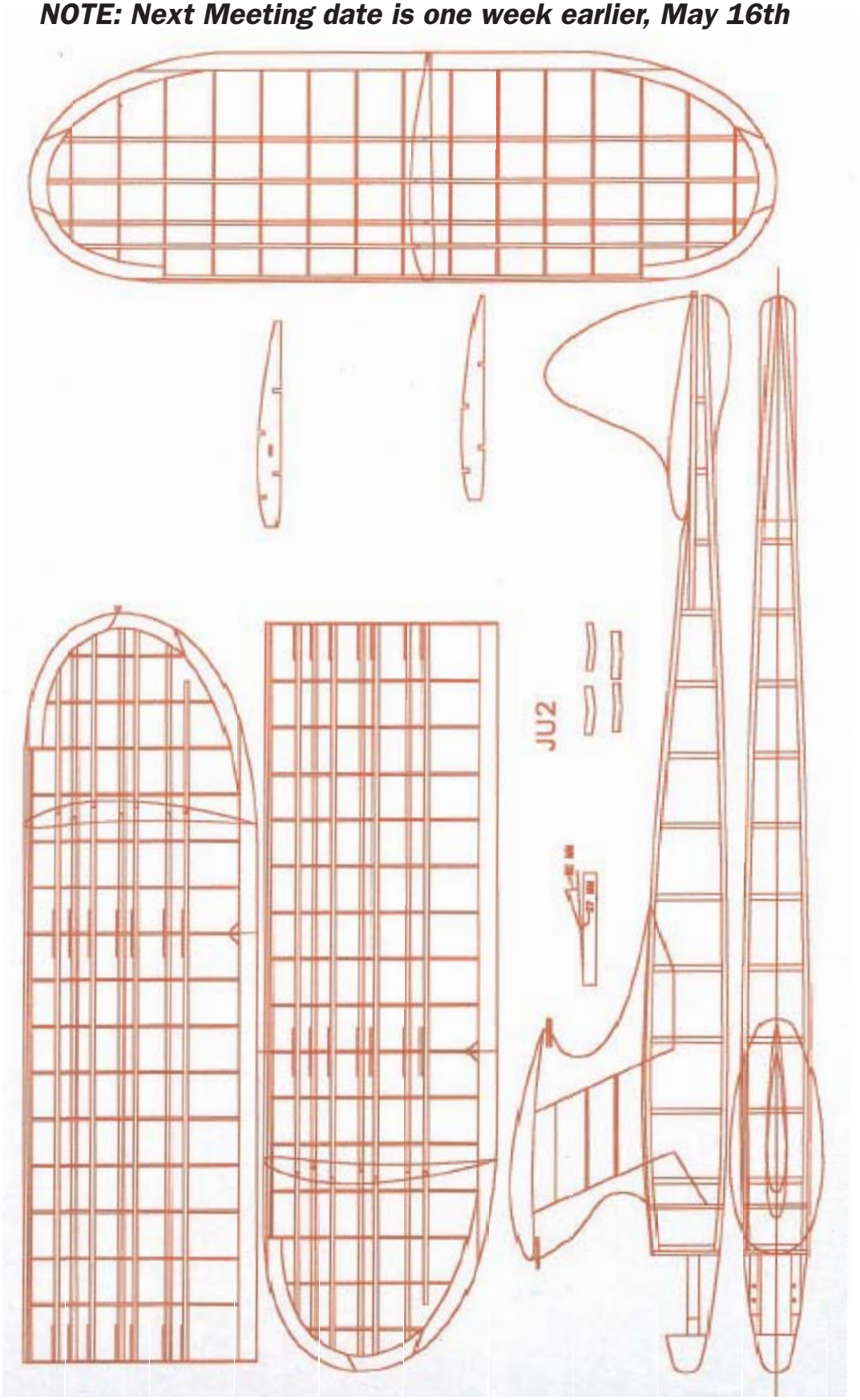
The Thermaleer

NOTE: Next Meeting date is one week earlier, May 16th



Wing Airfoil : NACA 6409
Flat Wingspan : 62.5"
Projected Wingspan : 61"
Dihedral : Polydihedral
Root Chord : 9.65"
Flat Wing Area : 572 sq. inch
Projected Wing Area : 559 sq. inch
Horz. Tail Airfoil : Clark Y 9%
Horz. Tail Area : 47 % of wing area

CAD plans and information kindly supplied by our esteemed Argentine correspondent, ***Alfredo Herbon.***

*1) The JU2 1.jpg file is a scanned image from original article appeared in "Aeromodelismo" magazine, December 1950 issue, so it had the natural yellowing and time patina from 52 years. Just in case, I did two extra scanning as a black and white photo using 150 dpi and 200 dpi. The images were saved as *.JPG. Please let me know if someone is acceptable.*

2) The JU 2 was a design of Dr. Federico Deis, an excellent modeler and hard contender during 40's and 50's. The model was published in Aeromodelismo magazine in December 1950. Each issue of this magazine included the folded full size plans of the models published. The JU 2 used a NACA 6409 wing section and Clark Y tail section. It had a 62.5" flat wingspan and 61" projected wingspan. Root chord = 9.65", polydihedral with elliptical wingtips.

NOTE: Next Meeting date one week earlier:

Meeting #79, Thursday 16th May 2002, 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 #80, Thursday 25th July 2002
Meeting #81, Thursday 26th September, 2002
Meeting #82, Thursday 28th November, 2002

President's report:

We have had several very successful competitions in the last months with many interstate flyers at the State Champs at Haddon and at Swan Hill. Ray Woodhouse has arrangements for Jerilderie MAY 25TH & 26TH well on the way with a Saturday night dinner at the golf club, please let Ray know if you are coming as the Lions Club, who are handling the catering, need to know,

WE HAVE MOVED THE NEXT MEETING DATE FORWARD TO THE 16th OF MAY to give members a bit more breathing space before heading off to Jerilderie. Most of us will be staying at the Caravan Lodge & Car O Tel, Telephone: 03 5886 1366 which has a variety of accommodation which ranges from camp sites, on site caravans, cabins and a motel units.

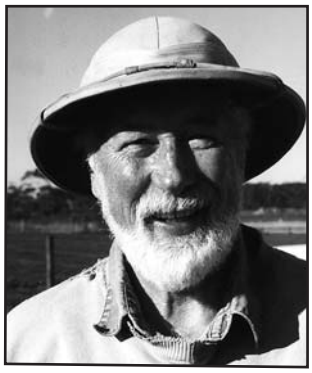
Ray Woodhouse is hoping for a good turn up from all states, as to appears that there will not be a Nationals this year.

Basil Healey has put forth a proposal to have a National SAM CHAMPS right after Christmas in the New Year. We fully support this proposal and are waiting with bated breath for final details.

HOPE TO SEE YOU ALL AT THE NEXT MEETING ON THE 16th OF MAY,

DON'T FORGET, ONE WEEK EARLIER, THURSDAY NIGHT, MAY 16th.

KEVIN FRYER
President SAM 600 of Australia
email-<fryerkd@bigpond.com>



Editor's Report.

The following has been received from Basil Healy, SAM 1788, following discussions between he and Kevin Fryer regarding the "First SAM Nationals".

A Proposal to conduct the First SAM Nationals.

Background:
At a meeting held during the Albury Nationals it was agreed to investigate the possibility of conducting a SAM Nationals separate from the MAAA Nationals. At the recent MAAA conference the MAAQ advised that they were unable to obtain sufficient flying fields for the proposed Nationals at Toowoomba scheduled for December, 2002- January 2003. No other State offered to take up the option so there will not be a MAAA Nationals in 2003. As such it is proposed to "fast track" this event to early January, 2003.

The Proposal is:
That the two largest SAM Chapters in Australia, SAM 600 and SAM 1788, jointly conduct an event to be known as the "First SAM Nationals". The venue for the event is to be the MAAA funded field at Cootamundra, NSW. The date shall be from Friday 3rd January, 2003 to Monday 6th January, 2003. Members of all SAM Chapters are eligible to attend.

Rules:
It was hoped that the various SAM Chapters would have agreed upon a set of SAM Rules before this event took place. As this event was "fast tracked" to fill a slot left by the MAAA Nationals not being held it is proposed that this "First SAM Nationals" be run to the 2001 MAAA Rules used at the Albury Nationals.

