



# THE GEEZER



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

May 2016



Another thin tome this month – not much going on to excite the senses. It seems as if we are going through a bit of a 'dry' patch. We have a lot of our regular competitors away travelling or pursuing other interests for a period and this is making it hard to find enough players for our events. The scheduled Duration and 2CC comps on May 22 didn't run because there weren't enough entries so hopefully 1/2A electric Texaco will get a few folks out of the woodwork on June 12.

I still need some content for the magazine so if you have something you would like to share please send it to:

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

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

## WAMAC AGM!!

Our 2016 Annual General Meeting will be held Friday, June 10, at 20 Granville Way, Willeton Starting at 8:00pm

Agenda will be:

Election of office bearers for 2016/2017  
Setting of club fees for 2016/2017  
Business arising from previous AGM

The regular monthly club meeting will be held immediately after the AGM. Please come along and bring your checkbook and a sense of humour.

Proposed fee structure for 2016/2017:

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

## Indoor Flying!

From 8:00pm – 10:00pm Every Second Thursday at:

Bluegum Recreation Center on Moolyeen Rd, Booragoon.

Free entry for spectators. \$5.00 if you want to fly. Lots of laughs and a great way to blow off some steam after a days work!

## A Challenge from the legendary Hank Nystrom of 'Texas Timers' fame!



I need to get you guys into E-36 electric. It is sweeping the world. Lots flying it in your neighbouring country - Japan. It can breathe new life into your club by getting new blood in. Many of my E-36 kit customers have never flown FF. The electric is so much more attractive than all that noise and oil. Stick a few batteries in your pocket and go out to the middle of the field and fly away. No lugging of starters, big 12V batteries, fuel, rags, fuel pumps. And come back to your car with clean clothes.



I can provide a full Plug N' Fly kit that is totally ready to put in your plane. You supply the plane and I do the rest. All connectors soldered so you do not even need to own an iron. I tell my customers to dump all the parts on the dining room table, plug it together (no prop on the motor, of course) and you can run it all, DT and the works. Yes, I can even do the charger, but due to weight, you should buy locally. I can provide the cable to plug into your charger. We have some great electric kits here. I can even work deals with the kit suppliers to put all my stuff in their box to save on total shipping. My stuff does not add much weight if no charger is included. Really, I have it all.

OK., you Geezers, get with it!

Hank Nystrom  
<http://www.texastimers.com/>

## JUST A MINUTE!

**WAMAC. Minutes of general meeting held on:**13<sup>th</sup> May 2016

**Held at:** 20 Granville Way, Willetton 6155

**Meeting started at:** 8.00pm, with vice president Troy Latto in the chair

**Members present:** T,Latto, P.Baartz, B.Slyns-Daniels, K.Hooper, G.McLure, and R.McDonald

**Apologies:** I.Dixon, A.Bentley, M.Butcher, R.Bovell, R.Rowson

**Visitors:** nil

**Correspondence inwards:** Several newsletters

**Correspondence outwards:** Geezer and several newsletters to mailing list

**Treasurer's report:** Balance at bank: \$16,980.34, 18 members and 8 associates.

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

**Business arising:** nil

**General Business:** Next meeting (June) is AGM, feeling was that the current fee structure is satisfactory.

**Competition results:** nil

Next Comp is OT Duration on 22<sup>nd</sup> May.

**Meeting Closed at:** 8.15pm

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

<b>SAM number</b>	<b>Name</b>	<b>Club Points</b>
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 running all club events. 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.*

## Dicko's Story - Part 3



*Tune up before test flight. Greg Kowalsky in top right corner.*



*De Brief after maiden flight. John Kawalski, Myself, Frank Jensen, Greg Watson, Ross Cant and Mark Jensen far right.*

The old timer movement was gaining momentum in Australia and this appealed me, David Hipperson, a local modeller had a keen interest in the old timer movement and became the distributor for Ben Buckle plans from the UK, Dad and I went to his home and looked and talked and looked again at what was available and decided on a gas champ and a westerner plan, dad was going to build the westerner and I the gas champ. The models were built and covered in silk and looked fantastic the gas champ was powered by a OS 40 r/c and performed well, I can't remember what dad had in the westerner but it also performed well.

In 1980 WAMAC (formally Midland Guildford MAC) organised the first old timer event in Northam it was a great day and certainly was the catalyst for other modellers who became active in vintage modelling, although for some it was where they had started. Dick Gibbs had organised the day and provided trophies of which I came home with two and Dad with one. They were simple fun events with no pressure, one of the events was precision, with the pilot having to nominate the time he was going to spend in the air before he took off and without a stop watch had to land when he thought the time was up, maximum points to the person who was the closest to the nominated time was the winner.



*Dixon and Dixon at the inaugural old timer meet in Northam. Westerner and Gas Champ.*



*Gas Champ*

The MAAA nationals were held in Mandurah in 1980 and I entered the old timer duration event with my Gas Champ with the 40 in the front in extremely windy conditions, the event was really a survival event with many more sensible flyers choosing not to fly. Not noted for being sensible I chose to fly with a few others and was lucky to have survived to take out first place.

