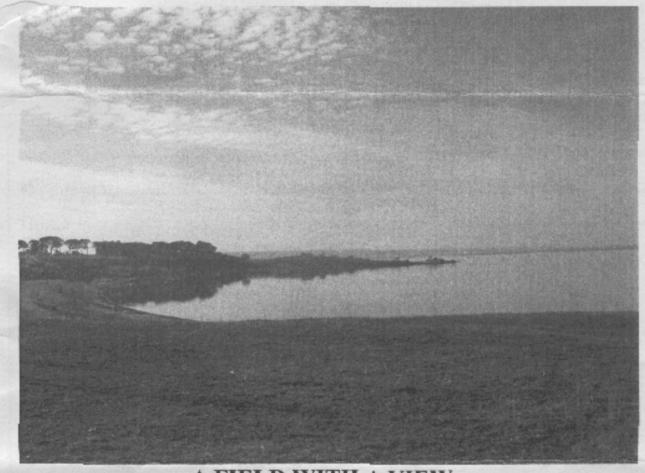


Thermaleer

LEOPOLD 2005



A FIELD WITH A VIEW



CHRIS SETTING UP THE FLIGHT LINE

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Presidents Report.



Hi Folks,

Well another year is over and it's time for the annual general meeting and electing next years committee. It's also the time of the year when our fees are due, \$15-00 for retirees and \$25-00 for all others so please bring some money with you. All current committee members have expressed a willingness to continue on for another year in their current capacities but if you want to join the committee put your hand up when nominations are called for. Please attend this meeting and show your support for SAM600 and it's objectives.

With a 3mth off season ahead of us it's a good chance to build and test new models and hopefully come up with something different and competitive.

Our next contest will be at Wangaratta on the 1&2 of October so come along and join in this great event. Last year 22 contestants entered 1/2A Texaco.

Editors Report.

It's hard to believe that one year has passed since I took over as editor and that the AGM is upon us again. Don't forget to come so that you can pay your fees and vote us in or out as you see fit. On page 5 you will see a neat little model called the "Jimp" designed be C.A. Allen. In 1948 which went on to win the 1949 Northampton Rally in the U.K. The Northampton Club produced a great number of modelers who had a habit of winning at the highest levels in those days. Ted Evans of "Jaguar" fame, [winner of the 1948 Wakefield Trophy] and John Gabriels who designed the 72" span "Arch Angel" [what else could be call it]. If anyone who wants to build a "Jimp" for Burford or 2cc. They can contact me as I have drawn the plan up to 100% which is full size and have full size patterns for all ribs and sheet parts. I received a letter from Basil this week and I scanned and reproduced it here for you to consider. SAM 84 in Queensland have just started a similar event but have restricted it to 1cc and SAMin the U.S.A. have had one for some time I have been advised. I don't like the idea of the 4th channel being allowed as it is out of step with all other SAM events. Basil also sent a copy of proposed rules but due to space I could not print them so I'll bring them to the meeting. That's it for now, Regards Fred.

SCALE TEXACO - A CONCEPT

Feeling "state" about your Old Timer flying? Thred of people saying that your models don't look tike "real" serepipnes? So honest with yoursell, when did you have the most fun "getting a handle" on an event? It was working out what complinesons worked best for that particular event. Right! Once the best-combinations had been found it was just a case of puriting it in to practice and achieving reliability. Wall, it is seven years since we had a new event. The G.B. event was first flown at Lithour in 1996.

White building my totals effort, a D.H.83 Humming Bird, the thought struck me that if I were to keep it light, it would be quite capable of thermalling with the best of them. This then set me to thinking as to how an event of this nature, combining scale and girding could be non. Knowing that many of our members build from kits rather then scretch building from plans (decided that such an event needed to be heavily blased (owards flying rather to religious athermance to detail. In the following rules 75% of the contestants score comes from flying and only 25% from static judging. It is up to the builder of the succept to decide on how much detail to add, bearing in mind that additional weight is going to degrade the girding performance.

