

The Thermaleer



Swan Hill, Easter 2007

'38 Antique winners;

Chris Britcher, Ron Adamson & Don Howie

Canowindra Report by Brian Laughton.

The events commenced on Thursday April 5th with f/f tomboy ,r/c tomboy & vintage power. The winners were Geoff Potter for f/f,Rex Brown for r/c & Peter Scott for vintage power ,unfortunately I was not there for these events but I believe the conditions were good & the models flew well.The next day, Good Friday dawned calm & we started processing at 9 am, by the time this was over & nostalgia was due to start at 11am the wind had picked up to quite strong, but we all agreed we would fly this event .there were some very good models including many Spacers & Hyphens .One model I thought was outstanding in building & finish was Arnold Broese's large spacer with O S 60H engine & he flew it very well, but was beaten by the ever reliables in Condo Smith flying a Spacer with K & B 40 power into 1st place ,Paul Farthing flying a Hyphen with OS40 power 2nd place & Arnold Broese 3rd place.

After this 1/2A was to be held but was postponed until 8 am Saturday due to the strong wind.

Saturday again dawned calmed but the wind gradually picked up as the day wore on ,but not as strong as Friday. 1/2A was the first event and started on time at 8 AM with 27 entries with several 4 way frequency clashes & 23 of these flyers got into the fly off, therefore there were a number of fly off rounds ,the results were Paul Marshall flying a Lil Diamond 1st place ,Arnold Broese flying a Playboy 2nd place & Tom Tobin flying aLil Diamond 3rd place. After this was the Gordon Burford event with 22 entries , again with a wide variety of models ,Eliminators, Jaded maids & Dixielanders to name just a few,the weather was fairly kind to us which helped to put 17 into the fly off again with split flyoff rounds. The results were Brian Victor with a Bomber p/b motor 1st place ,Jim Rae flying an Internationalist b/b motor 2nd place & Dave Brown flying a Cresendo p/b motor ,3rd place. After this

was Texaco, also with a very large entry of 26,this event saw all sorts of models in both shapes & sizes but the most predominant model again was the Bomber in all sizes. This event went well into the late afternoon and was agreed by all to hold the flyoff which again had 18 flyers & multiple rounds at 7.30 am Easter Sunday, and again they started dead on time in very still dead air. The results were 1st place was Paul Farthing flying a Bomber powered by an O S 60 4/s 2nd place was Darren Marshall flying a Bomber powered by an O S 60 4/s & 3rd place was P J Smith flying a Bomber powered by an O S 60 4/s.

The next event was 38 Antique with 15 entries, the wind for the rest of this day was very kind to us with just the odd willy willy coming though our flightline. Again there were many shapes and sizes and motor combinations both diesel & spark . One model that caused us to look skyward very often was Jimmy Rae's beautiful Krupps powered by an E D Hunter 3.5 cc diesel which he didn't think was powerful enough , and he was right, as it gained very little height and kept Jim's thumbs busy just to keep it up there .There were only 4 in the flyoff and the results of this event I am pleased to say 1st place was Steve Gullock flying his ever reliable Polly powered by a G B 5cc diesel . the first win by a "MEXICAN"(Victorian).Well done Steve ,amongst very strong competition 2nd place was Chris Chalker flying a Lanzo Stick powered by a Marden 60 spark & 3rd place was Peter Scott flying a R.C.1 powered by a Whirlwind 60 spark.

After this came Duration,with some very fast climbing models ,it seems the new rules have evened out the competition as there was no dominance of any one combination ,there were normal 4 strokes,hot 4 strokes ,normal & hot 2 strokes,Mc Coys & Mc Coy sparkies.There were 23 entered in this event It came down to only 5 in the flyoff which was held in dead air with a slight breeze. The results were 1st place. Brian Laughton flying a Playboy 100% Irvine 36 powered ,2nd place Paul Farthing flying a Playboy 115% Mc Coy spark powered& 3rd place Jim Rae 1941 Lil Diamond S T 36 2/s powered.

The last event on Sunday was 2cc Duration, this was held in light winds & no lift as it was late in the afternoon, there were 9 entries and again many different kinds of models antique, old timer & nostalgic. During this event the only interference of the whole comp was suffered by Paul Farthing when his Pencil came down vertically for no reason, when he got it back everything was working O.K..nobody recorded 3 max's therefore there was no flyoff. The results were 1st place Brian Laughton flying a Dixielander, Tyro powered, 2nd place Jim Hardy Lil Diamond, Tyro powered & 3rd place Dave Brown, Cresendo, Tyro powered.

