

The Thermaleer



2007 Baradero Fly-In, Argentina.

Alfredo Herbon "Rambler" & Carlos Gaozza "RCI",
talking about what they like most ...

Special report on page 12 from SAM Argentina.

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Contest Calendar 2007/8

September 12, 2007

SWAMPS, Lang Lang.

1 Day event, 1/2 A, 38 Antique, Burford.

No rounds, fly-off at days end.

September 8 - 9, 2007

Cootamundra Cup.

September 29 to October 1, 2007

Wangaratta, Eastern States Gas Champs.

September 22 - October 14, 2007

Frank Ehling International Postal Trophy.

December 2, 2007

Haddon Fly-in, Ballarat.

January 20, 2008

P&DARCS Field, Pakenham

Roy Robinson Trophy, Texaco & Duration.

February 10, 2008

SWAMPS, Caldermeade Rd., Lang Lang

1/2 A, Burford 38 Antique.

March 21 - 24, 2008 (Easter)

26th SAM I788 Canowindra Champs.

April 19 - 20, 2008

Vic & Sth Aust State Champs, Monarto SA.

May 10-11, 2008 Haddon, Ballarat.

June 14-15, 2008 Jerilderie, Tri-State Gas Champs.



President's Report.

On the 19th of July Kate Docherty was killed in a motoring accident on the Frankston freeway. Kate was the daughter of Trevor and Helen Boundy and wife of Daniel Docherty.

Some SAM 600 and SWAMPS members attended the Celebration of the Life service for Kate and the wake afterwards. We extend to the Docherty and Boundy families our sincere sympathy in this their time of grief.

Brian Laughton has put his hand up to be this years' Contest Director. There was a lot of discussion about the calendar and format of competitions. These will be finalised shortly and we will then do a mail out and an update on our web site, www.sam600.com.

The next meeting will be on the 22nd of November. Some of us are having a 6pm dinner prior to the meeting at the Chinese restaurant next door, you are all welcome. Regards, Kevin Fryer, President SAM 600 of Australia.

Please note details of the next meeting.

When: Thursday 22nd September, 2007.

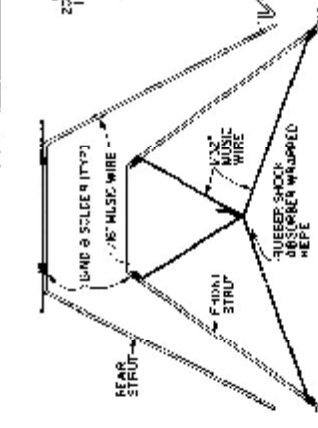
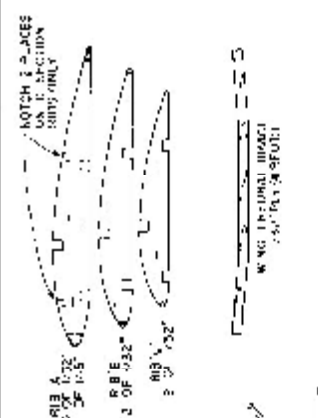
*Where: 479 Warrigal Road, Moorabbin.
("OneWay Business Advisers",
the business rooms of SAM 600
Secretary, Brian Dowie).*

*For the latest contest calendar and
general updates, visit our website
www.sam600.com*

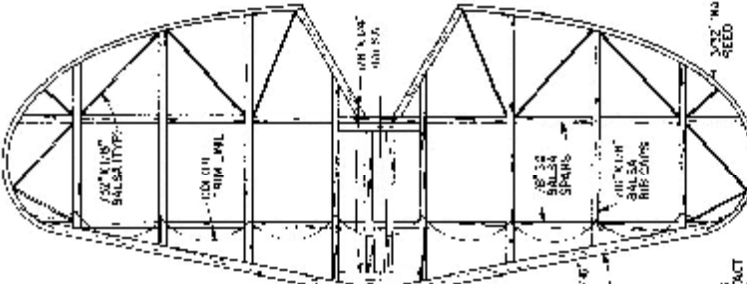
SDN OF QUAKER



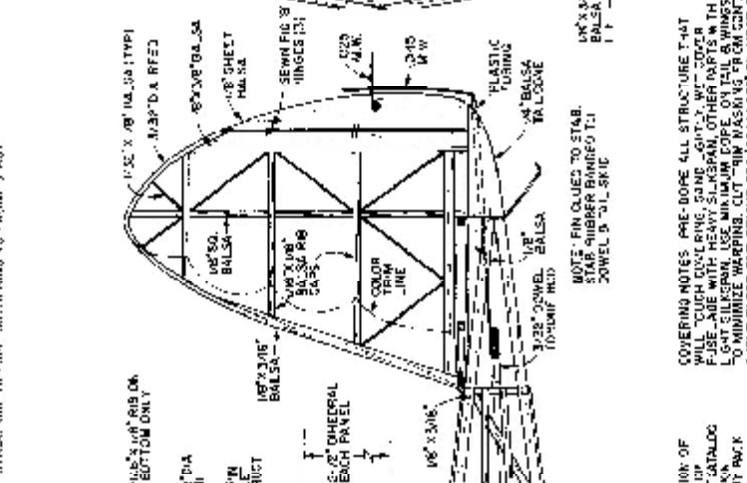
1/8" x 3/16" STRIP 1/4" x 1/8" WIK/SPRM
SCALE REPLICATED BY O.G. MILLER
BLUEPRINTED BY L.W. DIETRICH



