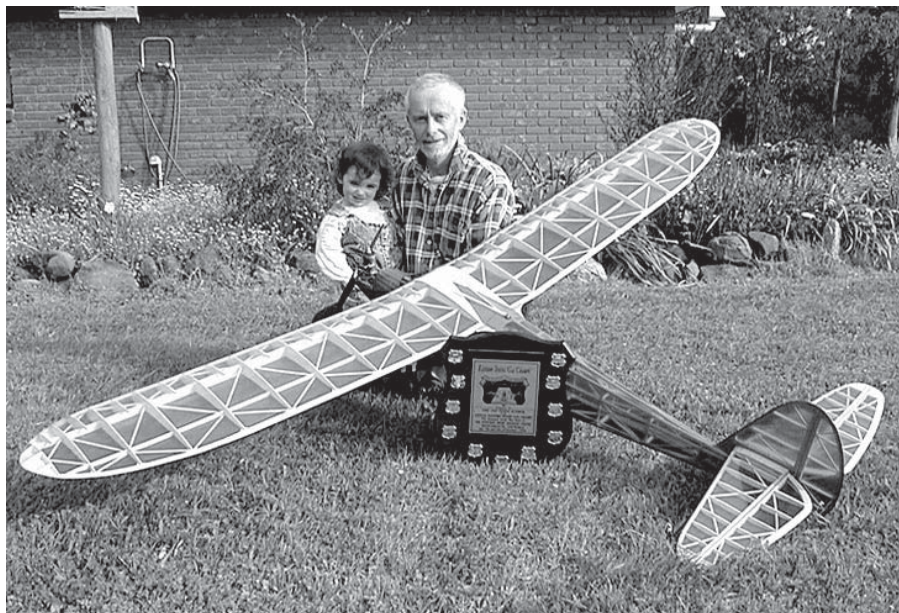


The Thermaleer

"Remember, you are never too old to have a second childhood, or never too young to enjoy the first one".

SAM 600 of Australia, Victorian R/C Old Timers Association Inc.



Trevor Boundy takes out the hat trick (1997,1998,1999) for the

Top Gun Award

at the Eastern States Gas Champs, Wangaratta, 1999. Photographed here with the shield and his 2 year old Grand Daughter, Rebecca Sanders.

The other model is Elbert J Weathers "Westerner".

**AUCTION NITE
BRING YOUR GOODIES**

*Is on at the next meeting
so bring motors, plans etc.*

SAM 600 Website <<http://www.sympac.com.au/jtboundy>>
 Download this newsletter <<http://www.ozonline.com.au/~sam600nl>>

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The Editor,

Peter Bennett with Jack Summers, his grandson, aged 2, and the remains of a RC1 after a vertical from over 1,000 feet. Powered by an OK Super 60.

Sunday afternoons and Thursdays, Thursday Old Farts Fun Fly (TOFFF's day) there is casual flying at the SWAMPS club on a private property at Lang Lang, (conditions permitting) by courtesy of David Chigwidden. Members are welcome, especially those new to flying are welcomed to the SWAMPS field. Model and pilot training sessions are conducted by Peter Donovan and others. Location and local field rules can be obtained from Fred Chigwidden, you can reach him at 03 5997 5675.

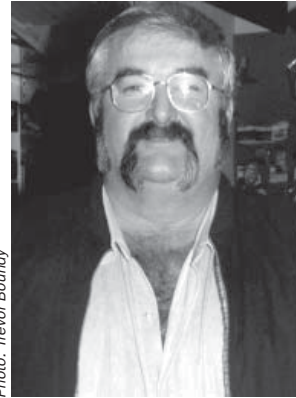


Photo: Trevor Boundy

President's Report

Hi folks, Once again SAM 1788 put on a good Eastern States Gas Champs at Wang, unfortunately the weather on Sunday was wet. The results are in this issue. Don't forget the November meeting is an Auction Nite. Also, we need to form a Committee for Swan Hill next Easter as I have had inquiries from South Australia regarding this competition.

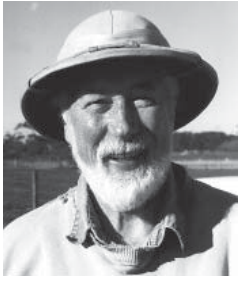
See you, Regards, Chris Lawson



Next Meeting

Meeting # 64 "The Auction Night" will be held on Thursday, 25th November 1999, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12) off East Boundary Road (which is opposite the Moorabbin Memorial Swimming Pool). Saturn Hobbies will be open prior to 7:30pm.