Sunday 8th of April was a day to be remembered for us Victorians as all the scheduled events were won by the "MEXICANS".

Unfortunately I left for home early Monday morning and was not able to report on Mondays events.

Socially it was very pleasant, the Motel we stayed was full of aeromodellers and we all went to the local pub for dinner on Thursday & Friday night, on Saturday night Paul Farthing put on a barbecue which was more like a banquet and a terrific time was had by all. Sunday night 1788 had organised a banquet, prizegiving & indoor fun fly.

I think that 1788 and Paul Farthing in particular need to be congratulated on the fantastic hospitality offered to all and we should take a leaf out of their book for the organisation and their friendly camaraderie, I didn't hear a cross word the whole 4 days I was there.

I am sure all the members of our SMALL Victorian team would join me in wholeheartedly thanking all at 1788 and look forward to joining you next year if we are invited.

Report from Brian Laughton to be read in conjunction with the overview from our esteemed correspondent B² which appears on page 8 of this issue.



Brian Laughton, 1st in Duration at Canowindra, with his .36 Irvine powered 1941 Playboy. Well done Brian.



Peter Hosking, 3rd in 1/2 A Texaco at Swan Hill with his striking Lanzo RCI. The colour pink makes Peter's RCI most visible at almost any height.

Results for the 15th Annual Swan Hill Easter Fly In at SHMAC Swan Hill, April 6th – 9th 2007

Place	Name	Model	Engine	Climb	Rd1	Rd2	Rd3	Rd4	F/Off	Total	Freq
<i>1/2A Texaco</i>											
1	Ron Adamson	Stardust Special	Cox.049		360	360	360	-	680	1760	615
2	Max Heap	Lanzo Bomber	5cc Tank		360	360	360	-	649	1729	605
3	Peter Hosking	Lanzo RC 1			360	360	360	-	447	1527	20
4	Chris Britcher	1939 Texaco Winner			360	360	360	-	320	1400	621
5	Kevin Fryer	Stardust Special			360	360	360	-	82	1162	631
6	Robert Yates	Stardust Special			360	360	360	-	25	1105	629
7	Don Howie	Atomiser			360	360	360	-	20	1100	24
8	Brian McLean	Lanzo Bomber			360	360	OOB	-	-	720	631
9	Robert Taylor	Stardust Special			306	360	DNF	-	-	666	629
10	Fred Roberts	Lanzo RC 1			DNF						655
11	Norm Campbell	Atomiser			DNF	Willy willy					649
12	David Markwell	Stardust Special			DNF	Willy willy					645
13	Bill Britcher	Swoose			DNF	Willy willy					619
14	Ivan Stacey	Atomiser			DNF	Willy willy					649
<i>2CC</i>											
1	Ron Adamson	Cresendo/	Tyro	30 sec	300	300	300	-	-	900	615
2	Chris Britcher	Sal Tabli Comet	Cipolla	30 sec	254	300	232	298	-	852	621
3	David Markwell	Atomiser	Cipolla	30 sec	271	278	300	273	-	851	645
4	Bill Britcher	Red Ripper	Cipolla	30 sec	300	249	269	247	-	818	619
5	Ivan Stacey	Dallaire Sport	OS .10	20 sec	121	158	204	130	-	492	625
6	Kevin Fryer	Atomiser	CZ11	20 sec	DNF	-	-	-	-	-	631
7	Norm Campbell	Atomiser			DNF	-	-	-	-		649
<i>Texaco</i>											
1	Robert Taylor	Cumulus 105%	OS.61F/S 18cc		OB	600	600	600	1590	3390	30
2	Ron Adamson	Lanzo Bomber	OS.60F/S 18cc		600	600	600	-	1478	3278	615
3	David Markwell	Lanzo Bomber	OS.60F/S 18cc		O/B	500	600	600	1408	3208	645
4	Robin Yates	Kloud King	OS.48F/S -		600	600	600		1268	3066	633
5	Don Howie	Lanzo Bomber	Enya 12cc		600	OB	600	600	1095	2895	647
6	Chris Lawson	Lanzo Racer	Saito.50 12cc		600	600	600	-	1038	2838	28
7	Chris Britcher	Lanzo Bomber	Enya 12cc		600	497	600	600	322	2122	621
8	Max Heap	Lanzo RC 1	OS.52F/S 18cc		600	579	600	600	-	1800	605
9	Bill Britcher	Folly	OS.61F/S 18cc		490	600	600	598	-	1798	617
10	Don Watson	Powerhouse	Saito 21cc		600	519	476	-	-	1595	647
11	Lyle Baker	Berryloyd Magnus	.52 F/S 15cc		-600	600	382	-	-	1582	611
12	Ivan Stacey	Lanzo Bomber	Saito 15cc		437	600	235	379	-	1416	649
13	Brendan Taylor	Lanzo RC 1	OS.48F/S 15cc		600	600	OB	-	-	1200	605
14	Ron Morris	Kloud King	Mag.52 18cc		OB	-	447	-	-	447	631
15	Norm Campbell	Lanzo Airborne	OS.61F/S 21cc		355	-	-	-	-	355	32
16	Brian McLean	F/Aces Stick	S.45F/S 12cc		257	-	-	-	-	257	631
17	Fred Roberts	Lanzo Racer	M.52F/S -		-	-	-	-	-	DNF	655
18	Peter Hosking	Lanzo Bomber	S.65F/S -		-	-	-	-	-	DNF	34
<i>Duration</i>											
1	Ron Adamson	Lanzo Bomber	McCoy .60		28sec	420	420	643			1483 615
2	Brendan Taylor	Playboy 110%	Dubjet .46		25sec	420	420	-	-	453	1293 605
3	Chris Lawson	Lanzo Racer	OS.40		24sec	353	420	420	-	386	1226 28
4	Chris Britcher	Atomiser	S.56F/S		32sec	420	268	420	-	380	1220 621
5	Dave Markwell	Lanzo RC 1	S.56F/S		32sec	353	420	420	-	345	1185 645

