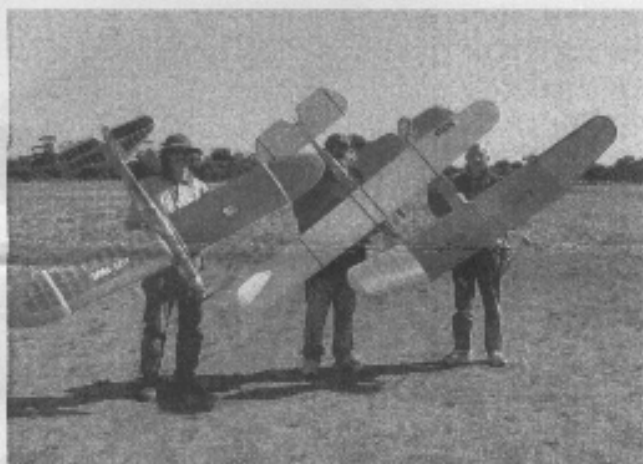


The Thermaleer

2006 ANNUAL EASTER FLY-IN AT HORSHAM



TEXACO.

1st Chris Lawson, 2nd Kevin Fryer &
3rd Dave Markwell.



DURATION

1st Dave Markwell, 2nd Don Howie &
3rd Bill Britcher.



BURFORD.

1st Bill Britcher, 2nd Don Howie &
3rd Ron Adamson.



1/2A

1st Ron Adamson, 2nd Peter Bennett &
3rd Bill Britcher.

Full results and report on our first Horsham Easter Event inside.

All photographs of the Easter Horsham Contest were taken and supplied by Pat Markwell

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Presidents report May 2006

Hi Folks,

Easter Contest at Horsham had good attendance, but Mother Nature showed her ugly stuff late Friday and Saturday, midday Friday we flew 1/2A. Sunday we flew in perfect conditions, completing Texaco, Duration and Burford. Monday was a blow out so we only held the presentations and the raffle. The time has come for fresh blood and new ideas, so come the A.G.M. I will be stepping down. See you all at the next meeting.

Regards Chris.



Editors Report.

I think I'll remember 2005/6 as the contest season that we almost had! The indoor free flight and radio boys must know something that we don't, when did they last miss a contest due to weather? We now have only Ballarat to look forward to and then it's the building season for most of us and testing out in the cold for the hardest and bravest souls.

Having the 60th Nationals at Albury / Wodonga is an event I'm really looking forward to, as apart from Scale which will probably be at Shepparton all the events are in close proximity to each other allowing competitors to watch alternative types of events when they are not flying themselves. Our next meeting is on Thursday 25th May at Saturn Hobbies at 7-30pm. See you there, Fred.

Contest Calendar.**May 20/21 Haddon.**

Saturday 20 May 10-30 am 1/2A Texaco. Lunch. Duration.

Sunday 21 May 9-00am Texaco. Lunch. Burford. Presentation.

Canteen will operate all weekend and Toilet facilities will be on site.

Meeting # 103. Thursday 25 May 2006.

Meeting # 104 [AGM] Thursday 27 July 2006. ps. Don't forget you Fees are due at this meeting.

Nobody could call me a fast builder.

In April 1963 I called into Hearn's Hobbies in their original Flinders Street shop with the intent of buying my first R/C kit. After some deliberation I settled on the Veron Viscount which was designed by Phil Smith in about 1960. Then started the mammoth effort of building what in 1963 was a fairly large and expensive model. Building continued on at a steady pace so that by 1973 it was time to buy the engine



and make a fuel tank and associated plumbing. By this time family commitments and money stopped progress for a little while and nothing was done until 1984 when it was decided that heavy weight Model Span was not the in thing for radio models so off it came and on went some light rayon material which Dick Steele gave me. By 1989 it was obvious I would not finish it so I gave it away to John Whittaker who then gave it back to me in 2002 [what the hell did I do to make you that mad at me John?].

Determined to finish the bloody thing once and for all a huge effort was mounted and the model was finished in April 2003, 40 years after the kit was purchased. Now you can't rush these things so I just admired it for a while until I had no choice [Chris nagged me into it] but to fly it. This historic event took place in April 2006 some 43 years after that fateful day in 1963. How did it fly? Ask Chris, he was the one who was white faced and shaking when it was successfully brought back in one piece. Fred.