- Meeting # 65, Thursday 27th January 2000
- Meeting # 66, Thursday 23rd March 2000
- Meeting # 67, Thursday 25th May 2000
- Meeting # 68, Thursday 27th July 2000



**Letters to the Editor:
The problems of even
numbered frequencies
as raised by interested
parties. What do we
actually do ?**

Letter from Ray Woodhouse raised at the SAM 600 meeting Thursday 23rd September 1999.

Could you please put to the meeting the following issue which I personally would like some guidance or SAM 600's leadership in this issue.

- I bought a new receiver about 8 weeks ago and was advised by the retailer that we have to move across to even frequencies as soon as possible.
 - Taking this on good faith, in the interim I have changed all my frequencies over to "evens".
 - It was only when I actually spoke with you recently that I realised that this was possibly to be an issue, since there seems to be a difference of opinion as to whether the advice I actually received was correct.
 - Model Engines are selling odds and evens and their advice is to ask your club for their direction and foresight.
 - Model Flight says that we have to move across to evens as soon as possible.
 - Other retailers say that it is a total stuff up.
 - Adrian Lawrie (as of today) says that aircraft can use any of the 36 meg frequencies. There are no such thing as exclusive aircraft frequencies. The original decision by MAAA to have evens as exclusive aircraft frequencies was rescinded. If we have a clash with the marine people, there is a gentleman's agreement that aircraft will yield on that frequency.
 - Adrian Lawrie says that Model Engines is correct in their approach of saying that all frequencies are legitimate. Model Flight's approach was correct until the MAAA motion was rescinded.
 - Adrian also said that all frequencies are OK.
- It would be appropriate for SAM 600 to discuss this issue since I will be turning up to the ESGC with on 36.260 for all events except Half A.

Regards, Ray Woodhouse

Letter from Basil Healy, SAM 1788 regarding problems with even numbered frequencies.

Further to our conversation re even numbered frequencies, I think that the best way to illustrate the problem is with the attached diagram.

We have been of possible interference between R/C systems 450Khz apart since the introduction of the 36Mhz band in the early 1980's. Accordingly we used to group channels 605, 607 and 609 with channels 651, 653 and 655 respectively. Using this system we were almost totally immune to interference problems.

A similar situation, but for different reasons, does exist on the 29Mhz band with channels 10 and 34. Luckily, both of these receive little use and those that do use them are well aware of the problem. Under the odd numbering system we were quite aware of the problems and could work around them.

Then the MAAA opened up the even numbered channels PLUS adding channels 601, 603, 657, and 659 to the odd numbers. As well as that they then tell us to superimpose all channels all channels 450Khz apart on the same slots in the keyboard. The result is utter chaos because the one 2" key can now block out FIVE other channels.

This was exactly the situation we had at the New England Gas Champs at Tamworth where one even numbered key blocked out four odd numbered keys. The illustration shows the 652 key would block out 605, 607, 651 and 653, any two of which could have operated together had not the 652 been in place.

I have discussed this situation with Dave Brown on at least two occasions because he is experiencing the same problem in Mammoth Scale, Pylon Racing. Apparently there are quite a few radio sets on the even numbered frequencies in their fraternity and it produces problems scheduling heats.

I should imagine the same problem exists in Glider events although most of the large glider comps do their heat scheduling on a lap top computer which could be programmed to avoid the problems.

Yours, Basil Healy,
September 24, 1999

Old Timer Contest Calendar - 1999-2000

<i>Nov 20-21</i>	<i>Old Timer Fly In</i>	<i>Haddon</i>
<i>Jan 22-23</i>	<i>Roy Robertson Memorial Trophy</i>	<i>P&DARCS</i>
<i>Feb 5-6</i>	<i>Geelong Old Timer Fly In</i>	<i>GMAA</i>
<i>Apr 21-24</i>	<i>SAM 600 Swan Hill Easter Fly In</i>	<i>SHMAC</i>
<i>Apr 26-May 4</i>	<i>Aust. National Champs</i>	<i>NOWRA</i>

“The Gordon Burford”

Oldtimer Event. (Nats unofficial event).

