardust Spl	L/O	

Gordon Burford Event

Michael WALSH	Calypso	BB (T2.5)	900	693
Paul FARTHING	110% Pencil Jr	PB	900	651
Grant MANWARING	Eliminator	BB (T2.5)	900	556
Garry De CHASTEL	Dreamweaver	BB	900	432
Kevin FRYER	1941 Atomiser	PB	900	423
Geoff BLACK	Dixielander	BB (T2.5)	900	399
Peter J. SMITH	Faison	BB (T2.5)	900	395
Mike MOORE	Nationalist	BB(T2.5)	900	353
Brian STEBBING	Swiss Miss	PB	900	334
Don HOWIE	Fifteen	PB	900	328
Dave PATON	Stardust Spl	PB	900	316
Trevor CAREY	Swayback	BB	900	306
Jim HARDY	Blazer	BB	900	274
John URRY	TBird	BB (T2.5)	900	274
Steven GULLOCK	Stardust Spl	PB	900	200
Peter SCOTT	Jaided Maid	BB	900	163
Peter R. SMITH	Ollie	PB	900	L/O
Jim RAE	Amazoom	PB	900	L/O
Peter CUTLER	Dixielander	PB	900	
Alan BRADY	Spacer	BB	873	
Grahame MITCHELL	Dream Weaver	PB	863	
Basil HEALY	Dixielander	PB	847	
Warren HATHAWAY	Dixielander	PB	840	
Laurie CHETTER	Boomerang	BB	752	
Dave MARKWELL	Cresendo	BB	600	
Rex BROWN	Cresendo	PB	519	
David OWEN	Lil Diamond	BB (T2.5)	300	
Bob WATSON	Dixielander	PB	299	

Texaco

Warren HATHAWAY	Lanzo Bomber	Saito 65 4/	1800	1626
Dave MARKWELL	Lanzo Bomber	OS 61 4/	1800	1249
Paul FARTHING	Lanzo Bomber	OS 60 4/	1800	1096

Peter J. SMITH	Lanzo Bomber	OS 60 4/	1800	1026
Bob MARSHALL	Lanzo Bomber	OS 60 4/	1800	1011
Dave BROWN	Flamingo	O&R 60	1800	981
Alan BRADY	Lanzo Bomber	OS 60 4/	1800	980
Basil HEALY	Lanzo Stick	Enya 60 4/	1800	953
Peter SCOTT	Recd Breaker	Anderson	1800	909
Michael WALSH	Westerner	Anderson	1800	891
John BRADBURN	Lanzo Bomber 85%	OS 40 4/	1800	851
Dave PATON	Lanzo Bomber	Irvine 40 d	1800	764
Kent URRY	Lanzo Bomber 85%	Os 40 4/	1800	645
Garry De CHASTEL	Lanzo Bomber	Saito 65 4/	1800	577
Grant MANWARING	Lanzo Bomber	OS 60 4/	1800	572
Mike MASTERS	Lanzo Bomber	TT 54 4/	1800	402
Steve WHITE	Lanzo Bomber	OS 40 4/	1800	
Steven GULLOCK	Lanzo Bomber 85%	Enya 53 4/	1800	
Paul ALLEN	Lanzo Bomber	Saito 65 4/	1779	
Paul NIGHTINGALE	Lanzo Bomber 85%	Saito 50 4/	1770	
David OWEN	VK Challenger	GBurford 5cc D	1721	
Peter Van Waterbeemd	Lanzo Bomber	ASP 61 4/	1692	
John URRY	Anderson Pylon	Saito 65 4/	1680	
Brian STEBBING	Rambler	Irvine d	1658	
Ian CONNELL	Lanzo Bomber	Enya 60 4/	1635	
Jim RAE	Miss Model Craftsman II	Orwick 64 spk	1614	
Bob WATSON	Lanzo Bomber	OS 61 4/	1594	
Grahame MITCHELL	Candid	Os 40 4/	1540	
Ian AVERY	Lanzo Bomber 80%	OS 40 4/	1527	
Peter R. SMITH	Valkyrie	OS 60 4/	1502	
Rex BROWN	Lanzo Racer	OS 60 4/	1396	
Jim HARDY	Lancer	GB d	1268	
Kevin FRYER	Cumulus	OK Super 60	1266	
Geoffrey MALONE	MG	Enya 60 4/	867	
Peter CUTLER	Lanzo Bomber	Saito 65 4/	600	
Mark NELSON	Trenton Terror	OS 60 4/	598	
Brian DOWIE	Lanzo Bomber	OS 61 4/	504	
Laurie CHETTER	Lanzo Bomber	OS 52 4/	456	
Geoff BLACK	Flamingo	Saito 65 4/	L/O	

