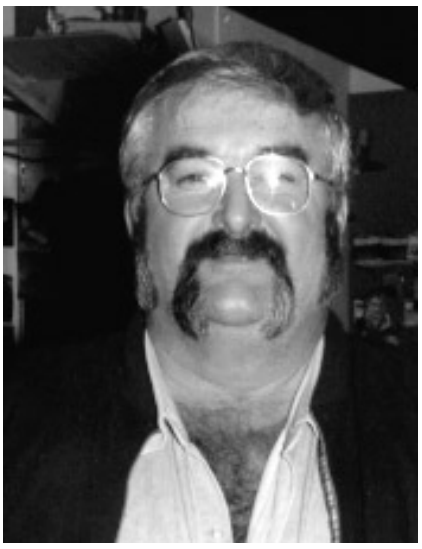
The Thermaleer

We start 2000 with some interesting models, at the top is **Peter Donovan** from the SWAMPS club and his 128" Texaco model by Michael J Roll. Lower left, from the ACT, is **Allan Laycock's** 1940 Baby Burd 45" by Lanzo, on the right is **Thomas Ryan's** (our member from Columbus, Ohio) 67" A Texaco RC-1 by Chet Lanzo.

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

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



President's Report

Hi folks, hope you all had a Merry Xmas and a Happy New Year. Nothing much to report at this time of year.

I received a notice from the GMAA Club about new noise levels. All aircraft must be 98db or less, so I took a few planes to be measured. The table below shows the results with the Reading being the highest of four (4) tests.

The results are as follows -

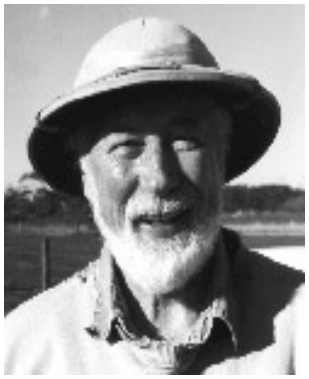
Event	Motor	Prop	RPM	Reading
1/2 A	049	7x4 Tornado	9,900	88db
2cc	CZ11	7x3 Bolly	26,000	96db
Nost.	Veco 19	8x4 APC	16,000	94db
Duration	Webra60	12.5x5.5 Bolly	12,000	98db

98db is not too bad , most Old Timer aircraft would be 98db or less (apart from McCoys and Antique spark). Hope to see a large attendance at the Roy Rob, Jan 22-23. Please come. **The Club extends a very warm welcome to new members - Steve Mee & Paul Neville.**

Regards, Chris Lawson

Next Meeting

Meeting #65 will be held on Thursday, 27th January 2000, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12). off East Boundary Road. Saturn Hobbies will be open prior to 7:30pm.
Meeting #66, Thursday 23rd March 2000
Meeting #67, Thursday 25th May 2000
Meeting # 68, Thursday 27th July 2000
Meeting #69, Thursday 28th September 2000



Letters to the Editor:

We have some interesting letters for this edition. The subject of even and odd frequencies covered in the last issue prompted some thoughtful, thorough and precise responses from two of the most respected men in the aeromodelling business - being Leo O'Reilly and Adrian Laurie who have contributed so much to the Old Timer movement. Please read on.

Letter from Leo O'Reilly, November 23, 1999.

Dear Peter,

I was concerned to read the letters on page 3 of "The Thermaleer" relating to radio frequencies. I would like to present the facts so that discussion can be useful.

When the government proposed changes to the use of the 36 MHZ band, a peak body, including model car, boat and aircraft members, was established. The peak body made recommendations to government which were summarised in the attached background paper dated April 1996.

At the same time the Civil Aviation Authority (C.A.A.) wrote to the Spectrum Management Agency (copy letter attached) pointing out that the ANO.95.21 controls the use of model aircraft and was established on the basis that no other user group was authorized to operate on the frequency band allocated to model aircraft i.e. that modelaircraft would have an exclusive frequency. A majority of our members requested that, if possible, the M.A.A.A. negotiate for an exclusive aircraft frequency. The Hobby Trade also made a submission pointing out that the use of an exclusive frequency was in line with the approach taken in a number of other countries where part of the spectrum has been allocated specifically for the safe control of model aircraft.

The result was that in July 1996 the Spectrum Management Agency (ie. the government) issued a new Radio Communications Class Licence (copy attached)

in which :

The 29 MHZ band could be used for the control of model aircraft, model landcraft and model watercraft.

2.)The 36 MHZ band odd frequencies may be used for the control of model aircraft or model watercraft.

3.)Within 12 months of the date of issue, i.e. after 12th July 1997, the 36 MHZ band could not be used for model landcraft.

4.)The 36 MHZ band even frequencies are allocated for the control of model aircraft only, i.e. an exclusive frequency.

This licence was passed by parliament and is therefore a federal law. Both odd and even frequencies are approved for use by aircraft and can be used at any club in Australia. The use of the frequencies was determined by the government (after consultation) NOT by the M.A.A.A

In S.A. we use odd and even frequencies at all fields without problems. Pilots stand at least 2 metres apart.Obviously the 36MHZ even frequencies are the safest frequencies to use because we have them exclusively, moreover CASA, the Government, issued ANO-95-21 on the basis that model aircraft operated under ANO-95-21 will be using an exclusive frequency. At the present time sales of even frequency radios and frequencies is about 30% of the market and increasing.

450 KHZ Problem :

The M.A.A.A. has not told everyone to superimpose all channels 450 MHZ apart on the same slots. At the February council conference it was reported :

Operation at 450/460 KHZ Separation. The Frequency Subcommittee Chairman also reported his subcommittee recommendation on operation at 450/460 KHZ separation, <u>it finding no evidence justifying a prohibition on the use of frequencies separated by 450/460 KHZ</u> at clubs where pilots were separated by a distance of not less than one metre. When this separation was not assured, interference was more likely and it would be prudent not to operate transmitters simultaneously at 450/460 KHZ <u>separation.</u>

The S.A. technical people Bill Kent, Rod Spurrier and David Leigh carried out tests and were unable to create a 450 KHZ problem. We, therefore, do not blank off the keyboards and have had no problems. We did not blank off boards at the Nationals, Golden Era or O.T. Nationals and have had no problems.

Our pilots at all Clubs stand at least 2 metres apart. When someone carries out some practical tests to illustrate that there is a 450 KHZ problem, then we

would review our position.

