



THE GEEZER



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

May 2016



I'm Baaaaack!

Yes! I'm back in the editor's saddle for a couple of months while Mikey goes a-roving across the world. It's like putting on a pair of old shoes or dusting off a favourite sports model: you wonder why you ever stopped doing it! Enjoy your touring Mike and I will keep the seat warm until you get back.

Dark Days..

Life seems to be catching up with all of us of late. Some of our members have lost family and we have all lost some friends to the ravages of time. Every little loss is a gradual dimming of the light and I hope we can all do something to pass on the baton to others before age wearies us. I have been reaching out to the wider online RC flying community via a building blog on Facebook and have received a lot of interest and positive reviews. There is a hunger to know about the techniques and tricks of scratch building among the non-club affiliated ARF and Foamy crowd so who knows? Maybe one or two will pick up the challenge.

Indoor War

I have been indulging in a bit of indoor flying of late and enjoying showing the ARF foamy flyers the strength and versatility of balsa. The 'Balsa-stik' I cobbled together from some scrap wood and the electronics from a pranged foamy has been an eyebrow raiser among the 'use foam or go home' crowd. I am now embarking on a micro electric powered flat combat warbird design that will be made of foam but have its roots firmly in the old C/L plank racers of yesteryear. If you are interested, Indoor flying happens every second Thursday at the Bluegum Community Centre on Moolyeen rd, Booragoon starting at 8:00pm. If you want to fly it will cost you \$5.00. We have a lot of laughs and it beats watching Masterchef.

Light on

It's a bit of a slim tome this month – not many events have been run due to poor weather and scheduling issues so there are no comp reports. I would like to have a few more building articles if possible so if you have something on the board and would like to share then please feel free. My new email for Geezer mailing is

sam270geezer@gmail.com.

Troy Latto
(Temporary) Editor-that's-large
SAM2704

Building frenzy

In the second half of 2015 I did a bit of a stock take of my hangar. I found lots of interesting things, got rid of a pile of useless things and came to the conclusion that I was seriously lacking in competition models. A lackluster 2014 season and a year off to pursue other interests meant I needed to get off my arse and start building again!

This year will be pretty much devoted to construction and rebuilding my competition base. I will also try to have two of everything so that if one is lost or doesn't perform there will be a plan B. This will also give me some buffer space if/when I have to go back in to film production for an extended period.

Texaco time..



I managed to purchase the last kit ever worked on by Peter Everitt– a 2.2M Anderson Pylon. Pete built half of it but sadly became too ill to finish. He also designed it for electric but I am not a fan of Tesla and all his little wizards so it'll be powered by an OS60FS Open Rocker reconditioned by Van Leeuwen Engineering. Its covered in Docolam and finished in Tamiya PS spray paint. I have become partial to servo installations in the stabilizer and the huge stab on the Anderson is able to accommodate the servo's easily. Servo extension leads are cheaper, easier to install than control snakes or closed loop wires and much lighter as well. Its also a two piece wing to make it easier to transport. This monster just needs a fuel tank and its ready to roll.

Dutch rolling diesel..



Cont...

Next on the list: A Tomboy. My last one augured in after too much enthusiastic de-thermalling caused it to shed a wing. The tail unit was recovered intact but the rest went to Valhalla, so it was time to bust out the plans. Nothing special about this one EXCEPT I used some new covering materials (see the April Geezer) and a lipo rx battery to save weight. The trusty MPJET06 was installed and I gave up on the removable undercart in favor of a fixed one this time round.

Bomber command.



A new duration model was called for – so after much scrotum scratching I decided to build a new fuselage for my old %85 bomber after its oil soaked pylon fell off. The reasoning being I already had a solid wing and I could build a new fuse with removable tail for transport. Good old doculam was used to cover my dodgy woodwork and a couple of Savox mini's fitted in the Stab. I dusted off a barely run-in ASP61 FS and nailed it to the front. Ready for testing!

Spacer revisited..



