

# The Thermaleer



## He came. He flew. He won.

**And conquered. Kevin Fryer beat an international field to win 1st place in Texaco Ignition at the recent 2007 SAM Champs, held at the Eldorado Dry Lake, Nevada USA. Kevin with his Irvine 40 diesel "Cumulus".**

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### Contest Calendar 2007/8

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 1788 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.

What a busy last three months it has been for me, it took a lot longer than I thought it would to fit a 88 inch Cumulus plus a half A model into a 30 inch box. I would like to thank Cliff McIver and Mike O'Reilly for their help in supplying modules and receivers for us to use in our JR388s in USA. I would also like to thank Brian for coming up with the idea. We went over as a team, worked well together and came back with a good result. I would also like to thank our hosts for looking after us so well.

There was also a big free flight presence there, it was something to see, a 12ft free flight model fly. There was also a mass launch of 24 rubber twin pushers, no mid-airs that I saw, during the comp. There was a Tomboy event that ran every day, best flight for the day to count. We used a peg system to control the frequencies, it worked like a charm.

At Cohuna I would like to add a climb and glide to run over the two days, best flight for the day to count and run open round as we did at Swamps, we have a peg system to use. The rules for climb and glide are simple, any Old timer or Nostalgia model and a 60 second engine run, so get that model out and have a fly for two days. Brian is working on ideas for some type of Tomboy event, we have to make it easier for new comers to get started The NEXT MEETING IS ON THE 22nd OF NOVEMBER, hope to see you all at Cohuna on the 10th of November. Regards, Kevin Fryer.

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Meetings are held on the 4th Thursday of every odd month, except January.

Please note details of the next meeting.  
When: Thursday 22nd November, 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](http://www.sam600.com)

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Somewhere around May this year Brian Laughton decided that he would like to visit the SAM champs in the USA, as it seems to be the premium Old Time competition in the world, at first he just wanted to go as a spectator, but after discussion with Allan Laycock from Canberra who has gone to the last 10 champs, he convinced him he should try to fly. To encourage him even further Allan loaned Brian three suitable engines & the plan for a Lanzo Airborne 490 sq in. model.

On hearing of Brian's venture, Kevin Fryer and Steve Gullock decided to join him, then out of the blue Trevor Boundy decided to make the big trip to the U S A with them, this then made a team of 4 Aussies to fly at the champs. They all got busy on their respective models which had to be built in knock down form so as to fit into a box that the airlines would accept as normal luggage. Trevor and Brian were lucky enough to have that Master cabinetmaker, Fred Stebbings build their boxes for them with finger-jointed corners and all, and they proved to be almost airline proof.

Then out of the blue about 2 weeks before leaving they received a call from Don Howie, the famous article writer also wanting to join them but as an observer. They left Melbourne on Wed 3rd of October for Los Angeles. On arriving they picked up their transport from Hertz, as they needed a large vehicle to carry all their cases & boxes they ended up with a GMC Yukon. This is like a much larger version of a Land Cruiser, one hell of a size vehicle. They then drove to Henderson where they were staying, which is

about 10 miles past Las Vegas. The next day they decided to make the long to trip to the Grand Canyon. A very large hole indeed! It was a 10 hr round trip but worth every minute of it.

Then on Sunday the whole thing started, with registration & the Collecto, which is like a swap meet for model paraphernalia. On Monday the flying started at the flying field & what a field it was! A dry lake bed about 3 miles long, as hard as rocks, it didn't pay to make a mistake on landing. Each day had several competitions, they of course couldn't fly in all of them. This day was 1/2A for all but Trevor who flew in an ignition event The boys flying 1/2A didn't figure too well in the results sheet placing well down, but Trevor was the unlucky one, on launching for his first flight his gear went off the air as soon as it was released. He managed to cut the engine, but his OK super 60 powered RC1 spiralled into the hard ground, completely demolishing the nose up to the back of the wing, this tended to stop him flying for the rest of the day.

After the day they had, they tended to go back to the hotel with their tail between their legs, but after a shower & feed they started to beg, borrow, & even buy bits & pieces to repair Trevor's RC1. As a team they all sat up in Trevor's room to the late hours trying to put the jigsaw back together. By the next morning the model was ready to cover, so they left Trevor at home to finish it while they went flying again. Everybody had events this day and they all managed to get their flights in before the wind picked up to the strength where they postponed the flyoff's until 8 a.m. the next morning.