Programme:

Fri 3rd Jan	9:00am to 5:00pm	Rally Day Bring along any F/F, C/L or R/C model and show it or fly it. Prizes for the best model in each category will be determined by a pilots choice system. Dig out that old model that you have been keeping for years and show us that you can still fly it.
	6:00pm	BBQ and get-together.
Sat 4th Jan	Serious & noisy competition	
	9:00am	Gordon Burford Event
	12:00 noon	Lunch
	1:00pm	Duration
Sun 5th Jan	Less serious & quieter competition	
	9:00am	1/2 A Texaco
	11:00am	Texaco
	12:00 noon	Lunch
	1:00pm	Texaco (continued)
Mon 6th Jan	More serious competition	
	9:00am	'38 Antique
	12:00 noon	Lunch
	1:00pm	Nostalgia
	7:00pm	Presentation Dinner

It is expected that this subject will be discussed fully at our next SAM 600 meeting and formal support be gained so that the proposed "First SAM Nationals" can be progressed at a joint SAM 600, SAM 1788 and other interesteed SAM Chapters meeting at the upcoming "Tri-State Gas Champs" to be held May 25th & 26th at Jerilderie, NSW.

WebMaster's Report:

WebMaster's Report

This newsletter was sent to a total of 73 aeromodellers, which included 25 copies to life members, associated aeromodelling clubs, sponsers for our contests, office bearers of semi governing bodies and other SAM chapters, reciprocal newsletters and some people who have made positive contributions to the well being of SAM 600 of Australia.

We have had 268 visitors to our home page over the last 8 weeks. I have been able to submit (thanks to Basil Healy's research) the "Coupe De France". The "Top Hat" (a scaled down version of Reg Truman's 1939 NZ Texaco Contest Winner for Half A) to Gene Wallock for SAM US approval. JTB.

These pages can be visited at:
www.boundy39.com

The webmaster can be contacted by email at trevor@boundy39.com.

Victorian State Champs 2002, Haddon, 2nd & 3rd March

Name	Motor	Model	Seconds	Rank	CC/Sec	Chan
Texaco						
Fred Stebbing	Irvine 40 d	Rambler	3036	1	8	641
Mark Collins	OS 60 4s	Bomber	2794	2	21	620
Kevin Fryer	Irvine 40d	Cumulus	2774	3	10	631
Ron Adamson	OS 61 4s	Bomber	2760	4	15	615
Peter Bennett	Irvive 40d	RC 1	2626	5	10	605
Barry Barton	OS 60 4s	Anderson Pyl	2427	6	21	16
Rex Brown	Enya 60 4s	Bomber	2386	7	21	625
Chris Lawson	OS 60 4s	Powerhouse	2294	8	18	28
Peter Hosking	Saito 65 4s	Bomber 85%	2288	9	18	34
Peter White	OS 61 4s	Flamingo	2285	10	18	623
Dave Markwell	Saito 40 4s	Bomber 90%	2039	11	12	645
Paul Neville	OS 40 4s	Bomber 85%	1630	12	12	643
Brian Laughton	OS 40 4s	Red Zephyr	1200	=13	15	53
Robert Taylor	OS 61 4s	Kloud King	1200	=13	18	629
Steve Gullock	Enya 45 4s	Polly	1164	14	15	14
Greg Jenkinson	Saito 65 4s	Powerhouse	1083	15	21	645
Norm Campbell	Saito 65 4s	RC 1	1082	16	18	641
Lyndon Clifford	OS 61 4s	Beryloid Winner	1020	17	18	641
Don Cameron	OS 60 4s	Record Breaker	904	18	18	32
Tony Farnan	OS 52 4s	Bomber	549	19	15	645
Duration						
Mark Collins	McCoy 60	Cumulus	1510	1	30	620
Ron Adamson	McCoy 60	Bomber	1423	2	30	615
Kevin Fryer	McCoy 60	Playboy Cab 110%	1370	3	30	631
Peter Bennett	YS 53 4s	Josephine 110%	1337	4	25	643
Peter White	OS 61 4s	Playboy	1301	5	30	623
Barry Barton	Saito 65 4s	Playboy Cab 110%	1249	6	30	16
Rex Brown	Dooling	Bomber	989	7	30	625
Lyndon Clifford	Nordec 60	Hayseed	840	=8	30	641
Brian Stebbins	Thunder T 30	Playboy	840	=8	25	649
Chris Lawson	Saito 45 4s	Playboy	806	9	30	28
Dave Markwell	Saito 63 4s	Playboy	746	10	30	645
Greg Jenkinson	OS 52 4s	Buzzard Bombshell	729	11	30	637
Robert Taylor	Webra	Buzzard Bombshell	524	12	25	629
1/2 A Texaco						
Barry Barton	Cox 049	Stardust Special	1930	1		16
Peter Bennett	Cox 049	Red Ripper	1865	2		643
Rex Brown	Cox 049	Stardust Special	1852	3		625
Mark Collins	Cox 049	Bomber	1843	4		620
Ron Adamson	Cox 049	Atomizer	1629	5		615
Dave Markwell	Cox 049	Playboy Cab	1621	6		645
Grian Stebbing	Cox 049	Stardust Special	1588	7		649
Chris Lawson	Cox 049	Commando	1475	8		28
Kevin Fryer	Cox 049	Atomizer	1080	9		631
Greg Jenkinson	Cox 049	Red Zephyr	1055	10		20
Don Cameron	Cox 049	Record Breaker	1010	11		34
Peter Hosking	Cox 049	Anderson Pylon	995	12		20
Steve Gullock	Cox 049	Anderson Pylon	992	13		24
Paul Neville	Cox 049	Playboy	949	14		643
Danny Missen	Cox 049	Stardust Special	814	15		633
Fred Stebbing	Cox 049	Fox 107%	70	16		36
38 Antique						
Rex Brown	OK Super 60	Westerner (W)	1800	1	110	625
Chris Lawson	DC Wildcat d	Candid	1350	2	87	28
Peter Bennett	OK Super 60	Flamingo	1172	3	132	605
Dave Markwell	OK Super 60	Cadet	1058	4	110	645
Ron Adamson	OK Super 60	Cumulus	600	5	110	615

"Roughing It"

(Obervations from Barry Barton.)

A new phenomenon has struck the Victorian Old Timer movement known as "Roughing It". Not in any way allied to crickets "sledging", it involves a return to basics driven by economic pressures which has led in most of its exponents to a surprising preference over previous methods. It is the practice of camping at the field.

The recent Victorian State Titles at Haddon saw a big increase at the "Roughout" with one Interstater arriving fully equipped (plus kitchen sink) to enjoy the experience. Two caravans aranged themselves and their awnings to provide an enclosed wind and almost rain-proof area which became the epicentre of conviviality during the entire weekend.

Before the event much was made of the potential of the latest models, some brave souls actually tried to forecast their performance, much speculation on the upcoming weather and its influence on particular men and their models was indulged in, whilst the occassional wine or beer was taken to ward off the chill night air. The previous "Roughout" at Haddon had a great camp fire, - too dry this time around.

Night two, with a days competition done saw a full camp of "Roughers" with even more talk about "unlucky" poor performance, maxes just missed, whilst the highly-placed indulged themselves in a sip ot two more of the many and varied bottles on the communal table while quality food was cooked and shared around in a most egalitarian fashion.

The evening progressed wonderfully well despite the chill highland winds. The experienced snuggled into their various "keep warm" aids, including a padded quilt seen on the knees of two of the elderly. A serious attempt was made in the late evening to winkle out the means by which one flyer's Cox motors were thought to go better, despite "vino being veritas" he refused to divulge his methods - a niggardly attitude !

No drunkedness, no arguements, dollars saved whilst no one involved felt disadvantaged by "Roughing It" !!.

Barry Barton, shown with his 1/2 A Texaco winner, Don Broggini's "Stardust Special".

Joseph Elgin, Designed Model Airplanes
Alana Baranick, Cleveland Plain Dealer Reporter

STRONGSVILLE - Services for Joseph Elgin, who designed model airplanes that have been flown by hobbyists for more than 60 years, will be at 11 a.m. today at the Berea United Methodist Church, 170 Seminary St., Berea.

Elgin, 82, a retired Photo Litho Plate Co. vice president, died Friday at his home in Strongsville. He designed the Playboy Sr., a free-flight, gas-powered model with an 80-inch wingspan, which was introduced in 1940 by the Cleveland Model company. Although he worked for the company for only a year before pursuing a career as a lithographer, Elgin created several other model planes and gliders for do-it-yourself kits.

Elgin, who was born in Central City, FL, began flying models competitively while growing up in Cleveland. He belonged to the American Airlines Gas Model Club on the city's West Side and its East Side counterpart, the Balsa Butchers Club. During World War 11, the Lincoln High School graduate served with the Army Air Forces in Europe as a navigator on a B-17. He was wounded and captured after his aircraft was shot down on his 19th mission over Germany.

He managed to build simple model planes, propelled by elastic from suspenders, during his 16 months in German prison camps.

