

The Thermaleer

LEOPOLD 2005



A FIELD WITH A VIEW



CHRIS SETTING UP THE FLIGHT LINE

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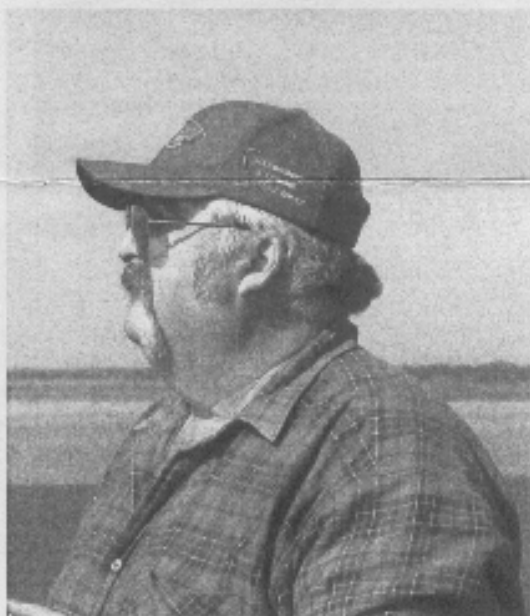
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Presidents Report.



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 by 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 he 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 SAM in 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 "scale" about your Old Timer flying? Tired of people saying that your models don't look like "real" aeroplanes? Be honest with yourself, when did you have the most fun "getting a handle" on an event? It was working out what combinations worked best for that particular event. Right! Once the best combinations had been found it was just a case of pulling it in to practice and achieving reliability. Well, it is seven years since we had a new event. The G.B. event was first flown at Lithgow in 1998.

While building my latest effort, a D.H.53 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 gliding could be run. Knowing that many of our members build from kits rather than scratch building from plans I decided that such an event needed to be heavily biased towards flying rather than religious adherence 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 aircraft to decide on how much detail to add, bearing in mind that additional weight is going to degrade the gliding 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 ultra-lights from the era. The choice of American designs is also large when you include all the Pipers, Taylorcraft and Aerocars. Then of course you have the Continental designs like the Klemm Swallow. There must be a dozen kit manufacturers who list the Piper J3 in their catalogue! For anybody proposing to scratch build for the first time, why not get a free light scale plan, enlarge it as necessary, then get Dave Brown at Model Draughting Services to cut a kit of all the curvy bits. If you know of a particular aircraft design that you think would fit the event, but do not know where to get plans, try 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 their biased lateral stability, I propose that three axis controls be permitted. Similarly, the engine must be fitted with an effective throttle, to allow the aircraft to be taxied. 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 diesels. Two stroke glow engines, if used, would need to be fitted with a muffler. The only limitations on design would be to restrict the wingspan of the models to 2 metres, primarily to preclude the use of Mammoth Scale aircraft in this event. Similarly, I think it wise to limit the engines to a capacity of .45 cc/inches pending 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 floundered for a number of reasons, mainly the difficulty of bulking detail into such small aircraft without making them too heavy, they were dithery little things to fly requiring constant control corrections and lastly the few who built them had not really mastered the handling of Cox .049's. (Believe me, you need an apprenticeship on those engines!)

Now is the time to act if interest is widespread enough for an event of this nature. We have four years to get a set of rules together that meet with the approval of the majority of flyers, trial them in competition, fine tune them where necessary and submit them to the next M.A.A. Rules Conference.

Westcoast Soarers Annual Fly In

May 14th - 15th 2005 at Leopold

| Place | Name | Model | Engine | Climb | Rd1 | Rd2 | Rd3 | Rd4 | F/Off | Total | Freq |
|--------------------|----------------|------------------|------------|-------|----------------|----------------|----------------|-----|-------|-------|------|
| 1/2A Texaco | | | | | | | | | | | |
| 1 | Mark Collins | Lanzo Bomber | Cox .049 | | 360 | 360 | 360 | - | 830 | 1810 | 617 |
| 2 | Paul Neville | Playboy | reed valve | | - | 360 | 360 | 360 | 714 | 1794 | 643 |
| 3 | Fred Roberts | Lanzo RC 1 | 5cc tank | | - | 360 | 360 | 360 | 891 | 1771 | 655 |
| 4 | Fred Stebbing | Stardust Special | | | 360 | 360 | 360 | - | 829 | 1709 | 36 |
| 5 | Peter Hosking | Lanzo RC 1 | | | 360 | 360 | 360 | - | 608 | 1688 | 20 |
| 6 | Brian Laughton | Red Ripper | | | 360 | 360 | 360 | - | 591 | 1671 | 621 |
| 7 | Chris Folley | Lanzo Bomber | | | - | 360 | 360 | 360 | 463 | 1516 | 24 |
| 8 | Steve Gullock | Polly | | | 360 | 360 | 360 | | 108 | 1186 | 18 |
| 9 | Norm Campbell | Atomiser | | | 345 | 324 | - | 360 | - | 1029 | 641 |
| 10 | John Weston | RC 1 | | | 304 | - | 360 | 360 | - | 1024 | 30 |
| 11 | Chris Lawson | Pantner | | | 360 | 360 | - | 290 | - | 1010 | |

