

The Thermaleer

ROY ROB and SWAMPS MEETING 2006



Texaco place getters. 1st Fred Stebbings, 2nd Robert Taylor & 3rd Brian Laughton.



1/2A place getters. 1st Graham Scott, 2nd Barry Barton & 3rd Brian Laughton.

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60 second Climber and Glide Winner, Steve Gullock.

Presidents Report

Hi Folks, there is a change in location for our Easter Fly-in. It is now to be held at Horsham because Swan hill has let the electric modellers take over the field for Easter. What can I say except, see you at Horsham.

We had a very successful comp at SWAMPS field and a good day at P & DARCS for the ROY ROB event which was won by Robert Taylor. I hope to see you all at Wesburn on Sunday 5th February and then at Leopold on 11&12 February. Thats all for now, regards Chris Lawson.

Editors Column.

Well here we are at the start of another year, and what an exciting year it looks like being with a new location for our annual Easter Competition plus the Nationals at Loxton in S.A. Our 100th Thermaleer seems to have been well received as I have had no complaints so far, but boy was it a lot of work.

Thanks must go to Cavalier Art Supplies who printed the 28 pages and did a colour page all for \$105-00. Postage was \$80-00 and envelopes were \$24-00 making a total of \$209-00. We sold \$75-00 of extra advertising for the edition which brought the cost to the club down to \$134-00. As we normally spend \$80-00 on printing and \$46-00 on postage the 100th edition cost us \$9-00.

At the 100th meeting we had a disappointing turn up of 8 members, not enough for a quorum so no decisions could be made or voted on. If you are one of the members who no longer attend meetings why not email me telling me why. If we can find out what the reasons are maybe can fix it and get the club back on track with well attended and fun meetings.

At the 100th meeting a copy of SAM US Electric old timer rules were passed around for all to have a copy and study. If we did decide to go down the electric track in the future I would hope that we would adopt the US rules "as is" with no changes thus avoiding endless rule debates at our meetings which I believe is one reason meetings are not attended by many. The duration event seems the simplest to start with and could be very good in noise sensitive areas. The US rules specify an "Old Timer" for all electric comps whether it is O/T or Texaco, but our CD could give dispensation for the first 2 or 3 comps and allow Antique and Nostalgia in order to kick start the event as some of us already have electric models and could use these as they are.

For sale

Plans for the Bomber, Powerhouse, (100%). RCM Plan for Sagitta 900 & various other plans for small free flight & control line models. \$30 Ask for Peter Lansley 97890596

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21st Roy Robertson Memorial TrophyJanuary 15th 2005 at P&DARCS

Place	Name	Model	Engine	Fuel	R1	R2	R3	R4	FIDT
Texaco									
1	Fred Stebbing	Rambler	OS .40 D	8cc	600	600	600	-	1770
2	Robert Taylor	Cumulus 105%	OS .61 f/s	18cc	-	600	600	600	1472
3	Brian Laughton	Lanzo Bomber 85%	OS .40 f/s	12cc	600	600	600	-	1452
4	Mark Collins	Lanzo Bomber	OS .60 f/s	21cc	600	600	600	-	1443
5	Peter Bennett	Lanzo Bomber	OR .60 S	24cc	600	600	600	-	1353
6	John Whittaker	Lanzo Bomber	OS .48 f/s	15cc	600	600	600	-	1117
7	Chris Lawson	Lanzo Racer	Saito .45 f/s	12cc	600	600	-	600	1112
8	Norm Campbell	Lanzo Airborne	OS .60 f/s	18cc	600	600	-	600	695
9	Barry Barton	Anderson Pylon	OS .60 f/s	21cc	600	600	600	-	607
10	Steve Gullock	Lanzo Bomber	OS .60 f/s	18cc	600	600	600	-	566
11	Peter Hosking	Lanzo Bomber 85%	Saito .65 f/s	15cc	456	600	600	-	-
12	Kevin Fryer	Cumulus	Irvine .40 D	10cc	437	-	502	600	-
13	Don Cameron	Powerhouse	OS .61 f/s	18cc	303	-	-	-	-

