

The Thermaleer



Frank Ehling Commemorative International 2004

SAM600 Team Lto R. Peter Hosking. RC-1. Total Time, 952. Chris Lawson. Lanzo Racer, Total Time, 1131. Don Cameron. Bomber, Total Time, 864. Mark Collins. Bomber, Total Time, 1335. Steve Gullock. Bomber, Total Time, 1206 and Brian Laughton, Red Ripper, Total Time, 1155. Not shown in picture, Robert Taylor. RC-1, Total Time, 1800. Barry Barton. Stardust Special, Total Time, 1800 and Peter Bennett, Red Ripper, Total Time, 1689.

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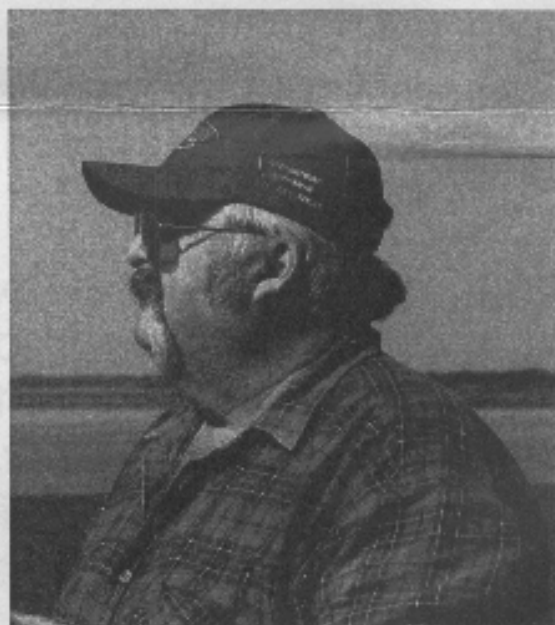
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PRESIDENTS REPORT.

Hi Folks.

Not much to report, for those that Did not attend the Eastern States Gas Champs, you missed a very good contest. The weather was the best for a long time, and the attendance was excellent. On a more serious note we seem to have an attendance problem of members not turning up at our club meetings, if there is a solution please let the committee know so it can be fixed. November is our auction night so if you wish to bring some goodies to sell or swap please do so. Hope to see more of you at meetings and contests. Regards Chris Lawson.

Meeting#94 Thurs 25 November 2004



another pair of overalls. I hope you don't think that I am being pedantic about this error. I just don't want to see anybody scale up this design for Texaco or Duration only to be told it is ineligible, however scaled up it could make a nice Gordon Burford model.

Regards Basil Healy.

Basil's letter in response to my request for more information on the moulding of balsa fuselages is reproduced below.

"Frog Fox"

Construction Hints

As for the fuselage of the Frog Fox, moulding it is not hard; it just takes a bit of expensive equipment. Firstly, you must choose the right grade of balsa; it must be soft and flexible but not brittle. Secondly, you soak it in hot water for about an hour to soften it. Then you mould it in your mould which has to be in two parts, male and female, with clearance between the two equal to the thickness of the balsa. Then you heat it to dry off the moisture before opening the two halves of the mould. Ideally, in a production situation the mould would be electrically heated and thermostatically controlled at a temperature slightly higher than 100oC. Sounds complicated doesn't it? Believe me it can be!

Frog were not the only English kit maker to use moulded balsa fuselages.

Wilmot Mansour, manufacturer of Jetex kits used it in some of their scale models of jet fighters. It was a means of producing a strong but very light fuselage. Unfortunately the cost of tooling up was very high.

Moulded balsa fuselages were around in Old Timers back in the late 1930's. Louis Garami was the chief exponent with models to take the Elf engine. Some of these were not much more than two feet in wingspan, smaller than our current 1/2A Texaco models. Fortunately his designs did not embody compound curves and the sheet could just be wrapped over bulkheads.