Texaco

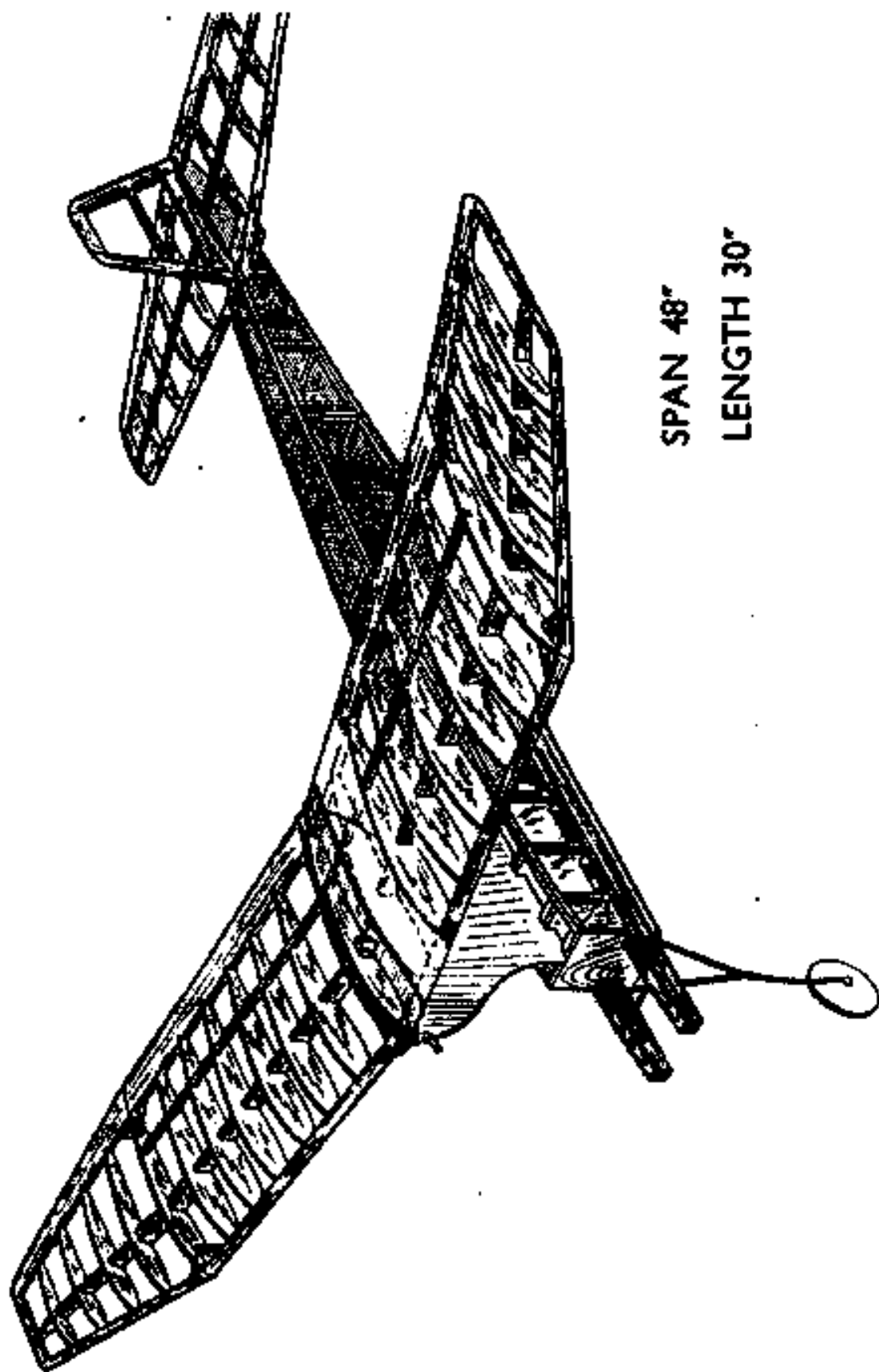
| | | | | | | | | | | | |
|----|----------------|------------------|---------------|------|-----|-----|-----|-----|------|------|-----|
| 1 | Fred Stebbing | Rambler | OS .40 diesel | 8cc | 600 | 600 | 600 | - | 1386 | 3186 | 641 |
| 2 | Mark Collins | Lanzo Bomber | OS .60 FS | 21cc | 600 | 600 | 600 | - | 1299 | 3099 | 617 |
| 3 | Chris Lawson | Lanzo Racer | Saito .45 FS | 12cc | 600 | 600 | 600 | - | 1221 | 3021 | 28 |
| 4 | Kevin Fryer | Cumulus | Irvine .40 FS | 10cc | 600 | 600 | - | 600 | 1069 | 2869 | 631 |
| 5 | Peter Bennett | Lanzo Bomber | OS .60 FS | 18cc | 600 | 600 | 600 | - | 1013 | 2813 | 606 |
| 6 | Steve Gullock | Lanzo Bomber | OS .52 FS | 15cc | 600 | 600 | 600 | - | 972 | 2772 | 14 |
| 7 | Peter Hosking | Lanzo Bomber 85% | Saito .65 FS | 15cc | 600 | - | 600 | 600 | 873 | 2673 | 34 |
| 8 | Norm Campbell | Lanzo Airborne | OS .60 FS | 21cc | 600 | 600 | 600 | - | 857 | 2657 | 32 |
| 9 | John Whittaker | Lanzo Bomber | OS .48 FS | 15cc | 600 | 600 | 600 | - | 358 | 2158 | 22 |
| 10 | Don Cameron | Powerhouse | OS .61 FS | 18cc | 579 | - | - | - | - | 579 | 32 |

