The Thermaleer

Tri-State Gas Champs, Jerilderie: Champ of Champs Don Southwell, shown above with his beautiful Roger Hammer 1938 Flamingo.

At left he receives his Champ of C trophy from SAM 600 President Kevin Fryer.

Meeting #80, Thursday 25 July 2002, 7:30pm sharp at Saturn Hobbies, 17 Ardena Ct, Bentleigh East (Melway 68 J-12). off E Boundary Road. Saturn Hobbies open prior to 7:30pm.
Meeting #81, Thursday 26th September, 2002
Meeting #82, Thursday 28th November, 2002
Meeting #83, Thursday 23rd January, 2003
Meeting # 84, Thursday 27th March, 2003

President's report:

Many thanks once again to Ray Woodhouse for his effort in making the Tri-States Gas Champs the success it was, the weather was very good and the competition was very fierce,

Don Southwell abley assisted by Beryl cleaned us up and won the Champs of Champs, it was really good to see Don fly so well, Robin Yates with his Cloud King powered by an OS 40 four stroke put in one of the longest Texaco flights I have ever seen,

Model Engines donated a New Timer as a prize, every one who entered had a ticket in a draw Basil Healey came out as the winner, it was good to see Graham McDonald abley assisted by Fred Chigwidden having a go, Grahams eyes were playing up so he got Fred to fly his models. I would like to thank the

Jerilderie Lions Club for providing us with eats on boath days. Basil Healey has got the SAM CHAMPS DOWN UNDER at Cootamundra starting on the 3rd of January well on the way keep watch for ENTRY FORMS AND OTHER DETAILS,

HOPE TO SEE YOU ALL AT THE AGM THURSDAY THE 25TH OF JULY,

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

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

Letter dated 4th February, 2001 from Kevin Fryer, President SAM600 to Graham Scott, VMAA R/C Contest Director for the 57th Nats.

"Dear Graham, I am very pleased to hear that the VMAA has stuck their hand up to run another Nats, I think it is very important for the good of AeroModeling across the board that the Nats continue every year. I myself was looking forward to going to a Nationals in South Australia and was very disappointed that this did not happen. As there was not going to be a Nationals this year, the Sam Chapters have organized a Sam Champs DownUnder, to be run at Cootamundra from Friday the 3rd of January to Monday the 6th of January.

Sam 600 is fully committed to make this a success, this means we will not have many arms and legs to help as we did last year. We did not intend to have a competition that conflicted with the Nats. As our competition starts on the 3rd of January there is an opportunity for the Nationals committee to run a one or two day comp for Old Timers a few days before Cootamundra starts.

As you can see by our programme we usually run two disciplines a day, maybe you just run competitions for Texaco and Duration and check the first four models for compliance. You will have to stick your toe in the water to see how many starters you can get, hoping you have a productive meeting,

Yours sincerely,
KEVIN FRYER SAM 600 President"

Letter dated 20 June, 2002 from Graham Scott, VMAA RC CD to Kevin Fryer, SAM600

"Hi Kevin. I'm officially writing to you in your capacity as head of Old Timer, on behalf of the Victorian Nationals Committee regarding the up-coming Victorian Nationals to be held at Albury-Wodonga at the end of this year. Because South Australia and then Queensland both declined to host the next Nationals, Victoria made an "eleventh hour offer" about a month ago, simply to maintain continuity of the Nationals.

We feel that it would not be in the best interests of aeromodelling to let the Nationals be possibly lost to us all by letting it just drift away and die. So we decided to do something about it by offering the only venue and time-slot we knew could succeed, namely Albury-Wodonga from Saturday 28th of December 2002, to Saturday 4th January 2003 inclusive.

We knew beforehand that the Cootamundra Old Timer event is to be run the week after the Nationals date. And this should turn out to be the real bonus for Old Timer contestants!

We want to offer three consecutive days or more, from (and including) Saturday 28th, Sunday, Monday Tuesday and Wednesday too if you'd like, for flying days for Old Timer at the Nationals (at this point we are proposing to use the racecourse again). This means a couple of clear days for people to then get to Cootamundra, or look at other Nationals events, and then enter the Cootamundra competition.

We want to make it quite clear that there is and never was, any intention by the VMAA of the Nationals 'interfering' with the Cootamundra date. We would obviously prefer for your SIG to be at the Nationals, the same as for every other SIG. Because of the proposed venue, in Old Timers' case, we can offer this flexibility for you to choose the days you'd like to run your events. Some people may want to view the Nationals as their warm-up to Cootamundra, and some may want to go to the Nationals only.

This means it is important that if Old Timer is to be offered at the Nationals, there are enough Old Timer events to make it worthwhile for people to come; say six events. And this leads me to the purpose of my letter to you.

We urgently need to know if the Old Timer Special Interest Group will run the Old Timer events at these Nationals at the venue provided by the Victorian Nationals Committee. I need you to get back to me soon, with an answer... yes, or no! The committee hopes you can answer yes, but we must leave that decision to your SIG. If yes, then we also will soon after need to know the days you want to use.

Best regards, Graham Scott

Radio CD for the 57th Nationals

P.S. my apologies to you if I sound too formal, but I have to ask the hard question!"

WebMaster's Report:

This news letter was sent to 73 aeromodellers. Over the last two months we have had 336 visitors to the SAM 600 home page and 406 visitors to the Modlel Recognition page.

I have been discussing with our Rules Committee represetative Peter Bennett, the possibility of posting his outward going mail and responses on our web page, to keep the members more fully informed regarding the details of MAAA rules change procedures. Flying has been pretty thin on the ground lately, like the words in this report.

The Mysterious Case of the Vanishing Blue Texta.

In the beginning was the Old Timer score sheet devised by Trevor Boundy, full of relevant gen; a joy to use, it became the standard item. At SAM 600 events it was difficult to improve upon.

A slight but significant "improvement", not in the layout, but in its use, was the idea of Kevin Fryer; a coloured highlighter for a max; rather like an elephant stamp or star on kinder or primary school work, much easier to spot the run-away maxers ! Another different coloured highlighter was used for those who made the fly-off.

But all change is fraught with danger, at Jerilderie the Blue Texta went missing during the event.The cry went up, "Who's got the BLUE TEXTA ?" accusations were made, dark looks exchenged whilst Paul Farthing made much of the disappearance by going round frisking the likely offenders. BUT, by this action he himself became the object of suspicion, for is not attack the best form of sefence, and so it proved !

Ultimately the elusive item was found on the ground behind and very close to Penny whilst he was busy frisking yet another suspect. - CAUGHT - so despite vehement denials the accuser actually became the accused.

So ended the case of the mysterious missing blue Texta. If Paul didn't pocket it - who did ?

Your on-the-spot correspondent, Barry Barton

Email from Alfredo Herbon to Trevor Boundy, 06/04/02

Trevor, thanks for your explanation about the pictures and information for your Recognition Page.

As you surely know through "The Thermaleer" in Argentina we started to fly Old Timer R/C assisted LER planes last year. Our regulations are still provisional. They include Old Timer and Antique models same definition as your SAM 600 or SAM USA, but included too some Nostalgia era models that were published in "Aeromodelismo" magazine, published during 1949-1953.

This excellent publication helped a lot to newcomers in those golden years of our sport in Argentina. A friend of mine Dr. Federico Deis (he passed away during the 80s decade), designed in 1951 an excellent gas free flight model, the JU 2.

He was National free flight champ with this design fifty years ago. At least 3 J.U. 2 are flying at present R/C assisted with excellent results. If you like I could prepare for you, a "package information" about this model to be included in your recognition list. Regards. Alfredo Herbón.-

Tandy C Walker, from SAMTalk 26.05.02

Hi SAMTalkers,

I got the May-June issue of the NFFS digest, "Free Flight" in Saturday's mail and I want to share some good news with you. On page 28, all eighteen of the Ray Matthew's powered free flight designs from the late 1940's and up through the mid 1950's, which are discussed in my new book, were approved and published for NFFS Nostalgia free flight competition. This represents the culmination of almost two years of effort and gives Ray Matthews the recognition he deserves. Attached is the write-up out of the Digest. Tandy Walker, Arluington, Texas

"When Tandy Walker submitted a list of Ray Mathews design for approval by the NFFS Nostalgia Committee, a glitch in the approval process resulted in a number of designs not making the official Nostalgia design list, even though they had been approved by the committee.