Regards

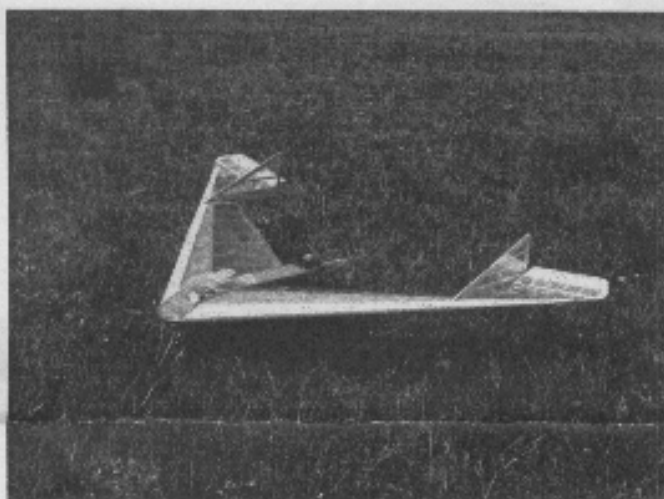
Basil Healy. SAM1788 New South Wales.

Editors footnote: I think Basil has been very helpful and informative, certainly not pedantic. However I think mums are smarter than kids think, and we were the ones paying for the overalls.

For Sale

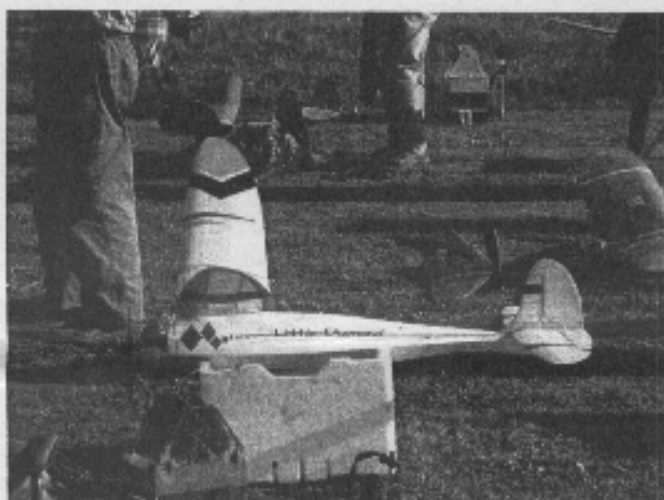
Wood turning lathe on solid timber bench, Approx. 36" between centers, 6" center height. Includes inside and outside face plates, 2 cup chucks, one 1/2" Jacobs chuck, 2 tool steadies 6 turning tools. \$125.00 fredr@hcinternet.com.au or 03-52562273.

Eastern States Gas Champs – Wangaratta – 2004.



Wangaratta turned on some good weather for us in early October and SAM 1788 were able to run the complete program during the weekend. The Gordon Burford event was well supported and won by Paul Farthing flying an Alan King designed "Flying Pencil". Second was Dave Thomas with a "Jaded Maid" and third was Barry Barton with a "Swiss Miss". 38 Antique had 10 entries and was won by Paul Farthing with a "Flamingo" powered by a Contestor 60, second was Peter Smith with a "Standby" powered by O & R 60

and third, Ian Avery flying a "Super Quaker" powered by a Madewell 49. Duration turned out to be a good event for the SAM600 competitors with Kevin Fryer and his 92% "Cumulus" first, Chris Lawson and his "Vespa" 39 second and Mark Collins taking third with his "Cumulus". All three place getters used McCoy 60's. In the next event 22 detestable little Cox's were unleashed upon the unsuspecting quiet little town as the best supported O/T event, 1/2A Texaco got underway. Peter Bennett lead the way with his little "Red Ripper", second was Robert Smith using a "Little Diamond" and third was Steve Gullock with a "Potty".



Texaco was the second most supported event with 19 starters. Paul Farthing was once again successful winning with a "Lanzo Bomber", Mark Collins carried the Victorian Flag into second with another "Bomber" and Pete Smith grabbed third with his "you guessed it" "Bomber". Once again one engine seemed to dominate the event with the first three all using O.S. 60 four strokes. Last event was the "Climb and Glide" which I'm not familiar with but seems to be a SAM1788 event only.

First was Peter Smith, 21min 9sec.

Second, Jon Fletcher, 17min and third Peter Scott, 12min. 58sec.