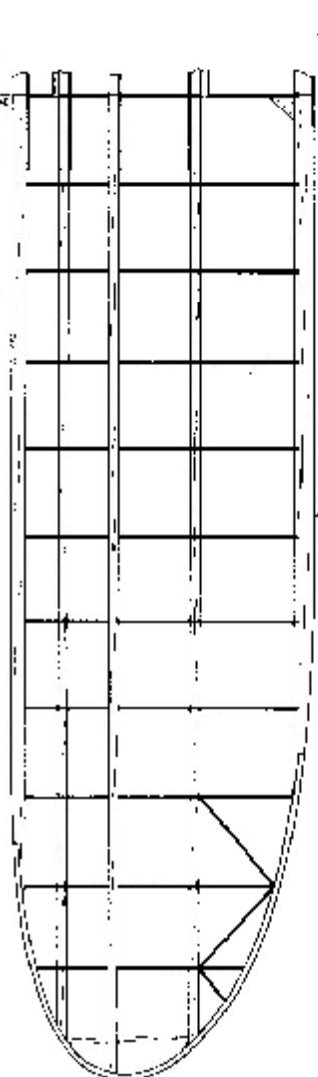
NOTE: FRONT LANDING GEAR STRUT MUST BE INSERTED INTO RAIL AND COMINGS BE ONE BEHIND B. STRUT. HOLE MUST BE DRILLED TO FIT. STRUT MUST BE WOUND TO FIT TIGHTLY TO HORN STRUT.



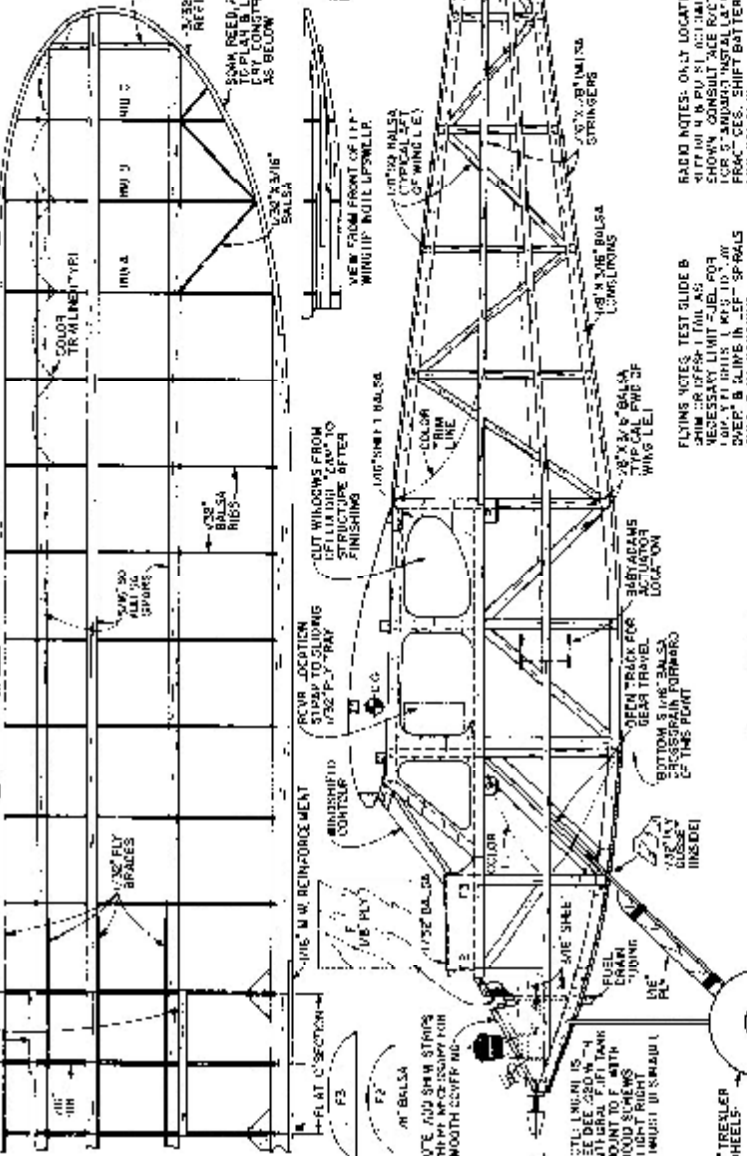
NOTE: SOON REEDES TO PLANS B LET CR. BUL. J. STR. BE KEPT WITH STR. BUILT IN SAME WAY.



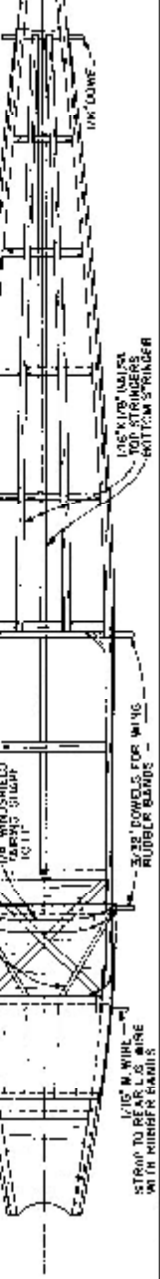
COVERING NOTES: PRE-DOOR ALL STRUCTURE THAT WILL BE COVERED WITH PINE. COVER WITH WATER PROOF PASTE WITH HEAVY SILKSPRAN. OTHER PARTS WITH LIGHT SILKSPRAN. USE MILKMAIM COPE ON TAIL & WINGS TO MINIMIZE WARPING. CUT "RIM MASKING" FROM CONTACT SHELF PAPER FOR BRIGHT RED SCALLOPE ON REESE'S. LEGS, EDGES OF FUSELAGE FROM CABIN FORWARD WITH G. FOR AMBITIOUS.