'38 Antique

Michael WALSH	Westerner	Anderson Spitfire	1800	1643
Dave BROWN	Flamingo	O&R 60	1800	1497
Alan BRADY	Comodore	Madewell 49	1800	1181
Peter J. SMITH	Standby	Madewell 49	1800	1138
Peter SCOTT	RC1	Whirlwind 60	1800	926
Grant MANWARING	RC1	Burford 5cc d	1800	588
Kevin FRYER	Cumulus	McCoy 60	1800	503
Jim RAE	Miss Model Craftsman II	Orwick 64	1800	225
Dave MARKWELL	RC1	OK Super 60	1800	5
Bob WATSON	RC1	Super 60	1792	
Don HOWIE	Miss Fortune X	Elfin 2.49	1783	
David OWEN	VK Challenger	GBurford 5cc D	1760	
Jim HARDY	Lancer	GB 5cc d	1741	
Peter Van Waterbeemd	Yankee Clipper	Drone 5cc	1726	
Steven GULLOCK	Polly	GB1 5cc d	1324	
Rex BROWN	Westerner	OK 60	1246	
Mike MOORE	Cloud King	ED Hunter	1200	
Dave PATON	Thunderbird	GBurford 5cc D	1114	
Bob MARSHALL	Quaker Flash	ED Hunter	780	
Basil HEALY	Borysko Wing	Orwick 64	197	

Duration

Dave BROWN	Lanzo Bomber 85%	Saito 56 4/	1260	591
Michael WALSH	Stardust Spl	McCoy 60	1260	563
Peter J. SMITH	Playboy 112%	McCoy 60	1260	556
Mike MOORE	Airbourne	Saito 62 4/	1260	483
Brian STEBBING	Stardust Spl	Dub Jet	1260	483
Peter SCOTT	Playboy 112%	McCoy 60	1260	457
Garry De CHASTEL	Playboy	YS 63 4/	1260	415
Jim RAE	Lion Cub 130%	Saito 56 4/	1260	389
Dave PATON	Playboy 105%	YS 63 4/	1260	385
Grant MANWARING	85% Bomber	Saito 62 4/	1260	343
Jim HARDY	Playboy	Saito 62 4/	1260	334
Steven GULLOCK	Playboy	Saito 56 4/	1260	321
Warren HATHAWAY	Playboy	YS63 4/	1260	321
Basil HEALY	Megow Chief	YS 53 4/	1260	286
Geoff BLACK	Playboy 105%	YS 63 4/	1260	270
Peter CUTLER	Kerswap	YS 63 4/	1260	266
Paul NIGHTINGALE	Megow Ranger	OS 37H	1260	250
John URRY	Lanzo Bomber 85%	Saito 56 4/	1260	220
Trevor CAREY	Lanzo Racer	OS 32 2/	1252	
Laurie CHETTER	Lanzo Bomber 85%	Dub Jet	1237	

John	BRADBURN	Playboy 105%	Saito 62 4/	1153
Grahame	MITCHELL	Playboy	Super Tiger 34	1119
Peter	Van Waterbeemd	Lanzo Bomber 85%	Saito 56 4/	1083
Peter R.	SMITH	Valkyre	Saito 56 4/	1038
Kent	URRY	Lanzo Bomber 85%	Saito 56 4/	966
Brian	DOWIE	Playboy 105%	OS 40 2/	597
Dave	MARKWELL	Lanzo Bomber 85%	Dub Jett 40	420
Bob	MARSHALL	Playboy	OS 40 4/	183

Standard Duration

Mike	MOORE	Bomber	OS40H	720	904
Rex	BROWN	Lanzo Racer	K&B 40	720	735
Michael	WALSH	Stardust	OS 32	720	678
Grant	MANWARING	Playboy	OS 40 FSR	720	650
Dave	BROWN	Bomber 85%	K&B 40	720	632
Peter J.	SMITH	Playboy	Magnum 36	720	565
Dave	MARKWELL	Playboy	OS 40 SR	720	556
Grahame	MITCHELL	Playboy	OS 40H	720	487
Paul	FARTHING	Playboy	OS 40H	720	356
Peter	Van Waterbeemd	Bomber	K&B 40	720	74
Dave	PATON	Playboy	K & B 40	717	
Steven	GULLOCK	Playboy	Triger 40	658	
Jim	RAE	Lion Cub 125%	OS 40 LA	644	
Peter	SCOTT	Playboy	K&B 40	557	

2CC

Mike	MOORE	Zoot Suit	600	362
Peter J.	SMITH	Spoofem 80%	600	260
Peter	SCOTT	Stomper	582	
Dave	MARKWELL	Mini Hogan	581	
Grahame	MITCHELL	Apache	558	
Paul	FARTHING	100% Pencil	542	
Jim	RAE	Zero	535	
Rex	BROWN	Jumping Bean	520	
Michael	WALSH	Perdido	517	
Basil	HEALY	Creep	456	
Peter	Van Waterbeemd	Bomber	413	
Steven	GULLOCK	Polly	410	
Ian	CONNELL	Sunstreak	350	
Dave	PATON	Playboy	253	
Grant	MANWARING	Eliminator	209	
Brian	STEBBING	Dixielander	191	

Oldtimer Glider

Basil	HEALY	MF7	720
Paul	FARTHING	Ghibli	643
Jim	RAE	Fugitive	510
Michael	WALSH	Gamma Gull	501
Rex	BROWN	Frog Prince	463
Peter	SCOTT	Dragon	320
Grant	MANWARING	Thermalist	316
Ian	CONNELL	Jasco Floater	72

