

The Thermaleer

The Thermaleer (#114w) based on Items from the SAM600 webpage for the period ending August 2008



The Thermaleer

Contest news by Brian Laughton

We have, after some discussion decided to include TOMBOY and CLIMB & GLIDE into our points score for the champ of champs trophy at the end of the year, we will be back dating these to the start of 2008 and distributing plates to go on your contestants board.

We are looking forward to a very good year for our contests and hope we get record turn ups with comps spaced evenly apart as possible , maybe you could do some car sharing to minimise the fuel costs.

We have the 2009 contest colander almost ready the only thing holding us up is the nationals , we are waiting on the MAAA to notify the entire radio fraternity where and when they are to be held , there are lots of rumours but nothing official yet , all we believe is that they will be held at or around Cootamundra at Easter 2009 & run by the NSW association, as soon as we get the times & locations we will have your 2009 laminated contest calendar sent to you.

I hope to see you all at our next comp which is at SWAMPS field on the 14th Sept, for those that don't know where it is ,it is located approximately 80km from Melbourne on the south Gippsland highway & you will find a map of how to get there in this newsletter, there will be hot food and drinks catered for, so leave your cut lunch at home . Don't forget the FRANK EHLING postal

event is on soon & contact Barry Barton for details as he is running this in Victoria, & Wangaratta is on again at the beginning of Oct., happy flying & I'll see you all there.



The Thermaleer Presidents Report Aug 2008 by Brian Laughton

Unfortunately, we have lost our long-time President Kevin Fryer and Treasurer Norm Campbell. Kevin, through a combination of personal and work pressures plus the extra work load of being Chairman of the Old Timer Rules Committee for the MAAA. Norm has resigned because of ill health. Both these well known identities have done a wonderful job and we have never heard a grumble from either of them. I'm sure every member of SAM600 will join with me in thanking them wholeheartedly for all their tireless work over the years and wish them all the best in the future. I was very proud when one evening I had a phone call to ask me if I would stand for President and my answer of course was yes. I only hope I can live up to the standard set by previous presidents.

The position of Treasurer has been accepted by our very able secretary Brian Dowie. This now makes him Secretary / Treasurer. All other positions remain as they were last year. For people that don't know me, I fly with the SWAMPS club in Gippsland and I live on the Mornington Peninsula. I have been flying toy airplanes since 1949 and have flown everything except choppers. I have concentrated on old-timer since 1989.

We are moving into a new era of communications with the THERMALEER going to members by email and hard copies only going to members that have requested them because they have no access to a computer. The cost of distributing by print and post was about double our membership fee and we felt this was a better way to distribute the newsletter than just increasing fees to cover the cost.

In the past year we have suffered from a drop-off in the number of members at competitions through a number of reasons, not least being fuel prices. We are trying to help here by spacing our comps about a month apart, giving us time to catch our breath for the next event and putting in some 1 day events hoping to make a saving on overnight accommodation.

We are lucky to have some clubs that still support our cause even with our low numbers. Clubs such as P&DARCS, SWAMPS, COHUNA & BALLARAT, although for how much longer is the question? Will their members always be willing to give up 1 or 2 days of their flying to a few old timers that don't have much in the way of spectator appeal and don't eat much at their canteen that they put on for us with the hope they make a little money for their club. Which brings me to ask, why do we belong to SAM600? Is it the friendship at club meetings? the most we have had this year is 9, of which 5 were committee. Is it for the fun of going out flying with your mates at a competition? That doesn't seem to be it. Is it for the THERMALEER? The purpose of which is to report on the inner workings of our group and also to report on competitions. However, with our low turn-ups there really isn't very much to report. I don't want to sound gloomy in my first report, but we do need to have participation in the group by ALL members, after all that's the only reason we are here. So how about getting off our tails and go out and enjoy ourselves. Speaking of getting out and about, don't forget our first comp after our winter lay-off is at SWAMPS. We have managed to get ADDIES hobbies to sponsor our 1/2A comp with vouchers for 1st, 2nd & 3rd, so come along on 14th September and share in the wealth. We want this to be a good relaxed fun-fly type of day.