That evening was the Bean Feast, a great get-together of the flyers to just chat & swap ideas. They rose very early the next day to meet their 8 am start, as Kevin & Brian qualified for the fly-off's in their events from the previous day. This is where they started to put runs on the board. Kevin secured 3rd place in C ignition LER (limited engine run). This event is for over 5cc ignition engines with a limited engine run, similar to our 38 antique.



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Kevin used his Cumulus with a McCoy 60 on spark. Brian then secured 3rd place in A glow LER, again a duration type event for motors up to .20 c.in. Brian used his 490 sq in Lanzo Airborne powered by a Veco 19.

After these events were over the boys had to work very hard to swap engines so they could fly in the competitions scheduled for that day. By now Trevor had his model ready and was the first of us to fly and fly he did coming in 3rd in Texaco ign. Then Brian flew in B glow LER for motors .21 to .30. He didn't do as well as earlier in the day coming in 5th place, the Americans award up to 5th place. Then Steve took to the air in very strong wind with his Polly, powered by an Enya 53 f/s & came in against some very strong USA competition in 5th place in the Texaco glow.

Then it was Kevin's turn to fly, also in very strong wind with his Cumulus powered by an Irvine40 diesel engine, with the American fuel allocation it gave Kevin a 16 Min motor run to give him 1st place in Texaco ign . Well done Kevin. That evening they returned back to the hotel from the flying field feeling very tired but very satisfied with their days work as they felt they had competed against some of the worlds best SAMS modellers.

The next day was fairly easy as Brian was the only flyer, he had again swapped another motor into his Airborne, an Amco 3.5cc diesel and flew in B ign LER, the weather this day was calm and it was a pleasure to fly into 5th place. The next day was Friday, the last day of flying. Steve & Trevor were both to fly the Classic Texaco event which means you have to have a model & motor of antique vintage. Unfortunately Steve's GB 5cc diesel did not qualify so he could fly this event but not claim a place although he did finish 2nd.

Trevor's bad luck continued, when on his first flight he ran into an opposite wind shear at about 100ft and lost his model down wind. On retrieving his model the nose was broken off again, not to be put off by this he & Kevin got to work with cyno, some more wood and duct tape and made all his official flights. So ended what they considered a very successful

5 days of flying, considering that five months earlier they had no thoughts of flying in a competition on the other side of the world.

Friday night was banquet night where they present the concourse trophies & special trophies for certain events, one was presented to Kevin for his 1st place in Texaco ign. His name will be engraved on the permanent trophy at the AMA headquarters in Muncie.

The Banquet was a marvellous affair with upwards of 250 people attending, it was here that they met many people that were flying with them but were all too busy to socialise. They took their model boxes to the banquet room & had many famous names in our hobby sign them with a felt pen. One of the high points of the trip was meeting famous-name people that they had only read about in American magazines dating back to the 40's.

They all agreed this was a marvellous experience, one they will never forget. You never know, some of them may be planning to go to Muncie for next year. Brian Laughton.



Brian Laughton with his Lanzo "Airborne" (above) while below is a shot of Trevor Boundy's transportation box suitably autographed by many of the American legends.





The Four Desperados. Trevor Boundy, Kevin Fryer, Steve Gullock and Brian Laughton at the 2007 SAM Champs, held at the Eldorado Dry Lake, Nevada, USA. Note the dry lake bed surrounded by mountains.



Steve Gullock, preparing his "Polly" for the Classic Texaco event. Steve's GB5cc diesel did not qualify for this event although he did fly and recorded the second best time and place. Steve achieved a 5th place in Texaco Glo with his "Polly" powered by an Enya 53 f/s. Well done Steve.

Shown below is Brian Laughton preparing his "Airborne" for his A glo LER flight. He recorded a 3rd place, no mean feat, considering the highly competitive field. Brian is ably assisted by Kevin Fryer.





## "COOTA" CUP 07

With the hardcore SAM 600 busy preparing for the American Experience, a sole flier took the nine hour drive to Cootamundra for the four-event Coota Cup.

Team Potter were set up on-site plus a new-old face, "Little John" Derchesko returning to OT after a very, very long lay off.