NOTE: FRONT LANDING GEAR STRUT MUST BE INSERTED INTO RAIL AND COMINGS BE ONE BEHIND B. STRUT. HOLE MUST BE DRILLED TO FIT. STRUT MUST BE WOUND TO FIT TIGHTLY TO HORN STRUT.



RADIO NOTES: ONLY LOCATION OF ANTENNA IS IN RAIL. ANTENNA SHOWN GROUND WIRE RIG. CATALOG FOR 5\"/>



1/8\"/>



NOTE: FRONT LANDING GEAR STRUT MUST BE INSERTED INTO RAIL AND COMINGS BE ONE BEHIND B. STRUT. HOLE MUST BE DRILLED TO FIT. STRUT MUST BE WOUND TO FIT TIGHTLY TO HORN STRUT.

Dalby, Queensland.

Arriving back in Victoria to overcast skies, cold wind and rain after two glorious flying days at the Dalby Field, conditions made us ponder Trevor Carey's suggestion that all Victorian O/T fliers should migrate to Queensland to benefit from their conditions.

The Barton's and The Gullock's made the Dalby event with Steve going on to complete the double by taking in the subsequent Tamworth event one weekend later. This small SAM 600 representation was unable to make the impression that Brian Laughton made at Cano:

Basil Healy, the Grand Olde Man of 1788 was, in part, responsible for instigating the Long March North by sending down maps and other details to titillate the flying appetite of the competition - starved blow-out Vics who thought the one thousand, eight hundred kilometer journey to Dalby well worth the effort despite the fearful roads North of Goondiwindi.

Dalby Field is unique in Oz having been on the same property for forty seven years. The Frith Families "TAUNTON" Station is around three and a half thousand acres on the Cecil Plains and boasts the very best facilities experienced in journeys around OZ which includes WA, Darwin and many other fields.

Alice Springs set-up is the only one that comes any way close to DALBY. The local Council has put in seven thousand dollars towards the magnificent infrastructure whilst, (wouldn't you know it), the State Controlling body, MAAQ, has refused financial aid! A typically short-sighted and narrow minded attitude.

The history of the Club boasted now-deceased stalwarts such as Col Summers and Barry Dent who put much into the Club, the torch is now being carried by locals Jim McCotter, Jim Hardy, the young Family Liddle plus even younger but deeply involved "Geordie" whose constant attention to the smooth running of the on-site facilities was outstanding.

Next year the Dalby Field will be on the same property but removed three kilometers to even better facilities which will undoubtedly bring the location up to World Class standard.

With a current Bank Account of over \$10,000 and Assets valued at \$40,000, plus the very evident level of enthusiasm and commitment it is difficult to visualize the Dalby Club becoming other than Australia's Premier Aeromodelling Venue. With a Club slogan of "IF WE BUILD THEY WILL COME" how can it be otherwise?

IMAGINE this impossibility in the future CANO-DALBY-TAMWORTH on consecutive weekends, what a feast of flying that would be.

Flying proper began on Sunday with Arnold Broese opening his campaign with a clear win in Duration but he couldn't maintain the impetus he had at CANO. Jim Hardy; Top Gun at CANO also couldn't match that performance over the six events flown. It fell to Basil Healy to lead in the large field in Texaco with his LANZO STICK a model he has refined over the years, it ain't pretty but it surely can fly. Steve Gullock, the Legendary flier from far-flung Snake Valley made history (at least for himself) in Texaco by finishing third and beating Paul Farthing into 6th place by 152 points, a stunning victory!

Day Two of flying had perfect 1/2A weather with 17 entries and no numerical superiority of any particular model here, KERSWAPS figured well but the STARDUSTS didn't, must be something about the DALBY air. Greg Martin 1st with Kerswap and Penny flying Rob Smith's BOMBER second.

Burford is an event evoking much interest around the traps with several models on the slipways and general curiosity as to which model will evolve as THE one for the event, but intricate-to-build-and-fitout models, such as Paul Farthing's PENCIL are still setting the standard - and winning.

With Antique and Climb and Glide to squeeze into Day Three after a One Day loss it was fortunate that Antique had very few entered and here Steve Gullock came away with his second third place to make his

weekend worthwhile.

Climb and Glide is a QL invention and it's popularity is on the increase with yet another innovation about to take off; the 90 secs C&G is proving vastly popular with modellers of all ilks in QL, with many types of models taking part.

A very relaxed weekend which may attract even more modellers next time around for in truth we know of no other Club that puts so much into running an event. The on-field organization could benefit from the use of the score sheets and highlighters used in Vic and NSW as the QL system seems a trifle cumbersome. None-the-less Victorian O/T fliers will ignore Trevor Carey's invite and opt to stay in the deep South /coastal regions where flying is always a challenge and a continual never-ending search for perfection.