My last Spacer became a sand dart after a wing failed on launch. I toyed with a Dixielander for a while but it just didn't grab me. I decided to build a new Spacer because I had the stabilizer from the last one still intact and it is a very simple build. With this one I abandoned the servo's in the tail and stuck to conventional control couplings. I also used a NEW fuel shutoff system designed by Van Leeuwen Engineering and ditched the single wheeled undercarriage for the more stable dual wheeled version. The balsa wing spar of the Spacer had always bothered me so I used a hybrid center section spar to beef it up. Covered this one in Hong Kong Kote because I have a ton of it hanging around and I couldn't be bothered stripping and recovering the Stabilizer.

Everything old is renewed again..



Finally: a new Antique model – an RC1. The ED Powered Guff wasn't proving itself to be a good competitor and while my Shereshaw Cloud Cruiser is just beautiful to look at, its maximum ceiling was too low for me to roll with the big dogs at Canowindra. I toyed with a couple of different models in this class but found it's always best to stick with simple and proven designs – so another RC1 it is! This one will be powered by a Madewell .49 and covered in Doculam. Hopefully it won't spontaneously disintegrate on the flightline like its predecessor. Currently under construction.

Indoor mayhem



Ok – so it's not strictly SAM related but its distant ancestors were control line models so it can claim the pedigree. For you electronuts, it's a flat foamy p47 warbird powered by an EMAX 1400kva outrunner, using a 15A Dualsky ESC and 8x4 slo-fly prop. NVision 2S 450ma batteries give about 8 mins at full power. It's a tad underpowered but that's ok for the indoor environment. It's also very stable and easy to fly. Smaller versions are in the design phase and we hope to have a squadron of indoor streamer chasers whirling around the gym in the coming months!

The future?

A new nostalgia model is in the works and another Burford is up next. Then a supercharged Playboy for duration before the SAM champs in 2017. So many models...so little time!

What about you?

Got anything on the board or in the air you would like to share? Take some snaps and send me some text and I will gladly show your work to our brothers and sisters worldwide!

Ed

Dicko's Story – Part 3

Another source of additional income at the time was building servos. Ray Datodi, an electronics engineer, was also the state service centre for Futaba radio systems. Unbeknown to most, all Futaba s26 servos were assembled in Perth by me. They would arrive in kit form by the hundreds and for a dollar a servo I would assemble them after hours, ready for shipping back to Victoria for distribution around the country, I also serviced all the servos that came in for repairs, made battery packs and disassembled receivers and transmitters in preparation for Ray to diagnose and fix.

With the forming of KAMS my father and I let our membership lapse at WARMS as the KAMS field was just 10 minutes from home. We flew at this site for a couple of years and it was here I had my first success in competition flying placing in glider and sports power events. KAMS ran many fun comps during this time, all low key and lots of fun. Around 1980 KAMS relocated to a new site at the end of southern river road, it was a great site and the club had many new members. One of the KAMS members named Rob Woodhead called into RMS and suggested he would like a double sized quickie 500 and asked if I would be interested in making him a kit like the standard size one. This made a power model with 2000 square inches of wing. Much discussion was had as to what was going to power this thing. It was decided that the newly released Tartan 22cc glow motor would be suitable, we thought. Once I started to produce the kit for woody I just couldn't resist making two of them, that way I could have one as well. The wing was huge and so was the fuselage it took several weeks to finish the kits, foam wings balsa sheeted with 3 ply fuselage sides bought from the local hardware store.

Well Woody got his big kit and I don't ever think he finished it but I sure finished mine. It was a huge hit with other modellers because of its size but it was under powered with the Tartan as a power plant. It did fly very well, it was like full size flying, you had to build airspeed before it would perform any manoeuvres. It looped and rolled but didn't have enough power for much else. The all up flying weight was 20 pounds. This model made the cover of the state magazine, windsock.