If you don't blank off the board then Basil's comments about one 652 key blanking off 4 ether frequencies does not apply, but equally under his scenario one odd key would blank off 4 even spots.

The most significant factor is that the car people were using 36 MHZ and it was taken from them. They resent that and if we don't use the even 36 MHZ frequencies the car people will have an excellent reason to demand use of those frequencies.

Regards, LEO O'REILLY

Letter from Adrian Laurie, 23 December 1999

Peter, in the SAM 600 Newsletter #64, letters to the Editor: The even numbers are exclusive aircraft frequencies. Oriinally the even numbers were going to be the only ones to be used at any Nats or MAAA santioned event. This has been recinded. The aircraft can use all the 36MHZ band but the marine can only use the odd numbers. I don't know if you have a list of frequencies so I have included one, shown opposite. The r/h column is the list of frequencies that can cause interference with each other under the right conditions. The use of dual conversion r/x's will eliminate any interference, also if the pilots stand at least 2 meters apart the risk of interference is also greatly minimised if single conversion r/x's are in use.

Regards, ADRIAN LAURIE

(Editors note: No guarantee can be given for the accuracy of the detailed frequency chart reproduced in this edition of "The Thermaleer". Readers are directed to clarify any issue with the Frequency Officer of their respective Club).

Letter from Merv Buckmaster, 24 November 1999

Dear Peter,

In response to Trevor Boundy's proposal/question about reducing risk-taking climbs in Duration events. Increasing the wing loading is not a good idea;it will increase the flying (and stalling and landing) speed of the models. It will not reduce the climb height significantly because the heavier models will gain more momentum, making drag less significant during the power on phase. Heavier models hit harder and damage is more severe.

Minimum building practises I assume refer to weak structures. Better structures can be made without

..... continued on page 11

Model aircraft frequency list. 20KHZ key must be used.

CH.No	FREQ.	AIRCRAFT & MARINE	AIRCRAFT ONLY	FREQUENCIES NOT TO FLY WITH
601	36.010	36.010		36.460 , 36.470
602	36.020		36.020	36.470
603	36.030	36.030		36.480
604	36.040		36.040	36.490 , 36.500
605	36.050	36.050		36.500
606	36.060		36.060	36.510
607	36.070	36.070		36.520 , 36.530
608	36.080		36.080	36.530
609	36.090	36.090		36.540
610	36.100		36.100	36.550 , 36.560
611	36.110	36.110		36.560
612	36.120		36.120	36.570
613	36.130	36.130		36.580 , 36.590
614	36.140		36.140	36.590
615	36.150	36.150		
616	36.160		36.160	
617	36.170	36.170		
618	36.180		36.180	
619	36.190	36.190		
620	36.200		36.200	
621	36.210	36.210		
622	36.220		36.220	
623	36.230	36.230		
624	36.240		36.240	
625	36.250	36.250		
626	36.260		36.260	
627	36.270	36.270		
628	36.280		36.280	
629	36.290	36.290		
630	36.300		36.300	
631	36.310	36.310		
632	36.320		36.320	
633	36.330	36.330		
634	36.340		36.340	
635	36.350	36.350		
636	36.360		36.360	
637	36.370	36.370		
638	36.380		36.380	
639	36.390	36.390		
640	36.400		36.400	
641	36.410	36.410		
642	36.420		36.420	
643	36.430	36.430		
644	36.440		36.440	
645	36.450	36.450		
646	36.460		36.460	36.010
647	36.470	36.470		36.010 , 36.020
648	36.480		36.480	36.030
649	36.490	36.490		36.040
650	36.500		36.500	36.040 , 36.050
651	36.510	36.510		36.060
652	36.520		36.520	36.070
653	36.530	36.530		36.070 , 36.080
654	36.540		36.540	36.090
655	36.550	36.550		36.100
656	36.560		36.560	36.100 , 36.611
657	36.570	36.570		36.120
658	36.580		36.580	36.130
659	36.590	36.590		36.130 , 36.140

Ramblings, Coverings & Old Engines

by Don Howie

Summertime is great for covering models, if you like the traditional methods. At present covering my 1/2A Cumulus with Izumi Japanese silk on the wings (yellow) and chinese silk on the fuselage (red). The Japanese silk can warp the wings after a couple of coats of dope, however they are easily steamed over a kettle to remove the warps. The Chinese silk (bought for $5.25 a square metre) does not shrink very much, so should be quite wet and fitted tight on the structure.

The silk and nylon coverings can be easily dyed with a fabric dye, as they both absorb moisture. This is the great problem with these coverings when it starts to rain. Ron Adamson uses mainly Chinese silk and it gives strength to the balsa structure. He solves the problem with many coats of dope and several coats of clear finish to stop the water getting to the fabric. The writer has always had problems when it rains with most of these silk finishes. How do you look at overcoming this problem ?

The answer is to use a polyester fabric. "Spotlight" sells spun filament polyester material in different weights (dress lining) at about 70 cents a square metre. Polyester is the modern covering material for models, as it shrinks with heat and is very strong. It can be applied like "Airspan" or similar coverings using balsaloc, then a hot iron to attach the fabric and shrink the covering. Using the white filament polyester from Spotlight, it is now necessary to apply several coats of dope to fill the material and attach it permanently to the structure.

Polyester does not absorb water, so it does not go slack when it rains. This also means that it cannot be dyed with fabric dye. How do you solve this problem ? The answer is simple, take your can of dope (1 litre size) to the local hardware store and add paint tinter to the dope. Yellow is a good basic tint for the wings. Shake the can well and spray the coloured dope (thinned) on to the wings. A transparent coloured finish will result, several coats give best results.

I do not take credit for this cheap, quality finish. Merv Buckmaster told me about the polyester from Spotlight. The colour was devised by Bill Britcher when he needed a cheap colour finish for his 104 inch Dallaire Sportster.

1946 DeLong 30

This engine is not included in the current MAAA list of engines for '38 Antique. It is an affordable engine to use, unlike the small "Orwicks" that are lister, but are too rare and expensive to use.

DeLong and Steele started making engines in 1939, they were front rotary on .29 and .35 sizes. In 1940 the engine had the venturi on the right side of the shaft. Developments resulted in the Cannon 300 and 358 introduced in 1941.

After the war in 1945, Delong quickly introduced a sand cast motor, sold as the Delong 30, nowusing rear disc induction. The company was called Super Motors Inc., based in Cleveland, Ohio.