Then we have one of the premium flying weekends, the Eastern State Gas Champs held at Wangaratta on the 4th & 5th of October. This comp is put on by SAM1788 to encourage both our states to get together, so come along and enjoy the fun of flying against some new faces, you may be surprised at how well you will go. Some of the NSW boys travel distances that most of us could only dream about. For example Paul Farthing 7hrs, Condo Smith 9hrs. The most time/distance we Victorians would travel would be 4hrs. Come on, get cracking and be there.

Champ of Champs Points

<u>EVENT</u>	<u>1st PLACE</u>	<u>2nd PLACE</u>	<u>3rd place</u>	<u>contestant</u>	<u>points</u>
<u>Roy Robinson</u>					
Duration	Steve Gullock 3	Brian Laughton 2	Barry Barton 1	Brian Laughton	12
Texaco	Chris Lawson 3	Brian Laughton 2	Kevin Fryer 1	Chris Lawson	13
½ A Texaco	Brian Laughton 3	Barry Barton 2	Chris Lawson 1	Steve Gullock	6
<u>S.A./Vic State Champs</u>					
Texaco	Lynn Clifford 3	Robert Taylor 2	Chris Lawson 1	Kevin Fryer	10
Duration	Lynn Clifford 3	Brian Laughton 2	Robert Taylor 1	Lynn Clifford	15
½ A Texaco	Chris Lawson 3	Brian Laughton 2	Bill Britcher 1	Robert Taylor	10
Burford	Lynn Clifford 3	Bill Britcher 2	Brian Laughton 1	Bill Britcher	3
<u>Haddon</u>					
½ A Texaco	Kevin Fryer 3	Chris Lawson 2	Barry Barton 1	Brad Johnston	3
Texaco	Chris Lawson 3	Kevin Fryer 2	Lynn Clifford 1		
Burford	Lynne Clifford 3	Steve Gullock 2	Barry Barton 1		
38 antique	Rob Taylor 3	Kevin Fryer 2	Steve Gullock 1		
Duration	Rob Taylor 3	Lynne Clifford 2	Kevin Fryer 1		
Climb & Glide	Brad Johnston 3	Kevin Fryer 2	Robert Taylor 1		

08/18/08



Victorian Old Timers Association SAM 600 Inc

Financial Statement for year ended June 30th. 2008

Bank at July 1st. 2007 1263.71

Plus Receipts

Fees 1073.00

Competitions 263.00

Interest 5.57

1341.57

Less Payments

Newsletter (Thermaleer) 1339.84

Competitions 222.08

Bank Fees 91.95

Registrations 48.00

Web Page 30.00

1731.87

Bank Balance at June 30th. 2008 873.41

The Thermaleer

MINUTES of SAM 600 AGM 24 July 2008

MEETING OPENED

The meeting commenced at 7 55 pm.

CHAIRMAN

Kevin Fryer.

ATTENDANCE

There were nine members plus two visitors in attendance.

APOLOGIES

Norm Campbell; Peter Bennett, Trevor Boundy and Barry Barton.
Acceptance moved by Robert Taylor and Brian Laughton, carried.

VISITORS

George Hanzalek and Greg Mitchell.

MINUTES OF PREVIOUS MEETING

The Minutes of the Meeting held on July 26th. 2007 were read to advise those present of the previous activity.

The Minutes of the Meeting held on May 29th. 2008 were read and accepted. Acceptance proposed by Brian Laughton and Graeme Scott, carried.

TREASURER'S REPORT

The treasurer was absent but had provided the following interim report.

There were 36 Members at June 30th. 2008.

The balance of the funds held were approximately \$931.

The acceptance of the report was proposed by Rob Taylor and seconded by Graeme Scott, carried.

CORRESPONDENCE

Norm Campbell, advised that due to health problems he is unable to continue as Treasurer and was not available for nomination.

The advice was accepted with regret.

