



# THE GEEZER



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

Issue 3, Vol1 – December 2010



## EDITORS RANT..

Members take note! There was no November meeting due to a lack of venue so there are no minutes to publish. All business from the November meeting will now be conducted at the **monthly meeting at Dicko's on December 3**. An agenda should be in your inbox so read it and BE THERE!!

### We're all going on a Summer Holiday..

The Geezer office will be in Bunbury over the holiday period drinking too much beer, eating too much food, watching the cricket and generally overstaying its welcome at the in-laws. Unless I get bored and feel like mucking about with the computer, The Next Geezer will be published in early February – however that doesn't excuse you from sending me content! See below..

### Save the Whale

Speaking of content, the tank of my creativity is starting to run dry and I need more of you to put fingers to keyboard and/or pictures to disk and send them to me. While I do enjoy the whole process of creating "The Geezer" for you, it will get a little bit "one note" if I have to write everything every month and I will burn out fairly quickly. Text should be in arial font and unformatted. Pictures in high definition and uncropped. I would also appreciate some semi-regular columnists espousing technical information on planes, engines, radio's etc. . Please send me stuff – I don't care what. Just send it.

### Merry Bloomin' Xmas and Happy Friggin' New Year!!

I hope you were all good and the fat bastard in the red suit brings you lots of modelling stuff and that you stay safe over the silly season. This is also peak fire season so members are requested not to smoke or set anything/anyone on fire while at the field over the summer months. Graeme Cooke has generously made his residence available to us for the Christmas windup (see notification below) and it would be great to get as many of us there as possible to enjoy some xmas Bon Homme.

Troy Latto  
Editor-in-beef



### 2010 Christmas Windup and BBQ



I would like to offer our house for the windup BBQ. Kickoff from 3pm through to 8pm Sunday 12<sup>th</sup> December, at 25A Croesus Street, Morley (we are in the house at the rear), for the southerners come off Tonkin Hwy at Morley Drive.

We have sufficient chairs for 25 - 30 people, BBQ and second fridge, esky's etc – if it is too hot we can move inside for air-conditioned comfort.

Phone numbers 9279 3454, or mobile 0439 988 917.

Graeme Cooke.

**NOTE!** Club will pay for Meat. Can all those attending please bring a salad of some sort and your own drinkies.



### Thanks to all from Paul Baartz.

I would like to express my sincere thanks to all members and any others who contributed to help me get there (1/2a Texaco), I was so surprised and elated when it worked out so splendidly.

As many know I have been a bit crook for the last 6 months or so and have not been to a flying field for that whole time so it was absolutely great to make it last Sunday and to catch up with my modelling friends again also to fly in a comp was beaut too.

I could ramble on for a page or two but will spare you that and just repeat my previous words, heartfelt thanks to all who made my attendance possible, I only wish I could let you know exactly how happy it made me.

Paul Baartz



He may be 20kg lighter but he can still fly! A great shot of Paul doing what he does best during the 1/2a Texaco (report page 2).

### Good deeds done dirt cheap..

One of the best things you can do with your money and time is to buy experiences and help others. I don't mean that as a sermon or cliché but as a fact demonstrated by the selfless actions of those who made Paul's visit to the 1/2a Texaco last month a reality. The majority of the thanks should go to Dicko, who organized the wheelchair access vehicle, picked up Paul and his gear, brought him to the field and took him home again but he wouldn't have been able to do it without the members who contributed the necessary funds to hire the vehicle and make it possible. I think we should all be quietly chuffed that such a small thing as donating a few dollars can make such a big difference in the life of someone we all love and respect. Thanks to all of you who did your part to make the day happen for Paul. – ed.

**AWA 1/2A TEXACO, OAKFORD.  
NOVEMBER 7 2010**

The state 1/2a Texaco event got under way at Oakford with a bumper entry of 10 modellers – including the welcome return of Paul Baartz from extended illness. Gary Dickens conducted the pre-flight brief and launched the first round in to a stiff southerly breeze.