Talking point early on day one was Paul Farthing's foray into very lightweight construction, latest effort, a 1/2A Stardust which he claims he has down to a miserly 8 1/4 ozs which, (if feasible) beats the ultra lightweight Stardust of Brian Stebbing.

Looking like a spiders web of Kevlar thread and small section carbon strip it was a masterpiece of the builder's art and aroused much admiration and not a little skepticism.

Burford up first, and to confound the conventional wisdom the Ball-Race powered model of Peter Scott came home in number one position. Duration followed with the highly competitive Condobolin Kid (aka Peter Smith) blitzing the field once again on his way to yet another attempt at retaining the impressive "Coota" Cup, a feat he achieved for the fourth consecutive time. Geoff Potter's Duration model caused some heartstopping moments when the throttle cut off - didn't!

The hectic gyrations over the field ended in success and applause when fuel finally ran out and the model returned to Mother Earth successfully.

Weather throughout Day One was usable, Day Two for 1/2 A dawned fine, breezy, but ideal for those who made height initially. Ian Connell, Dave Brown and Peter Scott got immense eye-straining height while the rest of the field dropped out and Rob Smith's model took off for foreign parts (later found). Don Southwell was sporting an unconventional Stardust with the longest nose ever seen, pinched into Cox backplate size and covered in Mark Collins old livery. See results attached for those who finished where.

Texaco in perfect conditions attracted a large field of 24 starters with most making the fly-off late arvo day Two, Condo took off toward the setting sun and found gentle sustained lift, no one followed, so he topped wave one. The unfortunate clashing fliers took off in rapidly cooling conditions to the sympathies of the Mob, no one ever does any good in the late second wave - oops! - the Friendly Mexican (Barry Barton) who had also spotted the conditions engendered by the setting sun scraped home for a shock result.

Yet another great weekend of OT flying with great NSW hosts, SAM 1788. B<sup>2</sup>

### "Coota Cup" Texaco winner.

Paul Farthing, President of SAM 1788, presents Barry Barton of SAM 600 with the trophy for first place in the Texaco event at the "Cota Cup", held at the NSW State Flying Field at Cootamundra.

Barry wishes to acknowledge the part played by TOFFS (Thursday Old Farts Fun Fly) in the refinement of his model. Trevor Boundy and Fred Stebbing were particularly helpful. Thanks also to Chris Lawson for the engine alterations.



## 25th CANOWINDRA AT "BOGWOOD".

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 privileged 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 kudos from the fact that those who were fortunate enough to make the journey will not need second invitations to be there next time.

One large plus next time around is the by-pass 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.

## Dalby, Qld., Fly-In.

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 Canowindra.

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 from the legendary B<sup>2</sup>.



# Wangaratta 2007

## Penny's Purple Patch

Historically this event, (which used to be based at our MAAA funded facility at DRAGES AIRWORLD), attracted a huge following of ardent OT fliers, not so any more. Victorian fliers numbered eight and NSW about the same, such is the decline in our sport.

Paul Farthing, the far traveled and extra-enthusiastic Pres: of SAM 1788 led convincingly taking the first three events on Saturday; '38, Burford and Duration. Grant Mainwarring, much to his surprise, managed a max with his Yankee Clipper; a model no one in Oz has yet been able to come to terms with.

Bill Britcher was one who spent many fruitless hours trying to tame it.

Duration was held amidst much background comment about a certain AFL Grand Final happening somewhere down in Melbourne, it didn't bother Penny, he continued his blitz until day's end in weather which was certainly flyable though perhaps not ideal, it being Spring.

Talking point early on was a unique COX 049 that Penny had acquired. It sported a ribbed drive shaft housing and according to one authority may have been cast in magnesium! It didn't function too well in Sunday's first event (1/2A) but will be sorted before the WA Nats. Freshening, gusty wind bedeviled the field in 1'2 A. Graham Scott, one of the first away, did an OOS over by the railway and tree line. Brian McLean of the Echuca Club, sporting his new green and dayglo orange SDS, also struck trouble using his slow-revving, electric-propped, unsorted model. He wisely packed it when retrieved ready to fly another day.

Out of the 17 1/2A entrants only five made the fly off held in rapidly deteriorating weather whicheventually killed off the very popular Texaco event. Extra fliers from THE Texaco Club =- Cohuna - had arrived but were disappointed as was Geoff Potter who assembled his model to no avail.