Report written and compiled by B²

DALBY, QUEENSLAND, RESULTS

<u>PLACE</u>	<u>FLYER</u>	<u>MODEL</u>	<u>SCORE</u>	<u>FLYOFF</u>
TEXACO				
1st	B. Healy	LANZO ST. 1800	1322	
2nd	M. Rankin	BOMBER	1800	1181
3rd	S. Gullock	BOMBER	1800	1148
4th	C. Martin	CUMULUS	1800	1089
5th	P. Cutler	BOMBER	1800	1054
5th	P. Farthing	BOMBER	1800	996
7th	B. Barton	ANDERSON	1800	993
8th	P. Doolan	BOMBER	1800	980
9th	G. de Chastel	BOMBER	1800	917
10th	A. Broese	BOMBER	1800	890
11th	W. Hathaway	BOMBER	1800	841
12th	B. Victor	BOMBER	1800	755
13th	D. Brown	R.BREAKER	1800	747
14th	B. Mitchell	BOMBER	1800	630
15th	A. Coggins	BOMBER	1800	195
16th	D. Slattery	BOMBER	1800	88
17th	J. Hardy	BOMBER	1800	21
18th	J. Urry	BOMBER	1696	
19th	T. Carey	PRIVATEER	1689	
20th	D. Paton	DALLAIR	1557	
21st	J. McCotter	SERAM	1512	
22nd	G. Black	TURNER SP.	1397	
23rd	M. Walsh	POWERHOUSE	1123	
24th	F. Blades	BOMBER ---		

DALBY, QUEENSLAND, RESULTS

<u>PLACE</u>	<u>FLYER</u>	<u>MODEL</u>	<u>SCORE</u>	<u>FLYOFF</u>
DURATION				
1st	A. Broese	P. BOY	1260	1288
2nd	G. Mitchell	P. BOY	1260	1284
3rd	A. Coggins	P. BOY	1260	1013
4th	W. Hathaway	P. BOY	1260	890
5th	D. Slattery	P. BOY	1260	842
6th	M. Rankin	P. BOY	1260	775
7th	J. Hardy	P. BOY	1260	657
8th	G. de Chastel	P. BOY	1260	585
9th	D. Brown	BOMBER	1260	489
10th	L. Tebbit	P. BOY	1260	231
11th	B. Healy	F.MERCHANT	1250	
12th	P. Doolan	P. BOY	1246	
13th	B. Paton	P. BOY	1238	
14th	P. Farthing	P. BOY	1237	
15th	S. Gullock	P. BOY	1203	
16th	B. Barton	R.C. 1	1175	
17th	P. Nightingale	ZIPPER	993	
18th	P. Cutler	ALBATROS	989	
19th	T. Carey	F.MERCHANT	926	
20th	G. Martin	STANDBY	761	
21st	M. Walsh	R.HOUND	159	
22nd	F. Blades	BOMBER	DNF	
23rd	B. Victor	BOMBER	DNF	

1/2A TEXACO

1st	G. Martin	KERSWAP	720	951
2nd	P. Farthing	BOMBER	780	915
3rd	M. Walsh	KERSWAP	720	780
4th	D. Brown	STARDUST	720	605
5th	A. Broese	P. BOY	720	585
6th	B. Victor	P. BOY	720	574
6th	T. Urry	D. WEAVER	720	
574				
7th	G. Mitchell	STARDUST	720	527
8th	B. Barton	STARDUST	720	515
9th	P. Doolan	UNKNOWN	720	464
10th	J. Hardy	L. DIAMOND	720	365
11th	W. Hathaway	UNKNOWN	720	358
12th	D. Paton	M.G.	720	294
13th	F. Blades	LANZO ST.	720	255
14th	D. Slattery	KERSWAP	720	248
15th	S. Gullock	BOMBER	720	221
16th	B. Healy	LANZO ST.	681	
17th	K. Urry	UNKNOWN	566	

Dalby results continued on page 9...

About Trimming your model (Part 2)

Reproduced with the kind permission of Brian Green from an article written by Peter Goldsmith ("The Great Waldo") for Brian's "RCM News" magazine.

Please note the order in which each axis is trimmed. Most trimming confusion is caused by trimming in the wrong order. For instance, how do you get your differential right if your right thrust is not correct? and so on. Start with a CofG around 34% of the average mean chord. You may feel you need to move it around a little from this position, but it's a great starting point. The CofG position will have the least effect on the trimming of your aircraft.

1. Wing balance. First on the list is wing balance. Before flying I recommend static balancing as this will save some time and move us closer to the optimum. This means the model should balance laterally when supported on the fuselage centre line (pick the model up by the fin & prop). Add weight to the lighter wingtip until it does so. Also make sure the elevators are correctly aligned, and giving the same deflection. If your model carries any aileron trim, then fix it. A twisted wing is the hardest thing to compensate for.

The reason I moved to plug-in wings was to make them easier to align. Most trimming articles say 'pull up vertical and watch which wing drops'. May I suggest you dive the model vertical with power off and pull an abrupt corner. Position the aircraft so you can clearly see your wings, and of course pull out into the wind. If you have a wing weight problem, it will clearly show up (the heavy wing will be the low one). The reason for no power on a vertical downline should be obvious!

But if you pull up with power on, engine thrust may confuse the issue. With a vertically down idle-power pull out, only wing imbalance will show up. If you feel you have a weight problem, then sneak up on it.

Add plasticine or nails to the light wingtip a little at a time until you can consistently pull

out with your wings level. Another good reason for checking your wing weight this way is that from vertical to horizontal flight, your wings are always level no matter which way you are pointing. If you pull up from horizontal to vertical, your wings might not have been perfectly level: this will give a veer off and quite often confuses the issue. This process should take 5 to 10 flights; keep re-checking until you are perfectly happy.