*"Team KAMS" (Mechanic Glen Baldwin, Pilot Greg McLure) fine tune the Lil Diamond's radio setup..*

A few struggled in to the air early on and were rewarded with the usual series of lean runs as those sodding 049's tried everyone's patience. The wind also played havoc with the field as the lift blew in and out during much of the day. Glen Baldwin suffered an early setback when his Anderson Pylon was blown over on the ground by a passing gust which damaged the wing. He then struggled with engine problems that forced him to withdraw. Gary Dickens had his Anderson/Cox combo tuned to perfection and found himself in a monster thermal – which promptly whisked his plane out of sight. This made the fourth aircraft Gary has lost in the past 3 years and we were all upset on his behalf (Happy ending! Gary got the Anderson back a few days later when a farmer found it in his property not too far from our field!)



*Fred experiments by blocking up one nostril while Gary contemplates the loss of his Anderson Pylon.*

Ian Dixon had an unusually poor event this time round as the cox on his 50% Bomber kept failing on climb. The problem was eventually traced to a blockage in the fuel line but by then he had fallen behind the pace. Rob Rowson was an unfortunate casualty as he broke his Dallaire when it flipped on landing. Rod McDonald had to switch models when he broke his main ship during a test flight – however the little Strato Streak proved a worthy replacement as he went on to record 3 max's for the event and made the flyoff. Kevin Hooper – the reigning ½ a champ – proved he was still a force to be reckoned with but just missed out on the flyoff by 4 seconds! Still – he did enough to wrap up third place. Hans Van Leeuwen and his little Atomizer put in a good showing to take out fourth and your editor suffered his usual travails with 1/2a engines and structural failures of varying magnitudes.



*Kevin Hooper and the mighty Stardust Special – missed the flyoff by "that much"..*

Paul Baartz showed that his extended layoff hadn't dulled his flying skills. Ably assisted by Alan "Trottsky" Trott, his RC1 was climbing skyward within minutes of him being wheeled to the flightline. Paul managed 2 max's despite a couple of lean runs.

Greg McClure and his delightful Little Diamond proved to be the combination to beat. His engine was reliable and the aircraft light and strong – an essential combination in this event. He easily made the flyoff and recorded a definitive winning time to clinch the title. Well Done Greg!

**Results**

- 1.....Greg McClure.....Lil Diamond.....1080+311
- 2.....Rod McDonald....Strato Streak.....1080+162
- 3.....Kevin Hooper.....Stardust Special.. ....1076
- 4.....Hans van Leeuwen ..Atomiser.....900
- 5.....Paul Baartz.....RC1.....945
- 6.....Ian Dixon.....50%Bomber.....539
- 7.....Troy Latto.....Lil Diamond.....558
- 8.....Rob Rowson.....Dallaire.....442
- 9.....Gary Dickens.....Anderson Pylon.....360
- 10.....Glenn Baldwin...Anderson Pylon.....301



*"Little Mac" (Greg McLure) and "Big Mac" (Rod McDonald) pose for the camera after the flyoff..*

It was fantastic to get 10 flyers in this state event and while we all had problems of some sort during the day, 1/2a Texaco remains the most popular competition on the calendar. Thanks to all who participated and to Gary and Angela Dickens for running the show – much appreciated by all.

**Troy Latto**

**What do we do now Sooty?**

*Paddy Murphy went to the hospital as his wife was having a baby. Upon arriving, the Nurse says 'Congratulations, your wife has had quins - 5 big baby boys.' Paddy says, 'I'm not surprised, I have a Willie on me like a chimney.' The nurse replies, 'Well you'll need to get it cleaned because the babies are all black.'*

**AWA OPEN DURATION, WAMAC OAKFORD  
21 NOVEMBER 2010**

After a brief pause, the AWA Open Duration that was cancelled in September was finally flown on Sunday November 21 2010 at WAMAC field, Oakford. Nine stalwart flyers and a gaggle of assistants gathered to farewell the 2010 contest season with the vertical drag race that is Open Duration!