14th Annual Easter Fly In at HorshamApril 14th - 17th at WMAA

Place	Name	Model	Engine	Climb	Rd1	Rd2	Rd3	Rd4	F/Off	Total	Freq
1/2A Texaco											
1	Ron Adamson	Stardust Special	Cox .049		360	360	-	-	472	1192	615
2	Peter Bennett	Anderson Pylon	5cc tank		292	360	360	-	374	1094	643
3	Bill Britcher	Red Ripper			360	360	-	-	372	1092	619
4	Brian Laughton	Red Ripper			360	351	360	-	360	1080	621
5	Chris Britcher	NZ Texaco Winner			360	360	-	-	342	1062	621
6	Dave Markwell	Stardust Special			360	360	-	-	318	1038	645
7	Barry Barton	Stardust Special			360	360	-	-	215	935	16
8	Don Howie	Atomiser			360	360	-	-	38	758	24
9	Fred Stebbing	Stardust Special			360	360	-	-	OOB	720	631
10	Peter Hosking	Lanzo RC 1			360	360			DNF	720	
11	Brian McLean	Lanzo RC 1			360	238	77	-	-	598	631
12	Chris Lawson	Kerewap			297	286	-	-	-	583	28

Texaco

1	Chris Lawson	Lanzo Racer	Saito .65 F/S	12cc	600	600	600	-	1175	2975	28
2	Kevin Fryer	Cumulus	Irvine .40 Diesel	10cc	600	600	600	-	1150	2960	631
3	Dave Markwell	Lanzo Bomber	OS .60 F/S	18cc	600	600	600	-	1135	2935	645
4	Robert Taylor	Lanzo Cumulus	OS .61 F/S	18cc	600	600	600	-	904	2604	30
5	Ron Adamson	Lanzo Bomper	OS .60 F/S	18cc	600	600	526	600	769	2569	615
6	Bill Britcher	Folly	OS .61	15cc	600	600	600	-	750	2550	619
7	Fred Stebbing	Lanzo Bomber	OS .40 Diesel	5cc	600	600	600	-	717	2517	641
8	Chris Britcher	Lanzo Bomber	Enya .56 F/S	12cc	600	600	600	-	670	2470	621
9	Don Howie	Lanzo Bomber	Enya .56 F/S	12cc	600	600	600	-	627	2427	647
10	Peter Hosking	Lanzo Bomber 85%	Saito .65 F/S	15cc	600	453	600	600	468	2268	34
11	Steve Gullock	Lanzo Bomber	OS .60 F/S	18cc	600	600	600	-	-	1800	14
12	Brian Laughton	Lanzo Bomber 85%	OS .40 F/S	12cc	454	600	589	600	-	1785	33
13	Barry Barton	Anderson Pylon	OS .60 F/S	21cc	561	600	600	-	-	1761	16

Duration

1	Dave Markwell	Lanzo Bomber 90%	Saito .56 F/S	32 sec	420	420	-	-	925	1756	645
2	Don Howie	Lanzo Bomber 95%	Enya .53 F/S	32 sec	420	304	420	-	668	1728	647
3	Bill Britcher	Interceptor	Saito .56 F/S	32 sec	420	420	-	-	870	1710	619
4	Peter Bennett	Red Ripper	Enya .53 F/S	32 sec	338	420	420	-	617	1467	605
5	Brian Laughton	Playboy	Ervine .36 2/S	25 sec	398	420	420	-	610	1450	621
6	Fred Stebbing	Stardust Special	T/Tiger .36 2/S	25 sec	376	420	420	-	573	1413	641
7	Chris Britcher	Atomiser	Saito .56 F/S	32 sec	420	420	-	-	550	1390	621
8	Steve Gullock	Stardust Special 120%	Enya .25 2/S	25 sec	420	420	-	-	311	1151	607
9	Robert Taylor	Stardust Special 160%	YS .63 F/S	28 sec	318	420	364	-	-	828	629
10	Kevin Fryer	Playboy	OS .46 2/S	25 sec	420	209	364	-	-	784	631
11	Chris Lawson	Playboy Cabin 111%	McCoy .60 2/S	28 sec	420	OOB	380	-	-	780	28
12	Brian Dowie	Playboy	OS .40 2/s	25 sec	418	156	131	-	-	574	647
13	Ron Adamson	Lanzo Bomber 85%	McCoy .60 2/S	28 sec	281	275	-	-	-	556	615