6	Don Howie	Bomber 85%	E.53F/S	32sec	369	420	420	-	-	840	623
7	Robert Taylor	Cumulus YS.63F/S	28sec	356	411	420	-	-	-	831	30
8	Don Watson	Playboy ASPF/S	32sec	288	340	420	-	-	-	768	647
9	Bill Britcher	Intercept S.56F/S	32sec	401	268	-	-	-	-	546	669
10	Ken Robertson	Playboy A.61F/S	32sec	161	261	348	-	-	-	-	609
11	Fred Roberts	RC 1 M.52F/S	32sec	-	366	180	-	-	-	-	546
12	Kevin Fryer	Cumulus OS46	24sec	-	-	-	-	-	-	-	DNF
13	Norm Campbell	SQuaker McCoy	28sec	-	-	-	-	-	-	-	DNF
14	Brian McLean	FAStick S.45F/S	32sec	-	-	-	-	-	--	-	DNF
Gordon Burford											
1	David Markwell	Atomiser GBPB	40sec	300	300	-	-	-	-	768	1368
2	Ron Adamson	CresendoGBPB	40sec	300	300	-	-	-	-	634	1234
3	Ivan Stacey	F Racer GBPB	40sec	100	300	300	-	-	-	360	840
4	Robert Taylor	Creep GBBB	35sec	300	234	-	-	-	-	-	534
5	Fred Roberts	Dlander GBPB	40sec	-	-	-	-	-	-	-	DNF
6	Bill Britcher	"15" GBPB	40sec	-	-	-	-	-	-	-	DNF
7	Chris Britcher	Spacer GBPB	40sec	-	-	-	-	-	-	-	DNF
8	Kevin Fryer	Atomiser GBPB	40sec	-	-	-	-	-	-	-	DNF
9	Don Howie	-	-	-	-	-	-	-	-	-	DNF
10	Norm Campbell	?	-	-	-	-	-	-	-	-	-DNF
'38 Antique											
1	Ron Adamson	RC 1 OK S.60	96sec	600	600	-	-	-	-	-	1200
2	Don Howie	RC 1 FWind.60	120sec	596	600	575	-	-	-	-	1196
3	Chris Britcher	RC 1 OK.60	96sec	600	520	474	-	-	-	-	1120
4	David Markwell	SCadet OK.60	120sec	485	600	579	-	-	-	-	1084
5	Ivan Stacey	S Buccaneer OK.60	268sec	578	450	246	-	-	-	-	1028
6	Bill Britcher	RC 1 Fwind.60	96sec	600	-	-	-	-	-	-	600
7	Norm Campbell	Airborne Foster.99	120sec	-	-	-	-	-	-	-	DNF
Nostalgia											
1	Bill Britcher	Spacer K&B.40	25sec	440	420	420	-	-	-	438	1278
2	David Markwell	Stomper K&B.40	25sec	420	420	-	-	-	-	380	1220
3	Chris Britcher	Spacer K&B.40	25sec	O/B	420	345	-	-	765	-	621
4	Ron Adamson	CresendoOS.40	25sec	420	-	-	-	-	-	420	615
5	Don Howie	Spacer OS.40	25sec	-	-	-	-	-	-	DNF	647

