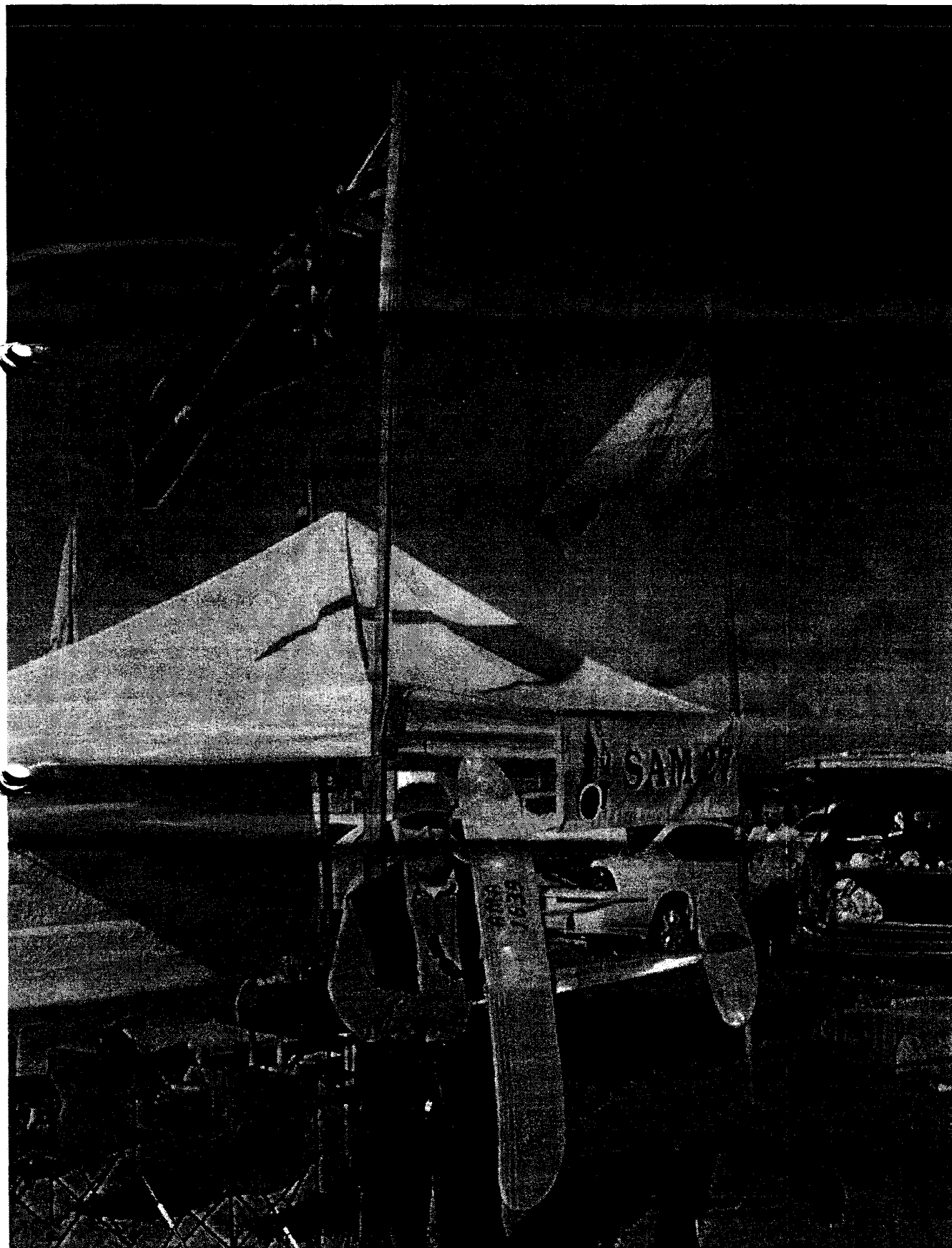


# The Thermaleer



**SAM CHAMPS PENSACOLA 2000, EDITOR'S SPECIAL PHOTO REPORT**

SAM 600 Website <<http://www.sympac.com.au/jtboundy>>

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SAM 600

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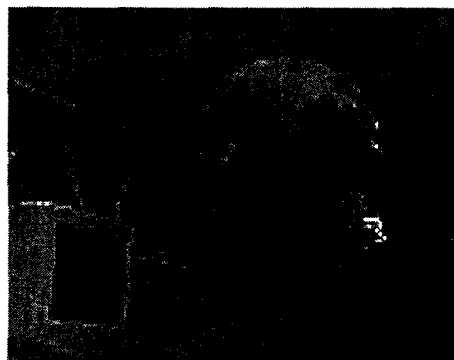
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## President's report

Once again it has been a very BUST time for YOUR committee, Norm Campbell sent out some membership reminder letters and as a result got nearly a 100% reply, membership looking good. The Eastern States Gas Champs has come and go SAM 1788 cleaned us up. Ian Avery was Champ of Champs, congratulations Ian. The weather on Sunday left a bit to be desired and only Half A was Run. HADDON is coming up soon, November 18/19, Chris Foley has ordered good weather.

The news on the rule changes is not so good. The agreed rule changes as circulated at the last meeting were lodged with the MAAA by the due date. Since then there has been a revised submission lodged with the MAAA changing the engine run times in Duration for all Schneuled port two-stroke engines from 25 seconds to 20 seconds. This not only makes Nelsons etc., uncompetitive but also makes all Schneuled two-strokes as used at entry level uncompetitive.