The final step in the approval process is announcing a design's passing committee muster in 'NFFS Digest'. For some reason, 12 designs passed the committee but were not announced in 'Digest'. To avoid further confusion, listed below is the complete listing of Ray Mathew's designs that are legal for Nostalgia competition.

PAA-Load
Crowbar 38 (omitted but legal)
Crowbar 56 (currently listed)
Crowbar 56 (modified rudder, subrudder & cabin height; omitted but legal)

FAI
FAIbar 54 (currently listed)

Standard Fubar
36 Fubar (currently listed)
36 Fubar (trapezoidal rudder, omitted but legal)
43 Fubar (currently listed)
57 Fubar (omitted but legal)
65 Fubar (currently listed)
65 Fubar (modified construction; omitted but legal)
Fubar 600 (omitted but legal)
Fubar 700 (omitted but legal)

X Series with optional wing
Fubar 36X (omitted but legal)
Fubar 43X (omitted but legal)
FAIbar 54X (2 wing spar designs; omitted but legal)
Fubar 57X (2 wing spar designs; omitted but legal)
Fubar 600X (2 wing designs; currently listed)

Sport Free Flight
Cherokee (omitted but legal)

Designs in the above list that were inadvertedly omitted from the latest NFFS Nostalgia Design Eligibility List will be added to the next list when published)."

Basil Healy, winner of the Entry Prize at the Jerilderie Tri-State Gas Champs.

His prize, a magnificent RTF New Timer electric kit kindly donated by Tony Farnan and Model Engines, sole Aust., agents.

SMALLnet: Sam Brauer posted this #423 <sbrauer@bccresearch.com>

A couple of Postings back, I wrote to tell of my experiences using Oracover Lite. Several SMALLsters e-mailed me asking if I had tried Solarfilm Lite (aka So Lite), and I finally gave it a shot last night. Hoo boy... Most of the stuff I've read on So Lite has been highly laudatory.

Here's an opposing viewpoint... (As a cautionary note, this was my first time with the stuff -- however, Oracover Lite was the easiest-to-use covering I've ever tried first time out. Maybe I'll get the hang of this So Lite by the time I'm covering the airplane; but there's no getting around the fact that it is trickier to use.)

I suspect that both Oracover Lite and So Lite are polyester films. Apparently, the color for the film is applied with the adhesive. I naively thought that both films would handle in a similar manner. Big mistake.. So Lite is being billed as one of the lightest coverings available. I still don't think it's lighter than a good doped Japanese tissue, but I don't want to try weighing the stuff. Doing that will present difficulties -- see below. There is no question that So Lite is lighter than Oracover Lite though -- and I suspect it's actually lighter than Reynolds Wrap. Pros and Cons:

Pros: very light weight, great shrinkability, easy to shrink over complex curves, highly pliable. All you need to do is get the film tacked to the perimeter of the structure. The stuff will shrink enough to do the rest -- assuming you don't let a fold happen. Since it's so thin, it's hard to see covering mistakes.

Cons: stuff tears easily. It does fine in the finger-poke test, but if you start a rip, it'll keep going readily. You need a sharp blade cutting the stuff; it'll tear.

The Joys of RC Assist, by Don Bekins

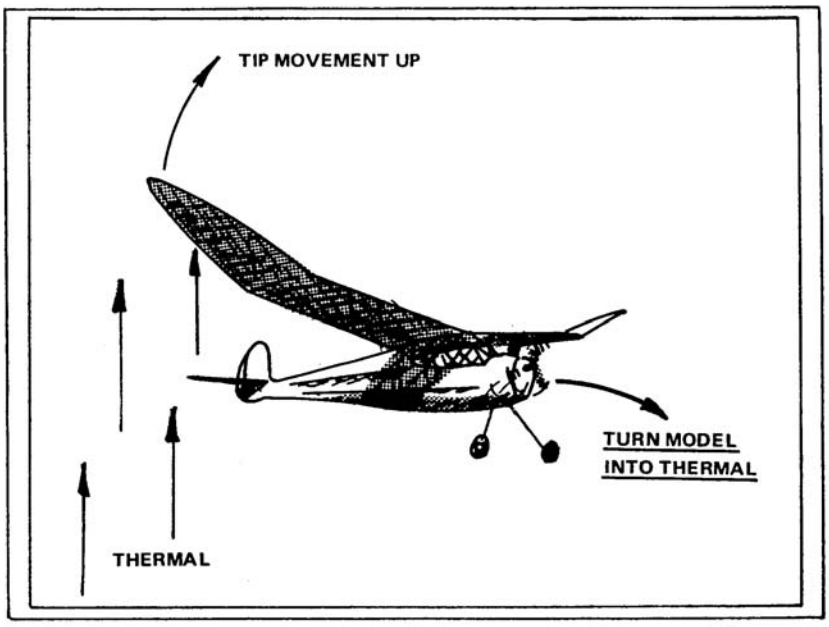
(This article appears courtesy of Bruce Augustus, Editor "SAM Speaks", and with Don Bekins' consent.)

At its inception in the 1960's, Old Timer flying was all free flight. SAM RC Assist came into being because the original Old Time pioneers could see the problem facing free flight; flying fields were disappearing.

Flying RC assist is very different from free flight. Free flighters trim their models, then wait for a thermal. In RC assist, we are restricted by availability of frequencies, so are not free to fly at will. Thus we must takeoff in turn and try to find thermals.

Without RC, the old free flight models can handle but limited power. In SAM RC, unlike FF, glow engines are permitted. Glow helps bring in newcomers to antique modeling, even though they eventually also obtain ignition engines.

Probably most significant, free flight requires large fields, while RC modelers can fly off a parking lot, school ground or park (with permission).



Our old time models are essentially powered gliders that emulate the thermal riders of nature, hawks, eagles, and vultures. Free to fly where they desire, these soarers of the feathered kingdom have become my teachers on how to tap the vertical movement of air around us.

Hawks and eagles are predators and territorial by nature; they generally travel singly or in pairs over their turf in search of food, sometimes flying at great altitudes. Vultures, on the other hand, are more social and sometimes gather in groups, soaring over the countryside and populated areas at low altitude looking for carrion or prey. Hawks help in locating high thermals and vultures show us the way to low altitude vertical air movement.

Through observation of these birds, I have gained an instinctive knowledge of how and where thermals are generated, and how to catch them. The following, then, is offered as some help on how to find those elusive, invisible, thermals.

To begin, I suggest you spend some time just looking up. Observe the clouds and creatures that make the sky their home. On the edge of every community there are parks and fields where birds can be observed. The signs of upward moving air are birds, clouds, dust devils, insects, and other signs, typically plastic bags or other debris in the air.

Cumulus clouds, those fair weather cotton balls, are sure signs of vertical air movement. In late afternoon in the plains states, they often build up into thunderheads 70,000 feet high. These clouds typically have centers darker than their perimeters—that's where the big lift is. Keep your model circling under those centers, and take care not to get sucked in. That happened to me at the Texas SAM Champs. In the effort to get the model down out of the cloud, I folded the wing.

Many times, when your old timer is at 500 feet or higher, curious vultures come over and investigate. If your model is in a thermal, the vulture will join it in slow graceful circles. If you or your timekeeper spots one in the distance, try to fly your model over to the bird's territory and start circling in his thermal. If the bird folds its wings and moves off in a straight line, there is no sense in you staying there either.