In 1946 a diecast crankcase and uter cylinder was introduced; the engine still being quite rugged with a weight of 8ozs. The piston was made of alloy steel with a Meehanite liner. The motor was built to last, it could be increased in capacity to a .45 size if needed.

The engine was certainly built to last. In the instructions they state- "At the factory they are run-in by electric power for an average of four hours, and they are run-in on their own power for a half-hour. Our gas tank is made of aluminum to accomodate all types of hot fuel. Due to the fact that the sleeve is hard Mehanite and the piston hard tool steel, its top performance may not be reached until after 6 or eight hours of running".

Both Bill Britcher and myself have bought these engines, none have shown any sign of wear. The only real weak point is the pressed timer assembly. It uses a large fibre block with adjustable point. The fibre block tends to break if the nut is too tight. It can be fixed with a washer (steel) under the point, holding the block together. It does not like to run too fast, it seems best on a 11x6 wood prop, which it turns at about 9,000 revs (see Photo). It has very good power for its capacity.

Regards, Don Howie

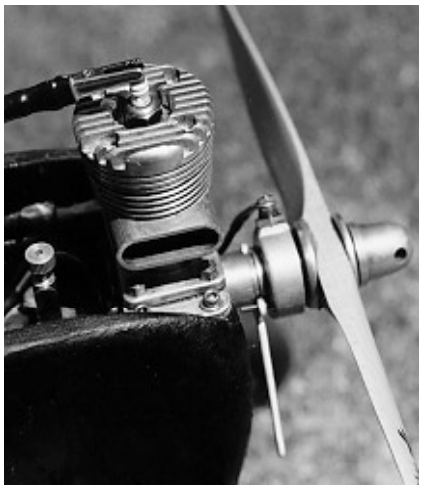


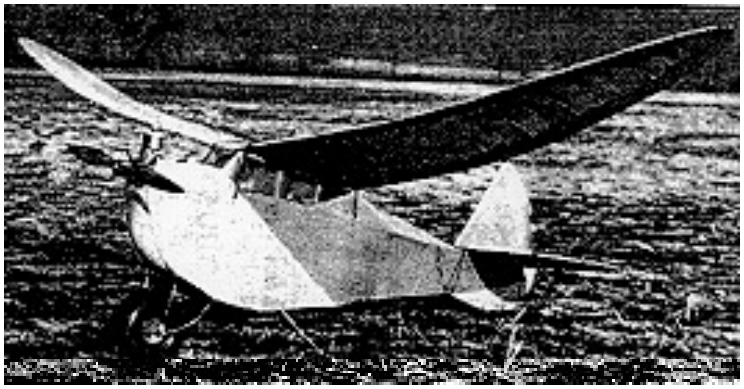
Photo: Don Howie

Delong .30 in Bill Britcher's Trenton Terror, 11x6 woodTopFlight

How to Build A Universal One Wheeler

By LEON SHULMAN

Unusual in design but a plane that climbs fast and has great soaring qualities. A wing section of the latest design is used.



A Gas Model That Will be a Consistent Winner in Any Contest. It Recently Won a Contest at Miller Field, Staten Island, N.Y., by Making a Flight of Seven Minutes With a Thirty Second Engine Run. It Has a Very Flat Glide.

Something new in gas model aviation, a one-wheeler gas model that will accommodate most any motor on the market. To date the ship has been flown with a Trojan, Husky, Cyclone. Gwinn-Aero and Brown "B," "C" and "D"; giving most gratifying results with all of them. The Ship be flown in both the large and small N.A.A. events at contests.

On occasions it has flown over five minutes without covering more than 200 feet distance from the take-off spot. Its outstanding flight characteristic is the extreme stability. Due to a low center of gravity and a low center of lateral area, the climb is a tight vertical spiraL The glide is very flat and slow due to the high lift, stable airfoil. A great deal of airfoils were tested oil this ship till the present airfoil was chosen. The ship rides thermals with remarkable facility, as has been proven at various at times. An associate, modcl buildcr who constructed the same job, and used a Husky for power, attained flights of over eight minutes. The ship weighed 1 1/2 pounds at the time. If a small motor is used, it is recommended that the builder use lighter wood which will cut down on the wing loading.

Construction - Fuselage

The Fuselage is built of 3/16" square balsa strips. From the nose back to section X-X the fuselage has an oblong cross-section, and that part of the body is built in the orthodox manner. While building it, allow the side longerons to extend the full length of the fuselage. Note that the outside motor mounts are integral with the side longerons. Make all the joints running into the motor mount especially accurate and strong, as this part of the body must absorb a great deal of strain.

The two sides are completely joined fro the X-X forward before the rear of the body is built up. Then the two side longerons are joined at the back.

The front of a new top and bottom longeron is now glued in place, and then joined to the respective rear positions as shown on the plns. The rest of the braces are now set in place; so that when finished, the sections from Y-Y to Z-Z will be diamond shaped, and from Z-Z to the back they will be triangular. The nose blocl of soft balsa is glued to the body and then carved to conform to the outline of the nose. It should be rounded as much as possible. The cowl formers are shown in full size on the bottom right on plate one with everything labeled. Note that the skid is one complete piece.

The landing gear is one piece. The axle is a straight piece of wire, bound with iron wire and soldered to the wire struts. Battery box details are shown on plate two. The coil box is built around the coil. Note the hooks near the side longerons to hold the wing rubber bands. The circuit diagram is shown on plate two. The upper timer is the self-timer, while the lower one is the one on the motor.

Construction - Tail

All tail construction is covered completelt on the plans. The rib sections are shown on plate two and should be use as a guide in constructing the rest of the tail sections. The bent strips will assume a natural curve. In building the elevator, first do the bottom which is straight.