2. Dihedral. This one's easy to find but harder to fix. Fly straight and level, and apply left or right rudder. Your model will probably pitch down when you do this, but don't worry, we'll fix that later. Now pay attention to the model in roll. If you have applied left rudder and your aircraft rolls left, then you have too much dihedral. If you applied left rudder and your model rolls right, then you guessed it, you don't have enough dihedral. As I said before, easy to find but harder to fix.

Some people put the model in knife edge to check this, but it's more accurate and easier to do it in level flight. If you have a one-piece wing, then saw through the top skin on the centre joint. If your model has too much dihedral then open it up with a small wedge and reglue. If your wing has not enough dihedral then saw a taper in the joint and close the gap (assuming you have a balsa-skinned foam wing).

Move the wing 2mm. at a time, no more. That's one mm. at each wingtip. Don't be afraid to cut your wing! I would quite often have some quick-set epoxy and some glass cloth in my tool box when trimming a new model to save going back home to fix it. You can probably see another reason for plug-in wings. Yes, you simply bend the tube making sure it can't rotate in flight. Most aerobatic mid wing aircraft that have double-tapered wings have what is called a 'flat across the top' configuration. This means that at zero incidence (leading and trailing edges the same height off the board for a symmetrical section) your wing is flat across the top when upside down on your workbench. Your dihedral should be close assuming you have gone for the 'flat across the top' way.

3. Right thrust. The big boogey man of trimming. It's not that hard providing you use a little common sense. There are two things that are very important when checking right thrust. One is to make absolutely sure that you are pulling up into the wind. Two, and most important, make sure your wings are level. If your wings are 2 degrees out, your vertical lines will be 2 degrees out. It is best to pull up in such a position you can clearly see that your wings are level. Now pull a medium radius corner, making sure you don't bump any controls as you pull to vertical. If you have trouble bumping controls, then tighten the springs on the rudder stick for mode one, or aileron stick if you are a mode two flyer. You can back it off later when you are trimmed.

What we want to see is a clean 4 to 5 second vertical; you don't need to go to the moon nor to 20,000 feet -- just as high as the tallest maneuver. What I want you to do is to do many pull-ups and retrim with the rudder, remembering to keep the wings level. Now the rule of thumb here is to halve the rudder trim and use that measurement to add to the right thrust. What I mean is, if after 50 absolutely level pull-ups you have 2 degrees of right rudder trim, then you add 1 degree of right thrust and centre your rudder trim. Keep doing this until you are happy.

Another little tip, it is better to have a little less than too much. Too much right thrust will cause barreling in rolls, and no amount of differential will fix it. Another tip, if you change propeller size your thrust may change, so try to stick with the one prop. If you are not sure what prop to use, ask an experienced flyer for the most suitable prop size and then buy two, so that if you break one you can keep trimming.

4. Down thrust. Not as hard as right thrust, but still important. If your model is carrying any elevator trim then it would be a good time to fix this first as otherwise it may confuse the issue (adjust the elevator trim so the model goes truly straight down while in a power-off dive). Hopefully by now you are an expert at flying level and pulling vertical.

You are going to need to be because I want you to pull vertical. When you pull vertical you only want to see the fuselage side as this will show up pitch trimming more precisely. If there is any wind at all, pull up as near to a 90 degree crosswind as you can get. The wind can be in your face or on the back of your head whichever you prefer, but calm conditions are always the best for trimming.

If the model pulls back towards the canopy, then increase the down thrust. If it pushes towards the undercarriage, then reduce the downthrust or even add upthrust. Once again, don't be afraid to cut the stab. out or pack the wing. It is far more important to have a well-trimmed model than just a pretty one.

Hanno's models aren't what you would call pretty but they sure are trimmed well. CofG position is not the way to get rid of elevator trim, it actually has very little effect on it. So do it properly by re-aligning the incidences.

Most modern aerobatic aircraft have 0 degrees stab. and wing incidence, and 0.5 to 1.5 degrees of downthrust.

5. Differential. Up until now we haven't used a fancy radio to solve our trimming problems and the case still exists, although the computer radio can save you some time. How to spot the differential problems? There are many ways to do this, so I'll keep it to the simplest way.

But before you even attempt to check the differential make absolutely sure that you have equal throws up and down, (and the same throws for each wing!), and always measure in degrees because it's more accurate than distance. Most of my models have 12 degrees up and 11 degrees down for each aileron. Pull to a 45 degree upline, into the wind of course, and roll to the right. Now watch very carefully which way the aircraft wanders. If you're rolling right and it wanders a few degrees to the right, the aircraft is positive barrelling and you need to increase the upgoing aileron travel on both sides. If you roll right and the model goes left then your model is adverse rolling or negative barrelling.

What you do here is increase the downgoing aileron travel on both sides. If you're using a computer radio, use two channels for ailerons so you can precisely move your ailerons to the desired throws. For those doing this with the older style radios, then it's a matter of changing the horn angles or redrilling the servo output wheels to achieve the results. Moving the pushrod attachment point on the servo wheel towards the rear will reduce the down travel (where the servo horns are on the top of the wing).

A tip: when initially installing your horns make sure all clevis attachments are over the hinge line, especially if you don't have a flashy radio to fix the geometry.

6. Knife edge tracking. Now this is definitely a job for that new flashy radio, but it can still be solved without a computer.