Gordon Burford

1	Bill Britcher	15	GB Plain Bearing	40 sec	300	300	-	-	501	1101	619
2	Don Howie	Jaded Maid	GB Plain Bearing	40 sec	300	300	-	-	500	1100	647
3	Ron Adamson	Cresendo	GB Plain Bearing	40 sec	300	300	-	-	487	1087	611
4	Fred Stebbing	Swiss miss	GB Plain Bearing	40 sec	300	300	-	-	466	1066	641
5	Brian Laughton	Swiss Miss	GB Plain Bearing	40 sec	300	300	-	-	448	1048	621
6	Peter Bennett	Texan	GB Plain Bearing	40 sec	244	300	300	-	418	1018	643
7	Kevin Fryer	Atomiser	GB Plain Bearing	40 sec	300	300	-	-	400	1000	631
8	Chris Britcher	Spacer	GB Plain Bearing	40 sec	300	300	-	-	361	961	621
9	Chris Lawson	Foot Racer	GB Plain Bearing	40 sec	201	300	300	-	332	932	28
10	Fred Roberts	Dixielander	GB Plain Bearing	40 sec	300	300	-	-	176	776	655
11	Steve Gullock	Little Diamond	GB Ball Bearing	35 sec	300	300	-	-	2	602	613
12	Robert Taylor	Creep	GB Ball Bearing	35 sec	300	300	-	-	0	600	629

Horsham Report.

It was with great excitement and expectations we arrived in Horsham for our first ever Easter Fly-In there but we had not counted on the fickle finger of the weather man. Friday started off badly and just got worse as the rain fell all day and most of that night. The cars in the flying field had to make a tactical withdrawal as the ground got boggy and very slippery. Saturday dawned clear and dry, however the rain was replaced by an uncomfortable wind but the braver 1/2A fliers decided to give it a go. 12 starters faced the CD and 10 of them made the fly off. By time the fly off was set to go the wind had really built up a bad mood to test the fliers. Ron Adamson won with his Stardust Special, Peter Bennett was runner up and Bill Britcher came home in third place. All flying was abandoned for the rest of the day.

Sunday was the sort of day we dream of, but don't get as often as we would like, blue skies, sunshine and a very light variable wind which allowed us to take off in almost any direction. The three CD's took advantage of it and pushed the contest on as quickly as possible so that 3 events could be flown in the one day.

Texaco was first with 13 starters of which 10 made the fly off. Chris Lawson with the Lanzo Racer won with a time of 1175 seconds, Kevin Fryer was second with a time of 1150 seconds and Dave Markwell third with a time of 1135 seconds.

Duration was next and had 13 entries with 8 making it to the fly off. Dave Markwell flew his Bomber well to win with a time of 925 seconds from Don Howie in third place with a time of 888 seconds and Bill Britcher in third with a flight of 870 seconds.

Last for the day was the Gordon Burford event with 12 entries and all but 2 using plain bearing engines.

All contestants made the fly off with Bill Britcher flying a 15 beating fellow South Australian Don Howie by 1 second and Ron Adamson filling in third place.

Monday it was back to normal, wind bloody wind and it was agreed to call it a day and hope for a weather miracle at Ballarat in May. Congratulations to Ron Adamson who won the Concours and Bill Britcher who took out Champion of Champions. One of the local junior members won the electric ARF kit, which was generously donated by Tony Farnan of Model Engines.



Special mention must be made of those who CD'd the four events that were flown, this took the load off Chris and allowed him to relax and enjoy his flying. The Easter event looks like being held in Horsham again next year but accommodation could be a problem as the caravan park in town next to the river is already booked out

**Photo Essay of the Annual Easter Fly-In held this year at Horsham.
All these photos were taken on Easter Sunday, the only good day of the weekend**



SAM 600 wishes to thank Pat Markwell for supplying these great photographs of our Annual Easter Fly-In at Horsham 2006.



Loxton Nationals report, by Don Howie.

The 59th Nationals at Loxton S.A. were blessed with perfect weather. Total entries was only 19, but casual flying spread out over 5 days made it very enjoyable. The Riverland M.F.C. at Loxton were a great help and provided excellent lunches each day.

First event, Texaco, was the only event on the Sunday, so there was little need to rush. The N.S.W. flyers had good models other than Bombers with Joe McGuffin flying a 10foot Lanzo Racer, Graham Mitchell flying a 9foot Dallaire Sportster and Ian Avery flying an 8foot Trenton Terror.

As it was a National title, we had a defined landing area behind the pits (for safety). Robert Taylor with his supercharged O.S. 61 - 4 stroke in his Cumulus recorded the best time in the fly-off, but landed out of the designated area. The winner was thus Paul Farthing with his O.S. 60 4 stroke powered Lanzo Bomber [see photo], the engine turning a 16 1/2 x 8 Bolly carbon prop. Paul uses Polyspan on most of his



models.