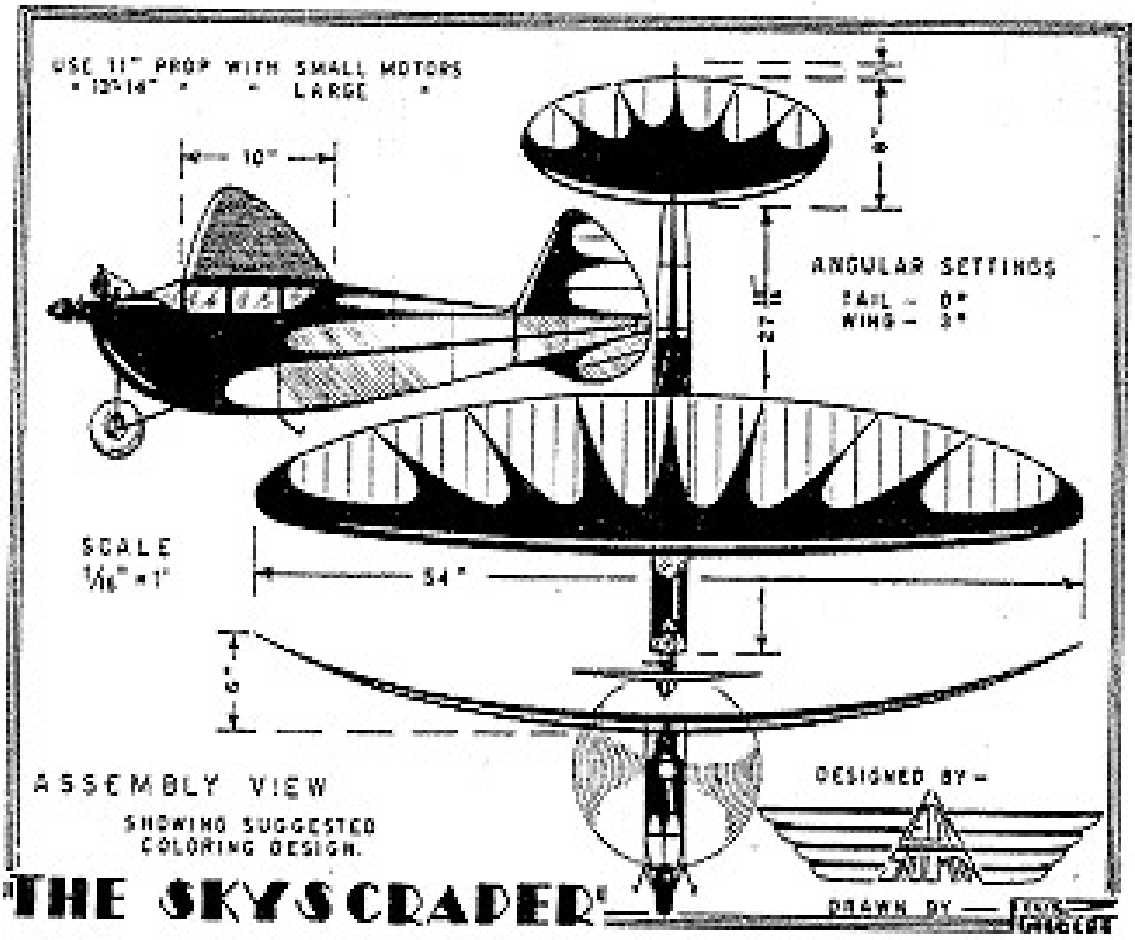
Construction - Wing

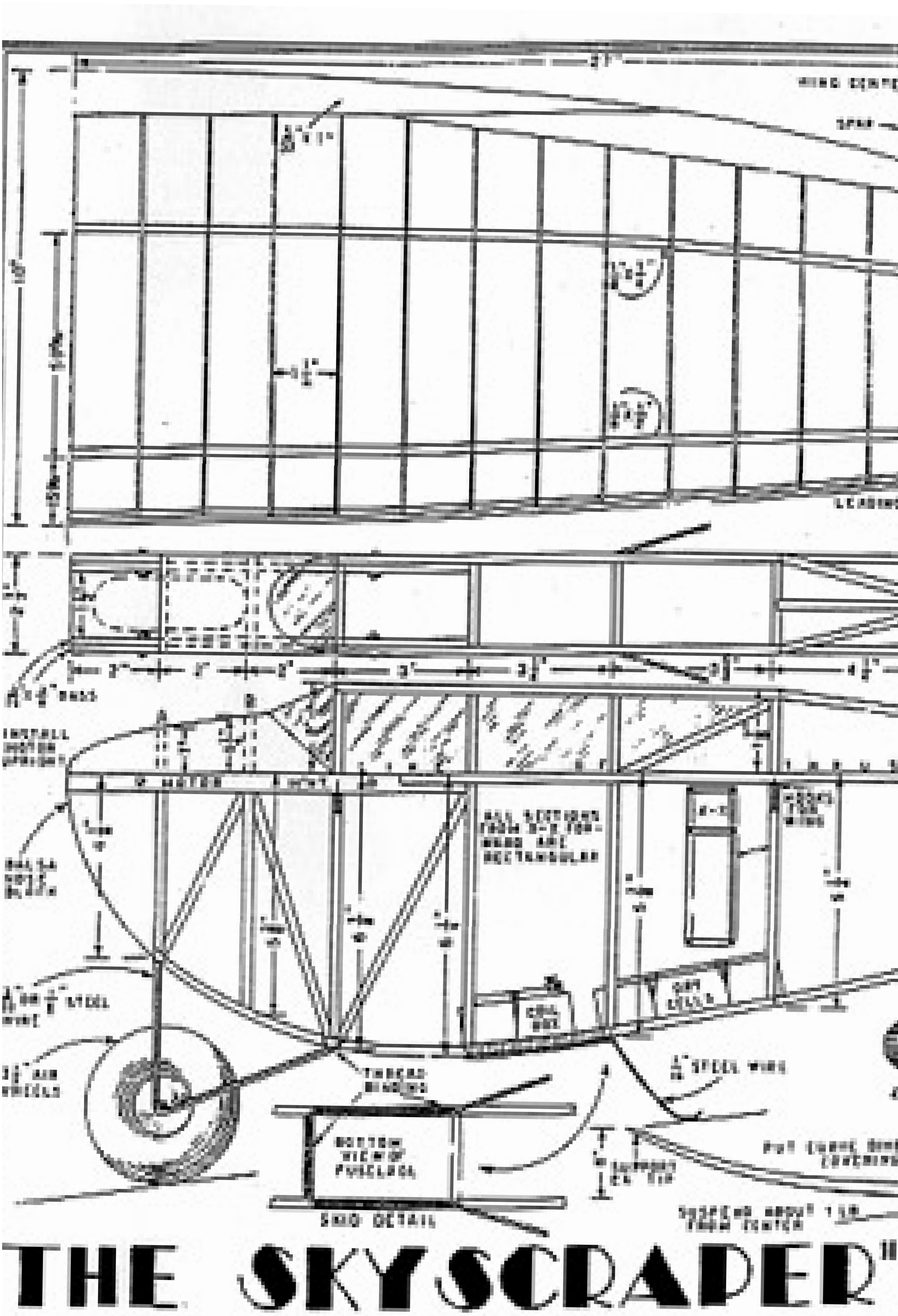
All the stock is labeled. The wing outline is a double-ellipse which is highly streamlined. The front minor axis is three inches at the center, and the back minor axis is seven inches, thus giving the root chord of ten inches. Or else, the drawings may be scaled up to four times the size of those on the page by means of dividers or proportional dividers which would save time. To cut the ribs, note that they are all derived from the root rib. As the ribs get shorter, they are decreased from the trailing edge, but they must always taper to 5/32" at the back, which is the trailing edge thickness. The wood that is removed is always taken away from the top and at the back, never at the bottom. The drawing at the top of plate two illustrates this method exactly. This system provides a negative angle at the tips, approaching a symmetrical section which offsets stalling tendencies.