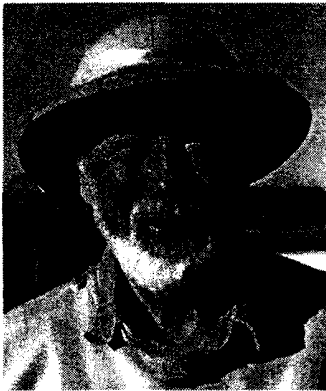
We have formally requested that this submission be withdrawn. This was an unexpected turn around as all representatives present at Nowra voted for 25 seconds, we will at the Haddon comp be collecting more data to promote our cause.

Hope to see you at HADDON, your President,  
KEVIN FRYER

## Next Meeting:

Meeting #70, Thursday 23rd November 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 #71, Thursday 25th January 2001  
Meeting #72, Thursday 22nd March 2001  
Meeting #73, Thursday 24th May 2001  
Meeting #74, Thursday 26th July 2001  
Meeting #75, Thursday 27th September 2001

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. Location and local field rules can be obtained from Fred Chigwidden, you can reach him on 03 5997 5675



## Editors Report.

Welcome to this special photo edition of "The Thermaleer" reporting on the SAM Champs held this year at Pensacola, Florida. I was proud to be able to attend, and thanks

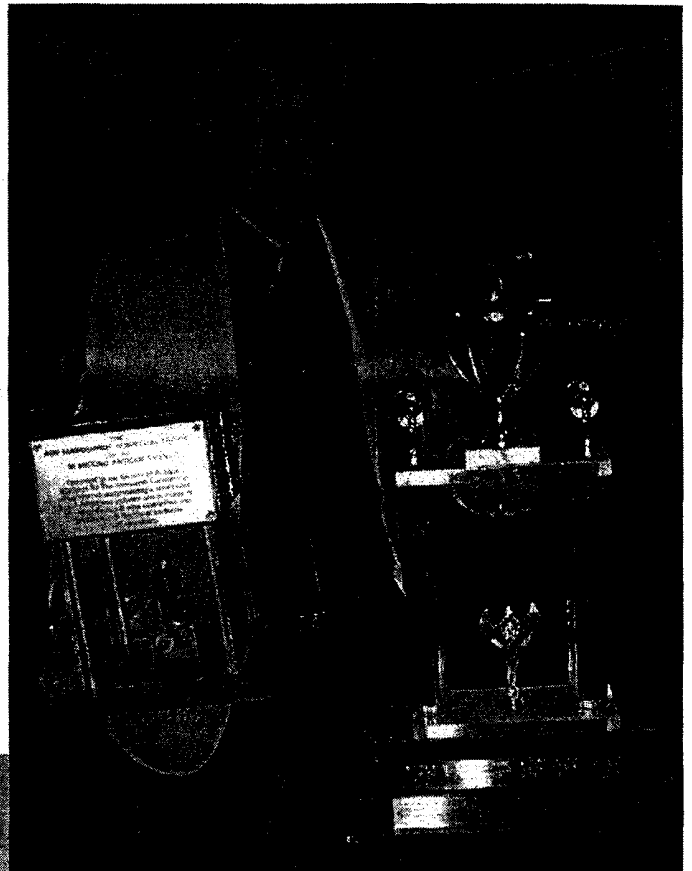
to the generosity of Ed Hamler, Don Bekin and Steve Roselle I was able to fly borrowed models and compete. I was fortunate to achieve a third place in A Texaco.

If any SAM members are ever able to attend a SAM Champs in the US you must grab the opportunity. It is a wonderful experience, the atmosphere, the friendliness and helpful people everywhere. This issue is mainly designed to give you the feeling, the flavour, through photographs of models and people simply because words cannot describe or do

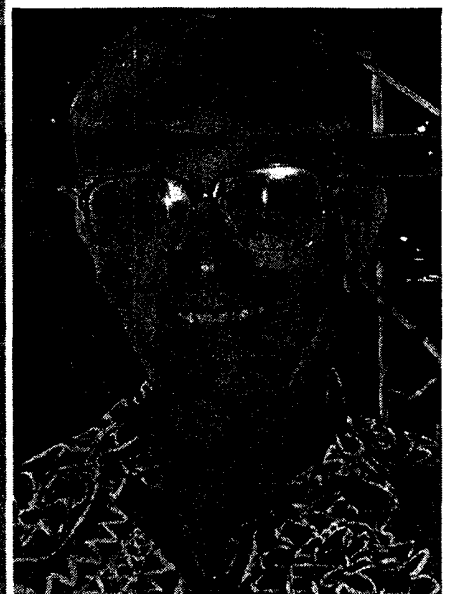
*Shown below is new SAM Western VP Steve Roselle with his 1937 Goldberg Comet Clipper, powered by a Wahl/Brown Brown Jnr. Steve was aided by his wife Janet.*

justice to the week long series of events, happenings and comradship of the highest order. I commend this issue to you and am willing to discuss and answer questions and SAM rules.