1. This event is a Limited Engine Run (LER) event for Antique, Old Timer and Nostalgia model designs.

2. Engines:

Model flying in this event must be powered with a nominally 2.5cc diesel (Ed: must be 2.5cc) engine manufactured by Gordon Burford (GB) and which falls within one of the following classifications;

2.1 PB: Any GB, Sabre or Taipan engine having a plain bearing crankshaft and including the more recent GB 250 replica.

2.2 BB: Any Taipan engine having a ball-race crankshaft, but excluding any schneurle ported and/or limited production specials.

2.3 Engine mufflers not required.

3. Engine run times are as follows:

PB engines - 45 secs.

BB engines - 35 secs.

4. Commercial propellers of eight (8) inches in diameter or larger must be used.

5. General Model Specifications:

5.1 Scaling of model designs is allowed.

5.2 Wing area rule of 225 sq. in./ cu.in. will apply. Thus minimum wing area is 338 sq.in.

5.3 Existing Old Timer rule requirements relating to construction, control types, engine shut-offs etc., to apply.

6. Flying Contest

6.1 Four rounds with best three flights to count.

6.2 Two attempts allowed for each round. Last attempt is the scored flight.

6.3 An attempt must be called prior to the completion of the allocated engine run.

6.4 Should an engine run occur on the second flight attempt in any round the score for that round is reduced by ten (10) points for every second of engine over-run.

6.5 Rise off ground or hand launching permissible.

6.6 Maximum flight time is five (5) minutes.

6.7 Two minutes to land at end of flight.

6.8 Landings must be made in the defined landing area as set out by the Contest Director.

Timing of flight commences immediately upon release of the model.

7. Scoring:

7.1 One point per second of flight time to maximum of five (5) minutes.

7.2 One point per second of flight time deducted from score for every second of flight time which exceeds seven (7) minutes [Flight maximum of five (5) minutes plus two (2) minutes to land].

7.3 Landing outside the defined landing area is a zero score.

7.4 Should a fly-off be necessary the following conditions apply:

7.4.1 Fly-off will consist of normal engine run plus the longest flight time.

**1999 Bendigo Old Timer FlyIn.
'38 Antique / Nostalgia & Duration events
finished by Postal Competition as follows -**

<u>event</u>	<u>name</u>	<u>model</u>	<u>motor</u>	<u>seconds</u>	<u>chan</u>	<u>rank</u>
38 Antique /Nost	Ray Woodhouse	Spacer	K&B 40 2s	2425	0	1
38 Antique/Nost	Peter Bennett	RC 1	OK 60 2s spk	1800	0	2
38 Antique/Nost	Trevor Boundy	Phoenix	OS 15 2s	1159	653	3
Duration	Peter Bennett	Playboy	Nelson 40 2s	2666	0	1
Duration	Kevin Fryer	Cumulus	OS 46 2s	2629	0	2
Duration	Norm Campbell	Playboy	YS 53 4s	2180	0	3
Duration	Trevor Boundy	Albatross	Saito 65 4s	1672	653	4
Duration	Geoff Lawson	Playboy 115%	Saito 65 4s	1670	0	5
Duration	Ray Woodhouse	Anderson Pylon	OS 40 2s	1551	0	6
Duration	Chris Lawson	New Ruler	Webra 60 4s	1147	0	7

7.4.2 One attempt only in the fly-off.

7.4.3 Fly-off is scored at one (1) point per second of flight time.

7.4.4 An engine over-run is a zero score.

7.4.5 Model must land in the defined landing area. Landing outside the defined area is a zero score.

them fit inside a suitcase (30" x 24" x 12"). I can throw the case in the trunk of a car and be airborne within 5 minutes. The range of the video system is about 3/4 mile, so I rarely fly more than 1/2 mile from the launch point.

In September I flew the Bat during a U. S. Marines exercise, and was able to spot a mobile SCUD missile launcher and mobile rocket launchers along a highway. Pictures of the Bat can be seen at:

< <http://www.sirius.com/~mlbco/Case.JPG> >

< <http://www.sirius.com/~mlbco/LOE4Bat2.JPG> >

< <http://www.sirius.com/~mlbco/Scud1.JPG> >

< <http://www.sirius.com/~mlbco/Rocket.JPG> >

The last 2 pictures show the missile launchers seen during the Marines exercise.