Free Flight Vintage Power

Peter	SCOTT	Lil Orde	1.5 Elfin	540
Basil	HEALY	Stomper	1.49 Elfin	489
Jim	RAE	Heckler	Taipan 1.5	445
David	OWEN	Zoot Suit	1.8 Elfin	107
Bob	MARSHALL	Eliminator	1.49 Elfin	33

Free Flight Tomboy/Cardinal

David	Owen	Tomboy	Indian Mills	55
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Champion of Champs

1. Mike WALSH
2. Peter SCOTT
3. Grant MANWARING
4. Jim RAE

**Geoff Shaw Memorial
Texaco Trophy**

Paul ALLEN 1779

Linda Payne, Brian Payne, Garry De Chastel, Warren Hathaway, Paul Allen, Peter Cutler, Brain Dowie, Dave Patton, Kim Turner, Ian Avery, Geoff Black, Laurie Chatter, Grahame Mitchell, Karl Parkiewicz, Gail Scott, Peter Scott, Grant Manwaring

Visitors

Marilynn Brent, Trinidad Pouce, Mick Walsh, Jim Hardy, Trevor Carey, Mike Moore

Apologies

Geoff Potter, Peter C Smith, Peter van de Waterbeemd

Verification of 2012 AGM Minutes

Minutes of the 2012 AGM were published in Duration Times No 175, March - April 2012. Copies were circulated to the meeting. Proposed: Allan Brady Seconded: Bob Marshall - Carried

Business Arising from the Minutes

SAM1788 submission to the MAAA, Chairman of the Old Timer Rules Committee regarding the use and run time for the replica T2.5 diesel has been submitted. The run time of 38 seconds for this engine has been accepted and will be presented to the MAAA Federal Conference in May for ratification. The rule change comes into force six months from the ratification date.

Correspondence

The secretary provided a brief overview of correspondence in and out, this consisted various emails and letters relating to running of the competitions and the 31st SAM Championships. Thank you letters were sent to clubs for hosting events, also to persons and organizations that have helped with our events. This helps ensure their efforts are recognized and we are welcome to return for future events. The correspondence was available for inspection if required.

Proposed Grant Manwaring Seconded Jim Rae - Carried

Reports Presidents Report Peter Scott

The president reported the year has been successful with good attendances at competitions despite some bad weather at some competitions. We also saw some new faces participating in our events. This year saw the introduction of the ongoing pointscore tally.

Several committee meetings were held throughout the year to attend to the ongoing operations of the society.

Peter thanked the committee for their work on the various tasks, especially Ian Avery for his work with the excellent Duration Times newsletter and Dave Brown for his ongoing support.

Treasurers Report

Treasurer Gail Scott circulated copies of the financial statement to the meeting and explained various items in the statement. The overall financial position is sound with a further consolidation of funds over the last year. The financial statement is included in this report. Proposed Basil Healy Seconded Jim Rae - Carried

Competition Reports

Free Flight Peter Scott

The free flight events were scheduled for Thursday morning, unfortunately the weather meant this event had to be carried over till 8.00am Monday.

Control Line David Owen

Some flying on Thursday in windy conditions, Friday much better. Entries were good, 17 in Phantom, 5 in Champ. Results in the contest report.

Radio Control Peter Scott

Society of Antique Modellers of Australia Inc SAM1788

Minutes of the Annual General Meeting 2013 29th March 2013

Held at the CWA Hall, Batchford Street, Canowindra, NSW

Meeting Opened at 8.00pm, President Peter Scott Chairman

Members in Attendance (As per circulated attendance sheet)

Mark Nelson, John Bradburn, Allan Brady, Bob Marshall, Ian Connell, Basil Healy, Don Southwell, Jim Rae, David Owen,

At this point both Nostalgia and 1/2A Texaco events had been completed with good entries in both. In Nostalgia 14 entries flew, Mike Walsh the winner. In 1/2A Texaco 27 entries, 15 into the flyoff which was a long one, Mike Walsh again the winner.

The Old Timer Glider and Tomboy events were rescheduled to later in the weekend due to wind and rain.

Election of Office Bearers David Owen took the chair for these proceedings.

David Owen called for nominations from the floor, and also informed the meeting the existing executive were prepared continue in their existing roles.

No nominations or expressions of interest were received from the floor. On this basis the Chairman suspended standing orders and declared the current executive reelected.

President	Peter Scott
Vice President	Jim Rae
Secretary	Grant Manwaring
Treasurer	Gail Scott

Nominations were called for two committee positions.

Basil Healy Nominated by Ian Connell Seconded by Peter Scott

Ian Connell Nominated by Basil Healy Seconded by Gail Scott
Basil Healy and Ian Connell elected to committee.

Newsletter Editor Ian Avery Nominated by Peter Scott
Seconded by Bob Marshall

Public Officer Peter Scott Nominated by Basil Healy
Seconded by Allan Brady

Both Ian Avery and Peter Scott elected to these positions.

General Business

1. Payment to Paul & Kim Farthing for the preparation and use of Bogwood Farm for the 2013 Championships. All agreed the venue was excellent, site preparation great and the onsite camping added the ongoing success of the event.