In keeping it an Old Timer event, I propose that it be limited to models of single engine light aircraft, manufactured pre World War 2. The range of this type of aircraft is fairly large, one book lists 90 English uitre-lights from the era. The choice of American designs is also large when you include all the Pipers, Teyforcraft and Aeroncas. Then of course you have the Continental designs like the Klemm Swatlow. There must be a dozen kill manufacturers who list the Piper JS in their calsloguer. For anybody proposing to acratch build for the first time, why not get a free light coals plan, enlarge it as necessary, then get Dave Brown in Model Draughting Services to cut a tit of all the curvy bits. If you know at a particular aircraft design that you think would in the event, but do not know where to get plans, by Peter Johnson at Scale Model Research. He has a very long listing of three view drawings and knows the source of many construction plans. If the latter are not the correct size get them scaled to suit your needs. Many plan printing shops now offer this service for about \$20.00 per sheet.

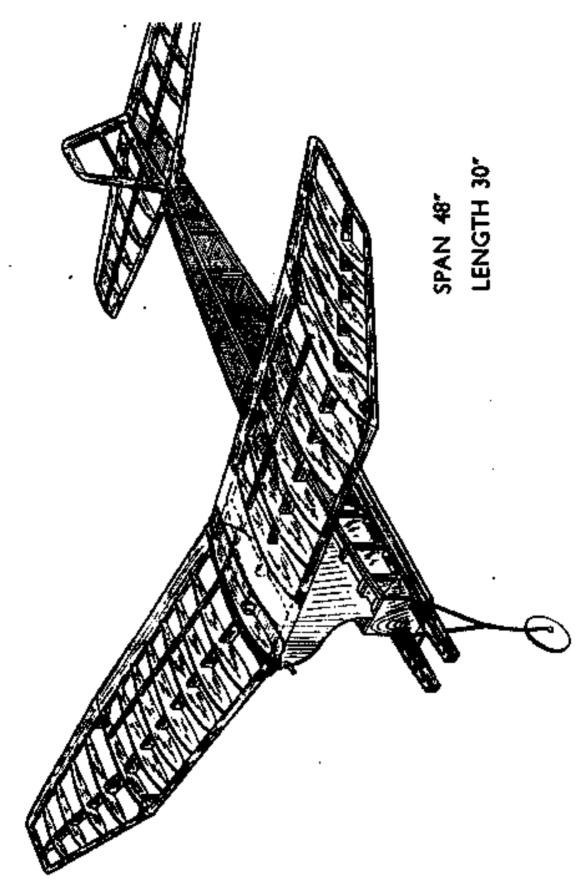
Because of the nature of these designs and intell britted lateral stability, I propose that three exis controls be permitted. Similarly, the engine must be fitted with an effective throttle, to show the africal to be tauled. There will be no restriction on the type of engine fitted, but in the interests of fuel economy, I think that most people would opt for four stroke glow engines and dissels. Two stroke glow engines, I used, would need to be litted with a multier. The only limitations on design would be to restrict the wingspan of the models to 2 miches, primarily to preclude the use of Mananth Scale alread in this event. Similarly, I think it was to fimilities engines to a capacity of A5 ou inches panding feed-back from members interested in the event.

I know, we tried to get some enthusiasm going for 1/2A Scale some years ago. This event foundered for a number of reasons, makely the difficulty of building detail jote such amail strend without making them too heavy, they were dilivery title things to my requiring constant control corrections and fusely the few who built them had not really mentioned the handling of Cox. 040's. (Belleve me, you need an apprenticeship on those enginest)

Now is the time to not if interest is widesproud enough for an event of this nature. We have four years to get a set of mass together that meet with the approval of the mejority of flyors, trial them in competition, the tune them where necessary the submit them to the next M.A.A.A. Rules Conference.