MAAA advises that the Conference to be held in Perth on May 22nd. 23rd, and 24th. 2009 is a Rules Conference.

All members are advised that should the wish to propose a change in any Rule to bring the details to the next meeting for discussion.

GENERAL AND NEW BUSINESS

Dope

We were approached by WAPRO with detail of their product and this was presented.

Detail is available.

Statement of Rules

The changes as detailed in the attached annexure and forwarded to all members were accepted as presented.

Moved Brian Dowie and Graeme Scott, carried.

Contest Calendar

Brian Laughton is to present a proposed calendar of events at the next meeting. The system of having an annual trophy on which competition placing can be affixed was considered and agreed to be continued. The next event is September 14th. 2008.

Proficiency Rating

Robert Taylor suggested that we introduce a proficiency rating to SAM. This was discussed at length and further discussion is to take place at future meetings.

Elections

The President declared all positions vacant.

The meeting indicated that the office of Vice President, Secretary, Public Officer, Contest Director, and Safety Officer be filled with those currently holding those positions, accepted and agreed.

Vice President

Robert Taylor

Secretary

Brian Dowie

Public Officer

Brian Dowie

Safety Officer

Steve Gullock

Contest Director

Brian Laughton

It was agreed that Robert Taylor and Steve Gullock be elected as assistance, agreed.

The following positions were contested;

President

Brian Laughton, nominated by Kevin Fryer, seconded by Fred Stebbing, elected unopposed.

Treasurer

Brian Dowie, nominated by Kevin Fryer, seconded by Graeme Scott, elected unopposed.

Member

Graeme Scott, nominated by Brian Dowie, seconded Brian Laughton, elected unopposed.

Web Master

Trevor Boundy, nominated by Brian Dowie, seconded Brian Laughton, elected unopposed.

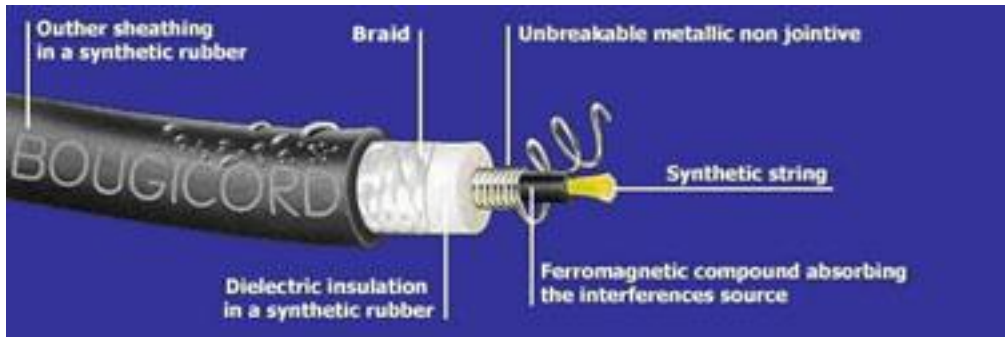
MEETING CLOSED

Declared closed at 9 10pm.



This is a report on my HT Ignition lead I have been using for over 12 months now, I have had no interference to my model and other ignition models at various competitions.

To explain, some cars now days use a radio (audio) suppression spark plug leads using an inductive noise suppression construction built into the lead, the following picture from Bougicord Ignition Leads site on the web, they describe their product as a "*wire wound (inductive core) ignition lead*".



Anyway as I see it the end product is a very flexible 5.2 mm diameter. plastic or rubber covered lead that does not need a dropping resistor.

One of the advantages of not having a resistor is that it removes a potential physical breaking point at each end of the resistor due to vibration and the potential burning out of the resistor due to the high voltages across the resistor.

Kevin Fryer and my self each used this system with no problems at the SAM champs in 2007 on 72 MHz and on 36MHz prior to going to the US.

I also have been using my ignition system on 2.4 GHz since November 2007.