Next event on the Monday was 1/2 A Texaco and this was another event for Stardust Specials, with all 3 places taken with design. First was Rex Brown, 2nd Ron Adamson using an 8x6 APC electric prop and 3rd was Fred Stebbing.

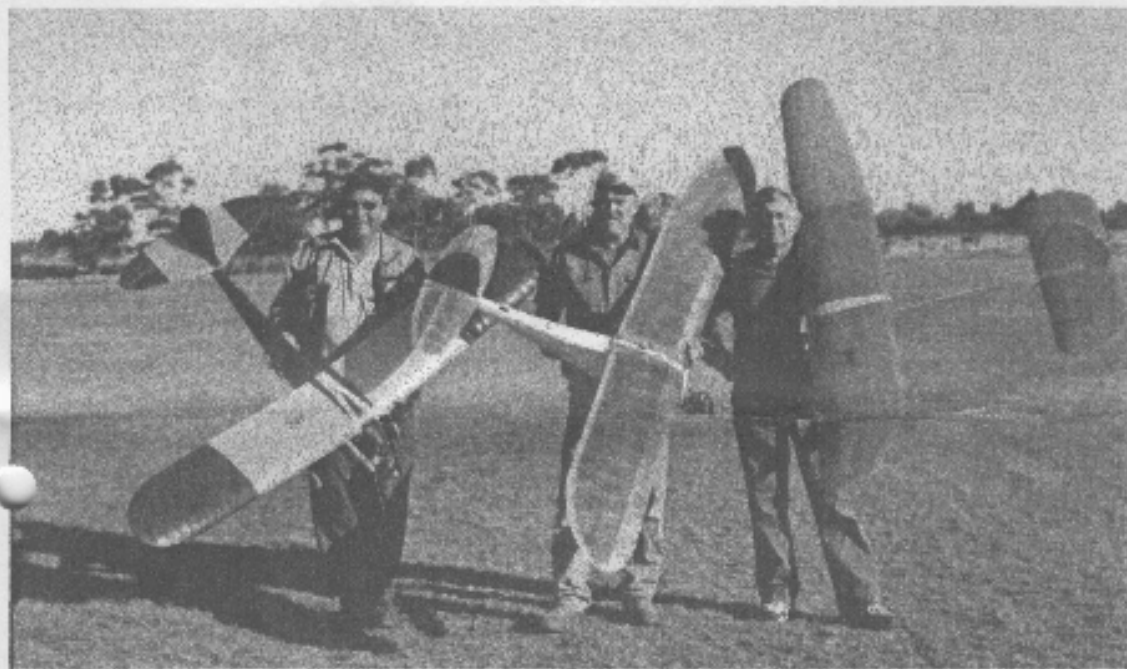
Duration had Rex Brown and Condo Smith using McCoy 60 series 20 engines with spark-ignition.

Condo was using nitro fuel and though the engine ran hard, it was destroying the spark plugs. Rex changed to his reserve model, a Folly 2 with Fox 40 Quickie engine as he had problems the spark McCoy running. The winners are shown in the photo [see p9] with Peter (Condo) Smith taking 1st with the spark McCoy in a Playboy Cabin, 2nd was Rex Brown and 3rd Ron Adamson with a McCoy on glo.

The Gordon Burford event had Condo Smith winning with the FAI Son model, using a 1964 plain bearing Taipan. Brian Stebbing was 2nd with a Swiss Miss and B.B. engine, whilst Ian Avery from N.S.W. with a Zoot Suit managed 3rd place.

Standard Duration started late in the day and finished almost in the dark, but thermals were still there, late in the day.

Most flyers had trouble tuning engines on standard fuel (no nitro) with lots of motors stopping during the engine run. Ron Adamson won the event due to a very light model and a better running engine. The placegetters are shown in the photo with Max Newcombe taking 2nd place with a 127% Goldberg Zipper.



Next day, all the placegetters were using Taipan 1.9 cc Tyro diesels in 2cc Duration. Ron Adamson had the best model, being very light his Crescendo, Paul Farthing was 2nd with his Flying Pencil Jr. and Peter Leaney was 3rd with a Dixielander. Ron Adamson won Nostalgia

with a larger Crescendo, but '38 Antique was all N.S.W. flyers with Condo Smith 1st with a Cumulus (ex Tom Prosser) and Madewell 49. Ian Avery was 2nd with his heavy Flying Quaker, also with a Madewell 49. The glider event gave 1st place to Ron Adamson with his Frog Prince A most enjoyable Nats due to the great weather.