Westcoast Soarers Annual Fly In May 14th - 15th 2005 at Leopold

Plac	e Name	Model	Engine	Ctimb	Rd1	Rd2	Rd3	Rd4	F/Off	Total	Freq	
1/2A Texaco												
1	Mark Collins	Lanzo Bomber	Cox .049		360	360	360	_	830	1910	617	
2	Paul Neville	Playboy	reed valve			360	360	360	714	1794	643	
3	Fred Roberts	Lanzo RC I	5cc tank		-	380	380	360	891	1771	655	
4	Fred Stebbing	Stardust Special			360	360	360	-	629	1709	- 36	
5	Peter Hosking	Lanzo RC 1			360	360	360	-	608	1688	20	
6	Brian Laughton	Red Ripper			380	360	360	-	591	1671	621	
7	Chris Folley	Lanzo Bomber			-	360	360	360	463	1516	24	
В	Steve Gullack	Polly				- 36 0	-:36 0 -	-~3 8 0	106	1186	18	
9	Norm Campbell	Atomiser			345	324	-	360	-	1029	641	
1D	John Weston	RC 1			304	_	3BĎ	360	-	1024	30	
11	Chris Lawson	Pantner			360	360	•	290	•	1010		
		E. anhlus	Texaco		000	000	600		4200	2400	C44	
1	Fred Stebbing	Rambler	OS .40 diesel	Boo	600	600	600	•	1386	3186	641	
2	Mark Collins	Lanzo Bomber	OS .60 F\$	2166	600 600	600	600	•	1299	3099 3021	617 28	
3	Chris Lawson	Lanzo Racer	Saito .45 FS	1200	60D 600	600	600	600	1221		∠ B 631	
4	Kevin Fryer	Cumulus	Irvine .40 FS	10cc	600 600	600 600	600	600	1069 10 1 3	2869 2813	606	
5	Peter Bennett	Lanzo Bomber	OS .60 FS OS .52 FS	18cc	600	600	800		972	2772	14	
6	Stave Gullock	Lanzo Bomber Lanzo Bomber 85%	Saito .65 FS	15cc 15cc	600	•••	600	600	873	2673	34	
7	Peter Hosking	Lenzo Alrborne	OS .60 FS	21cc	600	600	600	000	857	2657	32	
8	Norm Campbell John Whittaker	Lanzo Bomber	05.48 FS	1500	600	600	800	-	353	2153	22	
10	Don Cameron	Powerhouse	OS .61 FS	18cc	579	רעעט	ניטט	_	303	579	32	
·V	Don Cameron						_	-	-	21.0	J.E	
			ned Nostalgia &									
1	Fred Stebbing	Swiss Miss	GB plain bearing	45 sec	300	300	-	-	604	604	₩ 1	
2	Mark Collins	Hyphen	OS 40	25 sec	380	380		-	538	538	820	
3	John Whittaker	Spacer	K&B .40	25 sec	360	360	٠ -	-	4BD	480	22	
4	Peter Bennett	Hyphen	K&B .49	25 sec	360	369	-	-	469	46B	605	
5	Chris Lewson	Zephyr	GB plain bearing	45 sec	300	300	-	-	395	395	28	
6	Kevin Fryer	Atomiser	GB plain bearing	45 sec	300	300	-	-	357	357	631	
7	Steve Gullock	Little Diamond	GB ball bearing	35 se c	300	300	•	-	336	338	613	
Duration												
1	Mark Collins	Cumulus	McCoy .60	30 sec	420	420	420	-	1126	2386	617	
2	Fred Stebbing	Stardust Special	T/Tiger .36	25 sec	420	420	420	-	838	2D98	641	
3	Chris Lawson	Yespa	McCoy .60	30 sec	420	420	420		760	2020	28	
4	John Whittaker	Lanzo RC 1	McCoy .60	30 sec	420	420	420	-	676	1936	22	
5	John Weston	Lanzo RC 1	Salto .65 FS	30 sec	420	420	420	-	544	1604	623	
6	Steve Gullock	Little Diamono	Enya .41 FS	30 sec	420	-	420	420	414	1674	14	
7	Khaled Ally	Red Zephyr	OS .32	25 sec	185	3552	-	281		818	633	
B	Norm Campbell	Suber Quaker	McCoy .60	30 sec	210	315	-	-	-	525	32	
9	Brian Laughton	Playboy	Ervine .32	25 sec	420	•	-	-	-	4 20	621	



The "Jimp" by C.A. ALLEN.

2005 / 2006 Contest Calendar

1st & 2^{ad} October Eastern States Gas Championships Wangaratta [WAM]

5th & 6th November 6th Annual Fly-in at Echuca [EMMAC]

15th January 21st Annual Roy Robertson Memorial Trophy [P&DARCS]

6th February Wesburn Annual Fly-in [MRCAC]

18th & 19th February Victorian State Championships Column [CMFC]

14th - 17th April 14th Easter Annual Fly-in Swan Hill [SHMAC]

22^{ad} - 29th April 59th National Australian Championships Loxton, S.A.