I continued to fly RC sports power RC glider and old timer aircraft but control line and free flight had little interest to me during the early eighties - guess I was influenced by the members at KAMS - not that I minded. We had a great time at KAMS for a few years until the inevitable happened, the land was sold and the new owner had no interest in model aircraft and KAMS had to move on. The club spent the next few years with dwindling membership and no permanent flying site. My own interest in modelling had also dwindled, I had come to realise that a shop, assistants wage was not going to get me too far in life, Ray and Frank had dissolved their partnership in RMS and it was just Frank and myself. It was simply time to move on and I left RMS to what I thought was greener pastures and not related to modelling. My time at RMS is very memorable; the friendship that had been extended to me by so many people from so many different walks of life was something that can't be put into words. During my 8 years there I had come to understand the difficulties of owning and running a small business, a basic understanding of radio systems and an awful lot about aero modelling from the diverse customers we had. I had also developed some life skills that would serve me well in life thanks to the Duffs, the Jensen's and the Datodi's who had mentored me through this part of my life.

By 1984 I had sold most of my modelling gear with the exception of my motors, I was studying during the

evenings, had purchased and was renovating a house and had married the olive skinned, blue eyed European girl Eva Csorba. A mortgage and the associated costs of establishing yourself in life didn't allow for aero modelling.

It was 2001 some 17 years later before the bug bit again, I had renovated a house and sold it, started a specialty glass business, had three sons, had done some overseas traveling and built a new family home. A bout of illness was the catalyst for building a model; I announced my intentions to the family and for my birthday received a new Futaba 6 Chanel radio set. I re-joined my old club KAMS and built a high wing trainer with my old OS40 FSR in the front. I fronted up at the new KAMS field that they had purchased and started to fly, it was like riding a bike I hadn't forgotten I just needed a little practice. My time at KAMS was enjoyable I flew most weekends - sports models, a large aerobatic model, some sports pylon and slow combat. I served on the committee for several years and was an enthusiastic member. I had re-kindled some old friendships from the earlier years and met some great new guys as well, being an enthusiastic builder the type of aircraft I was flying just wasn't doing it for me and I remembered how I had enjoyed the old timer models built previously, I did a web search and found the international SAM site and looked at its chapters, there was one in Perth and the contact was a name I recognised as one of our old RMS customers, Paul Baartz. I contacted Paul via the email address listed and within a couple of days he had contacted me and remembered me from the RMS days. I visited their field and the old timer group and haven't left. I hadn't realised initially that this group was one of the clubs I had been a member of previously WAMAC. The group of guys were friendly I was introduced to Allan Trot who was the man to beat at the time along with Paul Baartz, Ray Sherborn and his son Mark. These four would always be in the winner's circle when we had comps. The first model I flew with them was a scaled down So-long with a my old dc merlin .75 in the front it went well but it wasn't eligible for any of the events they ran, I later converted it to Cox power for 1/2A Texaco. I dragged out the plans for the gas champ I still had from the eighties and built it with an OS 35 in the front and flew it in standard duration and had a ball.



*The new Gas Champ*



It wasn't long before a scaled up Kerswap was built with an ASP 61 four stroke which has won me both club and state duration events. This was followed by an Anderson pylon that has also won a number of club and state events. Flying old timers also introduced me to club members who still flew free flight and it wasn't long before I was back there with a dixilander built for the models 50th year celebration and enjoyed releasing a model and watching it climb and fly unassisted, although these days the retrieval is done with the car and not by foot. During my renewed interest in the old timer movement I have rekindled friendships from my youth and made new friends whilst promoting vintage modelling, with the blessing of our members we have introduced new events and attracted new members. One of the high lights of my vintage modelling was the 57th Nationals 2004-5 held in Busselton WA, I entered all the vintage events as well as the f/f hurl glider and power scramble. I placed in both the f/f events but just didn't make the grade in the vintage events. The visiting east coast modellers had models that out performed mine but this only encouraged me to make mine better. By the time the 61<sup>st</sup> 2007-8 nationals where back in Perth I had a whole new squadron and placed in duration and won 1/2a Texaco, it was simply the best. During these nationals we became friends with likeminded vintage modellers from NSW and decided that in due course we would make the journey to their champs and try to relieve them of some of their trophies.

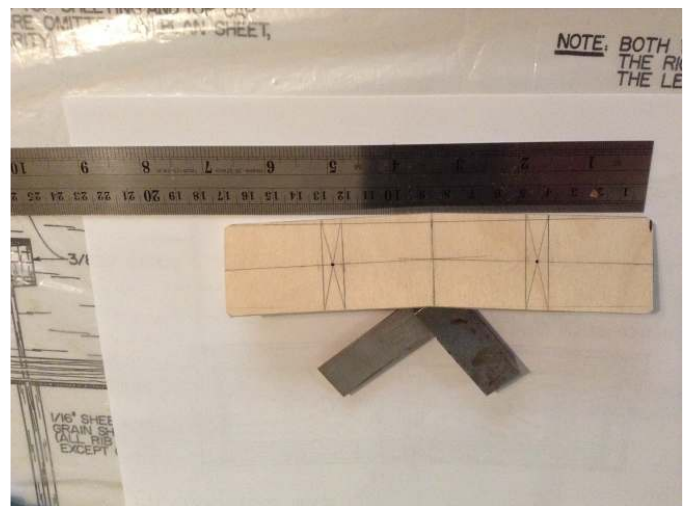
To Be Continued..

### Super Sportster Build

By Brett Slyn-Daniels

Well hello! As promised, here are some photos of my super sportster being scratch built at the Wembley balsa dust factory. Now you all know how I have lost so much weight :- ) i.e I have been on the balsa / birch/ plywood / spruce dust, diet!

Yes that is a meter long ruler in the tail plane photos



**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	Mitchells Farm 9.00 am
	Championships	
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	Meckering 9.00 am
	Combined Open / Free Flight Cup	
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	Meckering 9.00 am
	Championships (TT)	
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 <sup>th</sup>	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**



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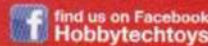
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