Swan Hill 2007 Observation from Peter Hosking

To dispel untrue stories that Swan Hill had disbanded it was great to hear they have 15 members on their books and eight active flyers. As we are all very aware the drought is biting hard in this county area. It was great Swan Hill was able to provide some green grass for our pits area and no mats or dust preventing aids were needed. Please say thankyou to our sponsors:-

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15th Annual Easter Fly In, Swan Hill 2007

The forecast for this Easter weekend was too good to be true, and although the weather was fine, the wind was a little on the upper side of the limit. As has become customary, Friday morning started out looking fairly breezy upstairs and the windmeter showed over the limit at the field. After considerable consultation, dirt kicking, nut scratching, and looking at the horizon it was determined that it would be suitable to fly the scheduled events in the afternoon.

Fourteen keen fliers prepared for ½ A , Robert Taylor and Dave Markwell spent the morning retuning ,changing engines and props, etc., Neither one finished the event, but it looked good! Early in the first round, with only the very keen Peter Hosking airborne, a willy willy came across the field and took out half a dozen models on the ground. Peter said his RC1 became very active as the willy passed through. Some models were repairable but the broken wings and torn off tails provided for some spare people to time for the remaining nine. Max Heap had a frustrating start to the proceedings, being one of the few observed doing a range check, he found his Lanzo Bomber had the “jitters” and tried substituting radio gear a piece at a time, then Rob lent him a transmitter, receiver, battery pack, and all seemed fine and Max went on to take second place. Maybe would have done better had it not been for a dud servo glitching, and causing the problem from the start. The 7 in the flyoff all made it without requiring the fourth round. First place Ron Adamson, Stardust Special. Second place Max Heap, Lanzo Bomber. Third place Peter Hosking, RC1.

Following on with 2cc and seven entries it was not necessary to shorten the rounds. Thanks to Don Watson for his emergency catering effort in the afternoon. With only a cool wind to play in, Ron Adamson managed to obtain 3 max rounds, with the

Tyro powered Cresendo, for first place. Chris Britcher, Sal Tabi Comet, Cipolla 09 second. Dave Markwell, Playboy Cabin, Cipolla 09 third.

Saturday as usual proved to be a good flying day with light wind and good lift. First event, Texaco, and still the most popular with eighteen entries. The Cohuna boys put in a good team effort as usual and there were six entries from S.A. Eight made the flyoff and Robert Taylor kept the 105% Cumulus up for 26 minutes and 30 seconds for first place. Ron Adamson 24 min 38 sec Bomber in second place and Dave Markwell , Bomber third 23min 28 sec.

After lunch organized by Kevin Fryer (actually Kevin Barbequing) Open Duration was contested with a good field of 14 entries. The spectacular McCoy climbout by Ron's Lanzo Bomber is always worth stopping to watch, and it was interesting to see the return of the Dujet as used by Brendan Taylor in a 110% playboy. Chris Lawson however did very nicely with his Lanzo Racer powered with an OS40 which goes very hard. First- Ron Adamson 10min 43sec. Second – Brendon Taylor 7min 33 sec. Third- Chris Lawson 6 min 26 sec.

Saturday night saw most of the usual eating spots either booked out or offering long waits, and after doing a circuit of Swan Hill we ended up in the Commercial Hotel where Chris and Ida had come to the same conclusion. Still a good place for a meal.

Sunday morning , bright and early, beautiful day, but the wind was on the limit and six of the ten entrants for the popular Burford 2.5 opted not to fly the event. As it happened those who flew did not have any problems although Ivan Stacey had some interesting moments flying a Foote Racer lent by Ron for the event. Shortened to 2out of 3, Ron, Dave, and Ivan made a fly off necessary, with Rob Taylor missing by 26 seconds. End result, Dave first, Atomiser 125% PB. Ron second, Cresendo PB. Ivan third, Foote Racer PB.