Regards, Peter



*Above, Larry Davidson SAM 2000 Champ of Champs. Below, popular engine expert Don Blackburn.*



## SAM 600 CONTEST CALENDAR 2000 / 2001

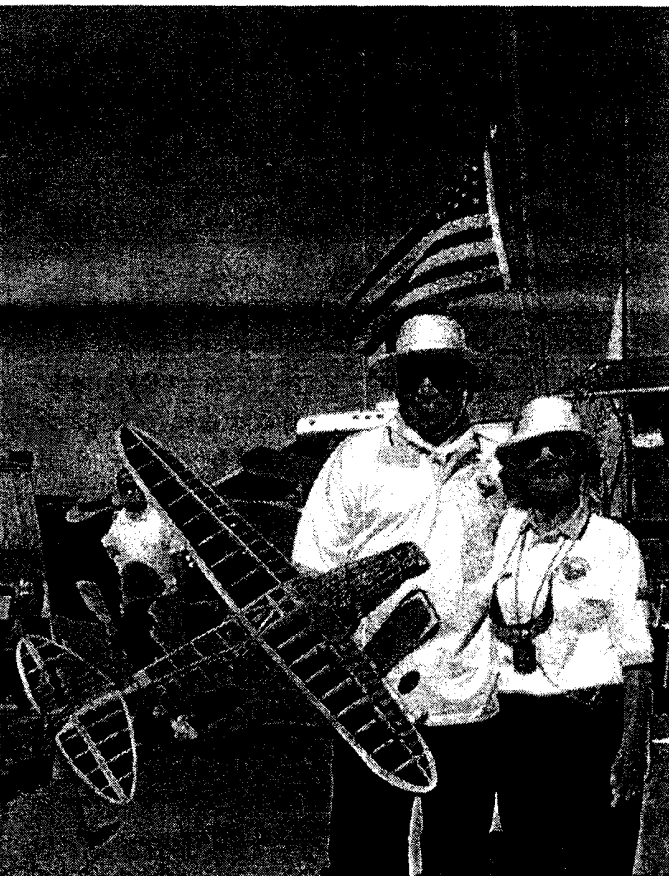
YEAR	MONTH	EVENT	CLUB	LOCATION	TASK	CONTACT
2000	NOVEMBER	18 OLDTIMER	BAI	HADDON	1/2 A Texaco, Clubman .25 & 38 Antique,	(03) 5342 4285
		19 FLY-IN			Texaco, Duration & 2cc	Chris Foley
2001	JANUARY	27 ROY	P&DARCS	CARDINIA	1/2 A Texaco & Duration	(03) 5248 5461
		28 ROBERTSON			Texaco & 39 Antique	Peter Hosking
FEBRUARY	3 OLDTIMER	WCSC	GEELONG		1/2 A Texaco & Duration	(03) 5248 5461
	4 FLY-IN				Texaco & BG/2cc Combo	Peter Hosking
<i>Flying Field Location: Mathews Rd. Leopold (Flat field site) Turn off 8kms West of Geelong Melway 409 F7</i>						
MARCH	3 VICTORIAN	BAI	HADDON		1/2 A Texaco & Duration	Chris Foley
	4 STATE CHAMPS				Texaco & 2cc	& Peter Hosking
MARCH	24 OLDTIMER	CMFC	COHUNA		1/2 A Texaco & Duration	John Jakob
	25 FLY-IN				Texaco & 38 Antique	(03) 5456 4118
APRIL	13 EASTER	SHMAC	SWAN HILL		1/2 A Texaco & 2 cc	Peter White
	14 FLY				Texaco, Duration & Hanger Rat	(03) 5032 9664
	15 IN				38 Antique & Standard .40	Kevin Fryer
	16				Nostralgia	(03) 9842 4361
APRIL	21/27	54th NATIONALS	W A	BUSSELTON W A		Paul Baartz
MAY	5 SOUTH AUST.	SA	MONATO		Texaco, Duration & Nostralgia	Ian Promnitz
	6 STATE CHAMPS.				1/2 A Texaco, GB, "38 Antique	promnitz.ian@etsa.com.au
JUNE	9 TBA			TBA NORTH OF DIVIDE	TBA	Ray Woodhouse
	10			RANGE		(02)60566900
AUGUST	?	TRI STATE	JERIDERIE		TBA	Ray Woodhouse



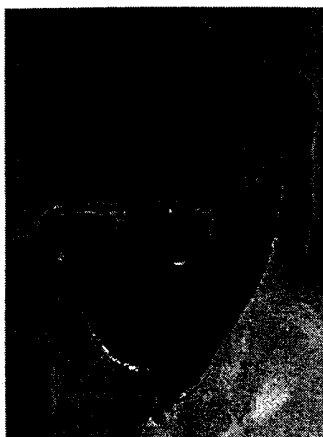
*Shown above, take-off with dashing Italian style. Giovanni Ridenti launches for Gianfranco Lusso.*



*Above, Don Bekins with his fine example of his Old Time Glider entrant, the R40. Bunge launched, twenty minute total flight times precision event.*



*Right, popular competitors Kirby & Shirley Hinson from Louisburg, Nth. Carolina with their fine "Spirit of SAM" electric entry. Note flags at half mast in memory of the men and women who died with the terrorist bombing of the US naval vessel in Aden Harbour.*



## Ramblings- Cross Flow Engines

by Don Howie.

At the Old Timer rules meeting at the Nowra Nats, a modeller asked "Does a cross flow two stroke engine have to have a baffled piston?" Not wishing to appear to be a know all, I did not comment on the question. I mentioned to Harold Stevenson the next day that Atwood's P30 was such an engine; Harold having much experience with old engines.