Old Timer meetings: at Tony Cincotta's **Saturn Hobbies**, 17 Ardena Court, East Bentleigh 3165 Phone 03 5979 7555

When: 7.30 pm on the 4th Thursday of January, March, May, July (AGM), September and November.

Frank Ehling 1/2A Texaco Commemorative Trophy 2005.

To be flown on any day from October 1st to 20th October 2005.

SAM600, Victoria, Australia.

Invites you to participate in this fun and friendly 1/2A Texaco FLY-BY-MAIL contest. This postal meet may be flown on any day from October 1st to 20th 2005. Do all of your flying on the same day. No starting to fly and then deciding to come back on a better day. If one flight is made-then it's on for that day. Picase do not use results from another contest for this postal meet. As this is a fun-type competition between SAM Chapters please get your team together, go out and fly, mail in your result (Aus. Mail or email) and stand by for the final results. This tropby was won by SAM40 Michigan-Indiana in 2001, SAM93 Tulsa in 2002 and by SAM600 Victoria Australia in 2003 and 2004. We will be pleased to send it to the 2005

winners anywhere in the world so it could be yours.

This posts! meet is run on the honour system and as we are an honourable bunch of guys, please observe the rules, use a Sec tank, record accurate times in seconds and have fun.

The winning SAM chapter will have the honour of sponsoring this postal meet next year.

Don't be late in getting your results back to us before OCTOBER 30th. That should be plenty of time. Don't confuse the rule "Three attempts to make Two official Flights".——TH18 18

NOT the same as "Best Two out of three".

If possible please send a photo of your team and a weather report which we may use in our newsletter and forward to Sam Speaks.

List all of your flyers in time order of which the top three times will count. Note: Wing area expressed in square inches, Flight and total times in seconds



PART ONE OF A NEW SERIES BY EXPERT

Dave Sugden

Permitter 56. Affaires Cheb., when Cheb., when Cheb., who and Sec. of Lought-County Could be controlled to the Cheb. of th

T OWN

And the second s

How araper of you have longed to make the perfect model diesel engine, designed to meet exactly your own requirements and incorporating your own ideas, but have cost the thought unide, thinking that the construction of model engines can only be accomplished by shilled experts? This is not so, for although the author has since several engines he is not a shilled machine operator. The intermation to be presented has simply been gained by experience.

For those who have access to a reasonable lathermay I say that this work is no more difficult than aeromodelling and only demands the same qualities of ingentuity and patience. The leaser fortunate ones who have no machining facilities will probably find interest in the processes involved, whilst some of the information derives from and is applicable to no extramodelling. If this series only encourages you to do separating with that old engine it will have achieved its object.

أحد معولت وبالأ

The most important machine tool required is a sensouble certic terbs. Without one, making an engine would be almost impossible and the project would become a rightmane. The may of other tools, whilst coulding certain operations easier is not viril, for a lathe suitably set up is combit of bandling all also appositions.



engines of the 2† c.e. tile. The 3† int. bathe posterior rise advantages of being capable of removing except ostal at a higher rate and are less prove to chatter with work of our size. Fig. I shows the various parts. Lather of the watchmaker pattern and those not having fixed along and across the bed are of bittle was for our sorter work.

Although a latine is expalite of desing all the joins required certain inflat equipment is also necessary. A granding wheel is almost estimated and one with a hard wheel should be obtained. The cheap soft wheels will be found to be underso on high quality; high speed steel make.

A making machine is also a useful piece of equip-

age special street make.

A milling machine is also a uniful piece of equipment as it can do jobs equity which taken a great deal of setting up per a lattic, but a wardent olida as supplied by Mydorifa for use with their batter is more useful call, atpent engular motives in two directions as well as vertical and transverse motion as equilable.

Grandian accuracy.

es equilable.