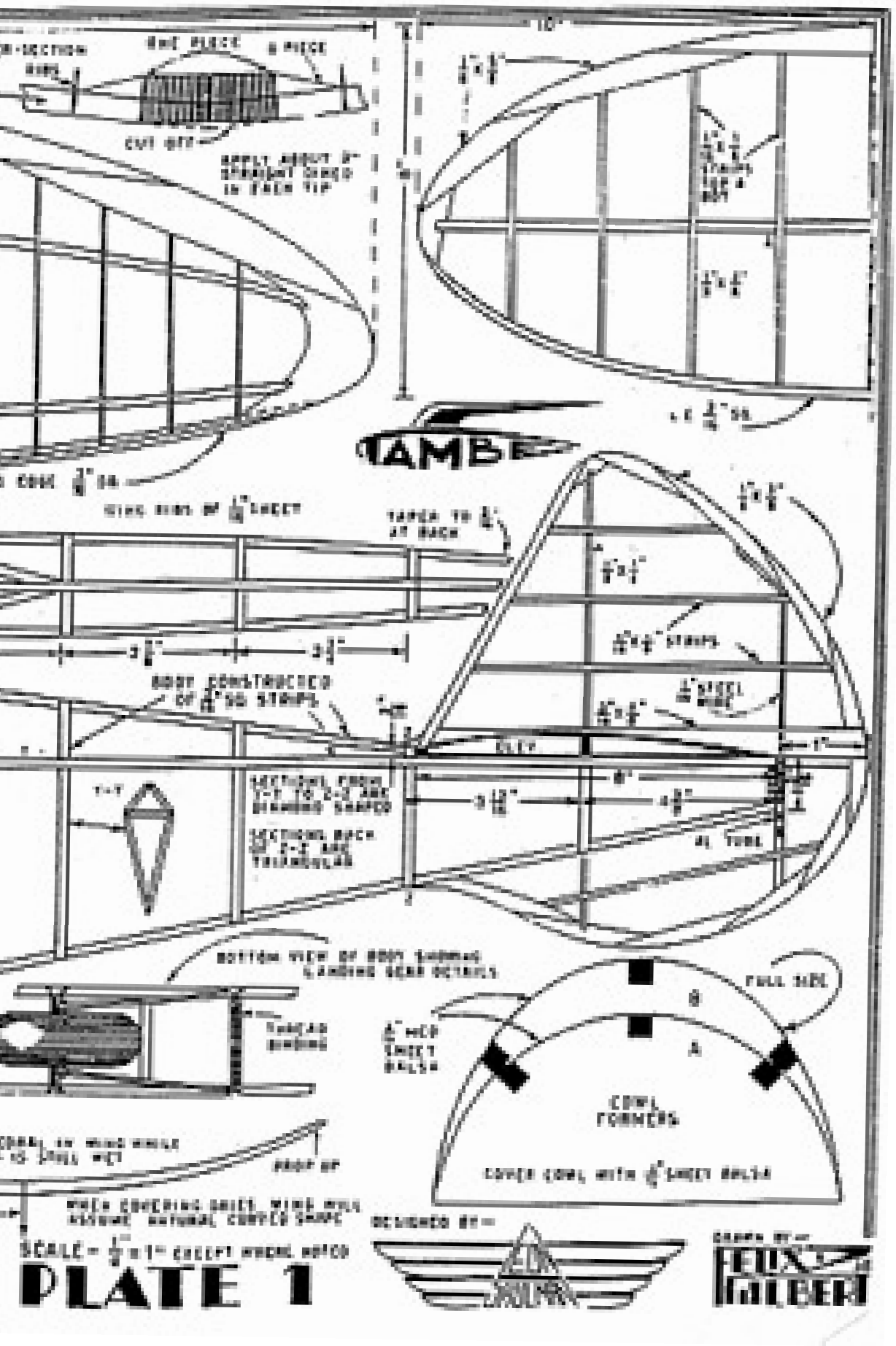
The method of putting dihedral into the wing is clearly outlined in the top and bottom center of plate one. This type of dihedral not only enhances the appearance of the wing but provides a much smoother airflow, especially at the tips.