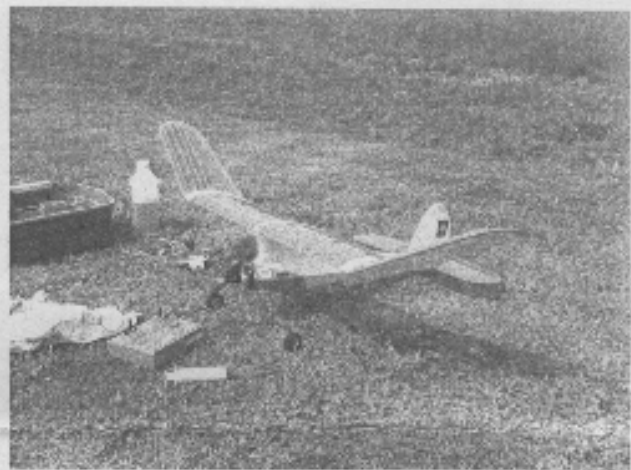
"Top Gun" [Champ of Champs] was Paul Farthing was the winner with a score of 23 points, second Peter Scott, 30 points and third Peter Smith 33 points.

Congratulations to SAM 1788 for organizing and running a fabulous event and also to the Wangaratta club for making their field available and providing such great facilities and a friendly atmosphere. The only problem I saw all weekend was a wayward tree that ran out in front of Brian Laughtons model on the Saturday. I guess it would be hoping for too much for SAM1788 to select Wangaratta two years in a row. I'm sure a lot of SAM600 members would like to have a regular contest there each year.

Fred.



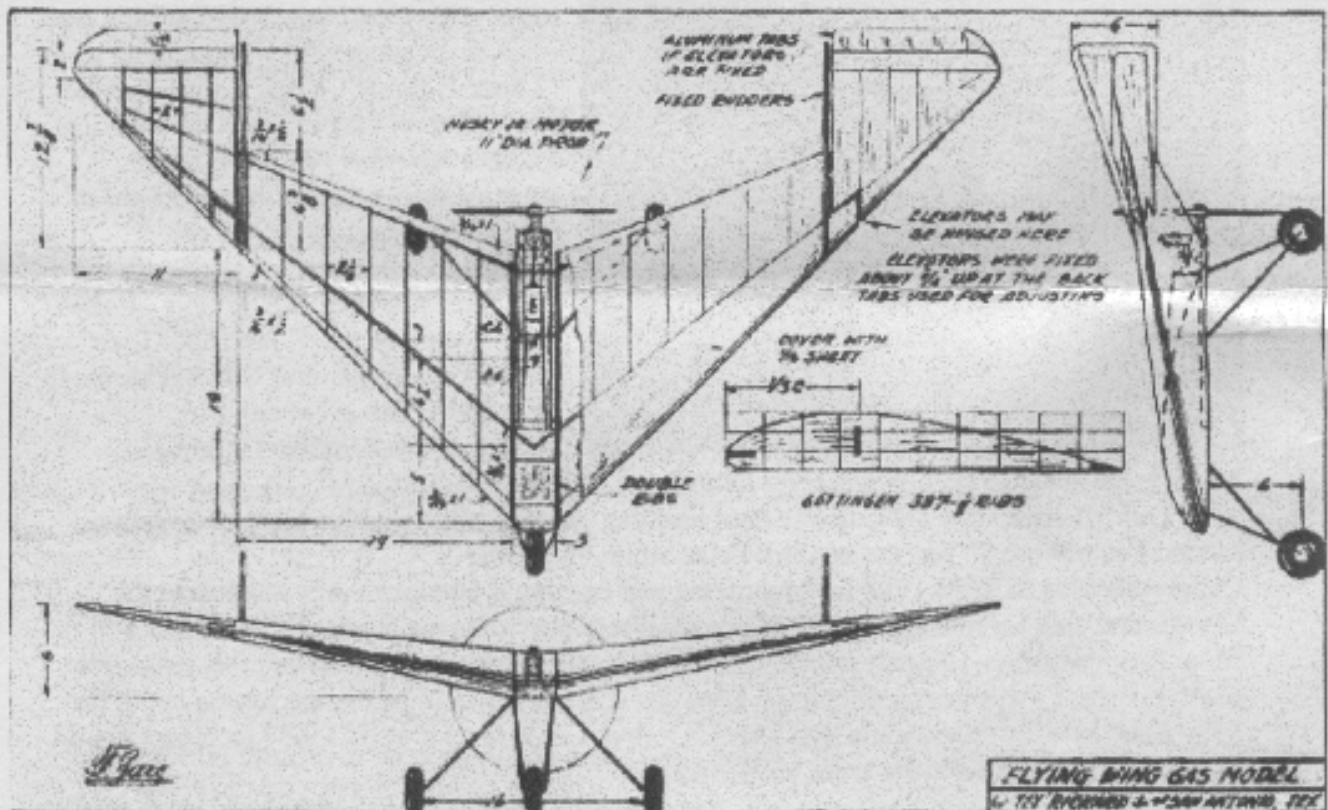
One way of delaying landing.