This was the last event that our SAM 600 travellers took part in before their foray into the big-time @ the OT Nats in Nevada, Steve Gullock and Brian Laughton didn't achieve at their usual high level, probably saving themselves for a tilt at the Americans.

We all wish them good fortune.

B2

### ANTIQUÉ

Name, Model	Engine	Score	Fly Off
P Farthing, Flamingo	Contester	1800	0
Ian Avery, Fly Quaker	Madewell	1775	0
PJ Smith, 1936 RC1	S Cyc spk	1574	0
G Manwaring, Yankee Clipper	Burf 5ccd	1492	0
C Lawson, Miss Arpiem	Amco 3.5	311	0

### GORDON BURFORD EVENT

Paul Farthing, 110% Pencil Jr	Taipan PB	900	923
Dave Brown, 1953 Cresendo	Taipan PB	900	844
Robert, Taylor, FAlson	Taipan BB	900	760
Brian Laughton, Dixielander	Taipan PB	900	730
PJ Smith, FAlson	Taipan PB	900	714
PR Smith, Ollie	Taipan PB	900	662
S Gullock, Lil Diamond	TaipanPB	900	468
C Lawson, Jimp	Taipan PB	900	372
G Manwaring, Spacer	Taipan PB	900	189
D Beake, Dreamweaver	Taipan PB	857	0
G Potter, 1952 Eliminator	Taipan PB	799	0
B Barton, Dixielander	Taipan PB	250	0

### DURATION

P Farthing , 1941 Playboy	McCoy 60 spk	1260	846
B Laughton, 1941 Playboy	Irvine 36	1260	758
PJ Smith, Playboy Cabin	McCoy 60	1260	739
S Gullock, 1936 Dallaire	OS 52 4/	1260	723
C Lawson, Lanzo Racer	OS 40 2/	1260	684
R Taylor, 92% Cumulus	YS 63 4/	1260	670
L Clifford, 1938 Cumulus	YS 63	1260	666
D Brown, 1938 Bomber	Saito 56 4/	1260	604
D Beake, 1939 Bomber	Saito 56 4/	1260	582
D Southwell, 1938 Bomber	Enya 53 4/	1260	531
B Taylor, 1941 Playboy	Dubjet 46	1260	437
B Barton, 1936 RC1	OS 46 FX	1260	260
G Manwaring, 1941 Playboy	YS 53 4/	1260	0
I Avery, 1941 E S Gas Champ	O.S.32 2/	1251	0
J Didusiko, Buzz Bombshell	OS 40 2/	1025	0
B Dowie, 1941 Playboy	OS 40 2/	819	0
S White, 1941Playboy	YS 53 4/	629	0

### 1/2A TEXACO

Peter R Smith	Lil Diamond	1080	283
David Beake	Stardust Spl	1080	255
Barry Barton	Stardust Special	1080	218
Peter J Smith	Stardust Special	1080	211
Robert Taylor	Stardust Special	1080	210
Paul Farthing	Lanzo Bomber	1054	0
Dave Brown	Stardust Special	1019	0
B Laughton	Red Ripper	1000	0
D Southwell	Stardust Special	998	0
Chris Lawson	Lanzo Racer	955	0
Grant Manwaring	Lil Diamond	950	0
Ian Avery	Playboy Cabin	950	0
Geoffrey Malone	Lanzo Racer	948	0
John Didusko	Buzzard B'shell	806	0
Steven Gullock	60% Bomber	787	0

### TOP GUN

Paul Farthing

# The world of FROG. by Don Howie.

If you are an older modeller that grew up after World War Two, then you possibly started with a Frog engine or kit. The IMA Company was formed in 1932 by Wilmot and Mansour in London, but was sold to its agents or distributors, the Lines Bros., Group, just before the end of the war. Wilmot and mansour went on to open a new factory and started Jetex Products in 1948.

Frog reached its peak in 1951 when they had some great engines, designed by Bert Judge, these being the Frog 500 Red Glo and the Frog 150 diesel. This 1.5cc diesel dominated the market in Australia at this time and Gordon Burford in the mid fifties tried to produce a 1.5cc diesel, but could not get the price down to 77/6 (three pounds, seventeen shillings and sixpence) that the Frog 150 sold for.