Extract from SMALLnet #261

SMALLnet's Web Site address is:

< <http://www.eskimo.com/~smallnet> >.

Steve Morris < mlbco@sirius.com > submitted an intriguing report: Here is some news about three different small projects I've worked on recently.

The first is my 24" flying wing spy plane named the Bat, which was mentioned a few issues ago performing a demonstration for the University of Florida Wildlife department. The Bat weighs 20 ounces, is powered by a PAW .049 diesel, carries 2 video cameras (wide-angle and zoom), a video transmitter, and an autopilot. The autopilot is custom-built and will hold altitude to within 10 feet of a set point and it also provides wing leveling feedback. There are 2 piezo gyros and a solid-state pressure sensor used by the autopilot.

I use non-rechargeable Lithium batteries for powering all the electronics and I can get 5 hours of flight time before they're dead. Flight duration is about 1/2 hour using a 2-ounce fuel tank. The Bat is a swept flying wing design with removable tip rudders. Two Bats and all the equipment needed to fly

Webmaster/Registrar Report #64

At the time of writing this report 650 visitors have looked at our home page during the last 2 months and 62 newsletters will have been posted to 46 paid up members and 16 complementary copies for reciprocal newsletters and sponsors etc.

The following two links have been added to the home page:- <<http://www.funfly.co.uk/default.htm>> Funfly-Home Page . The library of model flying info on the web. <<http://www.compufoil.com/>> CompuFoil Airfoil Plotting and Support Site.

Food for thought; In Duration (for a start) how about 10oz per sq foot minimum wing loading, to reduce risk taking climbs near OOS's and minimum building practices. Would I have any support for this line of thinking? Regards J Trevor Boundy.

5TH EASTERN STATES GAS CHAMPIONSHIPS 2ND & 3RD OCTOBER, 1999

This year's event did not get off to a very good start when I was informed in mid July that we could not use the site at Airworld as we had done in previous years. However, some quick work by our Treasurer, David Foster, and his brother-in-law Clarry, who lives in Wangaratta, secured us a site on Targoora Park baseball fields with the blessing of the city council. With this information in hand the location of the new venue was quickly relayed to our SAM 600 counterparts.

The trip to Wangaratta was done in rain most of the way, clearing up at Holbrook. After booking in to the motel we paid a quick visit to the field to find Kevin, the caretaker and Clarry busily mowing the take-off area. Apparently there had been two weeks of almost continuous rain and it had been impossible to do any mowing until the Friday afternoon.

Saturday morning dawned clear and sunny with only an occasional light puff of breeze. These conditions prevailed for the whole day. By 8.30.am. we were at the field only to find that some of the SAM 600 boys were already assembling models and running motors up. Don Southwell and I immediately set up the administration centre in the baseball club room and started to collect entries and weigh Antique models. This took up more time than I would have liked, because we did not get started with the Gordon Burford Event and '38 Antique until about 10.00am. Within minutes we discovered that the field had a hazard, a magpie nesting in a tree beside the boundary, who objected to models gliding past his tree during the landing approach. His attacks were usually just swooping passes which did not effect the models until mid-way through the Duration event when he actually made very solid contact with one wing tip of Ian Avery's Eastern States Gas Champ causing it to drop to the ground and damaged the opposite tip on the fence.

With two events running concurrently there was a distinct shortage of timekeepers and helpers. It was at this time that my travelling companion, Bob Rowe, acquired a new nickname "Two Watch Bob". Whilst timing one model in flight he would quite often start a second watch on an adjacent model then hand the watch over to the mechanic to continue

timing. The Gordon Burford Event attracted only one entry from SAM 600 with the remainder being tried and proven models from SAM 1788. The only really new model was the winner, Harold Stevenson's Flying Pencil Junior. Keith Murray had the misfortune to misjudge a landing approach and his Blitzkreig got hung up in the magpie's tree. Of the eight models to fly in this event no two were the same design - something of a record!

'38 Antique attracted a similar variety of models, but this time we had three Red Zepthers. Surprisingly, there were only two diesel powered models in the event. Peter Bennett and I certainly had the noisiest motors on the field. I was all set to release my model on one flight when the model started to misfire. Adjustment of the needle valve and spark advance had no effect until my mechanic pointed to one of the cylinder head bolts slowly unwinding, embarrassment, I should have checked tightened it at home! Tightened up again the motor ran perfectly.