After the war, he returned to his job at the Photo Litho Plate Co. and resumed competing at model air meets. In the early 1950s, he won a national championship and participated with various flight teams, including a group representing the United States that placed first in an in ternational meet held in England in 1953.

Elgin received the Academy of Model Aeronautics' Pioneer Award in 1998 and was honored at the Society of Antique Modelers championship in 1999.

He was an amateur photographer, who entered his black-and-White photos in May Show com petitions at the Cleveland Museum of Art. He also was a cartoonist, whose depictions of wartime experiences were published in the book "Behind Barbed Wire."

Survivors include his wife of 54 years, Arnella; daughters, Debra Page of Berea and Jodi Dragan of Raleigh, NC.; and four grandchildren.

Wood Splices: from Alfredo Herbon

In spite of the years building model airplanes, the learning process never stops ... Yesterday I needed to do some splices in 1/4" balsa sticks and remembered a Hank Baer's recommendation about to use 8 to 1 slope ratio, common for joints in the maritime industry.

I found an easy procedure to do the joint almost perfectly, so I decided to employ some time to do some drawings showing the procedure. I think it could be useful to show it in "The Thermaleer". Let's see it :

(1) Cut and pre-sand both sticks with 8 to 1 slope. Put both sticks together with their ends touching exactly the edge of the board at 90º.

(2) Hold firmly both sticks and sand with a good sanding block with firm strokes pushing against the edge of the board.

(3) Look for a true sanded surface with the edge of the wedges well sharpened.

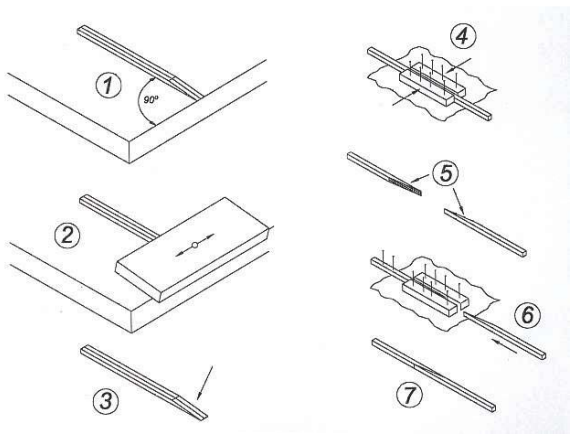
(4) Take one stick and put two balsa scrap pieces against the stick pressing it firmly. Nail the balsa guides to the board. Do not forget to place a piece of saran wrap below sticks. Now check for a correct adjusting of the wedges. If the sanding work is correct, no gaps are appreciable.

(5) Apply glue at both sides of the wedge, (Titebond or PVA white glue).

(6) Insert both sticks into the guides pushing against each other. Clean off the excess of glue. Let dry around five minutes, take apart the sticks and repeat the procedure. Hold both sticks in position with nails.

(7) Let dry for several hours, take apart the guide blocks and final sand.

The old recommendation for aeronautical wood splices is to use a 10 to 1 slope, but I personally agree with the naval practice. Alfredo.-

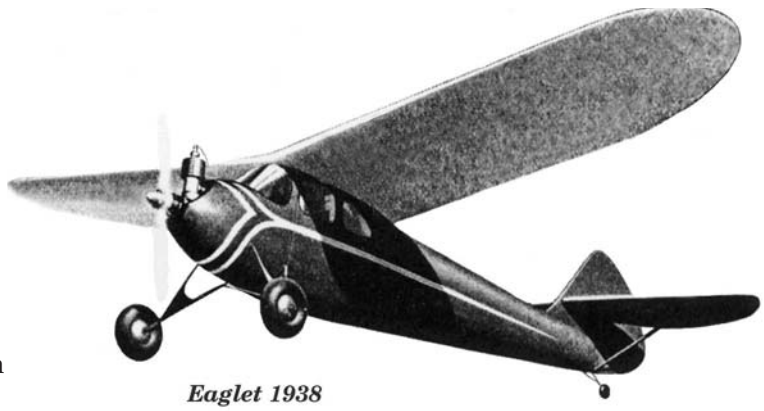


The Biography of Ben Shereshaw

by Charlie Reich

Ben Shereshaw, a true pioneer of the model airplane industry. This biography was written in January of 2001 with Ben at 88 years of age. There has been little written about this man considering his myriad of accomplishments over the years

Most of the following information was derived from phone call interviews with Ben, and during those calls it quickly became apparent that Ben was a gentleman of the highest order and a delight to talk with. He is modest to a point that it was difficult to get him to talk about himself unless you could relate to a known design of his, a product he manufactured or a deed he accomplished; only then would he elaborate at length, and in great detail, remembering products, names, places, and dates.



Eaglet 1938

That in itself is a great achievement at age 88. Once our conversation warmed and turned to modeling, it quickly became apparent that Ben was a living legend, a walking encyclopedia of modeling history in its Golden years, and Ben Shereshaw was one of the greats that made it all happen.

Ben Shereshaw was born on March 23, 1913 in the Bronx area of New York City. Ben recalls walking through Central Park at about 13 years of age when he spotted a V-shaped model being pushed by rubber band-powered twin propellers flying overhead. He was immediately smitten with a disease, an incurable disease… Model Airplane Fever. Fortunately for modelers the world over, this disease became a lifelong affliction. Ben started building his first rubber-powered model shortly after his first model airplane encounter in Central Park. Throughout his high school years, Ben continued to build model airplanes, read about them, and study them. Interest in aviation was always foremost in Ben's young mind, and after his graduation from high school, he entered the Guggenheim School of Aeronautical Engineering

The First Gas Model Kit

In 1934 Ben acquired a new Loutrel engine and designed his first gas model around it. He named it the "Speedster". The Loutrel Specialty Company in Brooklyn purchased Ben's design and offered the new "Loutrel Speedster" for sale in a kit form. This was the first gas model in kit form to be sold in the USA and was the first of many of Ben Shereshaw's firsts in the modeling industry. Ben also used a bent piano wire landing gear in his "Speedster" design. Ben advised, "This was one of the first piano wire landing gears to be used on a gas model airplane"…another first for Ben and the modeling world. This was only the start of Ben Shereshaw's lifetime model aviation career.

The Model Design

Ben held several jobs and wore many different hats during the pre-WWII period. The depression years were difficult for young Ben—no jobs to be found, money scarce, and yet the model industry beckoned to him. He realized that during those depression years, under the Herbert Hoover administration, there was a tremendous dollar volume of business being done in the model airplane industry, much more so than in full-scale aircraft. This trend didn't change until Franklin Roosevelt became President and preparations started underway for the USA's involvement in WW-II.

After graduation from Guggenheim, Ben started designing gas models almost full time. From 1937 through 1940, Ben is credited with over twenty different gas model designs. Some plans were sold to *Flying Aces* or *Model Aviation Magazine*. In addition to the plans, Ben authored many magazine articles. Four of Ben's gas designs were kitted by the Scientific Model Company.

The 1938 Berkeley catalog offered four Premium ($1.00) rubber scale kits: the American Consolidated P-30, the Dutch Fokker DXVII, the French Mureaux Pursuit (Ben's favorite. He advises it's an excellent flyer!), and the British Hawker Super-Fury, all designed by Ben. All of the Ben Shereshaw designs contained a di-hedral wing, and most all designs resembled a real airplane. Ben did not design any gas models with

a polyhedral wing. Ben's first gas model, designed in 1934, was the prototype for the Loutrel Speedster. This was a very stable, good flying model and Ben's favorite test bed. A few modifications were made over the years and reappeared once again on a fresh drawn plan renamed as the Pioneer in the 1/38 issue of *Flying Aces* magazine.

The 1934 Loutrel Speedster had the wing mounted on cabane struts, as were the Miss Exchange Club, Pioneer, and Privateer; all others were of a cabin design with the one exception of the 1940 Scientific kitted "Ensign," which was a pylon mounted wing.

The 1934 Loutrel "Speedster" was the first gas model offered in kit form in the USA. The "Loutrel Speedster" kit sold by the Loutrel Specialty Company in Brooklyn, NY featured a seven-foot wingspan and was designed especially for the 1/6 horse-power "Loutrel Aero Motor". The complete Loutrel Speedster kit, less motor, could be purchased for $8.00, or the separate plan only was $1.00.