The picture below shows the ends of leads with insulation stripped showing part of the coiled fine wire pulled off the centre core, and the other showing the conductor through the hole on alligator clip (similar on the standard coil solder lug), turned back and bound with a couple of turns of copper wire ready for double heat shrink application.



There are probably better ways of terminating these leads, but at the moment this is what I am using.

My 2.4GHz system is the Extreme Link module (distributed by Model Engines Aus.) in my JR 388S, with matching 8 Ch receiver (which uses only one Ariel on the RX)

Regards JTB.

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The World of E.D July 2008 by Don Howie



Electronic Developments (Surrey) Ltd., was formed just after the Second World War to make radio control equipment and model engines. The radio equipment designer was George Honnest-Redlich and the model engine designer being Basil Miles.



ED 2cc Competition Special, Still in production (advertised) in 1960 very easy starting, very flexible, bur with not a lot of power



ED Mark 111 2.49cc Front rotary 1948 engine running nicely on APC 10x5 prop. Not easy starting



ED .46 Baby



ED Bee 1cc



ED 1.46

E.D. Engines released the Mark II engine in 1947, this being a side port design of 2cc capacity, working on the diesel or rather compression ignition principle, first used by the Swiss 2cc Dyno engine in 1941. The British found that paraffin (kerosene) or similar fuels added to the ether and oil mix made the engine run better and with more power. The French and Italians were the world leaders in model diesel engines just after the war, but by 1950 the British were the leaders in model engine design, mostly using the 360 degree porting in engines such as the ELFIN.

The Mark II had a slot-in-the-top of the head, turning it round with a penny or similar coin to adjust the compression. The engine became known as the Penny Slot and was exported to Australia in 1948. At the end of 1947 the 2cc Competition Special diesel was introduced, this being a Mark II without the twin exhausts and now with the familiar compression screw. This engine was very easy to start and on the recommended prop of 11x5, mine turns at 5,100 revs. I found a 10x5 was better, turning about 6,500 revs.

In 1948 the E.D. Comp., Special won the Gold Cup at the British Nationals, taking 1st place in control line stunt for Mr Percy Cocks. The engine became very popular as it was easy to start and handle, it also had a very long life. I tested two recently and both were in excellent condition, showing little or no signs of wear. The next engine design by Basil Miles was the Mark III 2.49cc front rotary diesel in 1948. I found this engine much more difficult to start, though it ran very well. It was soon taken off the market along with the 2cc Penny Slot Mk. II.

Late in 1948 E.D. Introduced the 1cc E.D. Bee diesel with rear disc induction, selling in the UK for £2-5-0 or 45 shillings. This was the cheapest engine sold in the UK with some 300,000 engines produced. Most of the further engine designs by Basil used rear disc induction, his largest being the Miles 5cc Miles Special that he made at his home. (see advert).

E.D. radio equipment, mainly single channel, was sold in Australia from about 1950 and the first radio model seen flying at the 1950/51 Australian Nationals in Adelaide was Keith Hearn from Melbourne flying a "Rudder Bug" with an E.D. single channel set. E.D. kitted the 80 inch span "Radio Queen", designed by Colonel Taplin in 1949 and it is remembered as the first radio model to fly the English Channel in about 40 minutes flight time (see Advert.).



ED2cc Competition Special



ED 2.46cc Racer



ED 3.46 Hunter



ED 5cc Miles Special

E.D. engines and radio equipment were very popular in the nineteen fifties with many different engines produced. In the sixties, German, then American multi-radio equipment and Japanese and American radio engines (glo) became the big sellers. D.H.



The Thermaleer

Note to the Editor VMAA News Letter by Brian Laughton

Hi Joe

I have just received my copy of the latest VMAA newsletter, my congratulations on such a high quality magazine

I am sending this email to thank you for including our SAM USA trip report and photos which you produced far better than we had expected and we hope it will create some interest and encourage some new members to our old time movement

I would also like to comment on the content and quality of this publication, for the general rank and file aero-modeller this is a more informative and enthusiasm creating magazine covering more facets of our hobby than anything available either through club newsletters or commercial publications such as AIRBORNE

It is so good I'm sure most of us will be waiting at our letter boxes for the next edition.