*Rob Rowson and his "Lazarus Bomber" at Open Duration*

The weather gods smiled upon us with a wind free day but tempered their benevolence by making it very humid and overcast. The extra humidity required some subtle alteration to mixtures to get the best out of the engines and liberal applications of fly repellent to repulse the insect population!



*Alan rests on his Laurels while Doug wonders what that splintering noise was off camera.*

Rob Rowson's day began disastrously when he snapped his fuselage on take off during a test hop. This would have put a lesser man out of the comp, but not our Rob! With some spare balsa, a drop of zap, some packing tape and a lot of nous he was back in business better than ever – eventually nabbing third place! Troy Latto's earlier test flights were not promising as the OS52FS on his 85% Bomber snorted and backfired before quitting on climb out. The problem was eventually traced to gunk in the spray bar which was promptly flushed out before he put in a solid flight. Hans Van Leeuwin suffered radio problems (of the 36mhz variety) and was fortunate to recover his Bomber from a series of wild gyrations before withdrawing from the event with a suspect receiver. Eventually, with all testing done, CD Gary Dickens waved the chequered flag and nine angry engines tore their mounts skywards in 32 seconds of raw power!

Thermals proved difficult to ferret out in the moist conditions. The phenomenon known as "thick air" was prevalent – no strong lift but just enough buoyancy to make it possible to fly the full seven minute slot. Most max's were in the "just scraped in" category. To further complicate matters, a rain shower plodded through and ate up valuable time as competitors struggled to make 3 maximum flights within the 90 minute time frame.



*"Kerswap" on the flightline – just couldn't find the lift for its master..*

Ian Dixon max'd early but 3 further short flights put him out of the running. His Magnum 61 powered "Kerswap" was on song but the lift deserted him. Paul Baartz managed to drive himself to the field for the event and his 85% Bomber was sounding strong but he could only manage 2 flights before he had to leave. Paul looked very much at home on the flightline and I'm sure that he will be able to stay the distance as his health improves. Rusty club icon Alan "Trottsky" Trott was in the running for the flyoff but was hampered when his right wingtip came unzipped at the top of the climb in round 3 and his 85% Bomber spiralled to the deck. Ray Sherburn's day came to a crashing halt when his Playboy Senior decided it liked the tree on the downwind leg of the circuit better than the runway and broke its fuselage on exit.



*Gary Dickens gets ready to insert the trophy in an awkward part of the winner's anatomy as Ian Dixon and Rod McDonald contemplate the subsequent "accolade-ectomy"..*

After all flights were logged it came down to a two way flyoff for the championship. Rod "Big Mac" McDonald and Troy "Zeek" Latto launched in to oppressive, tropical conditions and shadowed each other before Troy snagged a wispy thermal and milked it for all it was worth. Rod drifted with the light breeze but couldn't find anything that would match it with Troy's "Ghost Bomber" and the latter eventually landed a full three minutes in front of Rod to be proclaimed AWA Open Duration Champion for 2010.

**Results:**

- 1.....Troy Latto.....(85% Bomber) ..... 1260+422
- 2.....Rod McDonald.....(Kerswap)..... 1260+284
- 3.....Rob Rowson .....(85% Bomber)..... 1247
- 4.....Alan Trott.....(85% Bomber)..... 1238
- 5.....Ian Dixon..... (Kerswap)..... 1236
- 6.....Les Isitt..... (85% Bomber)..... 1028
- 7.....Paul Baartz.....(85% Bomber). ... 979
- 8.....Kevin Hooper. ....(70%Bomber)..... 945
- 9.....Ray Sherburn.....(Playboy Senior)...831

As always, thanks to all who participated and to Gary and Angela Dickens for running the event.