This works great with vultures and sometimes with hawks. However, one time I moved my old timer over to investigate the thermal a red tailed hawk had found and got a rude reception. The hawk took two fast swipes and my model nearly turned it upside down. When I landed, there were two talon holes in the wing. That has only happened to me once, but I've

seen many threatening passes.

These first two thermal-finding methods are the easy ones. The next ones are harder to recognize. They require great concentration on the model's flying attitude. I try to take the old timer upwind under power up at about a 45° climb. That way when the engine stops, the model is far enough away so you have some perspective on when it passes through upward or downward moving air.

In the climb, your model occasionally will pass through a thermal. You will see a great increase in climb rate or a wobbling of the wings due to turbulence. If this happens, immediately go into a tight spiraling climb to take advantage of that good air. In the Texaco events, climbing in a thermal is a particularly effective way to gain altitude.

After the engine stops, immediately set up a search pattern for thermals. Since thermals travel downwind and may be small, you should fly upwind at a 45° angle to the prevailing wind to cover as much ground as possible. The signs of a thermal are a bobbling wing or lifting tail. If one only wing lifts, you are on the outer edge of the thermal, which will turn your model away from the center. Thus, you should immediately turn your model 90° toward the lifting wing, count three seconds, then start a tight circle.

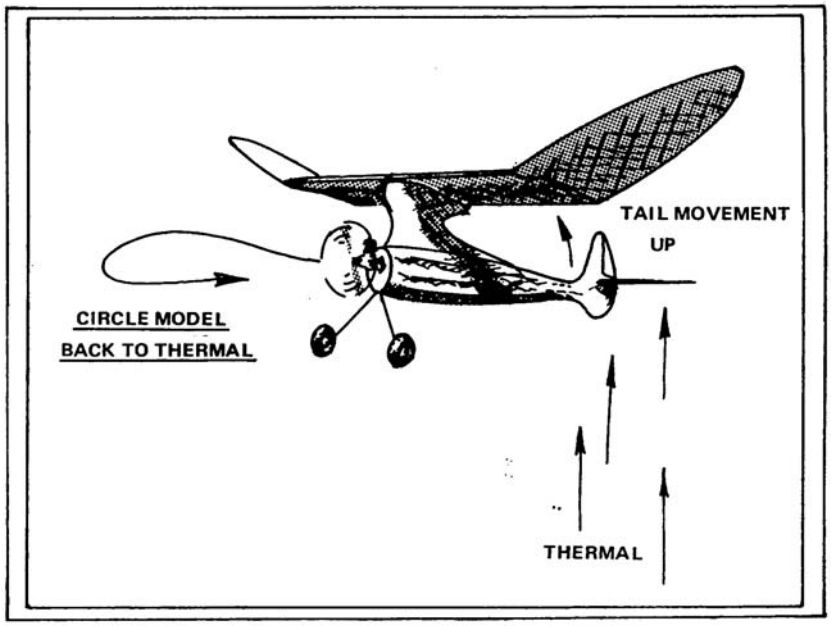
If you are not centered in the thermal, the model will appear to go up on one side of its circle, and down on the other. By concentrated observation, you can tell where the center of the thermal is located. Try to get centered and fly particularly tight circles when you are near the ground. As you gain altitude, the inverted cone of the thermal will broaden out and you can increase the diameter of your circling.

You can often detect thermals passing through the field by a puff of warm air, followed by a rapid change in the wind direction. Then the wind gradually moves back to the prevailing direction. If you are unable to locate a thermal by the above methods, you can fly directly downwind and search for that puff that just went through. Be careful, though. If you locate that irresistible boomer downwind, it is easy to get mesmerized by your beautifully circling model and forget that it is rapidly flying away, out of sight.

Look over the physical surroundings of the flying site. Thermals are created by the heating of dark, heat absorbing surfaces, like roads, parked cars, plowed fields, the flying field itself. As the earth heats up warmer than the air above it, a bubble of warm air is formed, and will break loose, creating its own wind. The bubble rotates and is pushed along by the prevailing wind direction. Fly your model over those likely spots while thermal hunting.

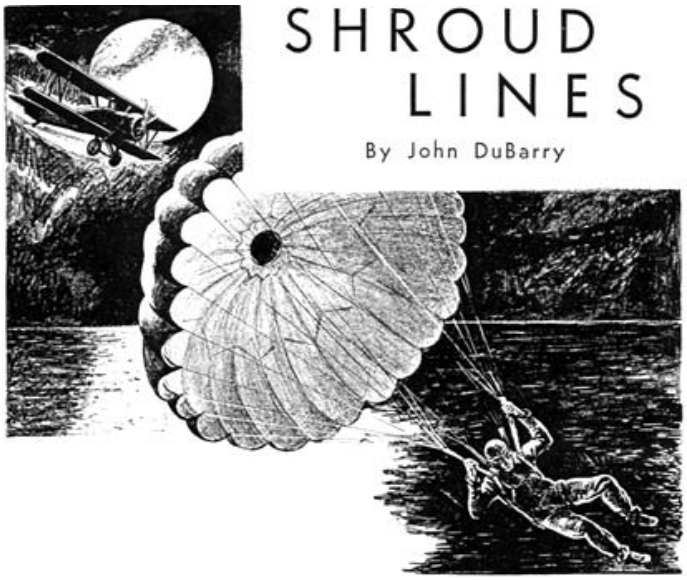
Therein lies the magic of RC assist in old timers. You can circle your model in a thermal and stay in it with radio assist. It is how you fly your model that is the thrill and secret to success for old timers with radio control. I have won Texaco events with a GHQ and an Ohlsson Goldseal, neither known for their great power. It is not so much the super powerful engine or sleek, beautiful model that wins contests—it is the consistency of finding and staying in those updrafts that brings home the gold.

So gain your altitude, then fly back upwind and search for another thermal. I have caught as many as five thermals during one flight. My longest flight under these ideal thermalling conditions was 1 hour 57 minutes on a very poor, 3-minute, Texaco engine run. I was seeing double and my neck was nearly out of joint, and half the fuel was still in the tank.



For long flights I use at least a 500 mAh flight battery and always try to fly using trim only, unless the model is very low and the thermals small and tight. That way, very little battery energy is used.

This story appeared in "Air Trails", March, 1938 and is reminescent of the radio serials of the time.



BLACKIE MURDO unfastened the safety belt and took the heavy wrench from inside his coat. He stood up, straddling the control stick. The slip-stream pushed at him. He leaned against it and raised his arm. With all his strength, he struck at the man in the front cockpit. The blow crushed the back of the man's neck, but savagely he struck again. He caught at the sagging shoulders and straightened the body in the seat. Panting, he drew back and set the stick - flung the wrench over the side. It shone once, far down, in the hazy moonlight and was gone. Blackie Murdo stared after it through his goggles. Then, clutching the cockpit edge, he lowered himself stiffly over the side, hung there for a moment, closed his eyes, and let go.

A sob filled his throat as his fingers reached into soft nothingness.

One- Behind tight-shut eyes he listened to the silent sound of the word. Yes. Yes! Count--! Two. Would it ? It had to. To ten. Then it had -three- to open. It had to. The ring. Where was the --- Where, where, where? If he couldn't - Four - five! No breathing until - Suffocating. Dying. Hands wouldn't find --Six --

Convulsively he tore at his coat breast, seized something, pulled. Nothing happened. He opened his mouth, to gulp. Then violent bands snatched his legs and a gun-shot boomed- above him.

He felt himself hanging.

The night-misted horizon rocked before his opened eyes. Breathing in desperate gasps, he looked down at the steely sheen of the sea, at the white line where it ended against the black land mass of the Florida Keys. Straining upward, he saw the great billow of silk. He moved his arms wonderingly.

A ring, with dangling line, was in one hand. It was quiet all around - real quiet, except for the pounding of his heart. All suped up - because it was his first jump. It'd be his last, too. Guys did it for fun; they were nuts.