Now when I talk of the old style radio I still mean proportional digital radio that is only pre-computer or PC! For those who may have trouble flying knife edge, it may be a good idea to get an experienced flyer to do it while you take notes. Put your aircraft into knife edge flight making sure you are exactly 90 degrees from level. Once again if you're out a few degrees then other controls will have an effect. What we want to achieve is rudder only input for knife edge flight.

If your aircraft moves in knife edge flight towards the canopy, then try lowering both ailerons two turns for a starter. If it moves towards the undercarriage, then raise both ailerons the same amount. If your aircraft pitches up one way and down the other way, you have a wing and stab. misalignment.

Your vertical fin must be exactly 90 degrees to both wing and stab. and the wing and stab. must be in exactly the same alignment. This is something that should be checked and rechecked before the model is ever flown. It can take all day just to align wings, stab. and fin.

The only way to fix this without a computer radio is to realign everything, or simply fly out the problem. For those of you with a computer radio, the task is far simpler.

Select a programmable mix function and use rudder as the master and elevator as slave, then simply add elevator in small increments until knife edge flight is achieved with rudder only. Most aircraft can be corrected with less than 5% mixing, so start with 2%, and then add to that as required. If you find your model is still rolling off in knife edge, then your dihedral may still be out slightly. To fix it, select another programmable mix and use rudder as master and aileron as the slave channel. Once again, small increments at a time. If you have set your dihedral as I have suggested you should need little to no mixing.

7. Power off tracking. This is the most overlooked trim aspect in aerobatics. Actually when I mention it most people don't even know what I'm talking about. When you pull the power off in level flight you will find your model will drop its' nose slightly and roll to the left. Yes, most models will roll to the left, and quite substantially in a lot of cases. This means that when your model is on a vertical down line your aircraft is rolling off and when you pull to level you could be as much as 10 degrees out. I have found that to fly level at all speeds in a propeller-driven aircraft, it has to be out of alignment by 1/4 of a degree. All my latest Lotus designs have a 1/4 degree right twist built into the wings. This is the only way I could achieve the same roll trim at all power settings. Others have now tried this and found it works.

The other problem is vertical down tracking. When in a dive, your model should track vertically down, and not pull out as many aircraft do. A good clean vertical looks much better than one with an arc in it. Also, if your model pitches up in a dive, it could pull back into the box and reduce the time you have between centre manoeuvres. The solution is really only for the computer radio, although the stab. height is the problem. If it pitches up in a dive, the stab. is too high and if it pitches down then the stab. is too low. Now after cutting your wing for dihedral and realigning the stab. for the thrust, you don't want to make any more mess, although you do become quite good at touch-ups. I think we will use the computer this time. For a roll off

at low power, select another programmable mix and use throttle as master and ailerons as the slave. 1 to 3% mix is all that you need.

Some radios have 'stick offset', if so then have the mix comes in at low throttle. For vertical down tracking, use another programmable mix having throttle as master and elevator as slave.

Now you know what all those programmable mixes can be used for.

And now for a little philosophy. The better your aircraft is trimmed, the more consistent you will fly and the quicker you will progress.

Not putting up with bad habits allows you to adapt to new designs quicker and also makes you a better pilot. So many times I see people change from one model to another trying to find the perfect model, and yet, often the problem is they never trimmed it properly. At seminars that I conduct, others have flown my model and commented on how my model flies better than theirs, thinking that I'm some super-builder.

Nothing could be further from the truth, my building is what I call functional. The secret is that my model is trimmed better.

A great pattern flyer once said to me that victory comes from enthusiasm, persistence, and ability in that order. So don't give up, most of us have lots of enthusiasm, plenty of persistence, and lots of ability. We just need to harness it. Waldo. 8/2001

2007 INTERNATIONAL 1/2 A TEXACO FRANK EHLING POSTAL CHALLENGE

SAM 51 of Carmichael California invites SAM chapters worldwide to compete in this annual fun event. You may do your flying on any day, Sept. 22nd through Oct. 14th. Pick your day from this 23 day window. Surely, one day in this period will be perfect for you. That's me, Bob Grice, shown above with my 1/2A Texaco model.

Please do not change days once you start flying. If a chapter member is unable to participate with your group, he/she may fly at his/her location on the chosen day and report the times to you.

Record results as follows: NAME; MODEL; WING AREA; FLT. 1; FLT. 2; FLT. 3; TOTAL. The times of the three highest scoring flyers will count, however, list all of your flyers. Team Managers, please comment on the weather encountered, date and location flown and certify that SAM 2006 rules for 1/2 A Texaco were used. (15 min. max, best two flights out of three) Include your SAM Chapter number, address and telephone number.

RESULTS DUE BY OCT. 22, 2007. Get results to: Bob Grice e-mail: <iamgrice@sbcglobal.net> 4351 Greenvale Road, Fair Oaks, CA 95628 Need an entry form? Let me know. Tel. 916 961 6257

SAM 51 has held the Frank Ehling Trophy for five of the years since it's inception on April 28, 1985. We're going for a sixth. Best wishes to you. Make your own luck. Tune up your airplane and get ready! The winner gets the trophy and manages the event next year.