The first Phantom P-30 was introduced in 1941 by Bill Atwood. The engine of 5cc capacity was claimed to use the "impinging chamber" principle, using a flat top piston. The method of loop scavenging was to use two transfer ports close together on the other side. The engine looked rather quaint with the complex casting, angled back needle valve for the usual front rotary induction (now downdraft) and standard large spinner. Compared to Bill's high speed Torpedo 30, it looked over complex.

The pre-war engines used a single screw on the exhaust stack and were made from the not long lasting Dow metal. After the war, Bill Atwood returned to production the Atwood Champion .605 duel rotary, now with parallel head fins and his Phantom P-30 with aluminium castings and screw on dual exhaust stacks. The P-30 had very good torque at moderate speed and could turn large props. The last model P-30 in 1947 had brazed-on dual exhaust stacks.

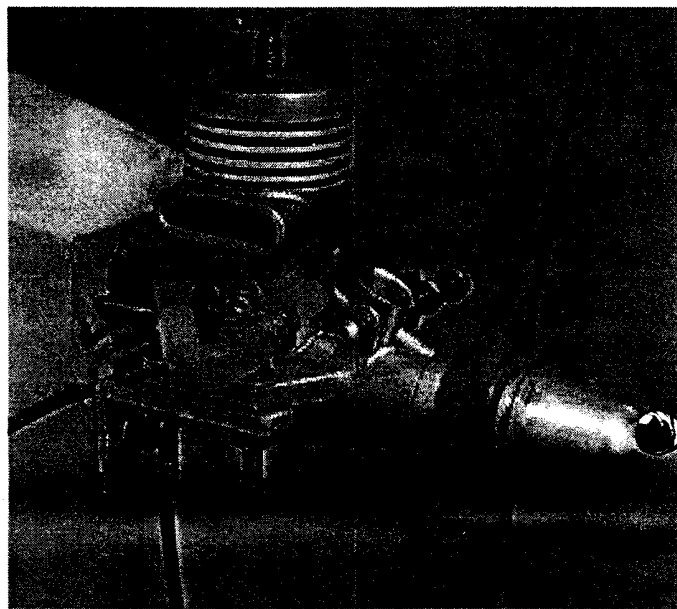
I do not own one of these engines as the current going price is about US\$275 for an "excellent" to "as new" engine. Relate this to the current value of the Australian dollar and the total cost would be nearly \$600 landed in Australia. The K&B Torpedo 29 and Forster 29BB are less than half this price.

Back to loop motors with flat top pistons. Basil Mills, the designer for the ED Company in England just after the war must have owned or seen one of the

P-30 engines. Flat top pistons are desirable for model diesel engines with adjustable compression, using a contra piston.

The ED engines that use the "impinging chamber" cross flow are the ED Bee of 1cc and the ED 3.46cc Hunter. These engines were first put into production about 1949. I have mentioned these engines as they were produced for a long period of time and turn quite large props very well.

Bill Atwood found that the conventional loop motor with a baffle on the piston was much better for high speed work. His next engine in 1947/8 was the Atwood Triumph 49/51 and this had good high speed performance. An interesting Burford 2.5cc loop diesel is being flown by Rex Brown in the Gorgon Burford event. I expect this uses the Atwood dual transfer ports and exhaust. I have enclosed a photo of this interesting engine.



*Shown above is Rex Brown's 2.5cc Cross Flow Burford Diesel- 1959 (flat top piston). Cut-off in this Anderson Pylon 2.5cc is pull-off tubing.*

One of the first engines to use a flat top piston in a three port engine was Bill Brown's- Lyken Brown 12 of 1937. It used induction at the rear (first port) then transfer at the front (second port) and finally two exhaust ports at the front (third Port).

This was definitely not, however, a cross flow designed engine.

Don Howie

**6th Eastern States Gas Champs-  
Wangaratta 30th September- 1st October 2000**

name	model	motor	seconds	chan	rank
<b>38 Antique</b>					
Alan Wooding	Lanzo Stick	OK 60 2s spk	2992	0	1
Trevor Boundy	Westerner (Weast)	Cyclone 60 spk	2751	619	2
Ian Avery	Flying Quaker	Madewell 49	1700	0	3
Frank Blades	Trenton Terror	Forster 35 spk	1124	0	4
Peter Leaney	Air Chief	Amco 3.5 diesel	842	0	5
Peter J Smith	Standby	O&R 60 2s spk	808	0	6
Norm Campbell	Westerner (Weast)	OK 60 2s spk	749	0	7
Harold Stevenson	Cloud Cruiser	Marden 60 2s spk	240	0	8