Never again. Blackie Murdo looked down beneath his swaying feet. Air - just thin air - two thousand feet of it. A return of the panic he had felt when falling hollowed his stomach, and he dropped the ring and grabbed the taut canvas straps overhead. They were firm as iron. Everything held. He was 0. K. - safe. His aching lungs relaxed in a sigh.

It was kind of nice, even. He kicked his feet a little- standing on nothing, but safe as a kid in its cradle. Space all around you. The land and the sea didn't seem to get any closer. Only a little breeze coming up, tickling your nose like you wanted to sneeze, to show you were falling.

How long would it take? Couple of minutes? It could take longer; he didn't care now. He was beginning to enjoy it. Inside him something grew, expanded. He felt good. The warm summer night was like wine. The moon was slipping in and out among cotton clouds. Floating free - like he was.

Blackie Murdo, for the first time in his evil life, knew the exhilaration of poetic feeling.

It was so peaceful. No coffee grinder swinging a prop in front of your face. He could hear it - way off. He peered into the sky. The 'chute had pivoted, facing him toward the sea. He kicked and twisted, but couldn't get around. Probably wouldn't see it anyway - a black speck, no riding lights.

Still going strong, though. Carrying one dead G-man. Sounded sweet, too. Five hundred horses, and never a balk. Shame to ram that sweet-running mill into the ground. Shame to wash out the Speedwing - flying itself hands off in a shallow power glide. And all going to pot, to make a funeral for one lousy Federal dick!

Blackie Murdo spat downward. The sea looked a little nearer.

But it would make a funeral for himself, too. He grinned, thin-lipped, into the gentle breeze that caressed his face. Oh, he was smart - smarter than Martinez, the dumb heel. Martinez, biggest dope dealer in Havana, had fallen for the guy. Probably in the can by now. Sold him a big order and wanted him flown over to the States with his load of the stuff. Right to the regular drop, too, where the boys could help him.

A rich peddler, huh? Some clever tailing, two pesos

for a copy of the cable he'd sent, and a quick frisk of his hotel room had shown him up. An undercover man!

So what? The information the guy had wired washed the whole ring up. It was fly him, or take it on the lam forever.

So he flew him. And how! Tossed away a good plane and engine, but it was worth it. The wreck, and the parachute floating on the water, would spell accident.

Conked motor, they'd call it maybe. Nobody would look for Blackie Murdo any more. Blackie Murdo would be written off as dead.

The sea was getting nearer.

He grasped the straps again and pulled himself up a little to ease the cramp in his thighs. A mile swim, or a mile and a half. Cut and fray some of the shroud lines with his knife first so it would look like a natural break, like the 'chute had fritzed. They would think sharks had got the corpse. Sure. But those babies wouldn't bother him while he was alive and kicking. He would take it easy, hide out ashore while his clothes dried, and to-morrow thumb a ride north with some tourist. Then a new name. He had plenty of money. He'd need a new pilot license. Take flying lessons from some hick to make it look good. That would be a laugh!

Motor drone crept into 'his hearing, cutting off instantly the giddy, racing mind-pictures.

What ship was that?

He scanned the shadowy sky, while his heart began thumping again. Somewhere, the plane was coming closer. It - sounded - like --

Then a small black shape drifted across a cloud gap - and was gone. But it was there long enough for him to recognize it.

It was his own plane.

He stared after it while everything inside him seemed to become still. Then his heart picked up, only slower and steadier, and he let out a long breath.

Just that dead guy riding around. He must have slumped sideways and bumped the control stick-banked her a little - made a big circle. Heading for land again.

That was 0.K. Getting faint now. She'd hit this time. Better this way, even, than a straight glidebring the wreck nearer the shore. She'd lost altitude.

He, too. The sea was closing up on him. It wouldn't be long now.

He could make out the silvered tips of the moon path on the long, gentle swells. He was going to get his feet wet. Yeah - a real high dive, this was! Blackie Murdo, champ diver of the Atlantic --

Well, the Mexican - But that fat Mex must have hit hard. Boy, that must have been a smack! Six thousand feet, or was it eight?

Blackie Murdo frowned, trying to remember.

That was the only time he'd been in a jam. Those Coast Guard amphibians he could leave like they was back in the hangar. But that night - it was dark -they had run in a fast navy fighter on him. It looked bad for a while. He dumped the Mex quick - upside down - and out. But he didnt need to, the way it ended. He lost them. Got away.

He was traveling now. He could see the swells spreading apart as they grew.

That Mex sure must have splashed hard. Gave a shriek when he left that died away quick. Boy - Dark now. Moon behind a cloud.

Blackie Murdo clenched his hands as the shriek of the Mexican met his ears. His eyes jerked through the air around him. It kept on. It was above him. In the 'chute -

He tilted his head and saw the black hole of the air vent in the center. The air going through - That made the noise. All the way down it had been there, - he remembered. He really heard it now for the first time. That damn Mex!

He didn't feel so good. Lonesome out here. Better if moon -- Dead guys, riding the air, yelling in his 'chute -- Nuts to that! Better get ready. It was coming up fast.

Clamping his hands on the straps overhead, he went rigid as he listened to the drone of a motor. Coming back. It was coming back. Something was wrong. It should be inland. It should have crashed.

The stiff must be leaning on the stick -

Louder. Flying low. It was going to land out here somewheres. This wasn't what -

The moon slid into clear sky and laid a glittering carpet along the sea. In the dim, ghostly light, the biplane roared in a sweeping arc.

He watched it with widening eyes. It was screwy. It. was heading toward him -

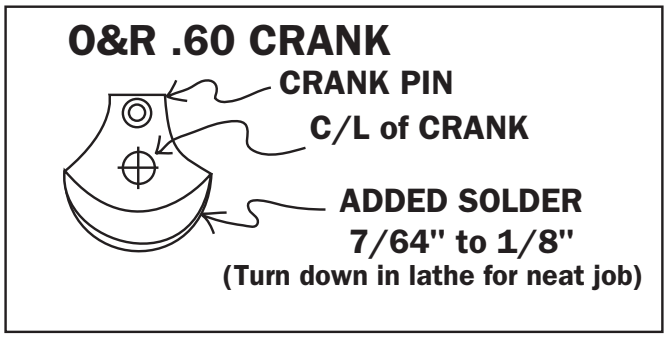
Blackie Murdo gripped the straps and tugged frantically. Then he writhed and thrashed like an animal trapped. He began to rave in hysterical gibberish at the lines that lowered him, swaying, while the engine thunder grew louder and louder and the moonlight glimmered on the whirling prop disk, bearing down on him.

Then his mouth sagged open and his throat tensed, but the scream never came ...

Movers and Shakers, By Bill Schmidt

Many of the old spark ignition engines were real vibrators and really shook your model. I've talked to many older modelers and mentioned this fact to which they replied, "We didn't know the difference; we just flew them!"

One of the worst examples of this poor internal balance is the Bantam .19. This engine is beautifully and lightly built except for the piston. This is turned from iron bar stock and is paradoxically heavy by comparison to the other parts of the engine. The counter balance on the tiny crank is miniscule and cannot be increased due to clearance requirements of the rotary valve and rod. I once tried to fly a Bantam .19 in an "A" Ignition Playboy. The plane became a blur whenever the engine was running. I tried everythinq to correct the out-of-balance condition but gave up when the spot welds shook loose on the nicad battery pack and it crashed. The Bantam looks nice on the display stand.



Have you looked at a new O.S. or Enya engine? Even though the piston is light aluminum or iron in the small sizes, the crank counterweight is quite large. We are told that a single cycle engine cannot be truly balanced, but a formula exists that comes as close as possible to the physics involved. Take 1/8 the weight of the rod and 1/4 the weight of the piston and put it on the crank counterweight. This states it in general terms.

Now, the 0 & R.60 is another example of a vibrating engine. This is because it has a cast iron piston and a large displacement. A lot of power is lost in this shaking and vibrating. I have found that by adding solder to the outside edge of the counter-weight of the crank on an Ohisson .60, a much smoother engine is obtained as well as a couple of rpms (250). This applies to side port and FRV models. Put only about 1/8" of solder on the crank and check for piston clearance on bottom dead center.