Lillian and Fred Roberts decided to take lunch into their own hands today so as to speak, and returned from town with all of the necessaries for a very good meal. After a team effort lighting the wood fired hotplate without matches (no smokers) Peter Hosking did the

honours of turning the snags and flipping the burgers whilst trying to dodge the smoke. Brenda and Lillian made up the kitchen crew assembling the burgers and making the salad. Thank you ladies. It was decided that next year we will do our own lunches, etc. as there is always someone willing to help and we know what to expect!

38 Antique with 7 entries was flown after the excellent lunch and the OK60 was well represented as usual. Don Howie and Bill Britcher were still campaigning the Fleetwind 60 which they have made reasonably reliable. Bill however discovered an interesting construction feature whilst starting the Fleetwind. All that I heard was “bang” and “sh..t” from Bill’s direction as the spark plug complete with pressed in thread insert was blown out of the cylinder head. Fortunately the plug lead stayed clipped on and the plug swung over and poked a hole in the wing instead of Bill’s head. If you have a Fleetwind and it leaks around the base of the spark plug, be carefull.

Shortened to 2 out of 3, the event was an RC1 trifector, with no flyoff. Ron Adamson OK Super60 in first place with 2 maxes, and being shadowed by 25 hawks (we counted) toward the end of his last flight. Don Howie second by four seconds with his Fleetwind, and third Chris Britcher OK60. It was a pity that Norm

Campbell did not get to fly the Airborne with the Forster 99.

Once again the Commercial Hotel was the venue for the Sunday night get together and is still one of the best choices in Swan Hill.

The final event to be flown on Monday morning, Nostalgia had only 5 entries and all from S.A. The breeze was below the limit so it was voted to fly the event. The Spacer flown by Bill Britcher and the Stomper flown by Dave Markwell showed an interesting climb by doing nice axial rolls on the way up. Anyway, Bill and Dave were in the flyoff with Bill not flying into Dave’s sink and winning by 8 seconds. Chris Britcher came in third on points also with a Spacer. All 3 models K&B powered.

Ivan Stacey was awarded the Concourse perpetual trophy for his Super Buccaneer, now powered with an OK Super60. (What is a buccaneer ? you ask, something you poke your finger in, on the side of your head of course.)

Ron Adamson was Champ of Champs with 4 wins, and 2 seconds. Last but certainly not least, thanks to Don Cameron, Fred Roberts, Kevin Fryer and Peter Hosking for being excellent C.D.s and running enjoyable and successful events, the secret of a good meet. See you next year. Regards Dave Markwell.



Swan Hill 2cc Event.
1st RonAdamson,
2nd Dave Markwell &
3rd Chris Britcher.

25th Canowindra Oldtimer Champs "Bogwood" SAM 1788

In the beginning was SAM 1788, based in the most populous State and first to embrace the OLD timer movement in Oz and begun as the Nation's Premier event way back in '83 at Goulburn when Victorian Fliers such as Dennis Parker and Monty Tyrell were among the first to patronize it. After two runnings at Goulburn the event moved to the Pines at Canowindra thence in 1998 to Paul Farthing's 500 acre property; 'BOGWOOD'.

SAM 1788 President; Paul Farthing had spent much time and effort promoting the event In Victoria, travelling to Cohuna twice for the Vic Titles. SAM 600 initially agreed to fully support his worthy endeavours which fell in a heap when someone in 600 shifted the goal posts and shot 1788 in the rear; despite this disappointment however the entry at Canowindra ; 30 plus in several events and five days of flying with some enthusiasts travelling 3000kms to be in it, was an event bigger and better than we have been priviledged to be part of for many a long year.

A sad note occurred on Thursday Day One, when we learned of the death of Basil Healy's wife Pat after a prolonged battle with cancer, Basil was at the event flying, as Pat, no doubt would have wished.

Five Vics did make the journey; three from Snake Valley and Two TOFFS, an impression they did eventually make.

Day One Thursday; a C/L Rally plus R/C Tomboy won by Veteran SA "Bogwood" enthusiast Rex Brown, F/F Tomboy taken out by yet another "Olde" Oldtimer Geoff Potter and Vintage F/F saw the Little Aud: of Peter Scott beat Jim Raes "Heckler" into second.

Day Two dawned fine early but sadly got windy as the day progressed, flying continued in conditions which were very marginal, no damage however and Condo

put on a fine display of fence-hopping to make his final landing in to take first from Penny.