Looking at the back cover advert from Model Aircraft magazine, August 1951, they had some great kits, these being highly prefabricated, making building much easier than other British kits. The 40" span "Fox" pylon model had a two piece moulded balsa fuselage making a round fuselage simple and quick to build.



Rear cover of Model Aircraft magazine, August 1951 when Frog was at its peak with the Frog 150 diesel & petrol (spark) version of the popular Frog 500 glo version introduced. Frog also had a great kit range.

The 36" span "Firefly" bi-plane also had a moulded balsa fuselage and I remember seeing one of these free flight models flown in England at Old Warden in recent times.

At this time, the Lines Bros., Group with round logo and L shown in a triangle, was the largest toy company in the world, so they could afford to produce great products, much better than other small companies, who did not have the money for advertising.

Many small model shops in the UK would not stock Frog products as they would cut the price of their kits and engines to gain sales. The retailer, who had bought an engine or kit

At left is shown the first design by George Fletcher who joined Frog in late 1954 as Chief Engine Designer. His Frog 249 BB diesel with dust seal was introduced in late 1955. The engine photographed is owned by Rex Brown.

at a higher price, would often lose money selling at lower prices. Frog had 80 or so Overseas Agents, who were eager to get the latest kits and engines that sold quickly in places like Australia. Bert Judge left Frog at the end of 1951, just after designing the Frog 50 diesel to become chief designer at Jetex. It was not until late 1954 that Frog got a new designer, this being George Fletcher. The standard of Frog engines now improved and his first Frog engine was the Frog 249 BB diesel with dust cover, the engine based on the low volume Oliver Tiger.

This engine was well made and performs well on small props as it is a racing diesel. Many of the Taipan 2.5cc diesels of the 1950's will outperform this engine on a 9x4 APC prop. The Frog, however, is much better on smaller props.

The Frog kits with the VAN name were designed by JR Vanderbeek, who joined the company in 1941. Shown are two models by him in the advert, the "Vanfire" which was a control-line stunter for the new Frog 500 glo. The other model was the "Powervan" , a high thrust-line free flight Duration model. DH.

## Benefits of the frequency carousel.



Kevin showing the Frequency Carousel which is the frequency control with SAM, USA. Trevor Boundy tells of the background to his efforts "down under" in the following story.



Some background history regarding the US style frequency board. Back prior to March 2001 my interest in the frequency carousel was sparked by a glowing report from Allan Laycock, on his return from the previous 2000 SAM champs (at Pensacola, Florida I think).

Got to work and produced one from Allan's description, picture attached. Well the idea fell flat, but on our visit to the 2007 SAM champs in Nevada interest was re kindled and I was asked to revisit the project in light of our visit, work is underway hopefully for Cohuna in November. (If acceptable to committee).

There is a picture on the left of the American carousel. I understand the lower section is for ham spots and yellow masts on top for any number of 2.4 MHz spots.

Of course the benefit I think if we tried, will be the ability to run a number of events at the same time using an orderly queuing system. To be a bit more specific, with the red peg (to go on the TX mast), being replaced by the persons own named peg and the and the other contestants on the same spot queuing below in order of use

Regards TrevB



## Frank Ehling & Other 1/2A International Postals.

Around the early eighties SAM 1836 in Texas was a hotbed of 1/2A activity even going to the extent of putting out an 1/2A newsletter, Jim Reynolds was the driving force. The San Diego area SAM 41 soon caught the enthusiasm and George Wagner proposed a national postal event, 'Frisco Bay SAM 21 and Houston SAM 82 came on board to compete in the second national event.

Enter John Pond who was stricken by the original idea, going so far as to donate and seriously refurbish an old Ehling F/F Trophy.

The San Diego area was knee deep in enthusiastic 1/2A fliers at the time ('85) with ten of them vying for a position on the 3 man team. The event as an American National Contest was flown twice in '85 according to records kept by current CD, Bob Grice, both times the SAN DIEGO AERONEERS took the trophy and were so strong that many thought it impossible to wrest it from them.

Originally only a Two Day event the future of the Frank Ehling was handicapped by weather constraints, when it became International, and the weather window was lengthened, is not known, but those two factors were critical in the eventual rise in popularity of the event.