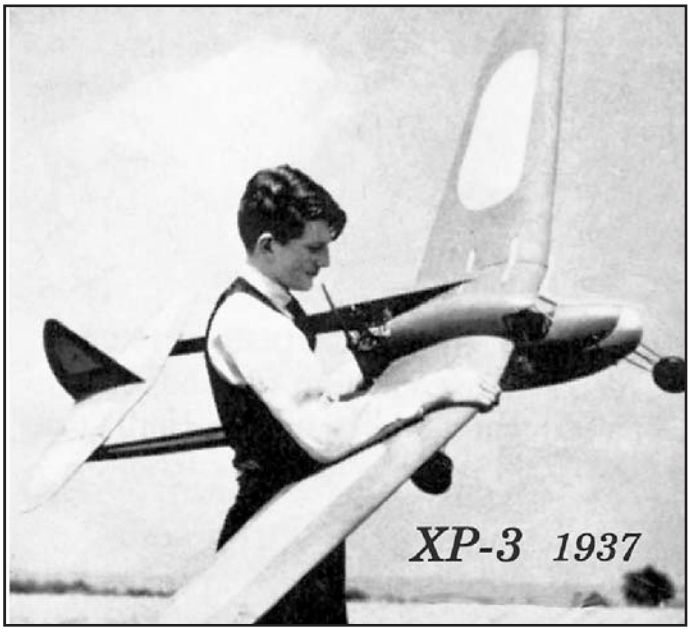
The Scientific "Eaglet" kit was one of the first Class A kits to be offered in June 1938. Ben Shereshaw specifically designed the "Eaglet" for use with his new Bantam Class A engine.

The 1940 RC-1 (twin boom) was the first R/C gas model offered in kit form. (This model is not to be confused with the 1934 Chet Lanzo designed RC-1 model of the same name)

Ben's Career

Ben was formally educated as an engineer. His active mind kept him busy at many tasks as an inventor, a designer and a dreamer of things to come. The ability and energy to achieve his ideas came from deep within, and Ben was not afraid to try new and innovative things. To create gas model airplanes was a part of his dream and soon thereafter an idea evolved to create a smaller gas model engine—a miniature jewel of beauty, precision and performance. He loved the energy, enthusiasm, and mechanical knowledge that seemed to be a natural born instinct among the young people of his era. All the young men seemed to have a built-in understanding of things mechanical and what made them work, or at least the curiosity and desire to learn about such things.

Automobiles and airplanes were still in an embryonic stage bursting forth with new styles, designs, and modern innovations for the times. Henry Ford, Thomas Edison, and Harry Firestone were still continuing in their achievements of inventing new and innovative products that offered inspiration to the youth of America to aspire to the seemingly boundless possibilities that lay before them. The ability for the automobile to attain 100 MPH speeds was commonplace, as were airplanes that could travel twice that speed and submarines that could travel across the ocean underwater. Comic books featured Buck Rogers and his Space Cadets with rocket ships flying in outer space, all giving young and old alike dreams of things to come in those exciting times.



In 1937 Ben started designing models and writing magazine articles almost full time and soon became aware of the need for a smaller gas model airplane, one that a young man could easily carry on a bus or the subway to the flying field, and of course this would require a small, powerful, yet very lightweight model airplane motor. He planned to develop a small model airplane engine, in addition to a matching, well-designed, excellent flying Class A model.

With the plan in mind to develop a miniaturized gas model engine, Ben set up a small machine shop in his living room, much to his wife's consternation, consisting of a small lathe and drill press. He started teaching himself to become a machinist. As his skills progressed, he was soon mandated to move his machine shop equipment to the basement workshop.

The Bantam Engine

Emerging from the depths of his basement workshop, in late 1937 or early 1938, Ben Shereshaw

carried his all-new Bantam .16 engine prototype. The engine had a sand cast aluminum crankcase with a matte finish, four round holes for exhaust, piston with rings, a knurled aluminum gas tank bowl, a closed ignition timer, horizontal head fins, and seven cylinder fins. Ben Shereshaw soon realized that he had a winner with his new Bantam .16, an engine that would create a tremendous sales opportunity in the modeling industry, and he recognized the opportunity that lay before him.

News of the forthcoming all-new Bantam .16 was leaked out in promotional ads starting in midyear 1938 in various modeling magazines and trade papers. Production was started in late 1938.

Further development offered enhancements to the 1939 Bantam .16, with two round holes for exhaust, more head fins, and 10 cylinder fins. The crankcase and timer housing was machined smooth and polished, plus a new clear plastic fuel tank was added.

Encouraged by the immediate success and acceptance of his new Bantam .16, Ben immediately sat down and started designing a successor with a unique and innovative style—one that would utilize a diecast crankcase to enable a speedup in the production process and enable them to supply the anticipated demand. He was aware the sand cast aluminum crankcase was too heavy for an engine of this diminutive size. His mind ablaze with ideas for his new design, the midnight oil started burning once again.

Ben's new Bantam design offered a displacement of .19 cubic inches. A rotary disc valve was used for fuel induction, offering a turbo-like boost to performance. To reduce the overall weight, a diecast magnesium crankcase would be used along with a lapped piston.

The magnificent styling would embellish the art deco design of that period, offering beautiful form with innovative function, providing an all-new Class A engine with outstanding performance.

A substantial investment would be required to start production of the new Bantam .19, and money was a scarce commodity as the nation was still under recovery from the Depression. Ben realized he would also need to have a facility to manufacture the necessary production, but first and foremost the new magnesium crankcase would require a set of professionally made casting dies, an expensive item indeed.

Ben scheduled a meeting with Aluminum Company of America (ALCOA) executives to discuss his needs and get a cost estimate for them to produce the dies. They advised the total expense to be between $1000 and $1100, more money than Ben had ever seen at one time in his life. Much to Ben's amazement, the ALCOA executive staff was very interested in his new product and felt it would generate a great demand.

Unknown to Ben, the ALCOA company policy promoted helping young and ambitious entrepreneurs to get established in business. ALCOA offered to supply Ben with the dies, which could be paid for in monthly installment payments—a rarely encountered way of doing business in those days. The deal was struck, and the dies went into a production schedule that very day.

Additionally, ALCOA submitted a major news article about the new engine and their involvement in making the special dies in their international trade paper. This gave worldwide recognition and awareness to Ben Shereshaw's forthcoming new and innovative Bantam .19 engine. Ben also had a full time job teaching mechanical drawing at Central High School

in Newark, New Jersey. This was a busy period in Ben's life as he continued to design model airplanes and write magazine articles, plus develop a new model airplane engine and set up a new manufacturing plant to produce the new engines. All this in addition to his full time teaching job at Central High.

The new manufacturing facility was called Miniature Motors Company, located at 362 High Street in Nutley, New Jersey. Ben had great faith and confidence in the ability of young people during that era. His plant employees were mostly all his modeling acquaintances or recent high school graduates, who all turned out to be very enthusiastic about learning the machine shop trade. Ben advised, "They took to that work like a duck takes to water. Somehow they seemed to possess an inner knowledge of what was needed to be done and how to do it with very little supervision or instruction. They were model (no pun intended) employees."

Magnesium was the material of choice for the crankcases; however, due to the preparations for the forthcoming war effort, the material was in short supply and aluminum was sometimes substituted in a production run. Pre-war Bantams were specified to be manufactured with magnesium; however, a few were aluminum. During this time period the AMA was aware of the smaller planes and engines emerging in the hobby. A committee was formed to set up new classes and standards for all model engines and their sizes. The new AMA rules proposal was approved by the NAA at their annual meeting.

It was official: the new Class A allowed engines up to .20 displacement, Class B was .201 to .300, and Class C at .301 and up. By sheer coincidence Ben had just introduced his new Bantam .19 and realized that his timing was perfect as he now had a major jump on the market place with his exclusive .19 size engine. Other manufacturers would take months in development to see production of their new Class A engines.

The introduction of the all-new Bantam was a huge success, with over 70,000 Bantam .19s sold in the first year of production. The competitive Ohlsson .19 didn't arrive until late 1939, followed by the Arden .19 in mid-1940. Others soon jumped into the melee of supplying the new, and very popular, class A .19 sized engines. The popular Bantam .19 continued to lead the pack in sales.

Ben Shereshaw at the '38 Nats

In 1938 the eleventh annual Nats were held in Detroit Michigan July 6 through 9 at the Wayne County Airport, with an excited young man, Ben Shereshaw (age 24), in attendance. The following is one of his many stories about the Nats. "The Nats drew huge crowds in those days. Over a thousand contestants came from all over to fly. Mostly rubber power and gliders, as only a few flew "gassies" due to the expense. This was the Depression era; nobody had any money, and decent jobs were few or none. Times were tough. The 20-story Hotel Fort Shelby was the headquarters for all the contestants. The hotel offered a special rate of $8.00 for the length of the entire event."

The following Hotel Fort Shelby's ad was the modelers enticement: "Going to the Nationals? Then make your stay a pleasant one! The Hotel Fort Shelby is the official headquarters for the Eleventh Annual Model Airplane Championship Meet. Model leaders and leading modelers will convene to provide an atmosphere of swift aeronautical tempo. Your reservation at the Shelby is your front-row ticket to the greatest model aviation jubilee of the year. For modelers, there are special reasonable rates. Spacious workrooms provided, with micro-film tanks. Also storage for shipping cases. Write today!"