Combined Nostalgia & Gordon Burford

| | | | | | | | | | | | |
|---|----------------|----------------|------------------|--------|-----|-----|---|---|-----|-----|-----|
| 1 | Fred Stebbing | Swiss Miss | GB plain bearing | 45 sec | 300 | 300 | - | - | 604 | 604 | 41 |
| 2 | Mark Collins | Hyphen | OS .40 | 25 sec | 360 | 360 | - | - | 538 | 538 | 620 |
| 3 | John Whittaker | Spacer | K&B .40 | 25 sec | 360 | 360 | - | - | 480 | 480 | 22 |
| 4 | Peter Bennett | Hyphen | K&B .49 | 25 sec | 360 | 369 | - | - | 469 | 469 | 605 |
| 5 | Chris Lawson | 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 sec | 300 | 300 | - | - | 336 | 336 | 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 | 2098 | 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 | - | 678 | 1936 | 22 |
| 5 | John Weston | Lanzo RC 1 | Saito .65 FS | 30 sec | 420 | 420 | 420 | - | 544 | 1804 | 623 |
| 6 | Steve Gullock | Little Diamond | 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 |
| 8 | Norm Campbell | Suber Quaker | McCoy .60 | 30 sec | 210 | 315 | - | - | - | 525 | 32 |
| 9 | Brian Laughton | Playboy | Ervine .32 | 25 sec | 420 | - | - | - | - | 420 | 621 |



SPAN 48"
LENGTH 30"

The "Jimp" by C.A. ALLEN.

98
0/08 01 06-07
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21

2005 / 2006 Contest Calendar

| | |
|--|---|
| 1 st & 2 nd October | Eastern States Gas Championships Wangaratta [WAM] |
| 5 th & 6 th November | 6 th Annual Fly-in at Echuca [EMMAC] |
| 15 th January | 21 st Annual Roy Robertson Memorial Trophy [P&DARCS] |
| 6 th February | Wesburn Annual Fly-in [MRCAC] |
| 18 th & 19 th February | Victorian State Championships Coburn [CMFC] |
| 14 th - 17 th April | 14 th Easter Annual Fly-in Swan Hill [SHMAC] |
| 22 nd - 29 th April | 59 th National Australian Championships Loxton, S.A. |

Old Timer meetings: at Tony Cincotta's Saturn Hobbies, 17 Ardona 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. Please 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 trophy 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 postal 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".-----THIS IS 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

Date Flown.....

These flight times are accurate and flown to SAM USA rules for 1/2A Texaco.

Team Manager.....SAM Chapter.....

Address or email: peterh@wcbass.net