California must be a wonderful spot to fly, as the vast majority of winning SAM Chapters come from there. SAM 51 of Carmichael CA has to date been the most successful, winning five times since the inception of the event.

SAM 56 of Wichita - KS has also been very strong both in the American version of the game and the 1/2A postal originating in NZ and run by Myrtle Clarke of the OKAPI club which began in Feb: '93.

Here again the event was only a Two Day over Easter which shut out the Australians as their major O.T. events were being held then in central NSW. The NZ event peaked in '95 with 23 teams (5 man) using the small tank and striving for a 10min max. SAM 56 won the NZ event 3 times and were placed three

times in the six year period of the contest: so strong at that time was the Kansas based club that they fielded two five man teams in '94.

In '99 the NZ event came to an end due in part to the death of Myrtle's husband, Pat, and the gradual lessening of interest in the event, only 4 teams entered in '98.

Teams from Mossel Bay in South Africa, Bassano in Italy and Coventry in England together with the big American and NZ presence made for a truly International feel to the NZ 1/2A postal.

The lengthening of the weather window to it's current state has been the saviour of the event, giving as it does an opportunity to choose the moment, even if we in Oz are in early Spring when weather is notoriously fickle, this is particularly so on the highly populated coastal fringe, though why more inland areas don't often indulge as a mystery.

At the time of writing the trophy is sitting in the window over the workbench of Bob Grice (SAM 51) and his club has declared their intention of keeping it there after winning five times previously, hopefully the hungry Ozzies can thwart their ambition.

An 8oz per square foot of wing area loading, a 15 min max: 2 out of 3 times, far longer than any other class in O.T. flying, the vagaries of the COX motor and the eye-straining height the small models get for ageing eyes, all pose serious challenges for those motivated enough to confront the obstacles in this, the Age of ARF's and easy living. Acknowledgements for historical info on this event are due to Bob Grice in the USA (shown below) and Graham Main in NZ. B2





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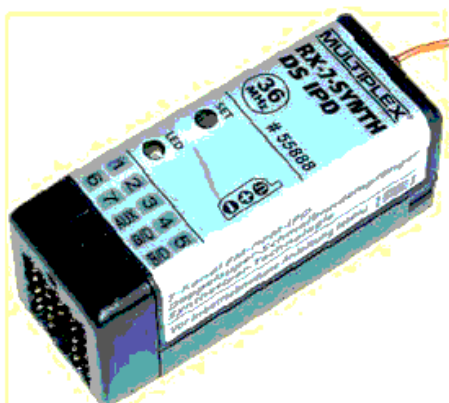
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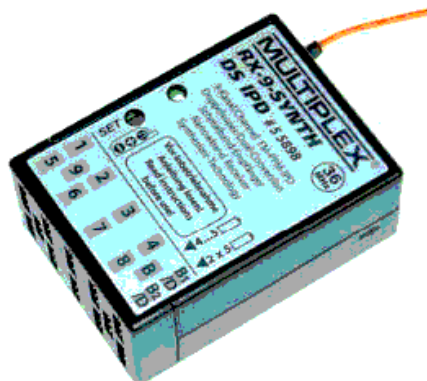
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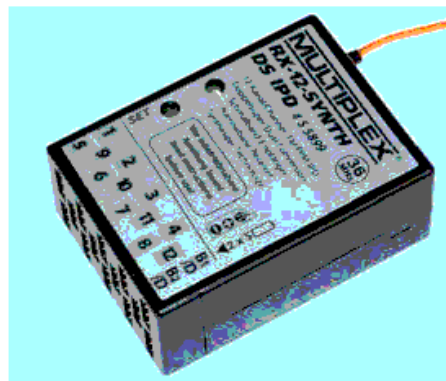
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Home: 03 9842 4361  
Mobile: 0438 561 440  
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**Vice President, Robert Taylor**  
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Mobile: 0438 249 245  
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**Contest Director, Brian Laughton**  
Home: 03 5989 7443  
Home: 03 5989 7443  
Mobile: 0414 599 378  
staang@bigpond.com

**WebMaster, Graham Scott**  
Home: 03 9737 1707  
grahamscott@bigpond.com

**Editor, Peter Bennett**  
Mobile: 0412 336 446  
pcb@iprimus.com.au

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*What advice is Steve Gullock giving to Past President Chris Lawson? A prize will be given for the appropriate answer.*