Lil Diamond

Seen at Wangaratta Eastern States Gas Champs. 2004

Below: The Rickard Wing as flown by Jim Rae in 1/2A Texaco



Plan from Frank Zalc Yearbook 1938.

KeilKraft "SENATOR" Global Postal Challenge

January 1st – December 31st 2005

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an outstanding design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes – Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The winner will receive a minimum prize of US\$80.00, or the equivalent in any other currency – the final sum will reflect exchange rates at the close of the event but presently equates to approximately C\$100, £45.00, A\$110.00, NZ\$120.00, etc. Further enhancement of this sum and/or provision of further prizes is dependent upon any donations received. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended only for the purposes of D/T installation – whether tipping stabiliser (I.E. down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propellor up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds. All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed.

A plan may be viewed at [http://members.rugers.com/hunter\\$477/](http://members.rugers.com/hunter$477/) with a download also available, or contact me in the event of difficulties, or with any questions that you might have..

Entries/scores may be forwarded to me at any time and I will endeavour to keep participants informed with regular interim updates as well as a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged.

I hope that you will give this event your support and also encourage others to participate. The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada

If anyone wants to have a go at building and flying the "Senator" in the Postal and maybe winning the US\$80.00 Fred has supplies of rubber and prop shaft bearings.

Building and Flying instructions for the *Keil Kraft "Senator"*.**BUILDING INSTRUCTIONS****● FUSELAGE**

Pin down the longerons for one fuselage side by placing pins on either side of the stripwood. Cut the uprights to correct lengths and glue them accurately in place over the positions indicated. Glue plate 'B' in place at the rear end, also place 'Y' and piece of 1/8" sheeting at the nose. When this first side is dry build a second side directly over it. Remove both sides from pins when they have set and separate them very carefully with a thin knife. Hold the extreme rear ends together with a bulldog paper clip and insert top and bottom cross braces at the wing position, check for squareness and leave fuselage resting on the lower longerons until dry. Insert the cross braces at the extreme nose holding the sides in with a rubber band until set, then bind nose with thread via zamoné walk. (see Top View) add the remaining cross braces top and bottom checking for squareness as you proceed. Glue 1/8" sheet balsa in top and bottom of nose, glue 1/16" balsa in the top at 'A' position. Bend 1/8" wire to shape, place wheel on axle and bend up the end of the wire to retain the wheel. Bind wire in place where shown in Side View apply cement over thread for extra strength. Cut the sheet celluloid to shape and glue in place for the cabin. Add wing and tail fairing doweled and the fuselage is strengthened there. Roughly carve nose block to shape, build plug on back free as noted, plug into nose and sandpaper to a smooth finish while on lathe, remove and drill hole in position shown to receive propeller shaft bearing bush. Glue this bush firmly in place. Sand motor block, thread nose block, cap washers and screws on the shaft and with painted nose pillars bond the freewheel loop. Bend the freewheel latch to shape and attach to screws. Fit the landing of the fus to the plug, add pieces of 1/8" square, when dry sandpaper the rear edge to a taper and round off the leading edge. Glue the fin in place squarely on top of the fuselage where indicated, glue the fairing 'X' in place. Sandpaper the whole fuselage with fine sandpaper to obviate rough edges, etc.

● WING

Commencing with the Centre Section, pin down the three bottom spars by placing pins on either side of the 1/16" stripwood, position the

trailing edge in similar manner, glue the ribs in their correct positions and pull the spars up into the notches. Cement leading edges into front notches provided in ribs, then add top three spars and the gussets where shown. The Tips are constructed by joining the three bottom spars in between pins as for the Centre Section, pin down the Trailing edge, position the ribs with pins apply glue to the lower rib notches and pull the spars up into these notches. **SEE NOTE REGARDING TWT IN END RIBS** or this governs the amount of dihedral at the extreme tips. Add the leading edge and tip pieces, join the spars to the tips as shown. The bottom spars terminate inside the tip pieces, the top spars are carried over the tip as can be seen in the sectional view through tip. When the three wing sections have set glue the clips to the centre section and leave to dry with the tips propped up 4". Finally sand paper the leading and trailing edges to shapes shown and finish smooth all over.