Proposed Peter Scott Seconded by David Owen that an amount of \$750.00 be paid to Kim Farthing for the use of Bogwood Farm for the 2013 Championships.

After discussion by the meeting an amendment was proposed. Proposed Bob Marshall Seconded Dave Patton that the amount paid to Kim Farthing be raised to \$1000.00.

The amendment carried by show of hands.

The amendment thus became the motion which was then put to the meeting and carried.

2. Setting of membership fees for 2013 - 2014. After discussion by the meeting on the various costs in running the various activities of the association, it was agreed a modest increase of \$5.00 in fees was justified.

The new fees to be.	Duration Times	Email	\$20.00
	Duration Times	Mail	\$30.00

Proposed Paul Allen Seconded John Bradburn. Carried on show of hands.

3. Coota Cup Event. A programme was circulated, the venue has been booked. Meeting endorsed to proceed with arrangements as required, details to be published in Duration Times.

4. David Owen raised that the 2014 Championships will be 30 years of holding this event in Canowindra area. He asked the committee to consider this in the planning for the 2014 event.

(Footnote Secretary has confirmed with Paul Farthing that Bogwood Farm will be the venue for the 2014 event.)

5. Peter Cutler raised the issue of flying site if Bogwood Farm is unavailable. Discussion by the meeting on possible venues, with a preference to stay in this area. Paul Farthing has indicated he will help find a suitable site if required, also the involvement of the CWA may lead to suitable site. The committee will take the on board and ensure arrangements are in place for ongoing championships

6. Lucky Door Prize DC Heron 1cc Diesel won by Allan Brady.

Meeting Closed 8.47pm

SOCIETY OF ANTIQUE MODELLERS SAM 1788

INCOME AND EXPENDITURE STATEMENT 1ST FEBRUARY 2012 TO 31ST JANUARY 2013

INCOME:	2012/13	2011/12
Membership (adult/jnr/family)	\$ 1280.00	\$ 1130.00
SAM Speaks	\$ 640.00	\$ 800.00
MAS NSW- affiliations	\$ 929.00	\$ 905.00
Stickers	\$ 12.00	\$ 30.00
Covering	\$ 618.00	\$ 1465.00
Canowindra Income 2012 (see over)	\$ 7434.50	\$ 2557.00
Tamworth Entry Fees	\$ 305.00	\$ 286.00
Cootamundra	\$ 397.00	\$ 360.00
Eastern State Gas Champs.	\$ 550.00	\$ 50.00
Parkes	\$ 630.00	\$ 336.00
MAS NSW Refund	\$ 250.00	\$ 100.00
Interest on Term Deposit	\$ 227.03	\$ 141.61
	<u>\$13272.53</u>	<u>\$ 8860.61</u>

EXPENDITURE	2012/13	2011/12
Bank Fees	\$ 49.70	\$ 38.00
Duration Times - Post/stationery	\$ 276.75	\$ 330.18
Duration Times - Photocopy/printing	\$ 451.00	\$ 345.75
Duration Times - Editors Expenses	\$ 119.45	\$ 51.50
Postage & Stationery	\$ 170.25	\$ 23.20
Canowindra Expenses	\$ 6468.25	\$ 2703.30
Tamworth Expenses	\$ 302.40	\$ 402.40
Cootamundra	\$ 360.60	\$ 347.20
Eastern States Gas Champs	\$ 568.60	\$ 643.40
Parkes	\$ 450.00	\$ 377.20
Aero Sports Affiliation	\$ 1034.50	\$ 940.00
Dept Fair Trading	\$ 49.00	\$ 48.00
SAM Speaks	\$ 551.58	\$ 707.07
Sundries - wreath	74.00	
" - Anemometer	70.00	
Fuel	\$ 29.00	
	<u>\$ 11025.08</u>	<u>\$ 6957.20</u>
NET PROFIT FOR THE YEAR	\$ 2247.45	\$ 1903.41

Net Profit 2012-2013	\$ 2247.45
Cheque Account 1 st Feb 2012	\$ 7917.59
Term Deposit 1 st Feb 2012	\$ 6363.40
Petty Cash 1 st Feb 2012	\$ 197.40
TOTAL SOC. FUNDS AS AT 31 JAN 2013	\$ 16725.84

REPRESENTED BY:

Cheque Account 31 st January 2013	\$ 9902.46
Term Deposit 31 st January 2013	\$ 6590.43
Petty Cash 31 st January 2013	\$ 232.95
	<u>\$ 16725.84</u>

SUMMARY SAM CONTESTS 2012-2013

Canowindra 2012

Receipts

Entries (includes meals, shirts, hats)		\$ 6752.50
Sundries	drinks	\$ 53.00
	Raffle	\$ <u>629.00</u>
		\$ <u>682.00</u>
Total		\$ 7434.50

Expenses

Raffle	\$ 118.00	
Postages & fuel	\$ 79.00	
Hospital donation	\$ 200.00	
Shirts & hats	\$ 1505.00	
Trophies etc	\$ 844.80	
Field hire	\$ 500.00	
Refund	\$ 100.00	
Stat & post	\$ 26.45	
Hall hire	\$ 20.00	
BBQ/Dinner	<u>\$ 3075.00</u>	
Total		\$ 6468.25