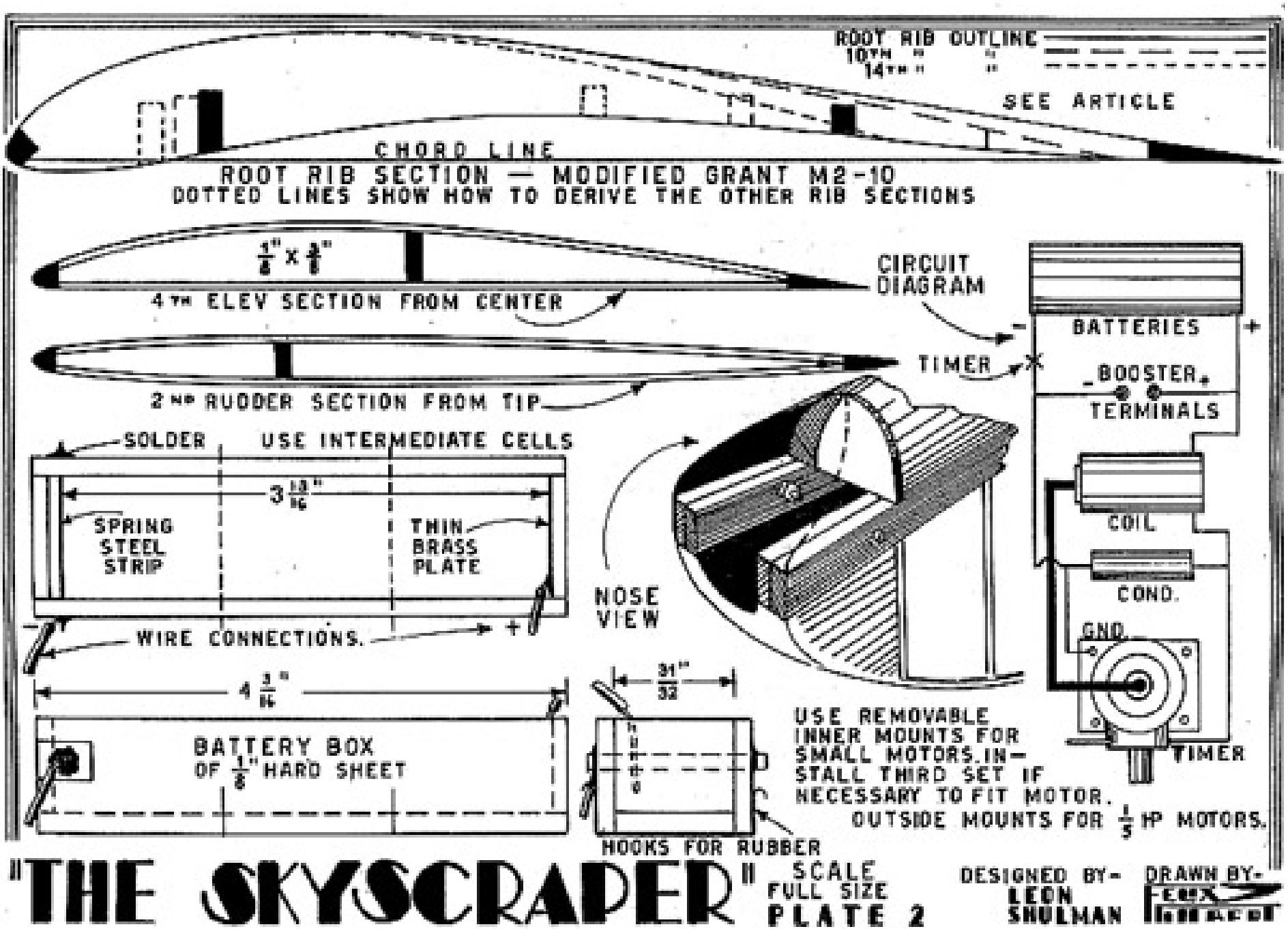
Flying

It is highly recommended that the model be absolutely complete before any sort of testing is undertaken. The model should balance when held by the extreme tips. The plane should be tested on a calm evening in a large field. The model should be pushed along the ground by the tail till it lifts a few feet and then glides in gently. If a small motor is used, give it about half-throttle and push it off the ground gently into the wind. The climb should be slow and with the torque, for better flights "rev" up the motor. For big motors, set the spark to neutral, lean the mixture and close the choke about half then launch the ship the same as with a small motor. With big motors and at this power the model should nose up steeply with torque and climb. The glide of both ships should be flat and slow, and against torque. The skids should keep the model in an upright position. Due to the one wheel on the nose the prop toll is at a minimum, as is the parasite resistance.




INSTALL MOTOR UPRIGHT
ALL SECTIONS FROM D-D FORWARD ARE RECTANGULAR
COIL BOX
DRY CELLS
THREAD BINDING
BOTTOM VIEW OF FUSELAGE
SKID DETAIL
THE SKYSCRAPER


BODY CONSTRUCTED OF 1/16" SQ STRIPS
BOTTOM VIEW OF BODY SHOWING LANDING GEAR DETAILS
COWL FORMERS
COVER COWL WITH 1/16" SHEET BALSA
DESIGNED BY
PLATE 1


ROOT RIB OUTLINE
10TH " "
14TH " "
SEE ARTICLE
CHORD LINE
ROOT RIB SECTION — MODIFIED GRANT M2-10
DOTTED LINES SHOW HOW TO DERIVE THE OTHER RIB SECTIONS
1/8" x 3/8"
4TH ELEV SECTION FROM CENTER
2ND RUDDER SECTION FROM TIP
CIRCUIT DIAGRAM
BATTERIES
TIMER
BOOSTER
TERMINALS
COIL
COND.
GND.
TIMER
SOLDER
USE INTERMEDIATE CELLS
3 13/16"
SPRING STEEL STRIP
THIN BRASS PLATE
WIRE CONNECTIONS.
NOSE VIEW
4 3/16"
BATTERY BOX OF 1/8" HARD SHEET
31/32"
HOOKS FOR RUBBER
USE REMOVABLE INNER MOUNTS FOR SMALL MOTORS. INSTALL THIRD SET IF NECESSARY TO FIT MOTOR. OUTSIDE MOUNTS FOR 1/5 HP MOTORS.
"THE SKYSCRAPER"
SCALE FULL SIZE
PLATE 2
DESIGNED BY- LEON SHULMAN
DRAWN BY- FENX

..... continued from page 4

increasing weight and even without resorting to high-tech materials. Example; use tapered spars, more gussets and better wood selection. Even if tapering and gussetting deviate from the originals, I think they should be acceptable in the interests of safety. And they are internal changes that do not contravene the preamble of the OT creed.

To reduce climb height -

1) Fly in down drafts,

2) Reduce the engine run, and

3) Reduce engine capacity.

Any combination of the above will work. However the latter two points will intensify the power chase, which may or may not be acceptable. To avoid going OOS, keep watching the model. Good piolots do not let their model go out of sight. OOS is poilot error, pure and simple, and can happen long after the engine has stopped.

Remember, practice improves judgement, and if the model has to land unbvroken in a prescribed area to score contest points, only an idiot would let the model go OOS. 1,970 this year, and counting.

Regards, MERV BUCKMASTER

Letter from Thomas J Ryan, Ohio USA

Peter, Sorry to hear about your RC1. Enclosed are some photos of my 67" A Texaco RC1 and 52" 1/2 A Texaco Lanzo Racer (270 sq", 15oz) Polyspan covering, color by Model Research Labs.

RC1 features a PAW.15 and is still unflown. RC1 wing was built with spars top and bottom and then webbed. This, I understand, is not legal in Australia. Racer's spinner was declared illegal locally ! On the first flight, decalage was determined to be all wrong (model looped under power). Problem was repaired and glide seems promising. Still waiting for the weather to cooperate. Thermals, THOMAS RYAN

Lanzo Record Breaker, Saito 45, built 1989 by Allan Laycock, tissue covered.