● TAILPLANE

Build the tailplane in similar fashion to the wing, cover the centre portion with 1/32" sheet, and glue a piece of 1/8" square exactly where indicated on the top surface. The sub-lims are added after covering with tissue. Round off the leading edge and tips, taper the trailing edge down and fine sandpaper all over.

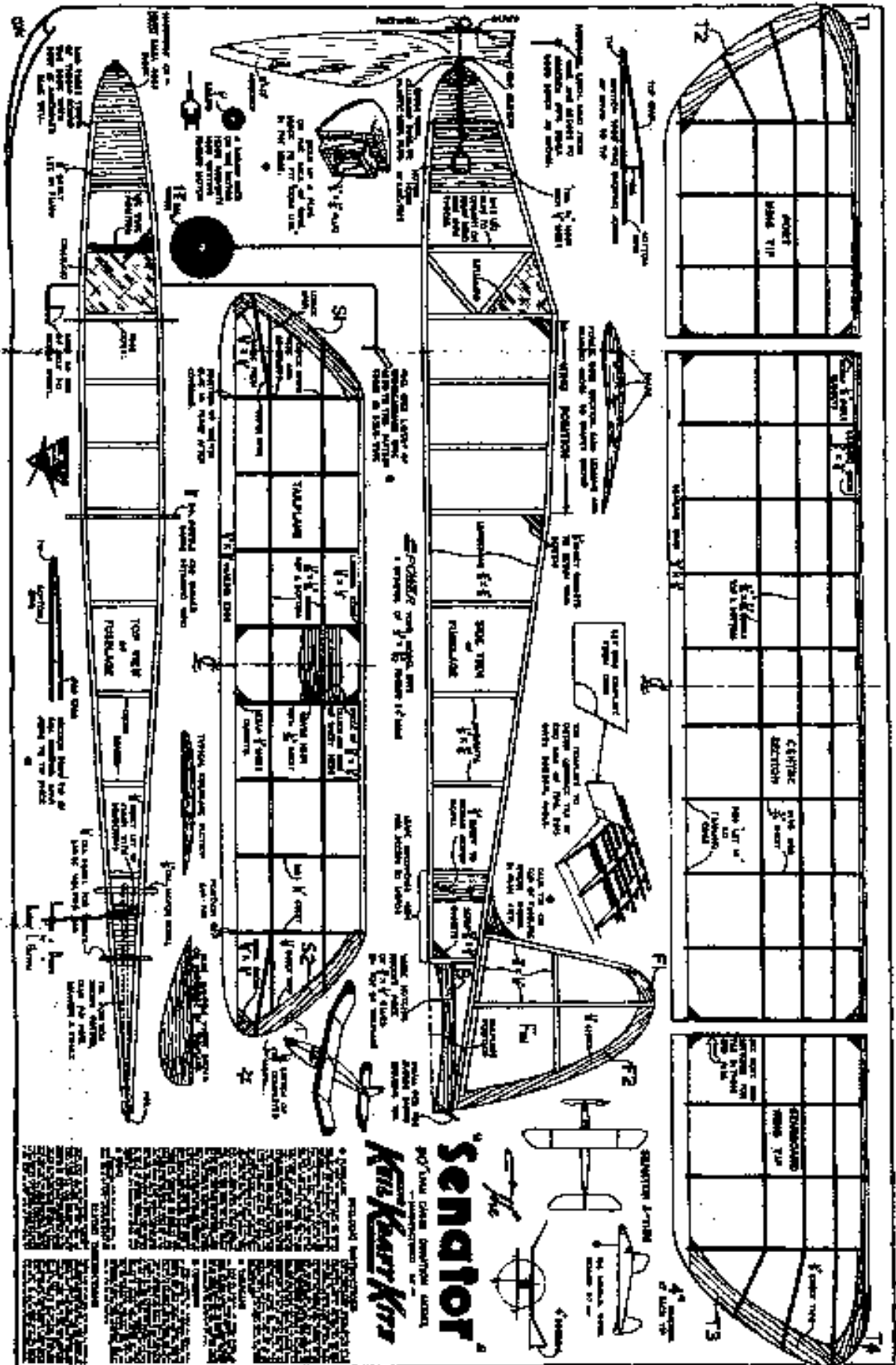
● COVERING

When covering the model use tissue paper or tissue cement for an adhesive. Cover the fuselage sides, then top and bottom applying paste to the actual outlines only. The wing is covered in six pieces, three above and three below. It is important that the tissue should be made so tight to the lower spars of the wing as to the under side curve of the ribs which is known as the "undersamber." Use two pieces of tissue for the top of the tailplane and one for the underside. While covering any part of the model endeavour to eliminate as many wrinkles as possible. When all the parts are covered spray lightly with water and allow to dry, this tightens the covering prior to the application of dope. Apply two coats of dope to the fuselage, two thin coats to the wing and one coat to the fin and tailplane.

FLYING INSTRUCTIONS

Assemble the model and insert the specified rubber motor in to the fuselage. Choose a comparatively calm day for test flights and select a field with fairly long grass. Your particular model may need balancing and this is executed by adding ordinary plasticine to the inside of the nose block or inside the extreme rear end of the fuselage i.e. directly over the tail position. The model should be made to balance level when held on the fingertips at the third rear bar from the leading edge. Now glide the model into the wind, launch it firmly and parallel to the ground. If it dives or noses down, place a thin 1/32" to 1/16" strip of balsa under the