Arnold Broese (QL); a recent and most enthusiastic addition to our ranks flew in third.

A refreshing acknowledgement occurred this day when Dave Brown; who spent much time organizing, gave credit for Trevor Boundy's original score sheet layout which has established the standard, despite the other name on the bottom of the sheet.

1/2A shifted to an 08.00 start Day Three with a huge field of 34 with 24 making the fly off in light breezes which got up and once more were to cut short the proposed flying day to only two rather than three events.

The South African born, Australian naturalized, Canadian employed and Queensland retiree, Arnold Broese, though only second in 1/2A, showed that his form in this event has not diminished since his two 15 minute max's in the recent Frank Ehling Trophy, flying a small Playboy, he was the only Oz based flier to achieve this difficult feat.

TOFFS Brian Laughton now began his run with a 5th in 1/2A soon to be followed by a 5th in Burford coupled with a 6th in Nostalgia and rounded off his amazingly consistent effort with wins in Duration and 2cc against some of the Nation's top competitors, after a lifetime of OT building and flying, a just reward.

Not to be overshadowed, Steven B Gullock from Snake Valley blitzed the field in '38 with his ancient POLLY, his best ever win in his short OT career, the rest of the field was left shaking their heads in bewilderment at the strength of this year's Mexican Invasion.

Danny Missen didn't have such a good weekend, he wrecked his model on take-off, Dave Myers the second of Snake Valley's Support Team did slightly better, but his main contribution to the highly successful event was his introduction of Euchre to those camped in and around the shearing shed.

Paul Farthing may not have succeeded in getting as large a SAM 600 representation as he would have wished but he can take much kudos from the fact that those who were fortunate

enough to make the journey will not need second invitations to be there next time around.

One large plus next time around is the bypass at Albury which saves much frustration and fuel.

Next Old Timer around for the Victorians (read Mexicans in NSW) is a return to Haddon on May 5th & 6th, where we hope to crack it for some suitable weather. B²

Barry Barton & Dave Myer, shown right, proudly display the sign denoting they represent Victoria.

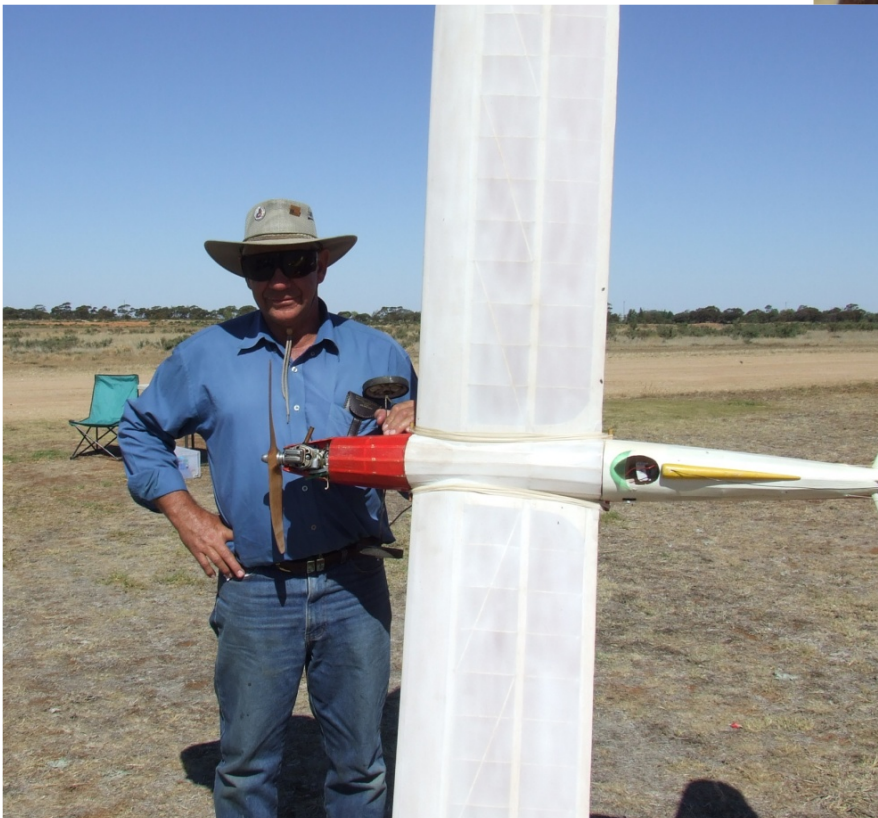


Steve Gullock, proud winner of the '38 Antique event at the Canowindra 25th Easter Fly-in, fires up his Burford 5cc Antique replica diesel, produced by 1788's own Davis Owen.