Ben advised, "My stay there was unforgettable. Can you imagine over a thousand young modelers crammed into this facility? The engines were being tuned and running full blast in the rooms and hallways all night long, every night. Model repairs were also underway all night long, with nitrate dope and Ambroid cement fumes permeating the air. The exhaust fumes and smoke was so thick you couldn't breath. It was awful, as nobody got any sleep."

Authors note: I had discovered in a revealing 1938 Arpiem magazine article that Ben Shereshaw had rented out his bathtub as a sleeping facility to a budget-minded contestant, Felix (Gilbert) Gutman, in the Shelby for 50¢ a night. During my interview (in year 2000) with Ben, I asked him if the story was true. Ben was really taken aback at my findings—his *response follows:*

Ben laughed and replied, "How did you find out about that? Yes I did; as I said, money was scarce in those days. The other fellows found out about my lucrative deal and hung a sign on my door, "Sleeping Space for rent, 50¢ a night." The fact was, all rooms

were crammed with sleeping bodies and the fellows sharing the room expense. Those were the fun days, lots of fun and pranks. Oh for the exuberance and innocence of our youth…

Bantams—Winners at the Nats

Ben took his Bantam .16 to the 1939 Nationals and won the newly-formed Class A event. Ben smiles when he advises, "It was a fairly easy win; I didn't have much competition." The new Bantam .19 took the 1940 newly-formed Class A Nationals event with a storm, winning first, second, fourth, fifth, seventh and tenth in the Senior Class A events.

The Bantam .19 continued bringing home the gold in 1941 and the post WW-II 1946 Nats. It was a winning engine in free flight as well as control line events in every local and major contest entered for many, many years.

Ben Shereshaw's R/C Theory

Ben claims that radio control for flying models was invented because of automobile running boards. Ben advised, "Since the early days of free flight, the modelers would ride outside the car on the running board while chasing their flyaway model. They would shout instructions through the open window to tell the driver what direction the model was going and hang on for dear life while the chase ensued. This was the radar tracking and retrieval of the thirties."

He laughed, "In 1937 most automobile designs were modernized, and the running boards were no longer hung on the outside of the body. It was more than a coincidence that R/C was introduced at that time—in fact they had to introduce R/C, as there was no longer a convenient way to chase the models in the modernized automobile."

Ben also feels that the early R/C models were controlled telepathically. He advised, "No one knew how the radios worked, and no one really knew how to use them. The early R/ C models were launched as a free flight and hopefully continued to fly well as a free flight. When the model got too far away for comfort, the radio was twiddled with in hopes the model could be guided back to a near proximity of the flying field. Surprisingly, most of them were successfully steered back to the takeoff point, and this had to be done by telepathic insight, as none of us really knew how to guide that thing. After all, we were really free flighters."

RC-1: Ben Shereshaw's First R/C model

"In 1937 I started experimenting with a large twin boom, pusher engine model called the XP-1. This original design eventually evolved into a nice flying free flight called the XP- 3. The building and flying of the XP-3 (experimental pusher) provided the gas modeler with a design incorporating structural and aerodynamic characteristics far different from those found in conventional gas models. Many problems were encountered in the development of the unique design, necessitating the construction of three different models, the XP-1, XP-2 and XP-3, before the "bugs" were eliminated.

The difficulties of the design were thoroughly ironed out with the construction of the XP-3. Notable was the take off run being substantially decreased from previous designs, while the trim of the model remained almost constant after the engine had stopped."

In 1939 Clinton DeSoto, one of the early R/C pioneers who was a staff member of the American Radio Relay League (the AMA of Ham radio), encouraged Ben to design a twin boom pusher for radio control to be used at the Nats. Clinton agreed to furnish the R/C equipment if Ben would design the model. Ben advises, "I modified my XP-3 design by adding twin rudders and movable control surfaces and renamed it RC-1. The cabin was changed slightly to allow for installation of the radio and huge battery pack required. Even with this additional baggage, the model still proved tail heavy due to the placement of the radio gear and heavy control linkage of that era. At the Nats I had to add three cans full of water within the fuselage nose as ballast to get the proper balance. It was heavy but flew quite well using the Forster .99 for power. We were allowed a 30-second engine run, and as far as I can remember, I placed quite well in the event.

A fellow named Cecil Winik, a famous cinematographer for Paramount Movie Studios,

attended the 1940 Nats and became fascinated with my unique R/C design. In 1941 Cecil manufactured the first R/C kit ever to hit the market: my RC-1."

Cecil Winik's ad read: "Span 10 ft. Weight without radio controls 6 lbs. Will carry with ease 5 lbs. of radio equipment for three way radio control, or can be equipped under 1 lb. for rudder control only. Kit price $15.00, less wheels and dope."

Ben's Promotional Efforts

Before World War II, Ben was teaching school, designing gas model airplanes, writing magazine articles, developing and manufacturing small Class A engines, a radio commentator on John Gambling's "Model Airplane Club of the Air," and actively promoting competition with gas models. He was also the President of the Kresge Department Store's Model Club of Newark, NJ and director of activities for over 2500 club members flying their events at Hadley Field in New Jersey.

Ben was also the contest director for many of the Eastern States Gas Model Meets co-sponsored by *Model Airplane News* magazine. Ben Shereshaw was truly dedicated to the model airplane movement.

The War Effort

All model engine production ceased at the outbreak of World War II on December 7, 1941, and the model engine production quickly switched over to supply the war effort Ben designed and produced RF coax connectors for military communications equipment. The Miniature Motors plant also produced gyro components and assembled the gyros for Sperry bombsights.

The gyros were used to stabilize the bombsight and allow it to remain locked on target regardless of the pitching or tossing motion of the aircraft. During those war years Ben was especially proud of the young men working in the factory. Walt McBride, Charles Kenny, Frank Ehling, and John Romanowski, to name only a few who later became famous in their own right. Ben stated with pride, "These kids had the natural inborn ability to produce these specialized parts. They had the mental discipline required for accurate machining and designing the components. They were naturals, and I'm very proud of what they achieved." Ben advised, "During WW II the Navy was flying reconnaissance and bombing runs from Midway Island and outlying aircraft carriers over the Sea of Japan.

The early war efforts resulted in many fliers shot down over the Pacific praying for a rescue team to find them. The pilot's rescue equipment contained a small radio transmitter that would send out a S.O.S. signal to the mother ship or PBY flying boat's radio location beacon. Transmitting an adequate signal was difficult, as the fairly low-powered transmitters required an antenna of substantial length to get the signal back to base. The first method used was carrying the antennas up on kites; however, this was not always successful due to wind conditions and weather problems. Next came a small balloon inflated by a CO2 capsule however, the balloon also suffered from the same wind and weather conditions.

Ben Shereshaw Gas Model Designs in (almost) chronological order:

Model, Source, Year, Wingspan, Sq. in.

1. Loutrel Speedster, Loutrel kit, 1934, 84
   (The Loutrel "Speedster" was the first gas model offered in kit form in the USA)
2. Champion, Flying Aces, 4/37, 108, 1427
3. Nimbus, MAN, 6/37, 123, 1775
4. Cumulus, Flying Aces, 9/37, 96, 1178
5. XP-1 Twin Boom, Zaic 1937, 114, 970
6. XP-2 Twin Bm., Flying Aces, 10/37, 93, 1052
7. XP-3 Twin Boom, Zaic, 1937, 93, 1052
8. Cloud Cruiser, Flying Aces, 11/37, 96, 1186
9. Cavalier 100, Berkeley kit, 1936, 100, 1431
10. Cavalier 110, Zaic yr book, 1937, 110, 1311
11. Cavalier Custom, Berkeley, 1937, 108, 1294
12. Cavalier Custom Twin, Berkeley kit 1938
    (The Cavalier Custom Twin kit could be built as single or twin engine, single or twin rudder, or any mix/match thereof)
13. Cavalier Standard, Berkeley kit, 1938, 72, 582
14. Cavalier 60, Berkeley kit, 1939, 60, 432
15. Pioneer, Flying Aces, 1/38, (1934 design)
16. Eaglet, Arpiem mag., 12/37, 72, 748
17. Eaglet (Class A), Scientific kit 6/38, 44, 290
    (The 1938 Scientific "Eaglet" kit was one of the first Class A kits to be offered in the market. The 44" "Eaglet" was designed by

Ben Shereshaw for use with his new Bantam Class A engine.)