Duration

1	Robert Taylor	Stardust Special	YS .63 f/s	28s	420	420	420	-	744
2	Brian Stebbing	Stardust Special	T/T .36 2s	25s	420	420	420	-	696
3	Brian Laughton	Playboy	Irvine .36 2s	25s	420	420	420	-	689
4	Steve Gullock	Little Diamond	OS .25 2s	25s	420	420	420	-	681
5	Ian Robertson	Playboy	Saito .65 f/s	32s	420	-	420	420	645
6	Kevin Fryer	Playboy	OS .48 2s	25s	-	420	420	420	627
7	Mark Collins	Cumulus	McCoy .60 2s	28s	420	420	420	-	598
8	Barry Barton	Playboy	Saito .65	32s	-	420	420	420	580
9	John Whittaker	Super Quaker	Rossi .40 2s	25s	413	-	420	420	-
10	Peter Bennett	Josephine	YS .63 f/s	28s	314	-	420	420	-
11	Chris Lawson	Playboy	Webra .60 f/s	32s	370	318	420	-	-
12	Norm Campbell	Playboy	YS .63 f/s	26s	0	-	-	-	-
13	Fred Stebbing	Stardust Special	T/T .36 2s	25s	-	-	-	-	-

21st Roy Robertson Memorial Trophy 2005 Winner, Robert Taylor**Swamps Fly In 2006**Sat 14th January 2006

1/2A Texaco

1	Graham Scott	Atomiser	Cox .049	-	360	360	360	-	245x
2	Barry Barton	Stardust Special	5cc tank	-	360	360	360	-	150x
3	Brian Laughton	Red Ripper	-	-	360	360	360	-	133x
4	Fred Stebbing	Stardust Special	-	-	360	360	360	-	87x
5	Trevor Bounty	Stardust Special	-	-	360	360	-	360	101
6	Kevin Fryer	Lanzo Bomber	-	-	360	360	360	-	00E
7	Chris Lawson	Kerswap	-	-	360	360	360	-	00E
8	Steve Gullock	Polley	-	-	165	360	95	-	-
9	Brian Stebbing	Stardust Special	-	-	222	360	-	-	-
10	Norm Campbell	Atomiser	-	-	360	167	-	-	-
11	Peter Hosking	Lanzo RC 1	-	-	238	-	-	-	-
12	Don Cameron	Lanzo Bomber	-	-	222	-	-	-	-

60 Second Fly and Glide Winner : Steve Gullock

Due strong wind the rest of the program was cancelled

Contests commence at 10 am, unless otherwise stated

The CD for all events will be Chris Lawson, phone 03 5275 8482, unless otherwise stated

- Feb 5th (Sunday) 3rd Annual Fly-in at Wesburn (MRCAC)
½ A Texaco, Gordon Burford, Texaco, 3 rounds each
- Feb 11-12th 5th Annual Leopold Fly-in
Saturday 1/2A Texaco & Duration
Sunday Texaco & Gordon Burford / Nostalgia
- March 4-5th Victorian State Championships at Cobuna (CMFC)
Saturday ½ A Texaco, Duration
Sunday Texaco, Gordon Burford & Nostalgia Combo
- April 14-17th Annual Easter Fly-in at HORSHAM (WMAA)
Note: Swan Hill field unavailable.
Friday 1pm 1/2A Texaco 4pm 2cc
Saturday 9.30AM Texaco—1.30PM Duration
Sunday 9.30AM 38 Antique—1.30PM Gordon Burford
Sunday Evening 6.30PM Get together meal
Monday 9.30AM Nostalgia plus Presentations
- April 22-29th SA Nationals Old Timer events at Loxton, South Australia
Sunday 23rd April Texaco
Monday 24th 1/2A Texaco & Duration
Tuesday 25th Gordon Burford & Std Duration
Wednesday 26th 2ccDuration & Nostalgia
Thursday 27th OT Glider & 38 Antique
Other Nats events except Free Flight (NSW) will be at Strathalbyn from April 18-26
Free Flight to be at Narranderra.
- May 20-21st Annual Fly-in at the Haddon Field, Ballarat (BAI)
Saturday 10.0AM 1/2A Texaco & Duration
Sunday 9.00AM Texaco & Gordon Burford

Old Timer meetings:

Where: 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

South Australia Contest Calendar

- | | | |
|---------------------------------------|------------------------|-----------------------------|
| 5 th March. | @ Constellation Field. | Duration & 38 Antique. |
| 14/17 th April [Easter]. | @ Horsham, Vic. | SAM600. |
| 22/29 th April. | @ Loxton. | MAAA Nats. |
| 4 th June. | @ Constellation Field. | OT Glider [Rd 1] & Burford. |
| 2 nd July. | @ Willunga. | Texaco & 1/2A. |
| 20 th August. | @ Monarto. | Duration & 38 Antique. |
| 10 th September. | @ SSL Park, Milang. | OT Glider [Rd 2] & 1/2A. |
| 15 th October. | @ Constellation. | Texaco & Burford. |
| 5 th November. | @ Willunga. | Duration & 1/2A. |
| 3 rd December. | @ Constellation. | OT Glider. [Rd 3] |

1/2A Texaco.