**Troy Latto**

**SON OF SAM – BITS-O- HISTORY OF SAM 270**

*In his capacity as acting club secretary, Ian Dixon has been delving in to the bowels of the club and come up with a few peanuts gleaned from the minute's book. He has coupled this with some antique photos of the early years of SAM270 to give all us old Geezers a trip down memory lane. So sit back in your easy chair, slip on the woolly socks, grab a cup of tea and let your mind wander back in time...*



*Son of SAM – Dicko strikes a casual pose with his "Gas Champ" at the Northam Vintage Fun Fly, 1983.*



*John Voak takes a moment to grin for the camera – "pilot and aircraft wore matching navy outfits with light blue trim.."*



*A comparatively youthful Dick Gibbs attends his Buzzard Bombshell – note the early Futaba 4 channel Tx and the 70's shirt!*

**GREYHOUND:**

A very short skirt, only an inch from the hare.



*Dave Hipperson and his "Quaker Flash" – wooden props were de rigeur in those days – as well as Trexler wheels!!*



*Another Buzzard Bombshell – this one with an OS40FS up front swinging a nylon prop.*



*Two from the Dixon Hangar – Ian's Gas Champ in the foreground, Roy Dixon's Weathers Westerner at the back.*

**Extracts from WAMAC minutes 8<sup>th</sup> October 1982**

Present at the meeting was R Hoogenkamp, P Baartz, T Merrifield, R Gibbs, G Hancocks, P Hart.

In general business it was discussed that an R/C Vintage event to be run in April 1983 in conjunction with vintage F/F.

**As advertised in Windsock 1983**

**WAMAC Vintage fun fly April 24<sup>th</sup>, 1983 Northam.**

- Events: Concourse D 'Elegance  
Free Flight  
Radio Assist
- Simple Rules: Model to have been designed prior to December 1952. Scaling up or down permitted.
- Concourse D 'Elegance: Judging first, Model to demonstrate flying ability by being flown four at least 30 seconds in either F/F or Radio assist. (Concourse to be judged on workmanship and finish)
- Free Flight: Duration flight to 2 minute touchdown time. All types of F/F models – e.g. glider, power and rubber. Modern motors permitted. No limit on engine runs. D/Ts permitted. (no fuse D/Ts)
- Radio Assist: Maximum engine run, Diesel and glo motors 20 seconds  
Petrol motors 30 seconds
- Model to R.O.G.: Best duration for single flight ( 20 minutes maximum only )  
No limit to number of flights per competitor, limiting factor will be number of time keepers available. Fly one, time one.
- Trophies: Trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places in each section.
- Entry fee: \$1.00 per model – no limit to number of entries per person.
- Spectator participation: Duration time guessing on certain nominated flights.
- Further details: R. Gibbs  
T. Merrifield

**WAMAC General Business 14<sup>th</sup> April 1983**

Mentions that the final arrangements were made for the Northam Vintage fun fly for the 24<sup>th</sup> April 1983. 5 club badges to be donated to R. Gibbs to be included on trophies.

**WAMAC general meeting May 1983:**

Report on Vintage fun fly held on April 24<sup>th</sup> 1983

Concourse D 'Elegance: 1<sup>st</sup> place R. Gibbs  
Bombshell  
2<sup>nd</sup> place P. Baartz  
Walden Sky rocket  
3<sup>rd</sup> place I. Dixon  
Gas Champ

F/F Section: 1<sup>st</sup> place F. Adler  
2<sup>nd</sup> place P. Baartz  
3<sup>rd</sup> place J. Stivey

Radio Assist: 1<sup>st</sup> place I. Dixon  
129 seconds  
2<sup>nd</sup> place R. Gibbs  
108 seconds  
3<sup>rd</sup> Place R. Dixon  
76 seconds

Duration guessing: 26 entries, winner R. Gibbs

**Trophies donated by:**

Shell oil co (Fuel); D Hipperson (3 Vintage plans); R. Gibbs (1. 2. 3. Trophies each class) Pines Moto Lodge, Cottesloe.