18. Cadet, Flying Aces, 9/38, 87, 940
19. Miss Exchange Club, Fl. Aces, 11/38, 48, 370
20. Commodore, Scientific kit, 1938, 72, 749
21. Sportster, Air Trails, 3/39, 46, 345
22. Privateer, Air Trails, 9/39, 44, 344
23. Mercury, Scientific Kit, 1939, 72, 720
    (designed in 1938)
24. RC-1 (Twin Boom), Air Trails, 1940, 120
    (The first R/C model to be offered in kit form by Cecil Winik in 1941)
25. Ensign, Scientific Kit, 1940, 50, 372
    (The only pylon model designed by Shereshaw)

Ben Shereshaw was then put under contract by the U. S. Navy Bureau of Special Devices to design a small twin cylinder engine to power a miniature, tethered coaxial helicopter, guided by a gyro stabilizer, to lift the rescue antennas to an adequate height in the most adverse weather conditions. The entire assembly would be contained in a small, waterproof metal canister. Ben developed a 3.25 cu. in. twin cylinder Bantam engine expressly for this purpose. This new engine weighed 3.5 pounds and developed 4.5 horsepower turning a 20/18 prop at 6500 RPM.

Before the helicopter could be perfected, the war front improved, alleviating the need for the motorized rescue antennas. The project was terminated. In the European front, General Patton was advised he would be the commander of the invasion forces when the time came. The General demanded that he have adequate fuel supplies for all the invasion vehicles, as he had suffered from shortages all through the early war effort. In preparation for the event, the Sparton Aircraft Company was developing a radical new invasion glider, the XFG-1. This was a radical swept wing design with rudder and no stabilizer (tailless), with a single cockpit for a pilot only.

The entire fuselage was a fuel tank, and the plan was to tow three or four of these gliders behind each B-17 bomber in a convoy over the Atlantic. Sparton Aircraft Company built the first prototype glider and found it to be dynamically unstable. The first prototype crashed, killing the test pilot.

A second prototype was being prepared for testing, using a large emergency parachute for recovery in case of further trouble. During this time, a 1/4 scale radio control model of the glider was ordered to be built for further flight testing and extensive evaluation. To tow the test model R/C gliders, a 1/4 scale radio controlled B-17 bomber was also under construction. The B-17 was powered with four of Ben Shereshaw's 3.25 engines previously developed for the Navy's rescue antenna helicopter.

The second full scale XFG-1 test glider was launched from a blimp, only to result in an almost impossible effort to recover from a spin. The radical, tailess ,swept wing glider design was scratched from further consideration. The 1/4 scale radio controlled test models of the glider and B-17 were never completed, and the project was scrapped.

Consolidated Vultee built a prototype giant scale radio controlled model of the Convair XP5Y-1 flying boat, using four of the Bantam twin engines previously designed for rescue missions. The Navy was so impressed with the 12-foot wingspan miniature aircraft's test flight, they awarded the contract for the Convair flying boat based on the model's performance alone. A full-scale prototype was never reviewed by the Department of the Navy, and production started right from the approved model design to full-scale production.

In 1962 the Bantam 3.25 twin came into further use. Republic Aviation was put under contract by the Office of Naval Research to design a lightweight, radio-controlled reconnaissance (camera) drone, a bare essential design hence named the "Bikini." Ben Shereshaw supplied the 3.25 twin engine as a power source. Republic's design and test model proved successful, and several squadrons of "Bikini" drones were supplied to the U.S. Marine Corps. The "Bikini" became the forerunner of all reconnaissance drones. The Bantam twin 3.25 was only used in reconnaissance drones and never utilized in any of the all-familiar and expendable target drone models.

Victory!

After WW-II the Bantam .19 production resumed, using aluminum as the metal of choice for the die cast crankcase. Homecoming soldiers created a tremendous demand for model engines, and the Miniature Motors plant was once again humming at full capacity to supply the pentup demand.

The Glow Plug

Shortly after the war, a person named Ed Chamberlin formulated and developed a potent new model engine fuel called "Liquid Dynamite". The fuel testing was done using the Bantam .19 engine. During the test Ed and Ben shut the ignition off, and much to their amazement, the engine kept running. Quickly removing the spark plug, they realized that the ground electrode had broken off and the center electrode was glowing red-hot, which allowed the engine to continue running, using the hot new fuel.

Ben, ever the engineer, experimented and wound small nichrome wire elements to replace the center electrode therein, making an early prototype glow plug; however, the nichrome material didn't prove successful and burned out very quickly.

During this same time period, Ray Arden was also experimenting with the same Liquid Dynamite fuel on his Arden 19. Ed Chamberlin excitedly advised Ray of his and Ben's discovery. Ray experimented further and discovered that an alloy of platinum and iridium wire provided a superior catalyst for methanol, and the modern glow plug was officially born.

Ben Shereshaw made a manufacturing agreement with Ray Arden, and Ben thereafter produced millions of glow plugs under the brand name of XL for the OK-Herkimer Company in his Miniature Motors factory.

The Bantam .60 Twin

A Bantam .60 twin prototype was designed using a sand cast aluminum crankcase.. The engine provided twin carburetors with dual rotary intake valves. The crankshaft used no gears and utilized four ball bearings, with Teflon seals being used throughout the crankcase. This engine was only assembled in a limited number.

The Post-War Bantam .19/.25

The later production Bantam .19 crankcases had an extra web along the bottom of the case. The web was for a proposed modification that would allow hollowing out the crankcase for clearance of a longer-stroked crankshaft and offering a dramatic increase in power

In 1946,using the webbed crankcase for a new prototype Bantam, Ben designed a new stroked crankshaft, used the same connecting rod, and increased the bore size by .0015. The end result of this one and only prototype was a very powerful Bantam .25 engine, with the same weight and identical size/ appearance of the Bantam .19.

The new one-off .25 prototype was loaned to Walt Schroeder for a test. The first flight offered rocket-like performance, as the model/engine screamed straight up, locked onto a thermal and flew O.O.S. (out of sight), never to be seen again. Shortly thereafter, all existing Bantam .19 engines, parts, tooling, and manufacturing rights were sold to OKHerkimer. The new .25 was never placed into production.

A SAM (Society of Antique Modelers) member or collector somewhere may now own a webbed Bantam .19 that runs like a scalded dog and unknowingly possesses the previously lost, one and only Bantam .25

prototype. **OK-Herkimer** In 1947 the Bantam engine manufacturing rights and all existing inventories were sold to OK-Herkimer Company.

The Miniature Motors plant continued on with full time production of XL glow plugs. OK-Herkimer continued assembly of Bantam .19 engines, using up all existing inventory of previously manufactured components throughout 1948.

In 1948 the Ben Shereshaw-designed Bantam .19 became another final page in modeling history as OK-Herkimer ceased assembly/production of the Bantam .19.

Bantam 2.6

In 1993 at the Westchester Radio Aero Modelers Show, Ben Shereshaw showed up carrying his latest baby, an all new 2.60 cu. in. power plant designed exclusively for use in 1/4 scale model airplanes. Lightweight, and well-balanced for low vibration. A solid-state, battery ignition system offered easy starting at hand cranking speeds. It turned a 22x6 prop at 8,000 RPM with up to 30 pounds of static thrust. Typical of Ben Shereshaw design are the smooth, beautiful lines displaying top quality and perfection

in small details, which assures that only top grade materials, bearing selections, and finish are also used within. Unfortunately, this engine never went into production, and the prototype Bantam 2.6 now rests on display in Ben's home.

Ben Shereshaw, best known as the designer of model airplanes and model engines, created a multitude of masterpieces during the Golden Age of model aviation. Yet Ben was ever vigilant in his desire to provide the young people a hope, a dream, and a portal to their future. Ben's ever-burning quest is to inspire the youth of any era to use model aircraft building and flying as a building board in order to achieve worthwhile skills for use in their own path to a successful career. This hope will follow him through eternity.

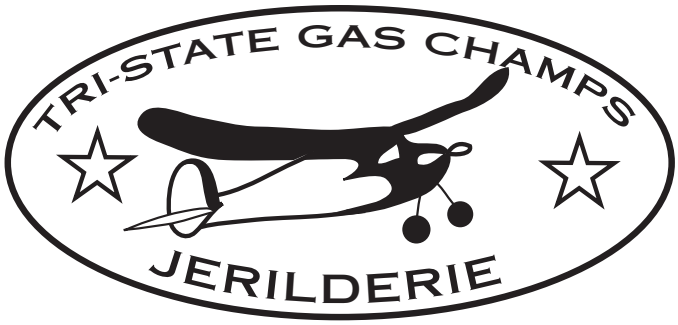
Ben Shereshaw was a creator, an inventor, one tha followed his dream and succeeded in achieving his goals. Those that enjoy the sport of building and flying miniature aircraft can look back and remember Ben as a gentleman, a mentor of youth, and one of the grandfathers to the model aviation industry.