leading edge of the tail, if it stalls, i.e. noses up and waves unsteadily, add a small amount of plasticine inside the nose block (or remove an equivalent amount from the tail). Continue test gliding until a long soaring glide is obtained. Give the motor 100 to 200 turns preferably "stretch" wound, place a strip of 1/16" down the left hand side of the nose block, then launch. The strip of 1/16" packing is to induce side thrust and should impart a right handed circling climb to the model. A small celluloid "trim tab" 1/2" x 1/2" glued down the trailing edge of the fin may be used to obtain a tight turn under power followed by a larger gliding circle



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A Most Amazing Incident

Fred Stebbings; an old-timer well acquainted with motors after a wild youth spent racing on two wheels, knows better than many how to get a "Cox" going. At a recent attempt to get a 15minute max in the Frank Ehling International Trophy, his "Stardust Special" was reaching fantastic height, so good in fact that he lost sight of the model [not the first time, he had lost his number one model previously] in wispy high cloud. Fred is great builder, wonderful with motors but very unlucky when it comes to "out of sight" incidents. This time despite much advice and urgent scanning of the skies the #2 "Stardust" was not to be seen! Several minutes later – no result – and awful realization took hold that two models had gone AWOL. In the flat country around Lang Lang, Fred switched of his TX and began to walk dejectedly toward the general bit of sky where the model was last seen when a great cry went up from Peter Bennett. He had spotted the model still at reasonable height, slowly making it's way home under perfect "control". Fred executed a very rapid about face, rushed back to his chair and switched of TX, switched on and brought the "Stardust" in for a 17min 30second flight. [a max] A most amazing flight which only goes to show that some models fly better with out our dubious interference and occasionally, very occasionally we can get lucky.

This letter was sent in and signed B2. I assume that is one of the "Bananas in Pajamas".

P.S. His number one model is still missing.

Editors comment: Maybe Fred should whip out the detestable b----- Cox and the radio gear, install a Mk 1 or 2, Mills 1.3cc and enter Vintage Power at the Victorian Free Flight titles at Werribee. [10sec engine run and 2min max

Frank Ehling Memorial 1/2a Texaco.