**Duration**

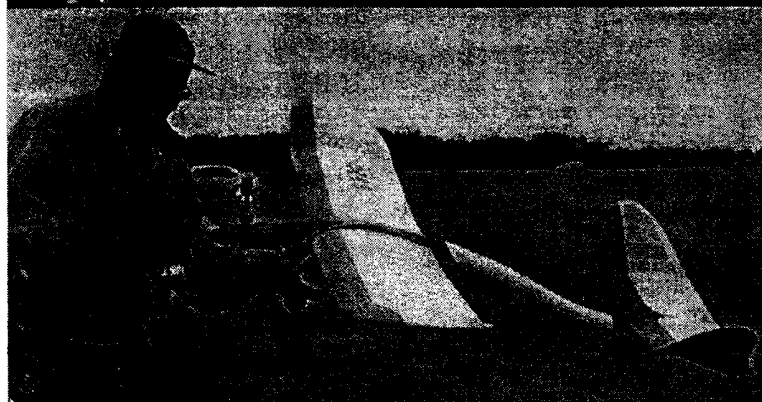
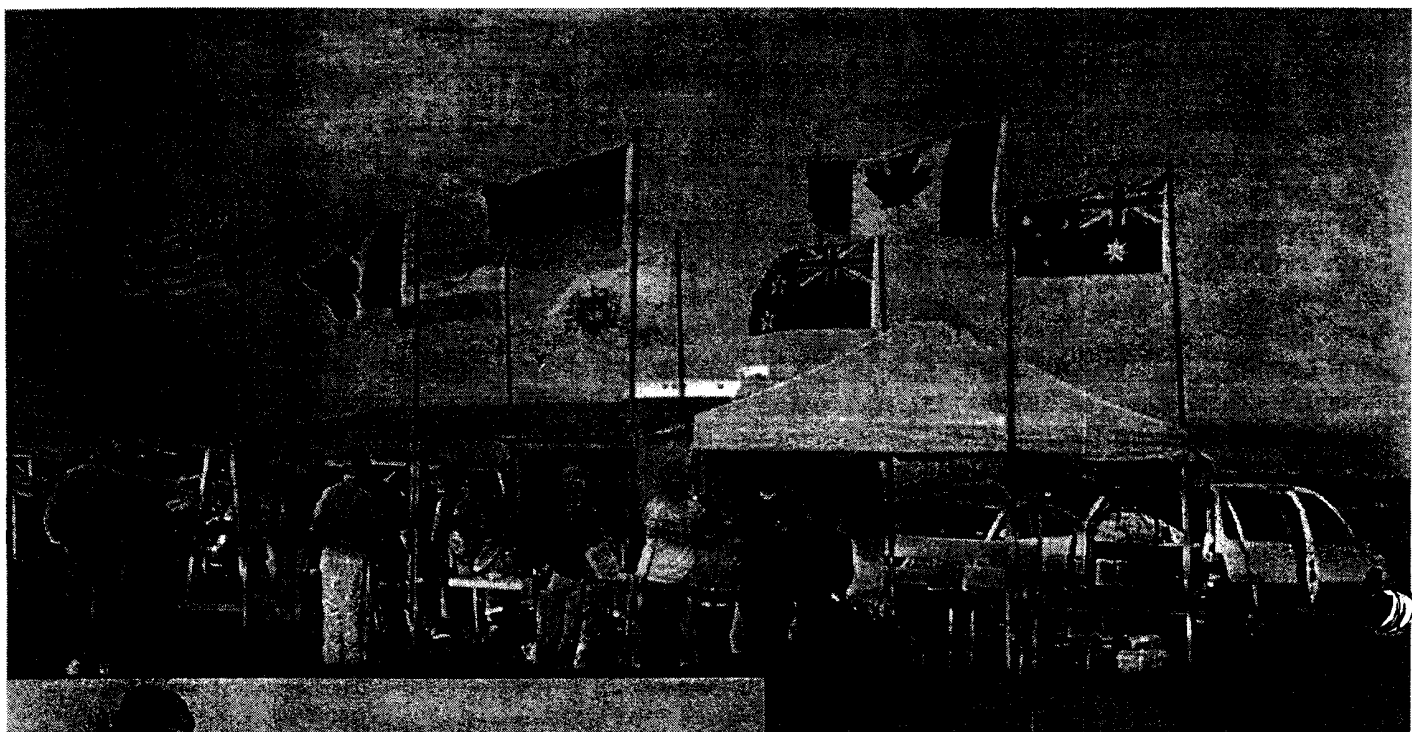
Trevor Boundy	Super Quaker 103%	Saito 65 4s	2305	619	1
David Foster	Playboy	YS 53 4s	2269	0	2
Paul Fathing	Playboy Cabin	YS 53 4s	1657	0	3
Kevin Fryer	Playboy Cabin	OS 46 2s	1622	631	4
Ray Woodhouse	Anderson Pylon	YS 53 4s	1610	601	5
Peter J Smith	Little Diamond	YS 53 4s	1599	0	6
Chris Lawson	Playboy 110%	McCoy 60 2s	1586	637	7
Harrold Stenenson	Playboy 92%	MS 29 2s	1419	0	8
Ian Avery	East States Gas Champ	OS 32 2s	1290	0	10
Peter Lansley	Bomber 67%	Dooling 29 2s	1194	0	10
Peter Buckley	Bomber	OS 46 2s	1125	0	11
Barry Barton	Playboy	Saito 65 4s	1049	32	0
Fred Stebbing	Playboy	Thunder T 36 2s	867	0	13
Norm Campbell	Super Quaker	YS 53 4s	352	0	14