As soon as the Gordon Burford Event and '38 Antique were finished we called a short lunch break before starting Duration. Meanwhile, with a hot dog in one hand and pen in the other, I was busily totalling up score sheets and working out the placings.

Duration got off to the usual noisy start and in the buoyant air maxes were coming quick and fast. Paul Farthing took a slightly different approach to most people with a Playboy Cabin which met the 225 rule for the Dooling 29 power plant. With this combination he qualified for 35 seconds motor run. The model only weighs two pounds and the Dooling sure hauls it up quickly. The glide is very slow and flat and ideal combination in the conditions at the time. The "sleeper" of course was Ray Woodhouse's Anderson Pylon with O.S. 40 power. I had not seen this combination before and it sure was impressive. I would also be interested to see the internals of that huge muffler hanging on Kevin Fryer's O.S. 46 in his Cumulus. Chris Lawson had a nice New Ruler, but had to retire when the engine bearers shook loose before he got it off the ground. Eleven of the nineteen starters made the fly-off which started just after 5.00pm. in the cool, damp air so it was not surprising that the winning time was just under 12 minutes.

At 7.00pm. we all gathered again in the bistro of the Pincent Hotel for a social evening. Sunday morning dawned overcast with misty rain, but fortunately

little or no wind. By the time we got to the field the rain was getting heavier and after a couple of flights had been made in 1/2A Texaco we all adjourned to the verandah of the baseball club while it really poured for half-an-hour. Flying then continued and despite the heavy cloud cover nobody lost sight of their model at any time. Peter (Condo) Smith was probably the highest and his model was clearly visible at all times. By the time 1/2A Texaco was complete it was nearly lunch time so the C.D., Don Southwell, called the contestants together to make a decision on how the Texaco event was to be run.

After a short discussion it was agreed that due to the uncertain height of the cloud base we should limit models to half fuel allotment. It was also agreed that due to the lateness in the day, we limit the event to three rounds, but retain the 10 minute max. This certainly looked like a "no fly-off situation", which turned out to be the case. Most models were running for about two minutes on their fuel allotment. Kevin Fryer, with his diesel powered Cumulus had the longest motor run, but was not getting any higher than the four stroke powered models. Peter (Condo) Smith disqualified himself after he discovered that he had flown two rounds using the wrong fuel allotment, but still managed to max in the last round. Ray Woodhouse showed us all just how good his glide was using an Cumulus. I have seen this design fly on several occasions before and noted the

**TOP GUN AWARDS:
Eastern States Gas Champs
Wangaratta 1999**

Senior: Trevor Boundy Junior: Tom Taylor

**Past winners were -
1995 Geoff Potter, 1996 Peter White
1997 Trevor Boundy, 1998 Trevor Boundy**

excellent glide, but on those occasions the performance was marred by indifferent motor runs.

When the Texaco event was complete we adjourned to the baseball clubhouse for the presentation of trophies. Report written by Basil Healy

**EASTERN STATES GAS CHAMPS RESULTS
GORDON BURFORD EVENT:**

1.	Harold Stevenson	Flying Pencil Jnr.	900+657
2.	Don Southwell	Eliminator	900+371
3.	Peter J. Smith	Commando	887
4.	Chris Lawson	Powerhouse	842
5.	Basil healy	Banshee	841
6.	David Foster	Bomber 50%	840
7.	Ian Avery	Dallaire 50%	417
8.	Keith Murray	Blitzkreig	0



Pictured at the 1999 Eastern States Gas Champs - Don Southwell, Basil Healy and Harold Stevenson Photograph by Gerard Power, Yarrowonga.

EASTERN STATES GAS CHAMPS RESULTS - CONTINUED.