Big Quickie with Rob Woodhead

One of the other KAMS members John Kowalski was present during the test flight and was excited at the size and suggested we team up and build a couple of large super chipmunk aerobatic models, I think they were the first 1/4 scale model built in WA. John was a respected modeller who had been involved with free flight, control line as well as a radio, I was young with some experience but John was very experienced. It was decided that we would embark on the project and we based our large models on the smaller pilot super chipmunk plan. John drew up the outline and he built the 2 fuselages using conventional balsa construction and I built the flying surfaces using foam cores sheeted in balsa. The components were merged in Johns workshop, we jointly glassed the models, and were finished with paint. We had a problem - where are we going to get canopies from? Nowhere was a canopy commercially available that was correct so we had to make our own.



With John Kowalski and finished Chipmunk's



We decided that we would attempt to vacuum form them from sheet acrylic, John carved the canopy from balsa and glassed it so we could take a mould from it and I researched the forming of acrylic. We had a mould with a nozzle in the bottom so the air could escape, we had a board to clamp on the top with an air hose attachment we could blast compressed air in to. As it happened John was the manager of a truck repair business and he had access to a brake bonding oven, this was a large machine where you fed parts in one end on a conveyer belt and it popped out the other end some moments later. A test piece of 3mm thick grey tinted acrylic was sent in as a test, it appeared out the other end but it had boiled and was full of air bubbles. We adjusted the temperature and sent in another it came out without bubbles and very pliable.

Contd..

Timing was essential so we roll played the process a couple of times so we both knew what to do then the first larger sheet of acrylic was sent down the tunnel. It came out the other end looking good, it was grabbed with a couple of BBQ tongs and placed over the mould, the board placed on top and clamped in place with vice grips and the compressed air pumped in, there was an almighty cracking sound, we both looked at each other and thought the worst, we disassembled the mould and the canopy was formed but had not gone to the bottom. We scratched our heads and eventually came to the conclusion we needed suction as well as pressure, this is where it got interesting. The only thing we could think of that would supply suction immediately was the intake manifold of my HQ Holden station wagon, so the process started again with the Holden now an acting team member. Acrylic goes into the oven, out the other end and place on the mould with BBQ Tongs, top clamped into position with vice grips, jump in the driver's seat of the Holden and hit the accelerator as John hit the compressed air, the almighty crack as the acrylic was pushed into the mould and yes it had worked, we could hardly believe it, a perfect smoky grey 3 mm thick acrylic canopy. All we had to do now was make a second one the same and it was mission complete. This would have made a great video it must have looked hilarious but it worked well and we had canopies. The models where finished in due course and rolled out at the field together, both had a tartan 22cc in the front and both flew quit well although a little underpowered.

JUST A MINUTE!

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

Held at: 20 Granville way, Willetton

Meeting started at: 8.00pm with president Ian Dixon in the chair.

Members present: P.Baartz, I.Dixon, H.VanLeeuwen, K.Hooper, R.Rowson, T.Latto, G.McLure, M.Butcher, B.Slyns-Daniels

Apologies: G.Cooke, A.Bentley

Visitors:

Correspondence inwards: Various newsletters, from Dept of Commerce and Consumer protection regarding new Association Law and transition pack for same.

Correspondence outwards: Geezer and various newsletters forwarded to mailing list

Treasurers report: Balance at bank is \$16,980.34 18 members and 8 associates moved report be received P.Baartz, 2nd H.VanLeeuwen and carried.

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

Business arising: discussion regarding scrutineering of models at contests, decided to scrutineer three place getters models. New arrangements next year.

Contd..

General Business: Further discussion regarding fidelity of models to plans and decided to have a scrutineering day next year before competition season starts.

Shields for Burford event trophies to be purchased, as they seem to be in short supply. Invoice presented at next meeting.

Events scheduled for 10th April (Nostalgia and Glider) to be postponed owing to weather forecast and condition of flying field. I.Dixon to notify members of dates decided.

Competition results: none available.