The other Ohlssons have light weight drawn sheet steel pistons and do not have the same problem. I found it necessary to use muriatic acid to properly tin the crank to securely accept the solder. Be sure to clean up after the job is complete to prevent corrosion. Do not overdo it and put some on the back side of the counterweight. You will exceed the amount required and end up overbalanced as bad or worse. Stick to the 1/8" on the edge and enjoy your new engine. I consider this modification the single most important change you can make to an Ohlsson .60.

Note from AeroPly@aol.com/ SAMTalk 02/07/02

George Tallent (in AZ) says that he machines a brass counterweight to the same size as the original. This is pinned with drill rod and then silver-soldered to the crankshaft.

All I can say is that it works. My O&R 60 runs like a Singer sewing machine! Floyd

Note from Allan Laycock 05/07/02

Guys, here is an interesting observation that you may not be aware of that may have implications for '38 Antique:

An interesting aside on the O & R's. Our friend George Tallent in AZ. has checked displacements on the .23's that run from a.21 to .25 cu. in and the .60's run from a .59 to a .65. I guess each piston/cyl. was honed and fitted individually.

regards, Allan Laycock

Note from Ed Shilen <ed1char@aol.com> 07/04/02

Seems to be a lot of Bomber bashing on Sam Talks; personol opinions and likes/dislikes are OK, but some of those gentlemen don" seem to understand why they are so popular in RC assist. No 1 reason is it's the best performing model there is for SAM RC assist. (in competition cream rises to the top). No 2 reason is we are allowed to scale up & Down.(the free-flighters were smarter and don't allow scaleing).Those 2 reasons result in competition skys to be filled with Bombers.

For the past several years the National overall RC championships have been won by pilots flying mostly bombers in various sizes. Bomber's have won the overall Champs for me 2 times. Dam right I like Bombers. I and most of the serious competition pilots

I know are constantly Looking for other designs to equal the Bomber, Models I know of that come close to Bomber performance are:

Weathers Westiner,Playboy, Folly. Cumulus, & others I don't recall at the monent. There are pilots who do very well in competition, and take great delight in doing so with out Bombers. Tileston being the most notable.

My favorite models are those I flew in the 1940's: Zipper, Murcury,Answer,and New Ruler. These were the first models I built when I got into RC assist in 1986. They were all fun to fly, and I still have the New Ruler and Murcury That I fly for fun.

But when I got hooked on competition flying I found none to be competitive. So don't knock the Bombers or their pilots. Most are great guys that enjoy flying many types of RC oldtimers, including the cabin models. Try one, you will like it. Ed Shilen

Note from Thomas Ryan <tryan@imcingular.com>
Subject: Brogini Composite designs, 09/04/02

Received a call yesterday from Don Broggini.

I took the opportunity to bug him once more regarding the Cabin Stardust Special which he needs to document in order to get approved.

I received a little more insight regarding the design's pedigree.

The first itteration was a Diamond Demon with the Stardust's wing, stab, and fin "short and small" This should be the easiest to approve because the only departure from the Demon is the Single Wheel. Flight direction for FF was left/left.

The Diamond Demon has a wider cord than the SS. Consequently, the hole behind the TE will need to be filled in. Still Don thinks this design will out-fly pseudo-pylons such as the Spearhead and the Ascender. He not sure if it meets the cross section rule.

Following this success, Don modified the Demon fuse by pinching it along the top (thus closing the hole) and adding a bottom stringer to aid hand launches

Now it's beginning to look like the Stardust!!

Briefly he flew it with a fuse resembling the Flounder with some success. Final fuselage version had a windshield like the Ascender. Fuse was built in three lengths. I've also learned the the SS wing was available in 50", 55 1/2" and 60" lengths. For FF, some stability is lost with increased AR.

This design, with so many variations, should be an interesting addition to the designs so common at SAM comps.

In FF, Larry Davidson has had a lot of success flying it in A ignition. Tom Hunt has been successful flying a scaled version in SAM & AMA Electrics. Holman has flown a 900 sq. version in C glow.

Most stunning though, has been the popularity of the design in Australia where it frequently places in several R/C assist events. *(Ed. Note: Witness the success of Barry Barton and Brian Stebbing in 1/2 A Texaco and particularly "Condo" Smith, Nationals winner in the Duration event at Albury/Wodonga, 2002.*

NACA Airfoils, from Alfredo Herbon, 28/04/02

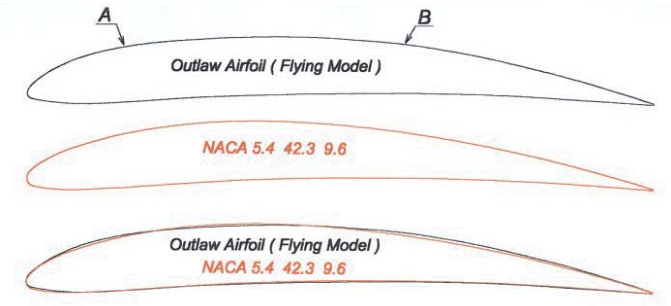
Lately, I have been working a little with the old fashioned NACA four digit airfoils.

Those airfoils were obtained departing from the populars Götingen 398 and Clark Y airfoils thickness distribution using a polynomial equation, plus a mean line traced by two parabolic arcs tangent at the position of maximum mean-line ordinate. Combining several mean-lines and thicknes the NACA four digits was born. Surely it wasn't an easy numerical task for those days, but it is a peace of cake using the present spreadsheets.

Doing the right combination of maximum camber, position of this max. camber and thickness, we can reproduce a lot of old timer airfoils with great accuracy, avoiding undesired worm trails introduced in originals plans. As eaxample take a look a NACA approximation to the original Outlaw airfoil, apparently flattened between points A and B.

The hard part of this procedure is to type the NACA coordinates to CAD one by one. Someone of SAM fellows knows a method to pass directly Excel coordinates as points to CAD? I mean, something like a "paste" procedure.

Thanks in advance. Alfredo.-



Picking Thermals, by Peter Brocks

Picking thermals has to do with feeling the subtle changes in the environment which to the untrained are not apparent. Therefore there is no simple or sure recipe. In SAM, no thermal sensing devices are allowed, including streamers, thermometers or fluffies. You must use your senses and watch the environment.

Early morning: Air is buoyant neutral, small rise in temperature (fractional degrees), heating is through water evaporation from air.

Mid day: Strong thermals (boomers) develop that exceed the sink rate of models, rise in temperature can be a few degrees with wind calming, wait until cooler breeze (fill) is felt and temperature clearly drops. Do not launch right away especially with fast, higher climbing models but wait 10 to 20 seconds depending on wind velocity.