'38 ANTIQUE:

1.	Trevor Boundy	Westerner	Super Cyke 60	1800 + 775
2.	Ian Avery	Flying Quaker	Madewell 49	1800 + 0
3.	Peter Bennett	Flamingo	Atwood Super Champ	1593
4.	Basil Healy	Scram	Orwick 64	1584
5.	Chris Lawson	Comet Clipper	O & R 60	1472
6.	Harold Stevenson	Nimbus	Marden 60	1423
7.	Peter J. Smith	Standby	O & R 60	1315
8.	D. Foster/K. Murray	Air Chief	Amco 3.5	1082
9.	Kevin Fryer	Red Zephyr	McCoy 60	296
10.	Don Southwell	Red Zephyr	E.D. 3.46	268
=11	Paul Farthing	Red Zephyr	Atwood 60	0
=11	Dave Brown	Ehling Contest Winner	Madewell 49	0

DURATION:

1.	Ray Woodhouse	Anderson Pylon	O.S. 40	1680 + 718
2.	Trevor Boundy	Albatross	Saito 65	1680 + 690
3.	Kevin Fryer	Cumulus	O.S. 46	1680 + 681
4.	Peter J. Smith	Stardust Special	Y.S. 53	1680 + 670
5.	Don Southwell	Bomber	Y.S. 53	1680 + 658
6.	Peter Bennett	Playboy 105%	Nelson 40	1680 + 652
7.	Geoff Lawson	Playboy	Saito 65	1680 + 602
8.	Tom Taylor (Jnr)	Playboy	McCoy 60	1680 + 577
9.	Basil Healy	Sunduster	McCoy 60	1680 + 505
10.	Paul Farthing	Playboy Cabin	Dooling 29	1680 + 499
11.	David Foster	Bomber 85%	Enya 53	1680 + 487
12.	Barry Barton	Playboy 105%	Saito 65	1652
13.	Harold Stevenson	Sailplane	Rossi 40	1576
14.	Steve White	Hayseed	Enya 60	1293
15.	Dave Brown	Super Quaker	McCoy 60	1068
16	Ian Avery	E.S. Gas Champ	O.S. 32	1064*
=17.	Chris Lawson	New Ruler	Webra 60	0
=17	Keith Murray	Bomber	Enya 53	0
=17.	Fred Stebbing	E.S. Gas Champ	Thunder Tiger 36	0

* Retired after three rounds due to damage incurred by a magpie attack!

1/2A TEXACO:

1.	Peter J. Smith	Little Diamond	Cox 049	720 + 1269
2.	Trevor Boundy	Stardust Spl.	Cox 049	720 + 1255
3.	Geoff Lawson	Stardust Spl.	Cox 049	720 + 813
4.	Ray Woodhouse	Dallaire	Cox 049	720 + 729
5.	Chris Lawson	Playboy	Cox 049	720 + 728
6.	Ian Avery	Playboy Cabin	Cox 049	720 + 674
7.	David Foster	Mike	Cox 049	720 + 657
8.	Peter Bennett	Anderson Pylon	Cox 049	720 + 617
9.	Basil Healy	Schmaedig Stick	Cox 049	720 + 547
10.	Barry Barton	Stardust Spl.	Cox 049	720 + 532
11.	Harold Stevenson	Playboy Jnr.	Cox 049	720 + 0
12.	Fred Stebbing	Fox 107	Cox 049	720 + 0
13.	Kevin Fryer	Professor	Cox 049	717
14.	Keith Murray	Bomber	Cox 049	669
15.	Don Southwell	Little Diamond	Cox 049	0
16.	Peter Hosking	Dallaire 50%	Cox 049	0

TEXACO - 3 ROUNDS FLOWN ALL TO COUNT - 1/2 FUEL ALLOTMENT:

1.	Ray Woodhouse	Cumulus	O.S. 60 FS	1800
2.	Kevin Fryer	Cumulus	Irvine 40 Diesel	1733
3.	David Foster	Bomber	O.S. 60 FS	1589
4.	Paul Farthing	Bomber	O.S. 61 FS	1473
5.	Tom Taylor	Bomber	Enya 53 FS	1358
6.	Basil Healy	Lanzo Stick	Enya 60 FS	1290
7.	Peter Bennett	Bomber	O.S. 60 FS	1228
8.	Harold Stevenson	Experimental	Enya 60 FS	1175
9.	Trevor Boundy	Bomber	O.S. 60 FS	1062
10.	Keith Murray	Bomber	O.S. 40 FS	840
11.	Geoff Lawson	Bomber	O.S. 65 FS	635
=12.	Peter J. Smith	Bomber	O.S. 61 FS	0
=12	Dave Brown	Ehling Contest Winner	O.S. 60 FS	0
=12	Barry Barton	Record Breaker 90%	O.S. 40 FS	0
=12	Chris Lawson	Dallaire	O.S. 60 FS	0
=12	Peter Hosking	Record Breaker	Saito 65 FS	0
=12	Ian Avery	Dallaire 75%	O.S. 40 FS	0
=12	Don Southwell	Bomber 85%	Enya 41 FS	0

Tail Draggers and the Take Off.