**Gordon Burford Event**

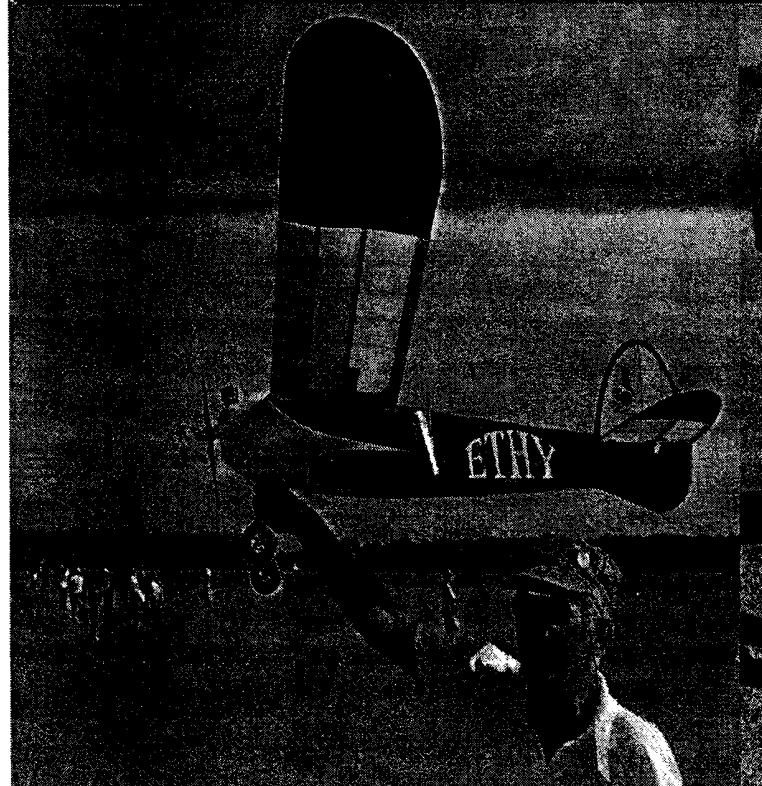
Peter J Smith	Little Diamond	PB	1458	0	1
D Foster	Kerswap 120%	BB	1366	0	2
Chris Lawson	Playboy	BB	1352	0	3
Ian Avery	Dallaire 50%	PB	1260	0	4
H Stevenson	Flying Pencil Junior	PB	1253	0	5
Barry Barton	Stardust Special	PB	900	0	6
Paul Fathing	Swayback	BB	735	0	7
Peter Leaney	Sailplane	BB	600	0	8
Keth Murray	Bomber	PB	520	0	9
Don Cameron	Super Quaker	PB	369	0	10
Frank Blades	Coronet	PB	284	0	11

**Half A Texaco**

Ian Avery	Playboy Cabin	Cox 049 2s	1020	0	1
Chris Lawson	Playboy Cabin	Cox 049 2s	977	28	2
Keith Murray	Bomber 45"	Cox 049 2s	564	0	3
Kevin Fryer	Atomiser	Cox 049 2s	548	631	4
Trevor Boundy	Stardust Special	Cox 049 2s	484	32	5
David Foster	Bomber 45"	Cox 049 2s	300	0	6
Barry Barton	Stardust Special	Cox 049 2s	295	0	7
Frank Blades	Coronet	Cox 049 2s	128	0	8



Above, Contest Headquarters with nations flags.  
Left, 1950 "Cobra" shown with original designer and builder Ted Patrolli, flown in Free Flight.  
Below left, Don Bekins and his famous "Ethy".  
Below, Spirit of SAM electric fly-off flight line.