DALBY, QUEENSLAND, RESULTS

PLACE	FLYER	MODEL	SCORE	FLYOFF
GORDON BURFORD				
1st	P.Farthing	PENCIL	600	672
2nd	J. Urry	D.WEAVER	600	556
3rd	G. Mitchell	CRESCENDO	600	552
4th	B. Victor	SPACER	600	536
5th	D. Brown	CRESCENDO	600	529
6th	P. Doolan	UNKNOWN 600	520	
7th	S. Gullock	L.DIAMOND	600	449
8th	D. Slattery	UNKNOWN 600	324	
9th	J. Hardy	SWAYBACK	600	
10th	B. Healy	UNKNOWN	561	
11th	A. Coggins	UNKNOWN 537		
12th	B. Barton	DIXIELANDER	472	
13th	D. Paton	M.G.2	449	
ANTIQUA TEXACO				
1st	D. Paton	CALIF.CHIEF	1200	628
2nd	M. Walsh	POWERHOUSE	1200	569
3rd	S. Gullock	POLLY	1200	376
4th	D. Slattery	CLIPPER	1196	
5th	G. Martin	FLAMINGO	1094	
6th	B. Healy	R.C. 1	1054	
7th	T. Carey	POWERHOUSE	993	
8th	F. Blades	UNKNOWN	18	
9th	P. Farthing	UNKNOWN DNF		
10th	J. Hardy	UNKNOWN DNF		



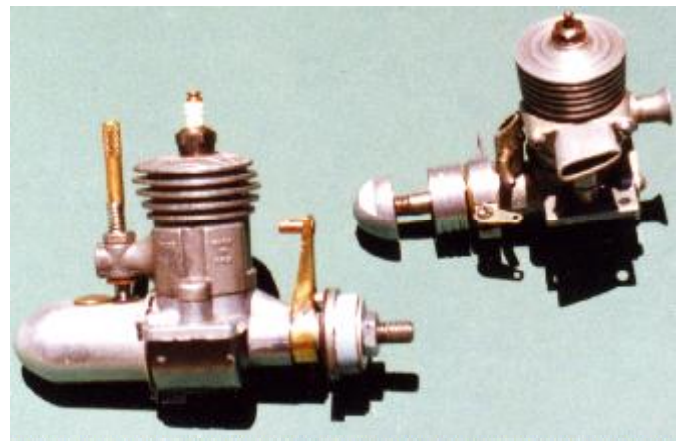
Unusual & low cost engines. by Don Howie

Today, we can all afford model engines and many popular models are made in China. In the nineteen thirties and forties most modellers could not afford a 10cc Brown Junior, made from 1934 to 1940, so most modellers of the era flew rubber models.

Some nice rubber models, such as the 36 inch span "Flea", looked like a power model with dummy engine and clicker, worked by the rubber motor to sound like a model engine. This was as close as some young flyers got to having a petrol powered model.

Clifford Rogers was a Canadian who went to work for Syncro Devices in Detroit, USA and made the Syncro Ace and Syncro Bee model engines in the nineteen thirties. In 1940 he designed the Syncro B30, the first so called SLAG or aluminium bore engine. To cut costs he made the 1941 Syncro PC2 kit engine, that could be easily assembled by young modellers. The engine did not last long, but they were flown in free flight models that were often lost in thermals or the young modeller soon lost interest.

Late 1941, Rogers moved to Philadelphia and first had an association with Bill Brown, the father of the Brown Junior designer, who had designed the poor running Brown 29 in 1940. He sold the Syncro kit engine as the Pioneer Brown 29 and Rogers sold his SLAG engine kit as the KD29 model.



Rogers, who was a Canadian, had the all aluminium kit engine sold as the Air Youth engine of America and Canada. Henry Struck designed a nice looking model for Berkeley Models, this being the 56 inch span Berkeley "Brigidier". Model Craft in Canada designed a nice looking 50 inch span model in 1942 called the "Commando" for the Rogers KD29 kit engine. Both were nice looking cabin models and were not only bought by the lads during the war, but became popular sports aircraft after the war.

I have shown a couple of SLAG engines produced in 1946, sold at low cost. The engine on the right is similar to the wartime KD29, but now has front rotary induction, the rear inlet is for the sub-piston induction. After the war, this engine possibly had silicon and copper added to the aluminium castings, so that the all aluminium bore and piston, together with the plain bearing for the crankshaft, would not wear so quickly. I have run this lightweight Rogers 29 spark engine. It runs smoothly and performs quite well on a 9x6 prop, getting to over 7,000 revs.

The other engine (left) is a Super Thor 29, not as well made and not a good SLAG engine. The Europeans; Swiss, French, Italians and Germans had diesels from 1941 as they obtained the Swiss Dyno 1 diesel of 2cc capacity and they ran quite well. By the end of the war, the French and Italians had a number of quite good diesels. The engine shown is the French Comete Diesel of 5cc capacity, imported into South Australia during 1948/49 by Jack Black. This was similar to the early Fulgar 5cc engines designed by Roger Burgaud with side front intake, from France. D.H.



Graham McDonald and his Davis parasol-type monoplane.

Graham McDonald shows Fred Stebbing his new project. A Davis parasol-type monoplane. This aircraft will be powered by an OS 5 cylinder radial engine, which apparently is quite a docile beast. This report is really just a teaser, more to come in the next issue as Graham nears completion.

The Davis Monoplane, a rare vintage aircraft designed and built in Richmond, Indiana by Walter C. Davis from 1929 to 1930. The petite Davis parasol-type monoplane was an enchanting and strictly for-fun airplane that has enjoyed a long lasting popularity. The Davis monoplane evolved from the Vulcan American Moth after Walter C. Davis acquired the Vulcan Aircraft and Doyle Aircraft companies.