(Further adventures of Rex Patkin)

I was learning to fly my old timer, my full size Lanzo Bomber. My instructor, called my "god father", mainly flew old timers. He was rather good at flying them and at various times he was also the club "champ".

Some of the club members had aerobatic flying aircraft and I also wanted to fly that type of plane. They had ailerons and they darted all over the sky. Sometimes I detected from some members the feeling that the aerobatics were the real flying machines. So club members said I needed an aileron trainer. I purchased an ARF aileron trainer. I have already informed you about my dilemma in selecting the form of undercarriage. I decided to adopt the tail dragger. Now I had to fly the air plane I had so proudly built or assembled.

Could I say I built the aircraft? Does one build an ARF? I wonder what my god father would say? He was never critical of me purchasing an ARF, maybe he understands how I would not have the time to build an air plane. Can you imagine how some of the club members would reply to that question, does one build an ARF?

As related in an earlier article my god father could not advise me as to the form of undercarriage to select. Now I had another problem, my god father confessed to me he would not take the plane off. He did not say he could not take it off. He said he had little experience with aileron aircraft. Now this was another shock to me. In my eyes he was the champ. I spent many hours with him. We had built up a personal relationship. The relationship was one of my having confidence in him.

Now he was abandoning me. He was only experienced with old timers. Now I can assure you he is very experienced. You should see his workshop. Mine is well away from the house, I have to work out in the garage. My god father's workshop is part of the house. It is a central room in the house.

He is also lucky he can use the rest of the house as his storage area for all his aircraft. Billy his dog must lie on his mat, one single area 3 x 2. No where else, for that is where my god father can store his aircraft.

So my god father introduced me to one of his friends at the club. He was an expert in flying aileron aerobatic aircraft. So now I had 2 godfathers. Maybe I could describe them as my "old" and "young" god fathers. Now this description is in no way meant to be a comparison of ages, looks or the demeanour of my 2 god fathers. No doubt my "old" god father's wife would be highly indignant if she learnt that I was calling the "champ" my "old" god father.

Now I was in the hands of a new instructor. He was confident. Not that the champ was not confident. You could describe the champ as quietly confident. Maybe that is what age does to you. Maybe that is why the champ flies old timers and my new god father flies aerobatic planes. I wonder if the club members agree with that conclusion ?

My new instructor emphasised warming up or testing the motor out on the strip. While out on the strip with the motor idling he would stand in a position where his legs were in front of the stabiliser. He had control, confidence plus! Then he would open up the throttle. The engine would roar. The picture was impressive. This well built man standing alone on the strip holding the transmitter. The aircraft's engine rising to a high pitched scream. My second god father was master of the situation. In the far background were the hills, in the near foreground were bails of hay. Yes quite an obstacle course when you contemplated landing. Of no concern to the experienced fliers. Of no concern to my new god father.

However they looked gigantic to me. I was thankful my ARF could not talk. Imagine how big those bales of hay looked to it as it came into land. What airport would tolerate such obstacles.

Then he would throttle back, all was quiet, and nearby the cattle and horses would be grazing. There was a problem, not to my god father, only to me. The dogs were running all about us. He would merely say, "Scram"! So I asked my instructor, "Why do you rev up the motor prior to starting? You have already started the motor in the pit area!" He replied, "That it was matter of testing the motor when it was warm to see if the needle setting was correct in the prevailing conditions."

To be continued...



Engine Ramblings, Mainly Diesels - by Don Howie.

Last issue I mentioned talking with Gordon Burford at the home of David Anderson. Gordon had with him the casting for his first diesel he made, a copy of the Sparey 5cc diesel, from the 1946/47

book "Model Diesels". He made three engines, one of which was stolen, and ended up in the USA and was recently returned to Gordon, and along with David Owen is making a repro of his first engines.

Recently saw a series 2, GeeBee 50 diesel in Leo O'Reilly's "Scram" model. The engine was designed in late 1949, sold well in South Australia until the Frog 500 was released mid 1950 in Australia. The first GeeBee diesel was much like the Drone diesel, but this model looked much different, perhaps like a Yulon 30 of 1949, with its square shape. Leo reports it goes very well in his "Scram" '38 Antique model.