PROFIT	\$ 966.25
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Tamworth 2012

Entries			\$ 305.00
Less:	Trophies	\$ 202.40	
	Field Hire	\$ 100.00	\$ 302.40

PROFIT	\$	2.60
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Parkes 2012

Entries			\$ 630.00
Less:	Trophies	\$ 250.00	
	Field Hire	\$ 200.00	\$ 450.00

PROFIT	\$ 180.00
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Wangaratta 2012

Entries			\$ 550.00
Less:	Trophies	\$ 248.60	
	Field Hire	\$ 320.00	\$ 568.60

LOSS	\$ -18.60
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Cootamundra 2012

Entries	\$	397.00	
Less: Trophies	\$	248.60	
Field Hire	\$	105.00	
Batteries Wind Meter	\$	7.00	\$ 60.60

PROFIT	\$ 36.40
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Total all contests (profit) \$ 1166.65

Engine problems plagued a few, but generally the event went smoothly. It was intended that two circles would be run simultaneously, but the second CD, Geoff Potter was unfortunately unable to make it to the Champs following an illness.

Earlier concerns about the Champs being unable to complete the requisite 12 laps on 35' lines and their perceived inability to handle the windy conditions were totally unfounded and all flew very well. Results were as follows:

				2012/2013
Entrant	Engine	MPH	Result	
PHANTOM Class 1				
1 st Peter R Smith	MPJ S/Atom	53.10	+ 9.6%	
PHANTOM Class 2				
1 st Laurie Chetter	MVVS 2cc	68.99	- 5.1%	
2 nd Peter R Smith	MVVS 2cc	66.59		
3 rd David Owen	Taipan Tyro	59.98		
4 th Brian Payne	Taipan 1.5	56.11		
5 th Graham Mitchell	PAW 149	52.33		
6 th Bob Marshall	Taipan 1.5	50.95		
7 th Peter Scott	Frog 150R	47.09		
PHANTOM Class 3				
1 st Peter R Smith	Zeiss Jena 2cc	77.32	+ 22%	
2 nd Gary de Chastel	Oliver Cub	66.62		
3 rd Peter Cutler	PAW 09BR	59.43		
4 th Peter Scott	ED Super Fury	55.01		
PHANTOM Class 4				
1 st Laurie Chetter	Fora 09	69.23	+ 8%	
2 nd Rex Brown	CS RE 09	65.02		
3 rd Jim Rae	Enya CX 11	63.85		
4 th Ian Smith	Oliver Scn Cub	57.07		
	Peter Cutler	Fora 09	DNF	
	Rex Brown	Enya CX 11	DNF	
CHAMP				
1 st Peter Cutler	Irvine BR Mills .75	44.92	- 5.3%	
2 nd Peter VDW	MPJ Classic	39.30		
3 rd Peter R Smith	MPJ Classic	38.97		
4 th Ian Smith	MPJ Classic	38.46		
5 th Peter Scott	Mills .75	37.64		
OVERALL WINNER of PHANTOM SHIELD				
Peter R (Condo) Smith				

Congratulations, Peter. Lots of effort and justly rewarded.

Peter's Jena is a Soviet-era diesel and I expect we will see more of these next year. The 35' line length has proved to be satisfactory, even with the higher speeds this year and will be retained for 2014. Next year will be run to exactly the same rules and format.

We are expecting a large and dangerous contingent of WA entrants next year and welcome their return to the SAM Champs. We will definitely have two circles in operation and urge all entrants to make an effort to get their times in on the Thursday, if at all possible.

2013 Control Line Phantom and Champ
at the Easter SAM Championships, Canowindra.
From David Owen. Phantom and Champ CD.

Phantom and Champ were scheduled for Thursday and Friday, 29th and 30th March this year. Paul Farthing did a magnificent job of field preparation, readying two large circles for control-line. There were 18 entries in Phantom and 5 in Champ, but we were faced with annoying showers and variable wind conditions on the first day. This did result in some disruption, though all entrants attempted to post a time.

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Free Flight at Canowindra.

From Peter Scott

Not such a good turn-up this year, and not helped by having to put the event back to Monday due to windy conditions.

However, the conditions were perfect on the Monday. I managed three almost perfect flights with my L'il Aud, such a consistent model! I knew the DT timer was going off 6 seconds too early but changing the duration on the scroll of a seelig timer is full of pitfalls, so I left it as it was. I dropped a second on one flight. Basil and his Stomper did well. I didn't fly mine - it's a second model - as time was running out before the start of the radio contests.

As usual, most models were getting more on trim by the third flight - we really need more time to trim these models which for most fliers present were only flown twice a year.

Only one in Ratio, so he won the trophy. Come on guys, better roll-up next time.

Canowindra 2013.

From Basil Healy.

The 2013 SAM 1788 Championships was once more held on Paul and Kim Farthing's property "Bogwood". The farm looked a picture with the whole of the paddock in which we flew slashed low and the take-off areas and control line circles mown. Prior planning and preparation ensured that some members arrived early to assist Paul in preparing the whole area.