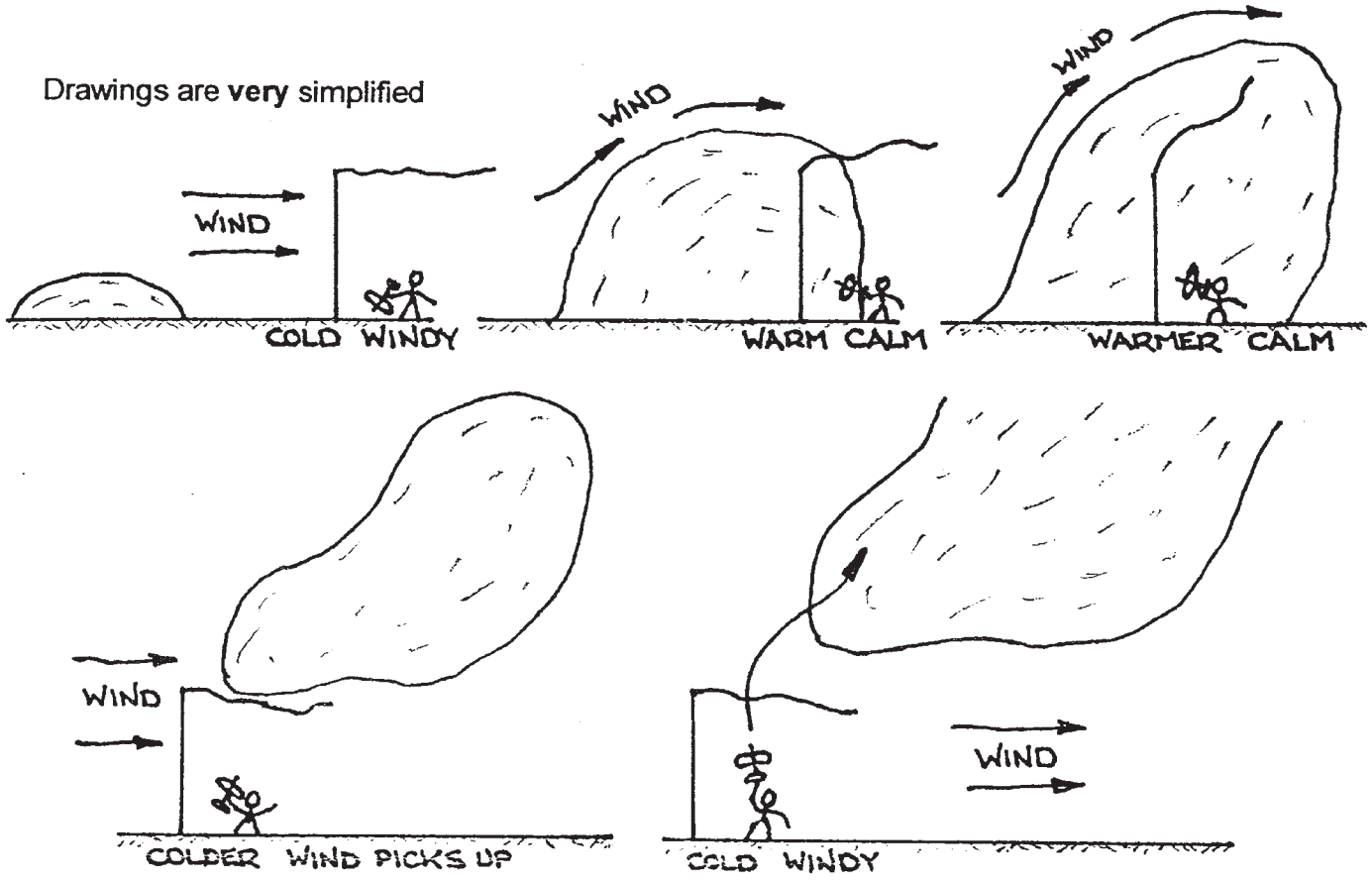
Late afternoon: Thermals stay closer to the ground, tend to be larger in size, smaller rises in temperature (1°+ F), be patient, fly over darker surfaces. Wait for a 3 to 4 second lull of lower wind velocity, launch immediately at an angle to the wind.

No wind: Rising air circles counterclockwise, wait for light air movement of fill, be very patient—air rises very slowly, when launching, place model in center of rising air.

Cold front: Rising air precedes the rain and the breeze, good air is still present when rain starts.

General rules: Do not launch if there is a chance that the sun might come out of the clouds soon. Do not fly if other models are launched when a conscientious decision to launch had not been made. Rather watch other model's behavior. Most of the time flying a little later will give better results. Concentrate and take in your environment.

(This article originally appeared in "Vol Libre" and more recently in "SAM Speaks". It is reproduced here with the consent of both the author and the Editor of SAM Speaks, Bruce Augustus).



Claiming the Date

Inaugural SAM Champs "Down-Under"

Jointly hosted by SAM 1788 & SAM 600

When: January 3rd - 6th, 2003

Where: MAS NSW State Model Flying Field Cootamundra NSW Australia

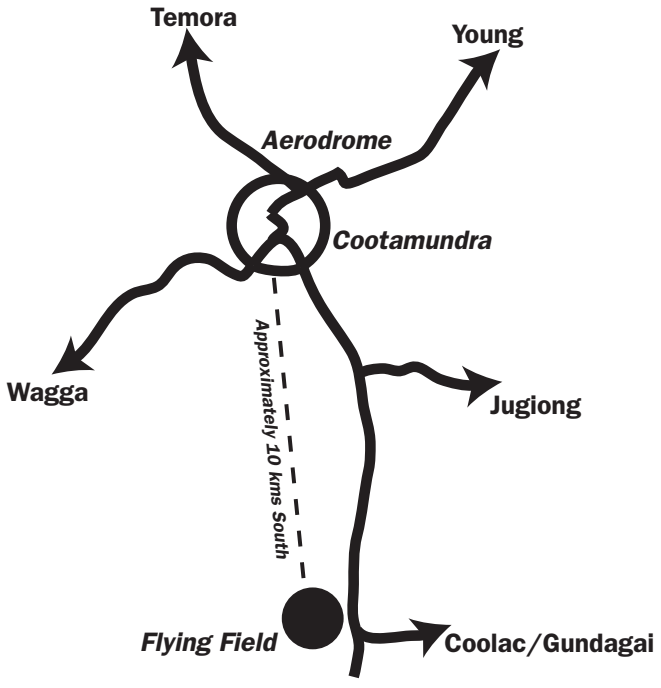
Proposed Programme

Friday 3rd January	0900 Start	Rally (F/F, C/L, R/C)
	1800	BBQ & get-together
Saturday 4th January	0900 Start	Gordon Burford Duration
Sunday 5th January	0900 Start	1/2 A Texaco Texaco
Monday 6th January	0900 Start	'38 Antique Nostalgia
	1900	Presentation Dinner

If you would like to have more information, please contact:

SAM 1788:	Basil Healy	basnpat@tac.com.au
SAM 600:	Kevin Fryer	fryer@bigpond.com
Field Manager:	Sharon Smith	shaz416@ozemail.com.au

Where is the MAS State Model Flying Field ?



CLASE: Guardia Vieja Radio Asistida **Aerodromo de la Cruz 23 Mayo 2002**

CLAS	Apellido y nombre	Club	1v	2v	3v	Total	Modelo
1	**GRIPPO**	**MARCELO**	CAC	233	298	244	775	PLAYBOY SR.
2	GAOZZA	CARLOS	CCA	159	223	252	634	PLAYBOY SR.
3	CARLOS	ROJO	CAC	202	159	165	526	LONG CABIN
4	LOPEZ	FERNANDO	RIO	103	265	155	523	PACER
5	IELE	DANIEL	CAC	273	84	156	513	JU2
6	HERBON	ALFREDO	CAC	241	106	100	447	SURE FIRE
7	PAPA	ELMO	RIO	134	145	145	424	PACER
8	QUIROGA	CARLOS	CAT	162	137	116	415	OLLIE
9	SOSA	LUIS FEDERICO	CAT	171	148	89	408	PUNKIN'S SEED
10	CERONE	OSVALDO	ROS	0	0	75	75	BUZZARD BOMBSHELL

Hi all,I'm here again after a beautiful week in Cordoba for the 56th Argentina Nats. By first time this Nats included Old Timer free flight gas R/C models competition (LER mode).The contest was held in La Cruz airfield, near Embalse, Cordoba.There were ten participants, not bad for the present situation in Argebtina. My partner Carlos Rojo from Olavarria, debuted with his "Long Cabin" and classified in third position.

Alfredo Herbon

Proposal for Provisional Event- Allan Laycock

Hi, Here is a Newsletter article for discussion, please. Whence in the US for the 2002 SAM Champs my cohort and I flew an event that was a lot of fun. This event is not intended to replace or modify any existing event but to stand alone as a separate event. The event is flown in the US and Postals are held each year for it but the problem is that the US event does not fit easily with Australian rules or available engines so I have slightly modified the US rules for A Texaco to make them fit better into Australian conditions yet not make it impossible to fly in a Postal if you wanted to do so.