Recently flying an AA 1.5cc diesel in my Strato Streak. The engine is made by the members of the engine class in Adelaide. Based on the Series 66 Taipan 1.5cc, it is set up to start easily and run smoothly. It runs much like the 1961 Taipan (that looks like a DC) that is fitted to my Hearn's Hobbies "Observer". The engines are not for sale, you must join the engine class run by Davis Burke and help construct one.

The 2.5 Burford diesels are in great demand at present for the GB event. The plain bearing versions seem easier to obtain, as they were lower priced and sold in greater numbers. Davis Burke has some of the original dies for these engines, and the engine builders are at present making the 64 model that has the head and cylinder held by 4 long screws (Oliver fashion). The screw together models tend to come loose if you run them too hard. Alan Coppock solves this problem with a screw through the crankcase, slightly into the cylinder. I tend to keep old engines as original as possible and avoid any external modifications. The replica engines are only for the engine class members and not for sale.

Other Taipan engine being used at present is the Tyro 1.9cc diesel that is suitable for the 2cc Duration

event. The crankshaft inlet can be modified to give better breathing and higher revs. This event is hardly ever run in South Australia, the Gordon Burford event I think will replace it in the future.

An interesting diesel being flown by the writer is the Bus 1.1 replica of Gustav Busek's 1947 to 1949 engine. Made in the Czech Republic, it is very well made and goes very well for a long stroke 1.1cc diesel. The engine has a very small rotary intake, with a needle setting no more than 3/4 turns open. Two long screws hold the cylinder together, these should be kept tight to avoid the cylinder rotating whilst running. The secret of the engines performance is the considerable amount of sub-piston induction. The "Quaker Flash" was under-powered with the Irvine .75cc; now re-engined with the Bus 1.1cc using a cut down 8x4 nylon prop, it goes like a rocket.



The other great engine from the Czech Republic is the MP Jet Classic 0.6cc diesel (shown above). The main criticism is the very small 3mm shaft thread. Stan Gurr made up a spinner nut for the engine, "Model Flight" have Taipan 7x4 clear nylon props available, that should avoid the shaft being broken. The metal tank should be clear plastic, I notice "Engines Unlimited" in the UK have some available for £1.50.

It is rather a pity that the English magazine "Aeromodeller" is no longer available through newsagents. Recently I caught up with some of the latest "Aeromodeller" issues. The other English magazine I enjoy is "Aviation Modeller International", I have now started sending contributions to this magazine as they cover a wide variety of model aviation interests.

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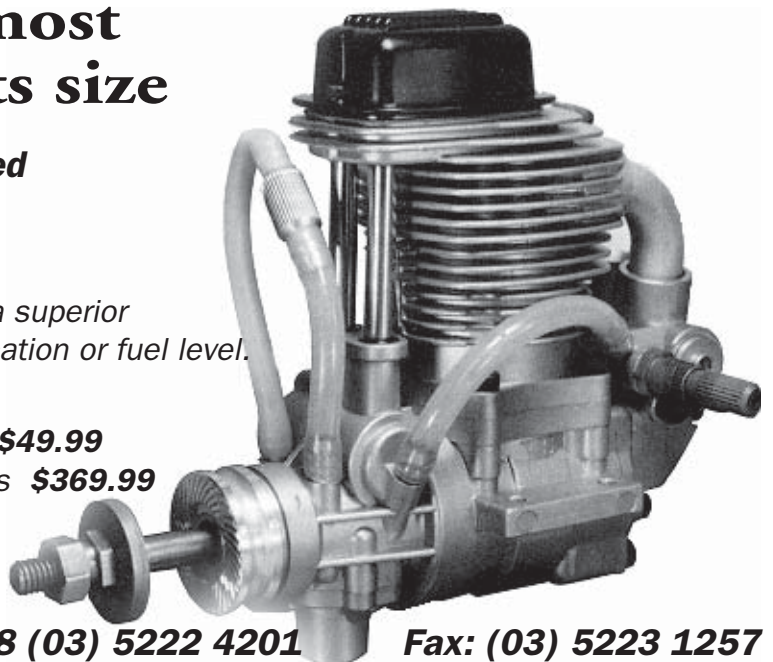
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