Grandlag equipment is a lummy soit essential for making suppose proceeded this provide this provident to freelines a respectable toward fields is contemple. Frealism of cyclodest bores, pintonic gife, to findinated by a small inserved gratellag good estantiations which take its coulty make. The largest also of grandlag wheel which with the input the bare is prompted from a good which will do input the bare is prompted from a good which will do input the bare is prompted for all or and an electric repair, so a squadle gapted to also of the country of the property of the country of the



Capanines and Paris, S.D. Care, Sparis, her year orders), \$1000 insule and insules, and pulsy-of passes. S.D. Lin has plant been able and pulsy-of passes. S.D. Lin has plant been able and pulsy-of passes. S.D. Lin has plant been able to pulsy-of-passes and pulsy-of-passes and pulsy-of-passes. S.D. Lin has plant been able to pulsy-of-passes. S.D. Lin has plant been able to pulsy-of-passes. S.D. Lin has plant been able to pulsy-of-passes. S.D. Lin has plant on the passes of passes of passes of passes of passes. S.D. Lin has plant on the passes of passes of passes of passes of passes of passes.

Meet rule, but a sailer paves time and events many spiritalism. A depth gauge is medial but not vital

lightener of excitable equipment then mater design

You may find that because of both of equipment or skill, certain operations such as milling cannot be carried out. These need not be major etumbling blocks. We shall consider the versions martinessor blocks. We shall consider the versions markenesser operations, its jobs they accomplish and the means of achieving the same object, or even avoiding it, by medification of design. Grandling is a means of producing a good flook after ordinary turning and is often intermediary however turning and hopping or hoeing. Its advantage is felt on parts which are case hardened, when applying a good flook by other means becomes tedious. Parts usually ground are (a) Cylinder bores; (b) pictors; (c) crank-thefrend (d) combined.

what and (a) combine.

(a) A good respected fields is nearly equal to that
of grinding so that whether the cylender is hardened or post n is not see difficult to go from the numered finish directly so the lapped one. A good board surface presents little difficulty either, especially if the metal is not burdeteed.

(b) Pissons are never hardened and therefore are easily lapped to fit from plain turning, in fact probably more easily lapped became the volume of metal being removed may be less due to the rough

(c) An equivalent fields is easily obtained by (a) his equivalent match is many clock, it being too advantage to case barden established. (d) Even if granding were possible it would hardly be convenient to grand this item and a fields in

be convenient to grind this item and a botto mechanical as in (c).

Thus both of grinding facilities does one effect dusign.

Milling is countly cornied out in testades passages, for ports, pictors for lightering, glo-mouse cylinder lend liming, etc. Luck of a stalling specialize is no bandican, a lattice will be found to be capable of doing more jobs, (in be covered lattic).

The chief point to weach is then the design is such that the spelling causes can get in to do the apartness. On a side part design me life type examiler passage cannot be selfial out since a patiently.

Anne will not seach in and it mint be situated in

Il not seach in, and it must be uring, a rather trially portors for the east bast to during this wort of complete B angione, making a lotte or size topy for manage, so that the politic page type of porting by making grown, using a courty current in an electric drill or by hand in the cylinder litter, animal of the createnne as on the Javelan. There is also the soldward up timplate E.D. Comp., Special type and the Elfa layout only requires very careful drilling, sided by using a sig. before the cylinder is drilled and bored.

the cylinder is drilled and bored.

If you think that milling out posts is going to be too difficult they may be drilled, (360° Effin type) or more (K & B or E.D. recer type), and filed out, in which case the cylinder wall will be designed to be as thin as possible to reduce the labour. A drilling jig will have to be made for the Yulon type power to quaite the drill to start on the correct aget.

on the curred surface.

Milling out between gudgets pin boses for lightness is not executial, and if it is felt to be too redoom to set up by the lathe it can either be consisted. or effected by drilling small lades, which is not worth the effect anymosy. Another system is simply to drill out the latide of the platon to a larger discuster than mortisal, these allowing the gadgeon pin and to Boot, as on K & B motors. The however, we that the

guidgeon pin in Proney enough to take the increased bending meraces.

Cylinder head finning on on some glo-motion is easily accomplished in the lathe by setting up the head on the creek slide and mounting the cutter in the chuck

Screw Cutting is usually possible since most Screw Cutting is usually possible sizes most salf respecting hibrer possess a lead screw, but if you'ly does not, the parts are merely designed in he held together with screws in to the Z.D. Rance or K & B 15. Parts, which screws together as in the Elin are usually higher and set quicker and onder to manufactures and quadratic respectively made celebrate. In marting these whitesian actions, that have no be

are improposite by direct contents. In the bere neglected juming coupes be fully ed directly but must be parent all, remand of he parted set, run-white slike, the differency