First item is turning large props on Cox .049 Texaco Engines. It is hard to give advice to SAM600 flyers, as they win the Frank Ehling International Postal event each year against all competition.



My old Atomiser model that weighs about 15 1/2 ounces and has an 8oz wing loading without ballast, was hopeless against the modern lightweight 11oz "Stardust Specials" for normal competition, until I fitted an

APC 8x6 electric prop. This prop is very efficient at low revs and gives good thrust (see photo).

My normal Texaco engine only gives about 2 1/2 minutes run (15% nitro) on an APC 7x4 normal prop, but this increases to 4 minutes on the larger prop. On early Baby Bee .049 Cox engines, engine run can increase to 5 1/2 minutes.

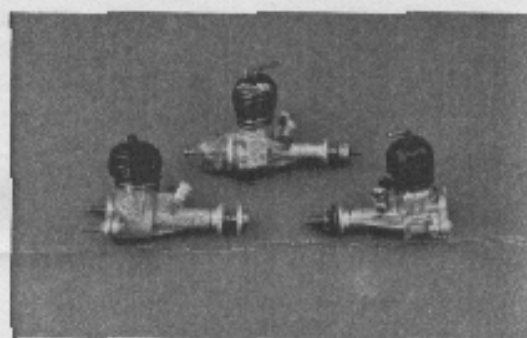
The hardest part is tuning with this large prop. First item is to fit 3 cox head gaskets with the Texaco 5 fin head. The normal head may need up to 4 gaskets in the summertime. I still use 15% nitro fuel as it makes for easier tuning and more power, we do not want the engine to stop due to critical needle settings. Tune the engine until it starts to slow down, then open the needle at least 1/2 a turn or more, the nitro will ensure it runs smoothly when slightly rich.

Two other items are very important. First is clean fuel that is properly filtered and need to decoke the engine after about a dozen flights. Even with mostly synthetic oil one still gets carbon build up on the piston and glo head. I had problems with carbon build up due to the low revs, but once you remove the glo head and clean the top of the piston with a small blade, and the glo head with a scraper, the engine will then run well again for at least a dozen runs.

Some engines may run with 2 head gaskets in the winter, whilst up to 4 gaskets may be needed when running on a very hot summer day. These props are a great help for older, heavy 1/2A Texaco models and even at low revs, penetrate well into the wind.

Small Diesels

This one is for Fred, who I know likes small diesels and the ones shown are from the nineteen fifties and



from 3 different countries. First is the Webra .8cc Piccolo made in Germany about 1955. (engine on the left) It produced .058 BHP at 12,800 revs when tested by Ron Warring in August 1955 Aeromodeller. The engine was very compact as it has a short stroke, with 10.5 mm bore and 9mm stroke. I found it hard to start and almost impossible to keep running. Next engine on the right of the picture is the first McCoy daro glo .049 diesel. This is also .8cc capacity and I found it an easy starting and very nice running engine. It was made during the 1953/4 period in the U.S.A. and the first to use an O ring

seal on the contra-piston. This seems to work O.K. with the new high temperature O rings. This engine can produce up to .075 BHP at 14,000 revs and is best on small props, such as a 6x3 cox.

Next we come to the most popular small F.R.V. diesel ever produced, this being the Allbon/DC .55cc from 1951.

The engine started as the green head Allbon Dart diesel, then sold to Davies Charlton and produced up until the late nineteen eighties on the Isle of Man, by the D.C. Ltd and Quickstart.

At the time (early fifties) other makers produced small 1/2cc diesels, such as the E.D. .46 Baby, Elfin 50 and FROG 50. None lasted as long as the DART, which is continued today in the P.A.W. 55 diesel, as it has the same internal dimensions.

The Allbon/DC Dart produced .05 BHP at 13,000 revs and came with an attached fuel tank, unlike the other 2 engines. It starts easily and is happy on larger props, such as 7x4, but I think it runs best on Master Airscrew. It seems to be long lasting, only problem has been broken conrods, which can be replaced with one from a P.A.W. 55.

D.Howie.