We as a special interest group will endeavour to pass on to you articles and results of events, so you can go through them and pick out things that you feel may be of interest to other members of the VMAA

A very special thanks on behalf of all at SAM 600

Regards

Brian Laughton CD SAM 600

The Thermaleer

Tamworth Results June 22nd 2008)

Gordon Burford Event

First Name	Last Name	Model	Engine	Score	Fly Off
Dave	BROWN	Cresendo	Taipan plain	900	567
Robert	RUTLEDGE	Eliminator	Taipan plain	900	566
Paul	FARTHING	Pencil Jr 110%	Taipan plain	900	510
Ian	CONNELL	Zoot Suit	Taipan plain	900	358
Basil	HEALY	Dixielander	Taipan plain	900	345
Peter J.	SMITH	Faison	Taipan plain	900	329
Jim	RAE	PAA Packet 141%	Taipan BB	900	320
Grahame	MITCHELL	Dream Weaver	Taipan plain	792	0
Jim	HARDY	Little Diamond	Taipan plain	712	0
Barry	BARTON	Dixielander	Taipan plain	698	0
Peter	SCOTT	Jaided Maid	Taipan BB	600	0
Jon	FLETCHER	Zoot Suit	Taipan plain	600	0
John	DIDUSZKO	Cresendo	Taipan BB	304	0

Duration

First Name	Last Name	Model	Engine	Score	Fly Off
Jim	HARDY	Playboy	OS 61 4/	1260	814
Peter J.	SMITH	Stardust Spl.	Nelson 40	1260	812
Paul	FARTHING	Playboy 112%	McCoy 60 spk	1260	692
Robert	SMITH	Playboy	Saito 56 4/	1260	0
Robert	RUTLEDGE	Playboy	Saito 62 4/	1244	0
Dave	BROWN	Bomber 85%	Saito 56 4/	1177	0
Grahame	MITCHELL	Playboy	Super Tiger 34	1171	0
Jim	RAE	Lil Diamond	Saito 56 4/	1153	0
Basil	HEALY	Megow Chief	YS 53 4/	1142	0
Bob	MARSHALL	Bomber 75%	OS 52 4/	1133	0
Barry	BARTON	RC1	OS 46 FX	1124	0
Richard	EXLER	Playboy	OS52 4/	1038	0
John	DIDUSZKO	Buzz B/S	Magnum 61 4/	902	0
Peter	SCOTT	Playboy 112%	McCoy 60	737	0
Lindsay	CROWLEY	Commodore	SC 40 2/	629	0
John	RUDD	Powerhouse	ASP 61 4/	534	0

1/2a Texaco

First Name	Last Name	model	Score	Fly Off
Ian	CONNELL	Lil Diamond	1080	519
Peter	SCOTT	Lil Diamond	1080	516
Dave	BROWN	Stardust Spl	1080	497

Robert	SMITH	Lil Diamond	1080	480
Jim	HARDY	Lil Diamond	1080	413
Jon	FLETCHER	Kerswap	1080	406
Adam	TJANAVARAS	Baby Burd	1080	354
Grahame	MITCHELL	Stardust Spl	1080	245
Basil	HEALY	Atomiser	1080	87
Paul	FARTHING	Stardust Spl.	1080	10
Bob	MARSHALL	Stardust Spl	1080	0
Garry	WHITTEN	Baby Burd	1078	0
John	DIDUSZKO	MG2	1060	0
Robert	RUTLEDGE	Kerswap	1056	0
Jim	RAE	Skyrocket	1042	0
Barry	BARTON	Stardust Spl	1025	0
Frank	BLADES	Schmeadig Stick	957	0
Tony	BENSLEY	Bomber	720	0
Peter J.	SMITH	Stardust Spl	720	0