Davis Aircraft manufactured seven different Davis models in its short life, and a total of approximately 60 aircraft. These aircraft included the Davis D-1 (23 aircraft), the D-1-66 (4 aircraft), the D-1-K (11 aircraft), the D-1-L (aka D-1-85 - 1 aircraft), the D-1-W (8 aircraft converted from D-1-K's), the 1929 racer (1 aircraft) and the V-3 (22 aircraft).



Today only a handful of airplanes remain spread out throughout the United States, Mexico and Argentina, of which only four or five are in flying condition, and at least 4 are currently being restored.



Photographs by Trevor Boundy.



SAM 600 will be represented at the forthcoming SAM Champs 2007 by three of our most keen and competitive members:

*Kevin Fryer,
Brian Laughton &
Steve Gullock.*

We wish them a safe and successful SAM Champs at the Eldorado Dry Lake, Nevada.

2007 Baradero Fly-In Argentina.

by Alfredo Herbon - Argentina

Following the annual schedule our SAM 1953 Argentina organized his second Fly In held at Baradero city placed around 100 miles N-W from Buenos Aires, Argentina.

Baradero is the oldest city of the province, a nice old river port town founded at the shore of Parana river branch, really picturesque with a wavy shoreline as the north limit of town. A little far to me (around 310 miles from home), but driving that distance worth the effort.

Humberto and Ruben Rivarola are local modelers and members of our SAM Chapter, they organized the event for Sunday June 24th. Local modelers shares the flying field with the Aero Club Baradero, a neat and very well maintained place at the S-E border of town.

Sunday dawned crystal clear with no traces of clouds but a little windy and very cold with the chill effect of winter S-W wind. We had to delay almost a pair of hours the starting of the event, due to ballotage in Buenos Aires to elect city government and three of the flyers must vote at morning before leave. There was eight participants that arrived from different places of, two for Texaco and eight for LER.

We started flying at the morning simultaneously both events. Ricardo "Bocha" Schröder from Cordoba and me were the unique attendants in Texaco. For safety reasons we decided to hand launch our low powered Texaco models. I launched Bocha's JU-2 and he launched my Bowden, he uses for refilling a plastic syringe with 10" plastic tube connected to the tank, so I pushed the plunger with my left hand and launched with my right one, at the moment of fuel line disconnection y received a fresh spray of diesel fuel on my right arm, coat and face.

At the end of contest I certainly had a real "man smell".

During the morning we finished the Texaco event. I was the winner flying my Bowden (338 sq.in.) with a PAW .09 diesel and Bocha Schröder second place flying a JU-2 (free flight Argentine design, see The Thermaleer #79 cover) with PAW .15. The LER boys completed two rounds before lunch.

Around 13:30 we stopped one hour to enjoy an excellent Aberdeen Angus asado (BBQ), "irrigated" with a good red wine (just Coke for the sacrificed flyers because we have to continue flying).

Lamentably the wind rotated to the west and increased too much to fly safely, Bocha Schröder and me assembled our LER models (Langosta and Rambler), but couldn't fly due to the high wind (we had to do the three rounds). Lamentably Manuel Ishkanian had a bad contact of his beautiful Buzzard with mother earth after some involuntary wild stunt due to high wind ... Repairable.

The LER contest winner was Marcelo Grippo flying a veteran and very well tuned Playboy Sr. powered by a GMS .32 and second place Juan Pezzoni with a Kerswap with a GMS .25. Third position was for the local debutant Humberto Rivarola flying a magnificent Buzzard with MVVS .28 It was a really fine old timer's gathering. Alfredo.





L to R : Humberto Rivarola "Buzzard Bombshell", Manuel Ishkanian "Buzzard Bombshell", Ruben Rivarola "Wahoo", Alfredo Herbon "Rambler", Juan Pezzoni "Kerswap", Carlos Gaozza "RC-1", Marcelo Grippo "Playboy Sr.", Bocha Schröder "Langosta".



Aero Club Baradero 06/24/2007

Texaco

Position	Name	Model- Engine	Club	Time
1°	Alfredo Herbon	Bowden - PAW .09 R/C diesel	C:A:O	17:17
2°	R Schroder	JU2 - PAW .15 Texaco diesel	C:C:A	16:18

LER

1°	Marcelo Grippo	Playboy Sr. - GMS .32	C:A:C	12:00
2°	Juan Pessonni	Kerswap - GMS .25	Agr Escobarense	9:22
3°	Humberto Rivarola	Buzzard- MVVS .28	A:C:B	6:26
4°	Manuel Izhkanian	Buzzard - Norvel .25	A:R:do la Plata	6:17
5°	Carlos Gaozza	Westerner - Norvel .15	C,A,C	5:59
6°	R. Schröder	Langosta - OS .25	C. C. A	0
7°	Alfredo Herbon	Rambler - Enya .40	C.A.O.	0

Above left: Carlos Gaozza with a 1/2 A Texaco "RC-1" and Marcelo Grippo "Playboy Sr."

Above: Juan Pezzoni, "Kerswap" with GMS .25

Far left: Bocha Schröder and "Langosta", at back Marcelo Grippo with "Playboy Sr."

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- 38 grams



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Trevor Boundy made an appearance recently at the SWAMPS field with his Lowe's "Swallow". This is a wonderful looking V-tail design with a few enthusiastic supporters around the world. Trevor initially had a fully moveable tailplane but changed to a conventional configuration after flight difficulties. This eventually turned out not to be the problem and after some research into rigging the V-tail it would appear he has solved the problem.