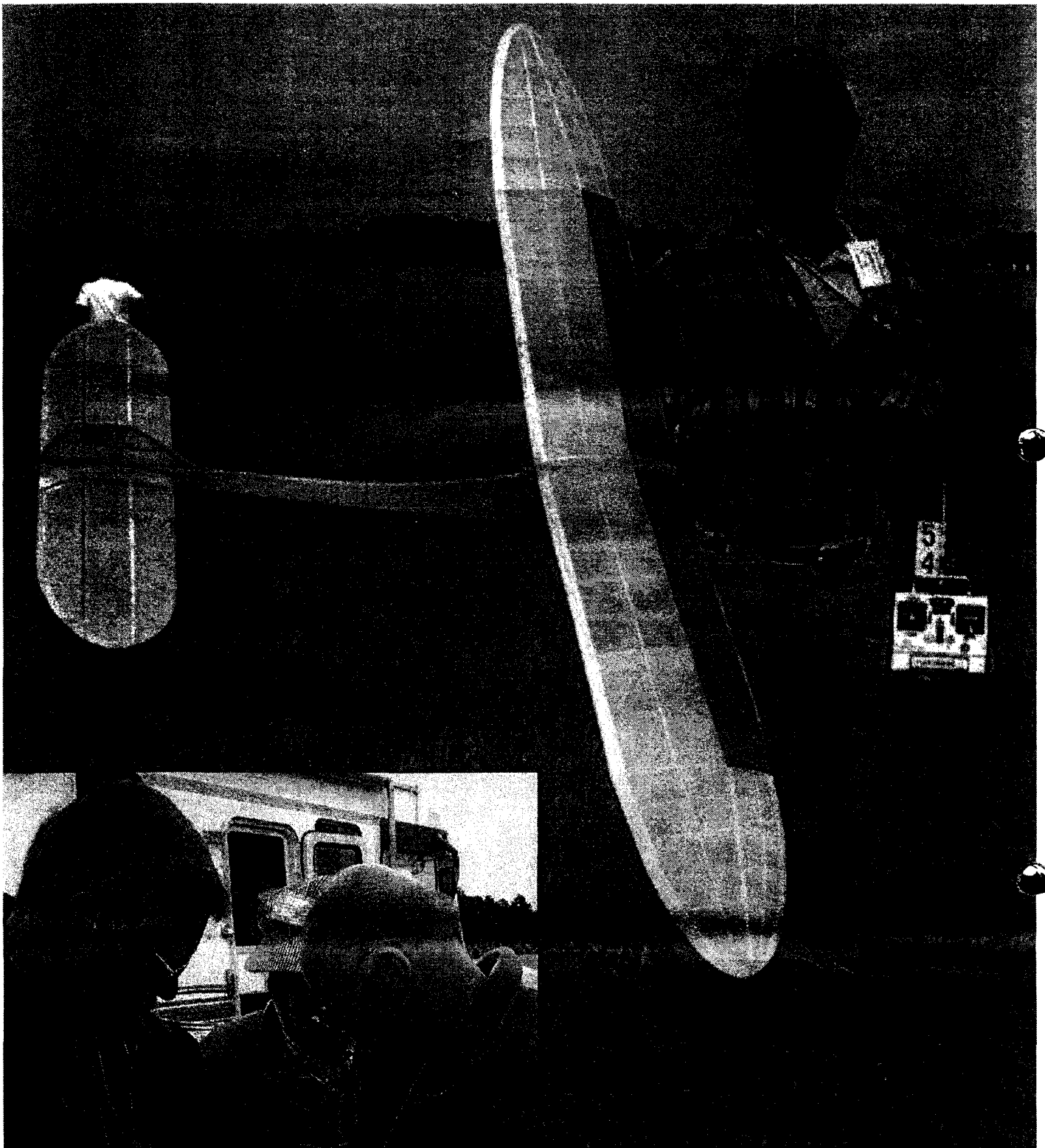


*Left, Lamoine Schrock with his US Army L-2A-TA Taylorcraft (otherwise known as Hound Dog) 1/2 A Texaco Scale built by Bill Schmidt.*

*Below left, A tender moment between Eut Tileston in his famous red overalls and Mary Hamler, vivacious wife of Ed Hamler, outgoing SAM Western VP.*

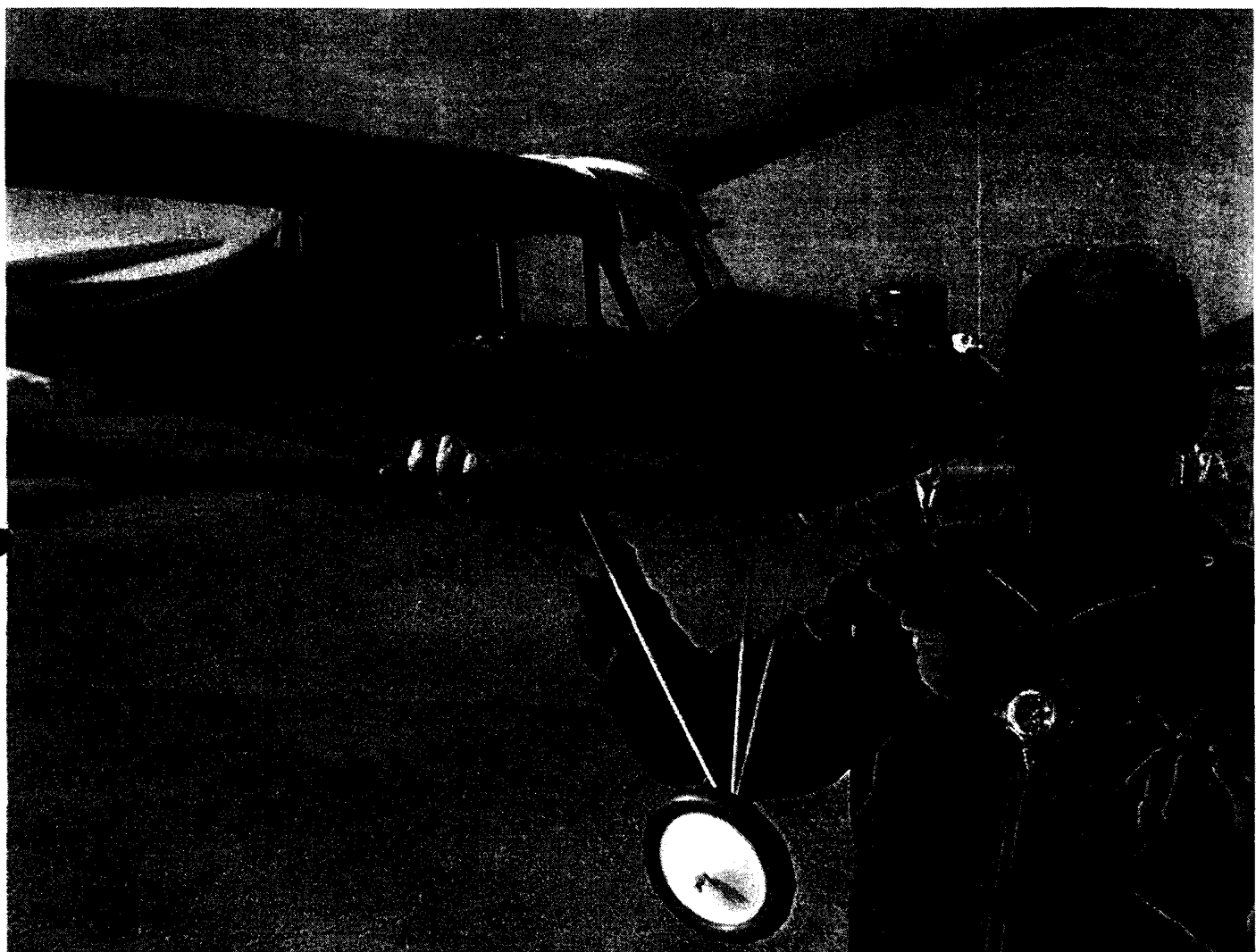
*Below, Gianfranco Lusso from Geneva with his beautiful 1945 glider FP 16. Wonderful construction and a real floater in the air. Loks like a bird in flight.*