Brian Dowie and Paul Farthing share an intimate moment at the SAMI788 25th Easter Fly0in at Canowindra. By all accounts Paul was an exceptional and welcoming host at his property "Bogwood".

Cohuna's own, Max Heap and Ron Morris, demonstrate the comradship that is always evident among the Cohuna boys. As timer, Ron was caught saying "What have you done now, Max?"



Robert Taylor, local hero, winner of the Texaco event at Swan Hill, with his 105% Cumulus. This aircraft is powered with a well-tuned OS .61 F/S Open Rocker using a specially carved wooded prop designed by Robert himself.

Argentina SAM 1953 special fly-in report.

Last March 24 and 25, the first flying meeting organized by SAM 1953 Argentina Chapter was held in Cañada de Gómez city.- The weather was perfect both days, a little cloudy, ideal for good visibility, and a gentle breeze that helped to assure good take off runs.

About eighteen models were shown and flown.- We could enjoy beautiful flights of models such as the Rambler of Alfredo Herbon, the Westerner of Carlos Gaozza, the Alert, Texaco version of Marcelo Grippo with a diesel engine which put the plane almost out of sight.-

Others models such as Long Cabin, RC1, Simplex, Buzzard Bombshell, Kerswap, Playboy, Zipper, Westerner were also presented.- We could see fast LER climbs with good altitude as well as slow ones in Texaco flights reaching

vision limit heights.

A relevant point was the presentation of two RC-1 Chester Lanzo design.- One of them built by Juan Pezzoni in LER version .25 OS powered ,was finished few hours before and flew beautiful right in the first flight.- The second one belongs to Carlos Gaozza who performed excellent flights in ½ A Texaco version.-

The RC-1 have been promoted as a trainer antique model by SAM 1953. A plan of the model was CAD drawn by Alfredo and published in "El Aeromodelista" for .15 to .60 engine sizes, it is free delivered to newcomers.

We felt really happy for the success of this first fly-in looking forward for the next one to be held in a few months.-

Bocha Schröder - Cordoba - Argentina



Around early 50's south of Santa Fe and Cordoba provinces, Argentina were really active areas in free flight contests. Some small towns like Cañada de Gomez and Marcos Juarez use to organize relevant contest in the middle of those horizon to horizon flat endless magnificent prairies. During those years an Argentine design and flyer surged from Cañada de Gomez. His name Carlos Gerster and his "rare creature" the "Langosta" (Grasshopper).As everyone knows grasshoppers are not good and elegant flyers, so why the name? Carlos won circa 1951-52 a long row of contests and some of the opponent said to him : ..." Hey Carlos, your model is like a grasshopper, she eats all prizes".The model hadn't yet name, so Carlos baptized it as "Langosta". Here you have the original plane powered by an Arden .099. At first sight it looked like a Wedgy ot Record Hound, but Carlos didn't know about the existence of those designs. He worked based on Grant's theory about a frontal and low lateral area.

President, Kevin Fryer

Home 03 9842 4361

fryerkd@bcsi.com.au

Vice President, Robert Taylor

Home: 03 5456 7140

Treasurer, Norm Campbell

Home: 03 9836 0437

**Secretary, Auditor &
Public Officer, Brian Dowie**

Home: 03 9706 2074

brian@onewaymanagement.com.au

Safety Officer, Steve Gullock

03 5256 2273

Committee, Brian Laughton

Home: 03 5989 7443

Committee, Graham Scott

Home: 03 9737 1707

grahamscott@bigpond.com

**WebMaster & Historical
Records, Peter Hosking**

Home: 03 5248 5461

peterh@tadaust.org.au

Committee, Fred Roberts

Home: 03 5256 2273

bigfoot@hugonet.com.au

Editor, Peter Bennett

Home: 03 9645 7272

pcb@iprimus.com.au



1/2 A Texaco winners at the SAM 600 15th Easter Fly-in held at Swan Hill April 6th to April 9th, 2007.

1st Ron Adamson, Stardust Special (centre).
2nd Max Heap, Lanzo Bomber.
3rd, Peter Hosking, Lanzo RC I