Models - in this event there is no one model that wins all the time. Similarly you won't need to obtain or find a particular engine either. Below are the details and rational for leaving the rules alone or changing them:

Proposal for Provisional Event

Class A Texaco (USA Rules)- a direct extraction from the SAM USA rule book

A. Same as 1/2 A Texaco, except any SAM-approved reciprocating engine 0.05 to 0.20 cu. in.

B. Engine cut-off required.

C. 10 oz. wing loading.

D. Fuel tank 14 cc. (or PERFECT #5). Tank must be visible.

E. Fill tank and fly.

Class A Texaco Australian Rules.

Points **B** and **E** above require no variation and would apply to the Australian rules. Similarly those contest and construction requirements in Australian rules would also apply.

Modifications to make the rules more relevant to Australian modellers:

1) point **A** above refers * Models to be pre 31 December 1942 as it does in 1/2A Texaco both here and in the USA. * Engines Allowed: 3.5cc ie .21 cu ins not .20 as above and the 60% allowance for 4 strokes thus allowing up to and including all.30 cu in 4 strokes to be used. No sparkies, no turbines or Wankles and no petrol based fuels may be used. No special allowance for fuel other than in 2) below.

A wing area rule will apply to engine capacity.

A 'standard' low nitro glow fuel could be supplied by the organisers like it is now for Texaco.

2) point **D** above refers Perfect #5 tanks and these are not readily available in Australia so an alternative is required. Discussions at Canowindra at Easter 2002 resulted in the 'best' choice being a cut down 20ml syringe as the fuel tank because they are cheap, readily available and the allocation does not have to be checked by a helper.

Tanks are to be a clearly marked syringe mounted externally on the side of the model. As the 20 ml variety of syringe is most common, this is the recommended one to be used.

The fuel allowance would be 10 ml for all engines irrespective of model weight. It was concluded that the US allowance of 14cc was too much for Australia remembering that the US fly 15 minute max and hence the reduction to 10 cc was in accord with a 10 minute max.

The syringe will need to be slightly longer than 10 ml in order to sight the 10 ml mark.

It is suggested that the rubber plunger bung be inserted just above the 10 ml mark and filling pipes be inserted into it to facilitate the filling process. The syringe would then be reduced in height to just above the bung. A self tapping screw may also be inserted through the side of the syringe and into the bung to assist in attaching the cut down syringe vertically to the fuselage side. The fuel pickup would be from the bottom of the syringe - easy.

3) point **C** above refers: To assist with the wing loading calculation to meet the required 10 oz wing loading rule it is suggested that a different calculator be used and this: π chord multiplied by the tip to tip span of the completed model (as we do now) is then divided by 250 rather than the usual 225 for engine capacity calculation purposes.

By way of example a model having a 62" span and a 10" chord will have 620 sq ins of wing area. Converting the 620 sq inch wing area to sq feet is 4.3 and multiply this by 10ozs gives 43 ozs or about 2.6lbs (see the note about the USA Calculations below).

By using the conversion of 250 where the area is 620 sq ins-divided this by 250 gives the minimum weight of the model as 2.48 lbs rather than 2.6lbs when calculated precisely to the 10 oz wing loading rule. This is an easier one step calculator of the wing loading and thus prevents super light and therefore

weaker structures and makes for a more level playing field when using eligible models from the Burford and 2cc events in A Texaco.

It must be remembered that the USA Calculate their wing area using a more precise calculation of the actual area - thus the tapered tips of a Bomber or the elliptical tips of a Playboy are more exact to the wing area. They also calculate their area with the flat span. The 250 is very close to the USA rules without the complexity involved.

Alternatively a table showing minimum weights for a number of wing areas could be tabulated and used but this relies on someone having a table at processing time. The Americans use the table at contests but have a more gentlemanly/honesty arrangement elsewhere.

4) There will a 10 minute max and 3 of 4 flights to be eligible for entry into the fly-off should the need arise.

5) maximum propeller size will be 13 inches diameter and 6 inch in pitch - this is similar to 1/2A that stipulates a maximum prop size and prevents the use of outlandish prop sizes and basically for safety reasons. Gear or belt drive reductions are not permitted either.

An additional advantage to A Texaco is that it allows Australian modellers to compete in postal contests from the US, they can use existing 2cc and Burford models provided they are pre 31 December 1942, it is a smaller/easier model to transport than a full size Texaco model and does not have the foibles of the Cox engines.

Conclusion

It is just good fun, no one design is likely to dominate nor would one engine or type of engine. By way of comment I flew a Super Tigre .15 diesel and Bob flew a glow in the exact same sized model and he did better than I did with engine run times in A Texaco at the USA SAM Champs in 2001.

The Queenslanders and South Australians have been flying this event in Postal competitions for a few years now and appear to enjoy it very much.

Comments, opinions, expressions of support and suggestions can be sent to me, pls.

Proposer: Allan Laycock, Seconder: Bob Raadts

<Allan.Laycock@ags.gov.au>

... continued from page 5

Removing the backing sheet creates a static charge. This static charge makes the stuff want to cling to anything (and makes weighing difficult). This wouldn't be so bad except they've used a very low temperature adhesive on this film. Not surprisingly, the adhesive is pretty tacky at room temperature. It's not tacky enough to be really helpful draping the film over the structure, but it's absolutely strong enough to bond the film to itself if it folds over.

Since the film has a high static charge and is lightweight andvery pliable, it folds over itself readily. Peeling it apart is afrustrating and aggravating process. 9 out of 10 times I wound up ripping the film in the process. This gets expensive fast, especially when you've cut wing panels.

I finally hit upon just peeling the backing off one edge, tackingthat down with an iron, and removing the rest of the backing. It's worse than working with Reynolds Wrap, which is at least cheap.

I also couldn't stand one of the colors -- the transparent green reminded me of the pea soup in "The Exorcist" -- 'nuff said?

Looks nice on the roll though.

In summary: For most aircraft, Oracover Lite is a far better bet. I'll lay long odds that in service it has higher puncture resistance. (I haven't had any problems in my belly-landing 37-ounce Apache, which has this stuff on an open wing and tail structure.)

Oracover Lite is a joy to apply. Yes, it also can have problems when folded over itself, but since the film is heavier, and somewhat less pliable, that happens much less often. Oracover Lite is already lighter than Micafilm or any of the other commonly-used iron-ons, so I suspect that the difference in weight between Oracover Lite and So Lite on even a large airframe is probably less than an ounce.

I'll use So Lite in place of Reynolds Wrap on a real floater where I'm really looking to shave weight (I'd have to be considering tissue instead); but on any kind of faster-flying sport airplane, I don't think the weight savings is worth the aggravation.

(Note: I used Oracover Lite on my Sniffer. I absolutely would not bother using So Lite on this airplane.)