Contest Calendar 1999-2000

Jan 22-23	**15th Roy Robertson**	**P&DARCS**
Sat 22	1/2 A Texaco	Barry Barton CD
	Texaco	Chris Lawson CD
Sun 23	38 Antique	Trevor Boundy CD
	Duration	Don Cameron CD
Feb 5-6	**Geelong Old Timer Fly-In**	**GMAA**
Sat 5	1/2 A Texaco & Texaco	
Sun 6	Duration & Combo	
Feb 20	**Haddon Rerun 10:00am**	**Haddon**
Sun 20	Nostalgia, Duration & 25 Clubman•	
Mar 11-12	**Vic. State Champs**	**Haddon**
Sat 11	2cc & Duration 10:00am	
Sun 12	1/2 A Texaco & Texaco 10:00am	
March 25-26	**Cohuna (to be confirmed)**	
April 21-24	**8th SAM 600 Easter Flyin**	**SHMAC**
Fri 21	1/2 A & 2 cc	
Sat 22	Texaco & Duration	
Sun 23	38 Antique & Standard 40	
Mon 24	Nostalgia & G. Burford (tbc)	
April 26-May 4	**Shoalhaven - Aust. Nats 2000**	
May 20-21	**S.A Old Timer's State Champs**	
	Monarto Field (near Murray Bridge)	
Sat 20	Texaco, Open Duration	
Sun 21	1/2 A Texaco, 38 Antique, Nostalgia	

• Note Clubman Rules:

Duration models (pre 1942). Standard 225 Rule.
Any .25 [4cc] plain bearing engine [no ballrace].
Standard R/C carby [no modifications].
Std. muffler [no modifications].
Prop, minimum diameter 9".
Engine run 30 sec. 5 minute max. Flyoff unlimited.
For details, call Chris Foley on 03 5342 4285

Letter from Paul Bartz, 22 November, 1999

OT Duration - Engine run times

I am the Chairman of the MAAA OT rules subcommittee but am writing this mainly as an OT flyer who is concerned for our activities and interested in fair play. In the last MAAA rule changes some alterations were made to Duration engine run times. Experience since the implementation of these alterations suggests that the desired outcome may not have been achieved.

Having participated in two local State Champs under these rules it is clear that, at least in the West, models powered by two strokes are handicapped unfairly and the 170" area rule is a litle too large for the average antique engine in this type of event.

My suggestion is that the following engine run times be adopted:

1) All Schneurle or PDP ported two stroke engines - 20 seconds.

2) All other engines - 25 seconds.

With the '225' rule aplying to all models except those fitted with approved antique engines which must conform to 150 sq.ins of wing per 0.1ci. this would mean that a .60 antique engine needed at least 900 sq, ins (e.g. Playboy 105%) (In the interest of reducing height and possibly improving safety these engine run times could be reduced to [say] 17 secs and 22 secs respectively). Note that the principal of no existing model being barred from competing, if these rules are adopted, has been adhered to.

I am writing this to solicit the opinion of OT flyers regarding the present MAAA OT Duration engine runs and also this suggestion itself, so any comments which you may care to make will be gladly received and thoughtfully considered. Sufficient positive feedback would warrent an approach to the MAAA requesting alteration to the run times in their Duration event.

I note that the Vinagents have conducted events under this principle (with 18 sec for all engine runs). I would be interested to hear of the acceptability of this suggestion and you can write to me at

Paul Baartz
68 Hubert Street
East Vic. Park WA 6101
or e-mail <paul.baartz@health.wa.gov.au>

Letter from Peter Hosking 2 December 1999

Hello Peter, This may raise a small discusion, it's an extract from Smallnet 265, of the www.

The Marx brothers had a famous routine based on the question: "Why a duck?" My question is: why an elevator? I have been tempted to omit the elevator on small, steady flying planes such as a Speed 400 Le Parquewatt, or a 1/2A Old Timer, the Dallaire Sportster. Such planes will not be doing loops or flyin inverted. By omitting one servo and pushrod I can save a significantbit of weight. And it is much cheaper than having to buy a superexpensive, ultra-micro receiver. All I do with such planes is justkeep them from getting too far away.

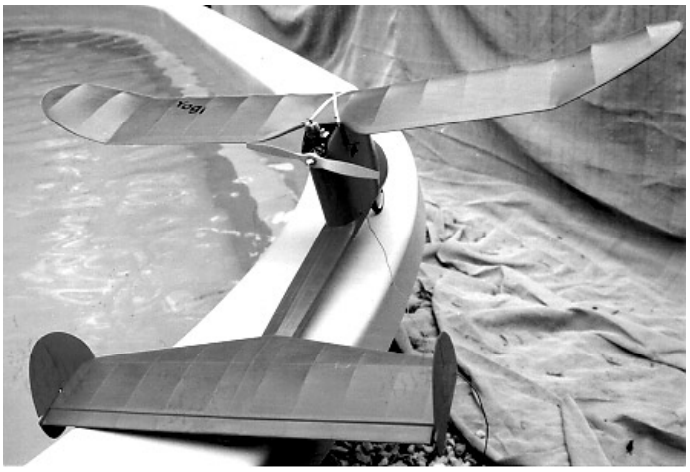
What is the general opinion of this? Any contrary views?

DAVE SEGAL, Philadelphia, Pennsylvania

...Dave, you've re-discovered rudder-only R/C flying! I never gaveup on that myself; and it's now enjoying a sort of re-birth in someof today's Park Flyers and the like.

It's not even necessary to have elevators to "flare out" for landing. You just circle in the glide until the model's a foot or two awayfrom the ground -- then apply sudden opposite rudder to straighten out. The extra speed gained by the model's turning flight path causes a mild "zooming effect" as the airplane straightens. When you time it JUST RIGHT, that makes for a neat flare-out, and sometimes even a 3-point landing.

[JW]



Unusual twin-rudder pusher 1944 Yogi, designed by Stoloff, built by Allan Laycock, Canberrs.

Arnold Easton - Proud Tradition of Military Involvement

By John Wells - The Trader Sep. 23, 1999
a local Gippsland newspaper.

I was given an interesting book the other day, particularly interesting in the light of our going into East Timor at the moment It is obvious that we have a long and rather proud tradition of military involvement wherever there is a need.

Indeed, one of the strengths of this nation is that we have people who will put their hands up when there is a need, be it war, flood, fire or famine.

One such was Arnold Easton. DFC, a quiet hero with a strong streak of Gippsland in his past. He died a couple of weeks ago, so it is all right now to tell part of his story. He wouldn't have liked it to happen while he was still around.