Thursday 28th March.

The day dawned cool and windy. At the Free Flight site a couple of short test flights involved long retrievals and it was agreed by all present to re-schedule the events to later in the program.

Back at the big shed processing of models was in full swing whilst the control line fliers were quite busy getting in flights with Phantoms and Champs. The Champs found it hard going in the windy conditions.

After lunch the wind was still blowing at more than 8 metres/second and it was decided to re-schedule the Oldtimer Glider event until later in the program, which was a pity because there were 17 entries in the event. R/C Tomboy suffered the same fate. The remainder of the afternoon was spent catching up with old acquaintances and socialising. A quick head count at one stage revealed more than a dozen competitors from Queensland, also a very good response.

Friday 29 March.

More contestants arrived with new models requiring processing so the officials in the big shed were kept busy right up to the 11am start time for the Nostalgia event. Phantom and Champ racing was also being carried out in much improved conditions to the previous day.

Nostalgia got off to a good start on time and was concluded a little after 12.30pm. There were a few models in use which we had not previously seen, see the results for details.

½A Texaco, after lunch, saw the usual mess of Atomisers and Stardust Specials vying for a place in the fly-off. More than half of the field made the fly-off.

In the evening the SAM 1788 Annual General Meeting went off smoothly with the incumbent office bearers being returned. The lucky door prize was won by Allan Brady.

Saturday 30 March.

In an attempt to re-schedule the R/C Tomboy event the start of the Gordon Burford event was brought forward to 8.30am. Conditions were fickle with some contestants making maxes easily while others struggled. At the conclusion of this event contestants were given thirty minutes to prepare their Texaco models and one round was flown before lunch. The remaining rounds and the fly-off were completed with time to spare before the 4pm start of the R/C Tomboy event. This was flown in cool air and no outstanding times were recorded.

Saturday evening saw the usual BBQ and Buy, Sell and Swap meet in the big shed.

Sunday 31 March.

Light rain delayed the start of the '38 Antique event until 10am when flying commenced in heavily overcast conditions. Despite the conditions a fly-off was necessary to determine the winner. My abysmal effort with the Borysko Flying Wing was due to a lack of spark in the Orwick 64 and a centre of gravity which had moved backwards 3/4inch.

Duration: After lunch conditions improved somewhat with broken cloud and some blue sky. This event saw the usual plethora of Playboys and Lanzo Bombers but there were some other interesting designs in use, see the results for details. The fly-off was probably one of the shortest Duration fly-offs in SAM Champs history. Many did not even make the 7 minute max that they had so easily achieved during the rounds.

Sunday evening saw us all gather at the Canowindra Bowling Club for the presentation dinner. This was a buffet style affair followed by the presentation of trophies for all events concluded so far.

Monday 1 April.

Catch-up day. 8am start at the Free Flight field saw a somewhat reduced number of contestants but in almost perfect conditions. It was seldom necessary to have to walk more than 100 metres to retrieve your model after a flight.

Standard Duration: This saw a much reduced number of contestants compared to previous days. There was a certain amount of

re-tuning of engines to stay below the 12,500 rpm limit but once this was completed the competition commenced in the abbreviated format of three rounds with two to count for the fly-off.

The rounds went through quickly followed by the fly-off in time for us to get ready and fly one round of 2cc Old Timer prior to lunch.

2cc Oldtimer: This event must be unique for the variety of designs that it attracts. Once more it was flown to the abbreviated format of three rounds with two to count towards the fly-off. Conditions during the rounds were good with some buoyant air but during the fly-off there was no lift at all to be had.

Oldtimer Glider: Re-scheduling of this event reduced the entries to 8 but with no reduction in the enthusiasm with which they flew. No two models were the same design. Italian designs took the first two places.

Overall the 2013 SAM 1788 Champs achieved all of the aims which the Committee had set. There were no protests (we had not even elected a protest committee!) and no contestants received injuries requiring hospital attention. The contestants conducted themselves in a right and proper manner and offers of assistance were received from many of them which was really appreciated by the organisers.



Clockwise from left: Part of the Bogwood Caravan Park. Briefing by Contest Director on the flight line. Processing in the "Big Shed". Allan Laycock, ACT, frustrated with the wind and his Malmstrom Bambinetta Mozzo model on Free Flight day. Side view of the Bambinetta Mozzo. Allan again with his Space Ray C/L model, Barбини 1cc power, happier this time but unable to fly due to the wind.