Meeting Closed at: 8.45pm

2016 SAM270 "PAUL BAARTZ SHIELD" PROGRESS TABLE

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

Members will be added to this list as they score points

"Paul Baartz Shield" criteria

*SAM270 is presenting all club events for the 2012 flying season. Participation is open to **all** AWA affiliated pilots but **trophies and points will only be awarded to SAM270 members.** SAM270 membership is automatically awarded to new and re-joining WAMAC members and numbers will be allocated on a sequential basis. Once you are allocated a SAM number, it's yours for life and it will not be re-allocated. An entry fee for each event will be charged to cover costs of trophies and engraving. Points are allocated thusly: First place 4 points; Second place 3 points; Third place 2 points; One point is awarded for flying in the event.*

OFFICE WALLAHS...

President: Ian Dixon

Email: ian@perthartglass.com.au

Secretary/Treasurer: Paul Baartz

Email: paulbaartz@hotmail.com

Geezer Editor(s): Mike Butcher/Troy Latto

Email: sam270geezer@gmail.com

Contest Co-ordinator: Rob Bovell

Email: bert6058@yahoo.com.au

2016 Old Timer Contest Calendar
2016 F/F Contest Calendar

Feb 28th	Standard Duration	Oakford 9.00 am
	Burford Duration	Oakford 11.00 am
March 7th	Combined Open	Meckering 9.00 am
March 27th	Combined Open	Meckering 9.00 am
April 3rd	Maelstrom Mass Launch	Mitchells Farm 9:00am
	Ebenezer Mass Launch	Mitchells Farm 9:00am
	HLG/CLG State Championships	Mitchells Farm 9:00am
	Power Scramble State Championships	Mitchells Farm 9.00 am
April 10th	Nostalgia	Oakford 9.00 am
	Vintage Glider	Oakford 11.00 am
April 17th	1/2A Texaco	Oakford 9.00 am
April 24th	Combined Open	Meckering 9.00 am
May 1st	P30 State Champs / Roy Farren Combined Open / Free Flight Cup	Meckering 9.00 am
May 8th	Mothers Day fly at your own risk	
May 22nd	OT Duration	Oakford 9.00 am
	2cc Duration Trial event	Oakford 11.00 am
30th May– 1st June	F1A, F1B and F1C State Championships (TT)	Meckering 9.00 am
June 5th	SLOP State Championships	Meckering 9.00 am
	Mike Beilby Cup	
	Combined Open / Free Flight Cup	
June 19th	Rubber State Championships	Meckering 9.00 am
	Wamac Cup	
	Open Glider	
June 12th	1/2A Electric Texaco	Oakford 9.00 am
	OT Texaco	Oakford 11.00 am
June 26th	'38 Antique	Oakford 9.00 am
28th June	Escargot Trophy	Meckering 9.00 am
	WAMAC Cup	
	Combined Open / Free Flight Cup	
July 3rd	Nostalgia (State)	Oakford 9.00 am
July 10th	Open Power State Championships	Meckering 9.00 am
	Combined Open / Free Flight Cup	
July 17th	Burford (State)	Oakford 9.00 am
July 24 th	OT Duration (State)	Oakford 9.00 am
July 31st	Fuller, Nostalgia and F1Q	Meckering 9.00 am
	Combined Open / Free Flight Cup	
13 – 14 August	F1A, F1B and F1C State Championship	Meckering 9.00 am
	FIA Team trials F1A, F1B and F1C (TT)	
	Combined Open / Free Flight Cup	
August 21st	OT Standard Duration (State)	Oakford 9.00 am
August 28th	1/2A Electric Texaco (State)	Oakford 9.00 am
Sept 4th	Fathers Day fly at your own risk	
Sept 11th	Texaco (State)	Oakford 9.00 am
September 18th	1/2A Texaco (State)	Oakford 9.00 am
October 9th	38 Antique (State)	Oakford 9.00 am
October 30th	Tomboy Rally	Oakford 9.00 am

RANDOM PICTURE PAGES



SAM270 Poet Laureate Peter 'Condo' Smith and his FAISON Nostalgia model powered by K&B 40.

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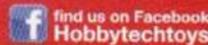
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