From memory it was a fine sunny day with light winds, good entry numbers and a lot of fun. The trophies donated by R. Gibbs were made from sections of the main spar from a D.H. Tiger moth. The vintage plans donated by David Hipperson were Ben Buckle plans; David was the Ben Buckle agent in Australia.

Dicko



*Dick Gibbs tweaks the needle at the inaugural Vintage FunFly in Northam, 1983,*



*Roy and Ian Dixon Prepare as Theo Merrifield, Fred Adler and a bearded Paul Baartz look on.*

## THE DECONSTRUCTION PAGE..

### Subject: Lanzo Swayback

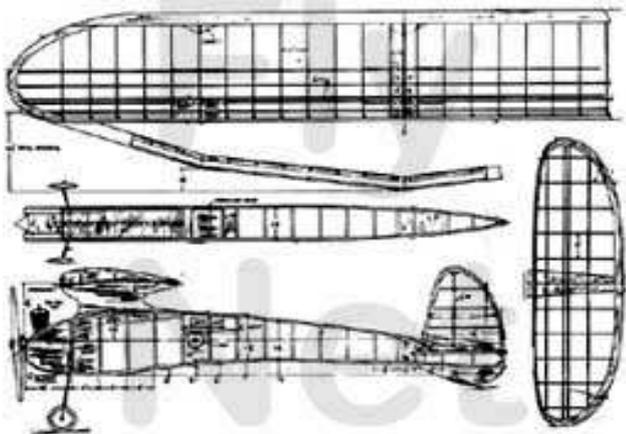
This month we are featuring a project from the Latto Grotto..

The aircraft is the Lanzo "Swayback" designed (as the name implies) by Chester Lanzo in 1947 as a 60 inch gas model. Its distinctive curved fuselage harks back to early aviation theory that an aerofoil fuselage will provide more lift – I don't know if this is true but hope it is!

This particular aircraft is being built from a Bob Holman plan, will pack an OSMAXH40 up front and will compete in the Nostalgia event as well as acting as a radio testbed-cum-sports model. Covering will be "Hong-Kong Cote" and the radio 2.4Ghz. Sadly, since it was designed and kitted after 1939, it doesn't qualify for other events such as A38, Texaco, Standard Duration or Open Duration.

So: I am building an aircraft that has a tricky fuselage build, only qualifies for an event that we don't fly in WA (yet) and not even the designer liked much. The obvious question: Why? The Answer: I fell in love! I fell in love with its beautiful curves when I saw David Beake and "Condo" Smith's examples fly at the SAM champs and that was it. No logic, no reason other than I liked it and I wanted one.

So I present to you the Lanzo "Swayback" in all its partially completed glory. Projected first flight mid January if it doesn't get too hot in the shed and I don't get too monstered at Xmas parties over the coming weeks.



### Original Specifications:

Model Name	Swayback
Approv. Country	USA
Sam Type	Nostalgia
Date yy/mm	47/05
Designer	Lanzo_Chet
Publisher	Air Trails
ProjSpan inch	58.00
DevSpan inch	58.00
Chord inch	8.75
Fuselage type	Pylon

Source: [www.boundy39.net](http://www.boundy39.net)

### Latto's "Hunchback" Specifications..

ProjSpan inch	80.00
DevSpan inch	80.00
Chord inch	13.00
Power	OS40H



Under construction. Those longerons were a bugger to bend so I had to laminate them.



TE, LE, Spars and ribs ready to roll on the right wing panel...



Assembled and ready to cover..