The following fitting tribute to Ben Shereshaw was offered by Frank Gudaitis in his Ben Shereshaw Story printed in the October 1995 edition of *Model Airplane News*.

"This octogenarian is remembered fondly by many old-time model builders. If anyone can accurately be called the grand old man of aviation, it's Ben Shereshaw. His many contributions to the development of miniature airplanes are almost legendary, and they span more than six decades. Fortunately, there are still other distinguished pioneering old-timers still with us. However, Ben's history is unique, in that he has excelled in both model airplane design and in miniature engine development and production."

Ben Shereshaw, thank you for everything!

Charlie Reich



Reminder !!! Don't forget to come to the

Second Tri-State Gas Champs

to be held at Jerilderie, NSW
(just over the Victorian border).

May 25 & 26, 2002

(Entries $10 per event, $40 for five)

Saturday May 25th
9:30am- **1/2 A Texaco**
11:30am- **Duration**
2:30pm- **Gordon Burford**

Sunday May 26th
9:30am- **Texaco**
1:30pm- **'38 Antique/Nostalgia combo**

(You may enter one event, either '38 Antique or Nostalgia).

Where ? Jerilderie Showgrounds/Racecourse Showgrounds Rd. (Follow Bolton St to Showgrounds Rd).

Restaurants & Accommodation:

Colony Inn Hotel/Motel	(03) 5886 1220
Jerilderie Hotel	(03) 5886 1370
Royal Mail Hotel	(03) 5886 1224
Budget Motel	(03) 5886 1301
Greenview Motel	(03) 5886 1406
Caravan Lodge & Car-O-Tel	(03) 5886 1366
Jerilderie Motor Inn	(03) 5886 1360
"Woodside Station Holiday"	(03) 5886 1560
Wonga Homestead Farmstay	(02) 8954 6145
Willows Coffee & Craft	(03) 5886 1666
The Olive Tree	(03) 5886 1461

Please let Ray Woodhouse know if you are attending, the Lions Club, who are handling the catering, needs to know.

(02) 6056 6900 Fax: (02) 6056 1452
rw@virtualtax.com.au

The DIY 2002 Texaco Vic. State Champs Winner

Fred Stebbing is comparatively new comer to O/T flying movement here in Victoria and to SAM 600, but it's amazing what you find out about people when you get together and swap memories, especially on TOFF's days.

Born in May 1928 and went to school first in Ormond followed by the Christian Brothers South Melbourne, he is a qualified Boiler Maker, he raced motor bikes trailable yachts Gwen 12's and Fireballs, was the MD of Superior Timbers and MD of Timpenny Yachts, (the fitting out to finished yachts from bare hulls), he assures me that he was never short of a vessel to sail. One of his voyages was a 3 month holiday cruise of the WhitSunday Islands.

Fred is an expert machinist in wood (see the prop in the attached photograph) and metal, has a very comprehensive workshop at his home, he recently purchased from Chris Lawson a very tired Irvine 40 glo motor and a Gilbert Shurman Rambler, Fred has re-birthed the Irvine as a diesel by making a new piston and liner and the Diesel/Rambler combo has putting up some very impressive times including winning Texaco at the recent Victorian State Champs causing some envious looks from the previous owner.

Keep at it Fred,
JTB March 2002

SAM 600 Contest Calendar for 2001-2002

~~September 8th through 16th - Half A Texaco International~~
~~September 9th - 30th - Eastern States Gas Champs, Albury/Wodonga. Host SAM 1788~~
~~November 17th - 18th - Haddon Field, Ballarat. Host BAI.~~
~~17th - Half A, Clubman, Duration.~~
~~18th - Texaco & 2cc rerun of last year's Vic. State Champs.~~
~~December 29th to Jan- 5th - 55th MAAA Nationals - Albury/Wodonga. - Host VMAA.~~
~~January 26th - 27th - Roy Robertson. Host P&DARCS. Contact Mark Collins.~~
~~Sat: 9:30 - 1/2 A, '38 Antique & Nostalgia/Burford combo.~~
~~Sun: 9:30 - Texaco & Duration.~~
~~February 16th - 17th - Leopold Field, West of Geelong. Host WCSC.~~
~~Sat: 10:00 - Half A Texaco 2:00pm - Duration. Note: Catering both days.~~
~~Sun: 10:00 - Texaco 1:00pm [2cc, GB & Nostalgia] combined event.~~
~~March 2nd - 3rd - Victorian State Champs. Haddon Field, Ballarat. Host BAI.~~
~~Sat: 10:00 - Texaco & Duration.~~
~~Sun: 10:00 - Half A & '38 Antique. [MAAA 2001 Rules]. Contact, Chris Foley.~~
~~March 29th - April 1st - 9th Annual Easter Comp., Swan Hill. Host SHMAC~~
~~Fri: 10:00 - Registration 1:00pm - 1/2 A Texaco. 4:00pm - 2cc~~
~~Sat: 9:30 - Texaco. 1:00pm - Duration~~
~~Sun: 9:30 - 38 Antique & Gordon Burford. 1:30pm - Standard 40 Duration~~
~~Sunday Night Get-Together - Commercial Hotel.~~
~~March 29th - April 1st - 20th Annual Easter Fly-in, Canowindra. Host SAM 1788~~
~~April 20th - 21st - South Australian~~
~~State Champs. Monarto South Australia.~~
May 25th -26th- Second TriState Gas Champs. Jerilderie. NSW. Host SAM 600

10th Annual Easter Competition, Swan Hill, Mar 29 - Apr 1

Name	Motor	Model	Seconds	Rank	CC/Sec	Chan
Texaco						
Ron Adamson	OS 61 4s	Bomber	4248	1	15	615
Don Howie		Bomber	4059	2		647
Rod Spurrie	Enya 53 4s	Bomber	4047	3	15	655
John Whittaker	OS 48 4s	Bomber 75%	3258	4		22
Barry Barton	OS 60 4s	Anderson Pylon	2943	5		16
Peter Hosking	Saito 65 4s	Bomber 75%	2814	6		34
Robert Taylor	Kloud King	OS 45 diesel	2773	7		643
Chris Lawson	Dallaire	OS 60 4s	2545	8	15	28
Fred Stebbing	Rambler	Irvine 40 diesel	2498	9		641
Steve Gullock	Polly	Enya 45 4s	1732	10		14
Brendon Taylor	Krupps Special	Saito 50 4s	1668	11	15	633
Mark Robinson	Bomber	OS 60 4s	1640	12	18	659
Adrian Laurie	Record Breaker	OS 60 4s	1244	13		637
Don Cameron	Record Breaker	OS 61 4s	684	14		32
Peter White	Flamingo	OS 61 4s	637	15		623
Norm Campbell	RC 1	OS 60 4s	535	16		641
Half A Texaco						
Barry Barton	Stardust Special	Cox 049	2408	1	5	16
Brian Stebbing	Stardust Special	Cox 049	1651	2	5	16
Chris Lawson	Commando	Cox 049	1515	3	5	28
Fred Stebbing	Stardust Special	Cox 049	1507	4	5	36
Norm Campbell	Atomizer	Cox 049	1491	5	5	641
Rod Spurrier	Atomizer	Cox 049	1366	6	5	655
Ian Promnitz	Atomizer	Cox 049	1323	7	5	621
Fred Roberts	Dallaire	Cox 049	1102	8	5	36
Ron Adamson	Atomizer	Cox 049	965	9	5	615
Don Howie	Cumulus	Cox 049	822	10	5	24
Don Cameron	Record Breaker	Cox 049	659	11	5	34
Peter Hosking	Anderson Pylon	Cox 049	570	12	5	20
Steve Gullock	Lanzo Racer	Cox 049	343	13	5	24
Nostalgia						
Ron Adamson	Crescendo	OS Max 40	582	1	25	615
John Whittaker	Spacer	K&B 40	477	2	25	22
Don Cameron	Junior 40	OS 35	110	3	25	32
Duration						
Brian Stebbing	Playboy	Thunder Tiger 35	1974	1	25	649
Peter White	Playboy	OS 61 4s	1933	2	30	623
John Whittaker	Super Quaker	YS 53 4s	1864	3	30	633
Don Howie	Bomber	Enya 53 4s	1859	4	30	647
Rod Spurrier	Bomber	Enya 40 4s	1805	5	30	649
Chris Lawson	Playboy	SC 36	1780	6	25	28
Adrian Laurie	Bomber	McCoy 60	1725	7	25	637
Fred Chigwidden	Playboy	Saito 65 4s	1702	8	30	629
Ron Adamson	Bomber	Nelson 40	1260	9	25	615
Barry Barton	Playboy Cabin	Saito 65 4s	1218	10	30	16
Fred Stebbing	Playboy Cabin	Thunder Tiger 36	840	11	25	641
Brendan Taylor	Krupps Special	Saito 50 4s	838	12	30	633
Burford 2.5cc diesel						
Don Howie	Strato Streak	Burford PB	1267	1	45	647
Ron Adamson	Foote Racer	Burford PB	1260	2	45	615
Chris Lawson	Playboy Cabin	Burford PB	1059	3	45	28

Swan Hill - Easter 2002 by Barry Barton

Day One, pre-comp: Thursday, several Thursday Old Farts Fun-fly (TOFFS) camping on-site in ideal flying weather. Brian Stebbing, full of youthful enthusiasm, took his "Stardust Special" to great height, got worried, began a rapid descent and clapped the long wing, the fuz wasn't too good either. First casualty: shortly after, luckily on the ground he found his Playboy throttle malfuntioning, second casuality.