POINTSCORE 2012-2013 - PROGRESSIVE RESULTS

NAME	Parkes '12	Wang. '12	Coota '12	M'br'k '12	Orange'13	C'w'dra'13	sub total
J.Rae	34	43	42	46	22	18	205
B.Healy	33	38	40	42	26	14	193
P.Scott	49	0	40	49	14	30	182
G.Manwaring	25	0	20	39	24	27	135
Brownny	23	29	23	14	0	38	127
Condo	19	0	20	0	18	49	106
C'berra Smith	20	24	34	0	6	10	94
G.Potter	15	18	14	0	7	0	54
P.V'D'Waterbeemd	2	24	27	0	0	1	54
D.Beake	0	0	31	16	0	0	47
A.Brady	3	0	0	0	19	12	34
Mike Moore						27	27
G.Mitchell	15	0	0	0	0	11	26
I.Connell	16	0	0	6	3	0	25
Paul Farthing						24	24
J.Bradburn	4	0	0	0	16	0	20
T.Wright	18	0	0	0	0	0	18
I.Avery	4	0	0	0	0	8	12
B.Marshall	0	0	0	0	6	6	12
Gary DeChastel						11	11
S.Wright	10	0	0	0	0	0	10
A.Tjanavaras	0	0	0	10	0	0	10
J.Key	0	0	0	0	10	0	10
Warren Hathaway						10	10
Whitey	8	0	0	0	0	0	8
B.Dowie	0	8	0	0	0	0	8
Brian Stebbing						8	8
G.Malone	0	6	0	0	0	0	6
Geoff Black						5	5
D.Southwell	0	0	4	0	0	0	4
Dave Paton						3	3
jim Hardy						1	1



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RUNNING BROWN JR. ENGINES.

A comment by Hank Baer, Published in the Fall 2005 issue of the Capital Area Antique Modellers Association Newsletter, Jim Coffin, Editor

The major reason for a Brown Jr. engine overheating and running hot is that the ignition timing is too far advanced. It's almost impossible to set it correctly every time by listening to it because of the conservative port timing of the engine, so use a tach if you have one. When you reach peak RPM on the tach, STOP advancing the timer arm. Advancing it any further will not gain any more RPMs but will only serve to overheat the engine as well as beat the hell out of your con rods and bearings. I've used a 3-1 gas/oil mixture in my Browns for years with no problems whatsoever.

More for Hank Baer *SparkerV2@aol.com*

A reason why I've always used minimum batteries in the model (to save weight) and used booster batteries (4.8 volts) to start even with a standard 2 cycle ignition engine - Cranking an ignition engine by hand can suck up everything available with a hard starting engine - It's the coil getting saturated that kills batteries - It's actually a dead short - And don't worry about using 4.8 volts to start - I've been doing it for 50 years with no ill effect on coils - We experimented with increased voltage to the coil after the engine was running - We've increased voltage up to 15 volts with no ill effect while running - It's all happening too fast to get the coil hot - 15 volts to the coil would be fatal while sitting still with the points closed of course - There was a small increase in RPM while applying 15 volts to the coil while running I'm sure due to better fuel burn - The reason for 90,000 volt magnetos on racing bikes - With the new batteries available today, it might be a future project to see where higher coil voltage could lead to higher RPM using alcohol fuel (of course) - I feel that combustion chamber shapes of the older engines will hamper much gain regardless.

COX ENGINES AND CASTOR OIL GUMMING

By Bill Schmidt Published in the January 2010 issue of the Wichita Historical Aircraft Modellers Newsletter, Jeff Englert, Editor

Through the years I have observed some folks having trouble starting their Cox engines on the flying field. One such event took place about 7-8 years ago, but is still very memorable in my mind. This fellow had a reed valve Cox Pee Wee .020 on a plane and couldn't get it running. The engine constantly ran out the prime and would not continue running. Remember the old saying about what a person is called that keeps doing the exact same thing over and over, and expects a different result?

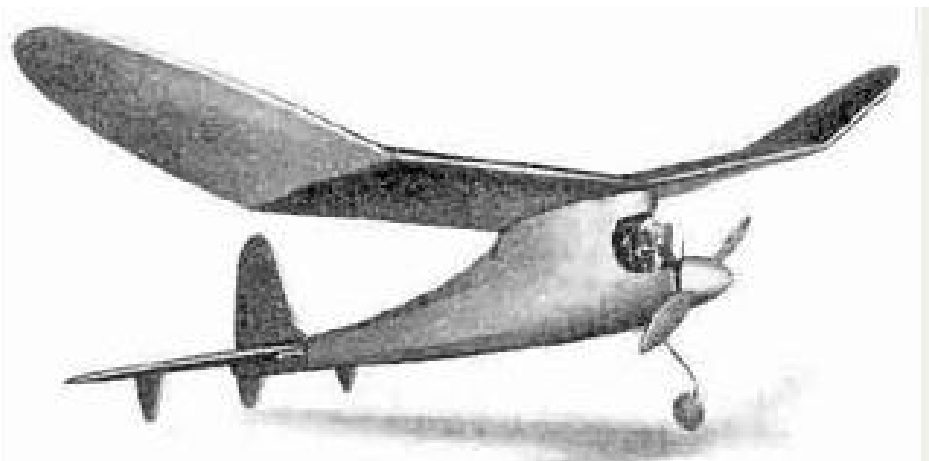
Then, just recently another fellow was having the same thing happening to him only this time it was with a Cox Tee Dee .049. What was taking place here in both cases is symptomatic to Cox engines in particular. Both engines had been put away wet without clearing out the fuel left inside the carburetor section of the engine. In the case of the reed valve Pee Wee the area under the reed had a deposit of castor oil varnish that only disassembly and lacquer thinner could clean out. I asked the fellow when he last had the engine apart, and he replied that he had bought it new in 1961. If you fly these engines regularly there is no particular problem, but for long term storage they must be cleared out of fuel residue. Did you know that the 3 holes in the carby of the TD .049 have a diameter of .023? This is smaller than the smallest dress-makers pin which is .025. The TD .020 carby has three .014 holes in it. Castor oil fuel left in these discharge holes will oxidize and plug up solid if left over a long period of time.