Sam Brauer, SMALLnet

2nd TriState Gas Champs, Jerilderie, May 25 & 26, 2002

Name	Motor	Model	Seconds	Rank	CC/Sec	Chan
Half A Texaco						
Stebbing	Stardust Special	Cox 049 2s	2705	1	0	649
Mark Collins	Bomber	Cox 049 2s	2031	2	0	620
Barry Barton	Stardust Special	Cox 049 2s	1996	3	0	16
Fred Stebbing	Stardust Special	Cox 049 2s	1715	4	0	36
Peter Bennett	Red Ripper	Cox 049 2s	1713	5	0	643
Chris Lawson	Commando	Cox 049 2s	1708	6	0	28
Basil Healy	Flying Stick	Cox 049 2s	1618	7	0	16
Paul Farthing	MG 2	Cox 049 2s	1599	8	0	639
Ron Adamson	Atomiser	Cox 049 2s	1592	9	0	615
Don Southwell	Interceptor	Cox 049 2s	1579	10	0	637
Ian Avery	Playboy Cabin	Cox 049 2s	1502	11	0	12
Ray Woodhouse	Dallaire Sportster	Cox 049 2s	1422	12	0	626
John Whittaker	Bomber	Cox 049 2s	1168	13	0	10
Kevin Fryer	Atomiser	Cox 049 2s	1080	14	0	631
Peter Buckley	Kerswap	Cox 049 2s	199	15	0	613
Duration						
Mark Collins	Cumulus 93%	McCoy 60 2s	1976	1	30	620
Don Southwell	Playboy Snr 110%	McCoy 60 2s	1741	2	30	14
Brian Stebbing	Playboy Snr Cab	TT 40 2s	1705	3	25	649
Basil Healy	Blitz Buggy	Saito 65 4s	1702	4	30	16
Kevin Fryer	Playboy Cab 110%	McCoy 60 2s	1691	5	30	631
John Whittaker	Super Quaker	YS 53 4s	1679	6	25	633
Ray Woodhouse	Anderson Pylon	YS 53 4s	1638	7	25	626
Peter Bennett	Josephine 110%	YS 53 4s	1626	8	25	643
Chris Lawson	RC 1	McCoy 60 2s	1615	9	25	28
Ron Adamson	Bomber	McCoy 60 2s	1260	10	30	615
Paul Farthing	Playboy Snr 112%	Dooling 61 2s	1200	11	30	639
Fred Stebbing	Playboy Senior	ST 40 2s	1140	12	25	641
Peter Buckley	Playboy Senior	OS 61 4s	1028	13	30	613
Barry Barton	Playboy Snr 110%	Saito 65 4s	827	14	30	16
Don Watson	Playboy Senior	GMS 32 2s	328	15	25	647
Gordon Burford						
Ron Adamson	Foote Racer	Burford 2.5 pb d	1614	1	45	615
Don Southwell	Eliminator	Burford 2.5 pb d	1532	2	45	637
Kevin Fryer	Atomiser	Burford 2.5 pb d	1480	3	45	631
Basil Healy	Spacer AB	Burford 2.5 pb d	1479	4	45	32
Ian Avery	Dallaire Sport 50%	Burford 2.5 pb d	1386	5	45	621
Peter Bennett	Atomiser	Burford 2.5 pb d	1360	6	45	643
Barry Barton	Stardust Spl 110%	Burford 2.5 pb d	1353	7	45	16
Chris Lawson	Playboy Cabin	Burford 2.5 pb d	1133	8	45	28
Texaco						
Robin Yates	Kloud King	OS 40 4s	3630	1	12	633
Robert Taylor	Cumulus	OS 61 4s	3251	2	15	16
Don Southwell	Bomber 85%	Enya 41 4s	2942	3	15	14
Kevin Fryer	Cumulus	Irvine 40 diesel	2910	4	10	631
Ron Adamson	Bomber	OS 60 4s	2827	5	15	615
Barry Barton	Anderson Pylon	OS 60 4s	2823	6	21	16
Ray Woodhouse	Cumulus	OS 60 4s	2800	7	18	626
Mark Collins	Bomber	OS 60 4s	2788	8	21	620
Paul Farthing	Lanzo Nat.Wnr	Enya 53 4s	2660	9	18	639
G McDonald	Bomber 90%	Irvine 40 diesel	2656	10	10	633
John Whittaker	Bomber 85%	OS 48 4s	2569	11	15	22
Fred Stebbing	Rambler	Irvine 40 d	2567	12	8	641
Chris Lawson	Dallaire Sport 90%	DC Wildcat d	2548	13	20	28
Peter Bennett	RC 1	Irvine 40 d	2320	14	10	605
Peter Buckley	Bomber	OS 60 4s	1920	15	14	613
Basil Healy	Coupe de France	OS 61 4s	1795	16	21	16
Brendan Taylor	Bowden Intnl	Saito 50 4s	1781	17	15	633
Ian Avery	Dallaire Sport 75%	OS 40 4s	1084	18	12	53
38 Antique						
Ron Adamson	Cumulus	OK 60 spk	1730	1	110	615
Peter Bennett	Flamingo	OK 60 spk	1669	2	132	605
G McDonald	RC 1	OK 60 spk	1460	3	110	625
Don Southwell	Flamingo	Atwood 60 spk	944	4	90	637
Basil Healy	California Chief	ED 3.46 diesel	908	5	96	36
Nostalgia						
John Whittaker	Spacer AB	K&B 40 2s	1478	1	25	22
Mark Collins	Hyphen 500	OS 40 2s	1327	2	25	620
Kevin Fryer	Hyphen 500	OS 40 2s	1209	3	25	631
Chris Lawson	Playboy Senior	K&B 40 2s	932	4	25	28

Ron Adamson *and his beautifully finished "Foote Racer" won the Gordon Burford event. Covered in yellow silk (what else ?) and powered by a Burford 2.5cc plain bearing diesel.*

Robin Yates *took out the Texaco event with his OS 40 four stroke powered "Kloud King". A tremendous effort on the part of the "Boys from Cohuna" who placed first and second in this event.*

***John Whittaker**, above, won the Nostalgia event with the Sal Taibi designed "Spacer". K&B plain bearing cross-flow engine powered this model to a well deserved win.*

***Robert Taylor**, shown at left, scored second place in the Texaco event with his "Cumulus" powered by an OS 61 four stroke. Robert, one of "the Cohuna boys" made the most of his own hand-carved wooden propellor.*

***Ron Adamson and Peter Bennett** placed first and second respectively in '38 Antique. Ron won the event flying his Ben Shereshaw "Cumulus" while Peter Flew his Roger Hammer "Flamingo. Both used OK Super 60 spark ignition engines. A most popular engine under MAAA Rules.*

***Brian Stebbing** took out first place in 1/2 A Texaco at Jerilderie, shown here with his Half A model, the Don Broggini "Stardust Special". Test flown "on the road".*

Photos taken by Editor, Peter Bennett, (except one).

"The Thermaleer" is the official newsletter of SAM 600 of Australia,
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The Thermaleer

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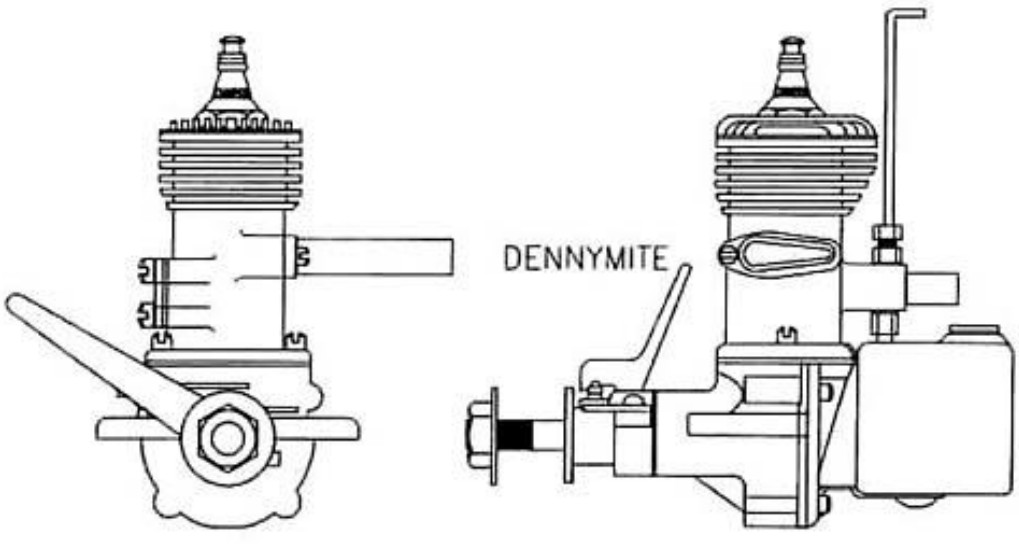

"Dennymite" spark ignition engine.

One of the engines marketed in the 1930's and 1940's by the famous English actor in Hollywood, Reginald Denny, who ran a hobby shop in the heart of Hollywood