As night fell one TOFF was seen rough-camping with toasted hot x bun, home made blackberry jam & cream, such tucker taken with the fantastic shower facility provided at Swan Hill really takes the rough out of camping.

Day Two: First day comp blown out.

Day Three: Blown out, with Chris Lawson the only flyer to brave the 30 mph gusts, he paid the ultimate price with his 2cc model. A strong Cohuna contingent arrived, Rob Taylor gave a lesson in prop tuning, then they all left to milk cows.

Day Four: Sunday - A big day with 1/2 A, Texaco and Duration, all flown in perfect conditions. A small "Playboy" 1/2 A mysteriously shot down, but no cause found (it came later). A good field with Don Broggini's "Stardust Special" first and second whilst the Texaco line-up waited.

Perfect Texaco weather, Fred Chigwidden's "Record Breaker" would have enjoyed it if he hadn't left the wing at home ! Ron Adamson was supreme with his usual immaculate model.

Duration was marred by yet another mysterious shooting down, this time hot favourite Rob Taylor's "Kloud King" was wrecked with the culprit (name witheld) decrearing both on his entry and at the briefing an incorrect & clashing frequency, an inexcusable error that surely warranted at least an apology - none was forthcoming ! Ron Adamson had a flyaway but recovered the model with no damage. Brian Stebbing with his repaired "Playboy" took first place.

Day Five: Burford and Nostalgia run simultaneously with Don Howie triumphant in the Burford diesel event and Ron Adamson finishing with a first in Nostalgia.

To the delight of many, Don Howie took out Champ of Champs with consistent high placings and one first. South Australian flyers were highest placed in the C of C table, Don Howie, Rod Spurrier and Ron Adamson heading the list.

Swan Hill - Easter 2002 by Don Howie

This year only five South Australian flyers made it to Swan Hill, where high winds prevented any flying for the Friday and Saturday. On Sunday and Monday, the weather was perfect and flying was most enjoyable with strong thermals that gave easy maxes

to the writer and other flyers. I must admit I was very relaxed this year, not too serious, being more interested in taking photos and getting details of different models and engines.

First event on Sunsay morning was 1/2 A Texaco with a great variety of models. In S.A. the "Atomizer" is the most popular model with people such as Ron Adamson and Rod Spurrier flying them. The Victorians, Barry Barton and the Stebbings seem to favour the Don Broggini "Stardust Special" and these featured in the results with Barry Barton taking first place. It seems the "Stardust Special" is more popular in Australia than the USA and MR Broggini enjoys getting photos of his design, made popular over here.

Next event was Texaco, which was the most popular event, featuring the Cohuna flyers, who are quite competitive. Again, the weather was perfect and the writer found it easy to obtain the three maxes of 10 minutes each, with the strong thermal activity. The fly-off was quite long and after about 30 minutes the strain was showing with a battle between Rod Spurrier and the writer for second place, the writer managing to stay aloft for about 20 seconds longer than Rod. Meanwhile, Ron Adamson had found another thermal and easily won the event. The S.A. flyers were all flying Bombers with 4 stroke power.

Last event for the day was Duration, with an interesting variation in models and engines. Mark Robinson and John Whittaker were flying "Super Quakers" with YS 53 4 stroke power. Peter White was flying a "Playboy Senior" with OS 61 4 stroke power and the writer had the usual 85% Bomber Enya 53 four stroke combination. Chris Lawson had a 110% Sal Taibi "Pacer" with a McCoy 60 series 20, Chris always has something different which makes O/T flying interesting. The winner in the fly-off, which was shortened due to the late part of the day, was Brian Stebbing with a "Playboy" powered with a Thunder Tiger 36, which upstaged the exotic and expensive engines.

The Burford 2.5cc diesel event was run on Monday morning with only three models taking to the air. It ended as a very close fly-off with the writer taking it out by 7 seconds from Ron Adamson, who has just about won everything in recent times with his "Foote Racer". Chris Lawson was third with another new model.

After this event we had the presentation of trophies and excellent merchandise, obtained by Chris Lawson. The low entry cost and wonderful prizes make the trip to Swan Hill worthwhile each year. The 20th Anniversary at Canowindra and recent Nats, meant many were not able to make it this year. It was good to see that Peter White is well again, he took out second place in Duration. Peter mentioned that the field will be improved next year, with the new sprinklers that are being installed.

The 2cc Duration event was not run, along with the '38 Antique event, due to lack of time. Norm Campbell flew his "Lanzo Stick" with Forster 99 sparky and this could be competitive for Norm in future events. The Nostalgia event was run when I left with Ron Adamson's "Crescendo" and John Whittaker's "Spacer" performing very well.

Brian Stebbing took out first place in Duration and second place in 1/2 A Texaco at Swan Hill, shown here with his famous Half A model, the Broggini "Stardust Special".

P.W. Hobbies

17 Bruton Grove, Swan Hill, VIC 3585
Manufacturers of 'Old Fashioned' & 'Oldtimer Kits'
Phone: 03 5032 9664 Fax: 03 5032 9106

PRODUCT	SPAN	AREA	ENG	RETAIL
OLDTIMERS:				
Playboy Snr	80"	855 Sq"	.60 4st	$117.00
Playboy 105%	84"	934 Sq"	.40 2st	$132.00
Playboy 66%	53"	373 Sq"	2 cc	$ 82.00
Dallaire 75%	80"	850 Sq"	.50 4st	$132.00
Dallaire 50%	54"	374 Sq"	2 cc	$ 82.00
Buzzard Bomb	72"	860 Sq"	.50 4st	$117.00
Lanzo Bomber	90"	1260 Sq"	.60 4St	$140.00
Lanzo Bomber	76.5"	918 Sq"	.40 2st	$127.00
Flamingo	89"	1340 Sq"	.60 4st	$140.00
Hyphen (Nost)	80"	666 Sq"	.40 4st	$121.00
CONTROL LINE:				
Peacemaker	35.5" Combat		3.5 cc	$ 57.00
Fury	24" Team Racer		2.5 cc	$57.00

PRODUCT	SPAN	AREA	ENG	RETAIL
GLIDERS / SLOPE:				
Thermal Raiser	1.8m Elec.	Astro 05		$90.00
Sagitta	2 mtr 2 ch	600 Sq"		$121.00
Ridge Rebel	51" Slope soarer foam cores			$86.00
SPORTS / SCALE:				
Carrera.46 high Perform	57"	658 Sq"	.46 2st	$197.00
Wayfarer Bipe	52"	800 sq"	.65 4st	$197.00
Flybaby	65"	720 sq"	.65 4st	$197.00
Super Flybaby	65"	720 sq"	.65 4st	$197.00
Extra 300	54"	420 sq"	.46 2st	$204.00

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The Thermaleer

SAM 600 of Australia Newsletter

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SAM USA Engine Committee Report - The Hornet 60

To: Tom McCoy, President SAM USA February 23, 2002
From: Dick Huang, Chairman, Engine Committee
Don Blackburn & Charlie Bruce, Members, Engine Committee.

A sample of a reproduced Hornet 60 engine was received from Woody Bartelt of Aero Electric for evaluation as a replica of the original Hornet ignition engine. The Engine Committee has eveluated this engine. It is the recommendation of all members of the Engine Committee that the 0.604 in^3 Hornet engine replicas be classified as an original class C spark ignition engine for FF and RC events.

Hornet Motors manufactured the Hornet as a racecar as well as an aircraft engine. The company was formed by Walt Cave and Ray Snow of Fresno, California and sold this engine starting in 1941.

The Hornet replica has the following characteristics:
Bare Weight = 16.9ozs (479 gms), Bore = 0.9375 ins (23.8mm)
Stroke = 0.875 ins (22.2mm) Displacement = 0.604 in^3 (9.90cc)