I flush all of my engines out with Stoddard solvent when I'm finished flying for the day. This solvent also cleans the oil residue from my models very nicely without harming the finish. Stoddard solvent carries a mil-spec number, but to those who are not familiar with it let us just say that it can be obtained in various size cans at Home Depot under the name of mineral spirits or also known as oil base paint thinner. I keep a small 1 oz. atomizer bottle in my flight box for general clean up when needed. It will not clear a plugged reed or orifice, it's not lacquer thinner, and, it would be hard on a doped finish if it was that strong. Orally blowing through the fuel line on a T/D and/or injecting some solvent will generally clear the residue out. A reed valve engine is a bit more difficult to address. You can remove the needle valve and flush out the area with solvent, but note the number of turns out from closed so as to return to the same spot on installation. Lastly, let me say that the engine should be oiled well inside every place you can get to with Shaler RISLONE oil supplement from the auto supply store. No other after run oil can come close to it for its quality of protection.

Taibi Powerhouse - But there was also the Dick Korda Powerhouse, 1949

From Jim C. SAML63@aol.com

The Korda Powerhouse was the "club" model for the Long Beach (CA) Thunderbugs about 1949-1951. We built them in all sizes, including the Infant powered profile. One problem with the design was that the retracting gear left no cushion when the model DT'd and wing failures were common. Fortunately (?) we were flying ten minute maxes back then, so a max didn't occur that often. IIRC, they were heavy, especially if you used the Berkeley kit wood.





Pictures which tell a story!
A Neu electric motor powering an O&R 60 big port engine.
Neu motors are the "Nelsons" of electrics so this combination would no doubt make the RC1 take notice.
Is this a way of flying on noise sensitive fields?
Got to agree it looks the part.
Great use for those O&R's with blown gaskets and not repairable.



From:
Model Aircraft
July 1946



by R. V. BENTLEY

WHILE in Birmingham for the Sir John Shelley Cup contest, I had the opportunity of examining Alf Cripps' (Bradford) "Ohlsson 23"-powered pusher job, which embodies all the features I wrote about in January's "Purely Petrol" notes. The photograph here shows up its design admirably and Alf tells me its performance leaves little to be desired. He did not enter it in the contest, as he was experiencing difficulty with the motor, the gasket between cylinder and body having blown out and put it out of action. Although I have not experienced it myself, I have heard of other cases of this happening on "Ohlsson 23" motors, and the method of retaining the cylinder in position makes it difficult to effect a repair.

The Sir John Shelley Contest

In the contest proper, the published rules were adhered to very strictly, but in spite of this, not very many contestants were ruled out due to the three-minute starting rule—perhaps this is the beginning of an era of more efficient motor installation. The spectacle of the grim-faced starter, watch in hand, standing over the contestant with his now monotonous injunction to "Start now!" was amusing in quite a number of cases when motors roared into life on the first or second swing and the machine had actually completed its flight and was back in the enclosure almost before the three-minute limit was up. In other cases, a point which struck the observer was the incredibly long period of time three minutes appeared to be when waiting for a

motor to start, though I fear the unfortunate owner, struggling to find signs of life, must have thought very differently! Credit is due to the organisers and to the contest director for a very well-run affair, under conditions which were not all they might have been.

American Performance Again

Of interest to all users of miniature I/C motors is the latest information on Race Car performances in America and recently covered in a special article in *The Motor*. I cannot personally vouch for the accuracy of the information, but pass it on for what it is worth, assuming that its inclusion in *The Motor* is good enough recommendation.

Details are given of motor, fuel, and car which set up the amazing speed of 118 m.p.h. The motor is set in the car horizontally, driving the front wheels and having the plug pointing forward. An amateur-built job, it has no normal cooling fins, but instead, the body of the car, an aluminium casting, is arranged to clamp round the cylinder barrel, and heat is dissipated by conduction through the body and radiation from its surface. The motor is a 10 c.c. two-stroke, turns at 29,000 r.p.m., and the fuel used consists of two parts ethyl alcohol, one part castor oil and a few drops of amyl acetate "to assist mixing." From the same source it is learned that the great majority of racing car enthusiasts are using commercial motors hotbed up by increasing the compression ratios and using special fuels. This treatment of commercial motors naturally overloads



Mr. Alf Cripps of Bradford M.A.C. with his Ohlsson-powered pusher.

their working parts and increases the rate of wear, and it is understood that the "Hornet," popular 10 c.c. racing motor will last approximately 80 miles in a car under average conditions.

It makes us envious to think that, having just worn out a motor, one merely has to stroll around to the local model shop and buy another—at a reasonable price!