It isn't easy to write too much about him even now, either, because his book is about the Lancaster bomber he navigated through enemy skies so many times.

It was a bad time, but I did not know how bad.

I did not know that Australian aircrew who served in Europe. mainly against Germany and Italy, suffered 30 per cent of all Australian WII casualties, though they were only three per cent of the total force.

There were 900,000 Australians in the forces during that war, but the 27,000 Australians who wear, or could have worn, the Air Crew Europe Star. suffered 30 per cent of all our casualties. That is not a nice statistic.

The book deals mainly with the technical details of the flights over Europe by 'Old Fred - The Fox', Lancaster DV372, PO-F, the fore part of which is now in the Imperial War Museum in London. I'll talk about those trips another time, but for today I'm just trying to dig out what I can about Arnold Easton.

There is a photo of him on the book's cover, with six 'known' medals that I can identify, and under them he is wearing three other decorations from foreign powers - I don't know what they are and with typical modesty he doesn't mention them. but foreign decorations were never awarded just for 'being there'.

He was sent to the RAAF's 467 Squadron. Formed in November 1942 and disbanded in October 1945.

During that time the squadron flew about 4000 missions. using 214 Lancasters and losing 110 of them.

It suffered 590 deaths and was awarded 191 gallantry awards. One example of the staggering dangers these men faced lies in the fact thatof the seven men who commanded the squadron at different times five were killed in action, 'leading from the front'.

Next week I'll run a yarn on one of the missions Arnold Easton flew in the 'Old Fox'.

After the war Arnold Easton played another historic role. He was recruited by Qantas and navigated GA-GLY out here.

She was a 'Lancastrian' a civil version of the Lancaster bomber used by Qantas and BOAC to reopen the old Empire Route sometimescalled the Kangaroo Route, from Mascot to London.

Qantas operated the service between Sydney and Karachi, and BOAC took it from there.

The Lancaster bomber. and therefore, 1 suppose, the Lancastrian, had an operating speed of only 320 -kilometres an hour, a range ofjust over 4000 kilometres and a service ceiling of only 22.000 feet.

It was slow and low by today's standards and the Journey to England was nothing like today's one-stop fights.

The Lancastrians would leave Australia after a fuelling stop at Learmonth (North-West Cape) and head out over the water to Negombo, in what was then called Ceylon.

It took eleven and a half hours to cross Australia. with another fifteen hour flight, in the darkness, to Ceylon and then six and a half hours to Karachi.

The plane had a crew of five but carried only six passengers. It could physically hold more passengers but the extra fuel tanks that were needed cut down the payload.

It is easy to see why the Lockheed Constellations were such a success when they were introduced a little later ' when the world's aircraft manufacturers could again concentrate on civil models. There were three flights a week.

The Gippsland connection? Arnold Easton was born in 1917 in Corryong, but he did his schooling in Bairnsdale.

He completed secondary school there and went to work for the Preston City Council. studying civil engineering at night at Swinbourne and RMIT.

The war interrupted and he was soon over at Mt Gambier training as a navigator by way. of Nhill, Port Pirie, the US and the out at Lichfield he wound up at Waddington and 467 Squadron. Somewhere along the way (I think - the bloke gives little of his life away here) he married a girl he'd met at Bairnsdale High School.

After the war he was a Qantas navigator for a year, then ill-health sent him back to being a civil engineer. working for APM from 1950 to 1973.

He became manager of the coal mine at Bacchus Marsh and then, in 1973. joined the Country Roads Board, from which he retired in 1979.

He had three children, one of whom, Liz, gave me the book, and so gave me the frustration of trying to write about a bloke who wouldn't write about himself I'd love to know more about the man, about his times in Gippsland about those foreign medals. about his Distinguished Flying Cross - but he would say, that none of my business, and none of yours, either.

Almost the only personal note in the whole book comes in his description of standing in front of the plane in London in 1994, almost 50 Years since they'd been parted.

He `spoke" to the Old Fox. "You and I were young then. We were full of guts and determination ... Thank you for .. letting me be your navigator on Your only ANZAC Day raid, in 1944. He patted the great, shiny fuselage. ---A pang of sadness welled up with-in me. Thank heaven, though, that when there are dangers this country can produce men who will face them who will defeat them and who will then just get on with their lives.

Article found and scanned by Trevor Boundy,
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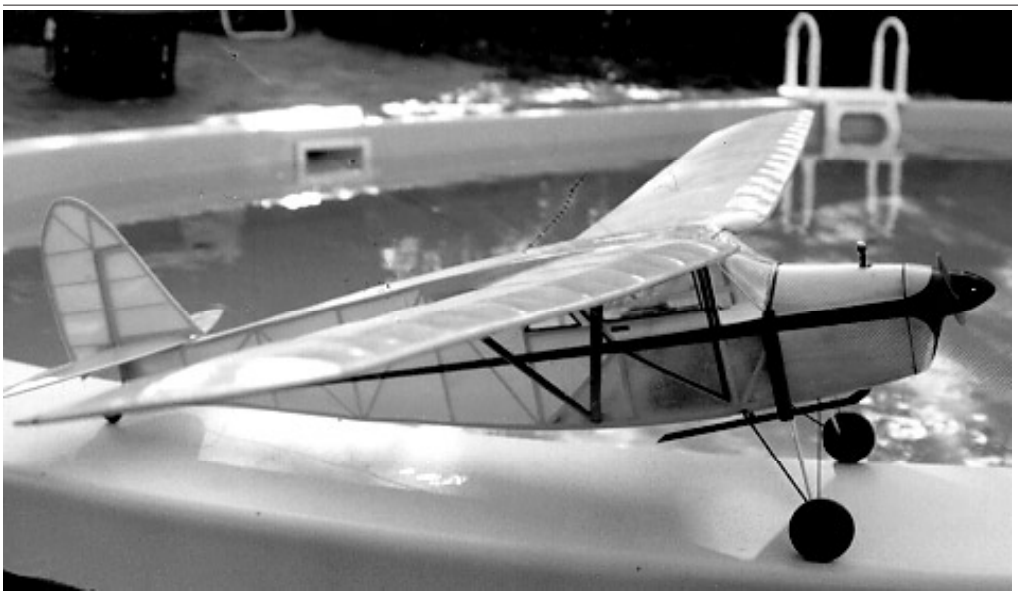

Leopard Moth

1/2 A Texaco scale Leopard Moth from rubber plans. Tissue covered. Built and flown by Allan Laycock.