*Above, Steve Roselle the newly elected SAM Western VP from Mountain View, California and his excellent Foote "Westerner". Note frequency pin.*

*Left, Bill Vanderbeek and Bud Romak assist Don Bekins with field repairs with their magic tape. Their van is behind. During the trip from California Bill is reputed to have built a rubber model in transit.*



*Above & below, Mike Salvator from New Jersey with his 114" span 1937 Cabin MG1 designed by Granieri, built by Walt Geary. Mike was a protege of Granieri.*

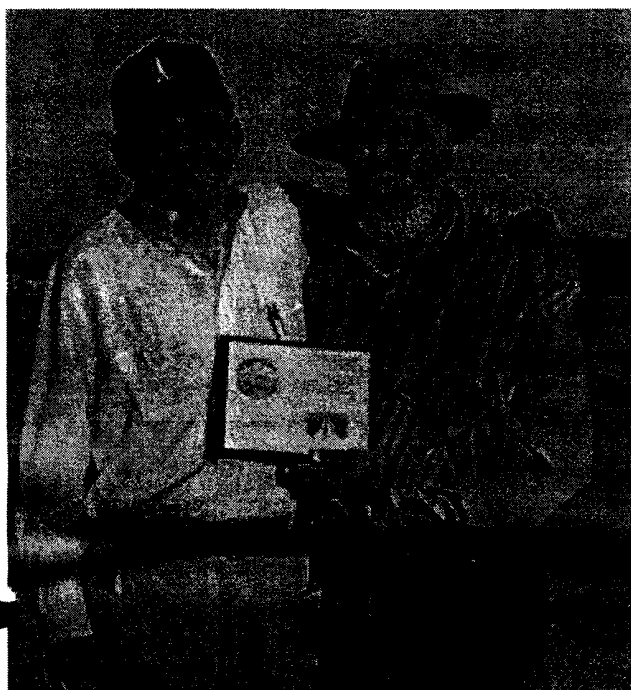
*Below, a fantastic 1936 Denny Junior, inspired by model shop owner and Hollywood actor Reginald Denny. Sponsored by the Gilmore Oil Company. Ohlsson Gold Seal engine made by Herb Wake in 1954.*





Above, Don Bekins with his just completed Heny Struck designed "Record Hound". This was this years special event model recognizing Struck and the "Record Hound". Don was exceptionally happy with his models performance. Powered by an Ohlsson 60 it goes up on rails (as your Editor can attest) and has a wonderful glide. Don changed engines and used the model in several events.

Left, is the highly competitive and superb flyer Fred Mulholland and his 1/2 A Lanzo "Bomber". Fred had a great deal of success and is as enthusiastic as he is competitive.



Above left, Ed Hamler, Outgoing SAM Western VP loaned Peter Bennett his Elfin 2.49cc diesel Playboy for the A Texaco event. 14cc tank. Three attempts for two off 15 minute maxes to qualify for the fly-off and a third place. Trophy plaque shown by proud Editor.

Left, Ed Shilen, engine builder has a mobile home/workshop. Great. Ed is the man who runs Shilen Aerosports and reproduces the Torpedo .24, .29 & .32. He also manufactures the Shilen Old Timer .19 spark ign. engine. SAM legal.



Right, Steve Roselle and his Carl Goldberg Sailplane which Peter Bennet flew for three 7 minute maxes in C Ignition LER, Edco Skydevil, WOW what a climb! Relief on Steve's face relates to the fly-off and the fact that the "Sailplane" was so high that on the advice of the owner/ timer #1 Steve Roselle and timer #2 Jack Sugametti Peter ended up flying the wrong model. Peter kept complaining of a control lag, no wonder. Well when it was discovered that it was the wrong model it was too late. The "Sailplane" was lost. Imagine our surprise when it "materialised" on the field. Perfect landing, no damage. A "miracle".



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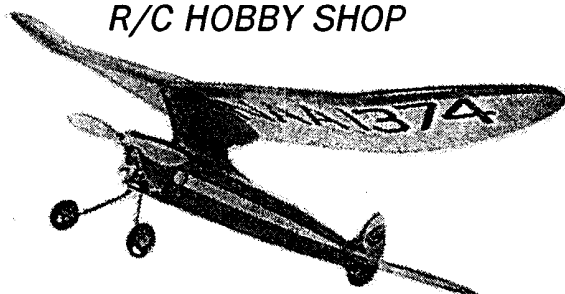
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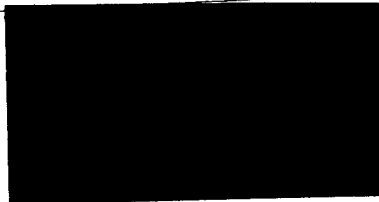
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