## OFFICE WALLAHS..

**President:** Gary Dickens:

**Email:** mills1.3@hotmail.com

**Secretary/Treasurer:** Paul Baartz

**Email:** paulbaartz@hotmail.com

**Assistant to the Secretary:** Ian Dixon

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**Geezer Editor:** Troy Latto

**Email:** latto@iprimus.com.au

**Contest Co-ordinator:** Gary Dickens

### CLUB MEETINGS

Until Paul is feeling better, meetings will be held on the second Friday of every month at Dicko's place: **23 Milne St, Bicton**. Meetings kickoff at 8pm sharp, The waffle kicks off about 10 mins later. Bring yourself and a sense of humour. Tea and coffee will be provided. Stronger Beveridge's are at your own expense and will be gratefully consumed when you're not looking.

### CLUB PLANZ LIBRARY

The club has a growing library of old timer and nostalgia plans for your delectation. The catalogue is available from Ian Dixon. The simple rule of the plans library is: If you borrow it, copy it and bring back the original! If you have a plan that you would like to donate to the library, see Ian and he will snatch it from your trembling hand!

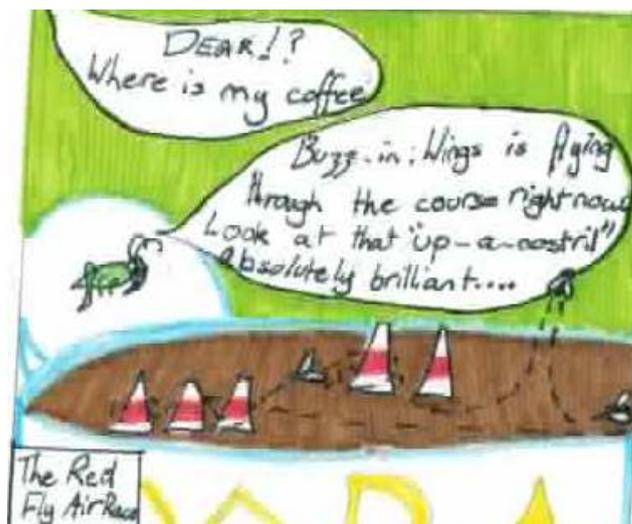
### CONTEST CALENDAR 2012

## Under Construction.

#### **Who's the boss?**

A Delta airways 727 landed at Chicago O'Hare on a busy holiday weekend. A very harassed female ground handling operator contacted the flight crew on rollout with their taxi instructions. "Delta 417, take taxiway four and hold at the holding point for instructions, break, United 775, turn on to taxiway 2 and hold for takeoff clearance, contact departures 120.9, break, TWA 866 follow United 775 and hold for Delta 417." While this was going on, Delta 417 missed the hold instructions and turned down the taxiway, eventually coming nose to nose with TWA 866. The ground controller immediately became unglued and started ranting at the two aircraft on the open frequency "DELTA 417 STOP IMMEDIATELY!! TWA 866 YOU WERE INSTRUCTED TO HOLD BEHIND UNITED 775!! MY GOD CAN'T YOU MORONS FOLLOW SIMPLE INSTRUCTIONS???" YOU HAVE JAMMED THE ENTIRE TAXIWAY AND IT WILL TAKE HOURS TO SORT THIS MESS OUT AND ITS ME THAT WILL HAVE TO DO IT!! FROM THIS POINT ON YOU WILL DO WHAT I SAY, WHEN I SAY AND YOU WILL NOT MOVE OR SPEAK UNTIL I TELL YOU TO!!! IS THAT CLEAR???" There was dead silence before a plaintive voice said "Wasn't I married to you once?"

### AIRSIDE – By Georgia..



### RANDOM PICTURE PAGE..



*Burford Boys! – Richard Sutherland (Ambition PB), Ian Dixon (Swiss Miss BB) and Troy Latto (Zoot Suit PB) were 1,2 and 3 at the AWA Burford event in August 2010. (Fred Towers Pic)*



*I wish I was in Dixie, today, Hooray!! Dixielander's at Meckering (Towers Pic)*

#### **SALMON DAY:**

The experience of spending an entire day swimming upstream only to get screwed and die.