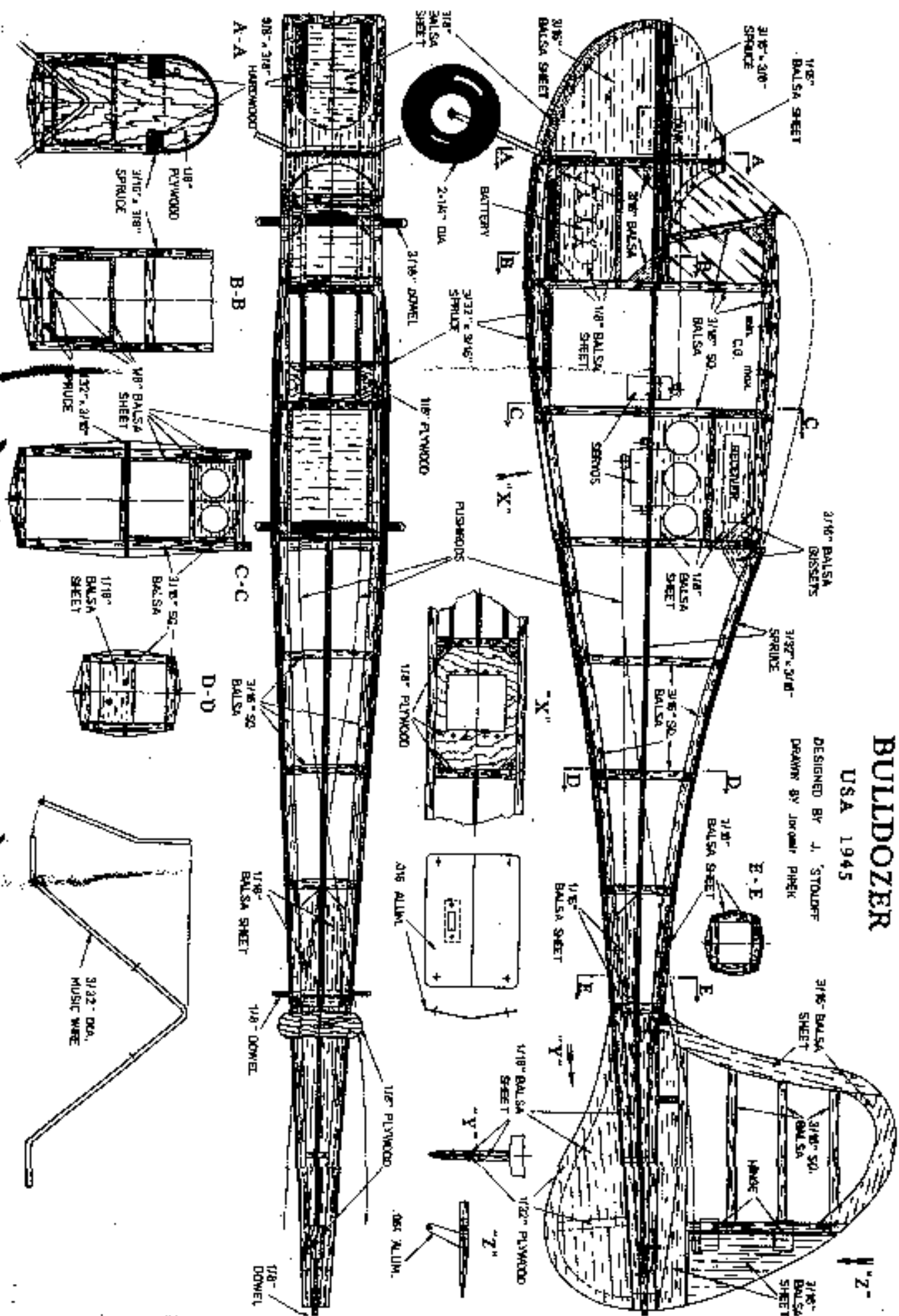
Congratulations to the SAM600 team for winning for the second year in a row. The task now is to try to make it three in a row, which will be very difficult. Ten SAM chapters took part in the event this year representing three countries. It would be fantastic for the event if we could get SAM35 from the U.K. and one or two other countries to form teams and enter next year and make it into a truly International Event.

Team Placings

SAM 600, Victoria, Australia. 1st. SAM 62, Italy. 2nd. SAM 93, Tulsa, Oklahoma, U.S.A. 3rd. SAM 270, Western Australia. 4th. SAM 1993, South Australia. 5th. SAM 84, "Vigagents", Queensland, Australia. 6th. SAM N-X-211, "The Lone Eagles" St Louis, Missouri, U.S.A. 7th. SAM 40, Michigan, U.S.A. 8th. SAM 60, Johnston, PA, U.S.A. 9th. SAM 2001, Rome, Italy. 10th.

A full breakdown of the results will be found on the SAM600 websight.

Plans reprinted with the kind permission of Radio Control Model Flyer.



BULLDOZER

USA 1945

DESIGNED BY J. STOUFFER

DRAWN BY JORAM PIHLAK