Texaco

First Name	Last Name	modelEngine	Score	Fly Off	
Paul	FARTHING	Bomber OS 60 4/	1200	822	
Basil	HEALY	Lanzo Stick	Enya 60 4/	1200	805
Dave	BROWN	Lanzo Stick	OS 61 4/	1200	40
Tony	BENSLEY	Red Zephyr	OS 40 4/	1126	0
Peter	SCOTT	Bomber	OS 60 4/	1111	0
Peter J.	SMITH	Bomber	OS 60 4/	1035	0
Jim	RAE	Dallaire 75%	ASP 30 4/	998	0
John	DIDUSZKO	Bomber	TT 54 4/	425	0

Top Gun

Dave Brown

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Dalby and Tamworth June 2008 by Barry Barton

Having missed the Tamworth event last year a sole Mexican journeyed North to join in O/T high jinks with like-minded fliers over two northern borders.

Dalby had moved their superb facility further along the Cecil Plains Road nearer to the Milne property "Day Break" and made the whole shebang even better than before – except for the ½ mile black-soil-track access. Friday night the traditional get-together dinner was interrupted near it's end by rain, causing consternation among the locals who advised the Mexican to get going into the on-field camping; he off, left the bitumen, got onto the notorious track, slid into the gutter and came to an embarrassing stop. After a wet, sleepless night in the vast sorghum field, Andrew Liddle arrived at 0700 to render assistance, the Mexican's van ended up completely in the gutter. Geordie Milne eventually towed the van onto the field after extricating other bogged vehicles which had suffered the same fate early Saturday morning.

New field abandoned, event shifted to old field for Burford and Duration; very flexible these Queenslanders, much local speculation at a lone RC1 in Duration amongst masses of Playboys.

Day Two back to new field after the indefatigable Geordie Milne had consolidated the track in. Texaco and 1/2A the tasks which 30 odd fliers had signed on to fly, the strong, cold, gusty S.E. winds determined otherwise. Two now camping on site, the second being Anthony French and Family. Anthony, son of John French, was a keen OT flier way back in Victoria. Anthony's son Benjamin is following in the OT tradition.

Day three with CONDO leading the doubting entry onto the field in marginal conditions, the Mexican followed with 2 max's in breezy but not gusty wind, weather moderated a little so some of the field plucked up enough courage to fly, many locals opted not to. By day's end ('38) only a handful of stalwarts remained. A very disappointing event for the organisers.

After several years of crippling drought it was heartening to note a bumper crop of sorghum had been successfully harvested by Peter Frith the landowner, covered dumps and silos were full throughout the region and a new ethanol producing plant will soon be operating at DALBY.

Tamworth, a scenic drive down the New England gave us some delightful conditions Day One for Burford and Duration, this with the superb motel accommodation at TAMWELL eased the angst about the whole expedition. Day Two Tamworth, 1/2A and Texaco in slowly deteriorating and colder conditions had the Mexican aiding Graham Mitchell and Robert Rutledge with their 1/2A planes, Graham made the fly-off. Too much wind for Texaco so pointed the Toyota South and headed home. We would like to acknowledge the hospitality of the Tebbit's and the enormous commitment of the DALBY CLUB in very trying conditions over their entire weekend
B²

The Thermaleer **English Tomboy - Emails.** *from Anthony Tomlin to SAM600 CD*

Subject: Tomboy Postal.
Date: Friday 13 June 2008
From: "Anthony Tomlin" <pjt2.alt2@btinternet.com>
To: "Brian Laughton" <brianlaughton@dcsi.net.au>

Hello Brian,
Many thanks for your email. The Tomboy Postal has to date had only a few claims. The best recorded score is 15mins.58sec by Stephen Powell [GB] followed by Graham Main [NZ] with 13mins 58secs.. There have been 4 Tomboy3 meetings to date this year and I am organising 6 more before the final meeting in October. Stephen Powell was the winner of the Tomboy League in 2007 and was in the top 3 of the eight Tomboy events run in 2007. His Tomboy has a overall weight of around 365grams and is powered by a Indian Mills .75. His model always climbs in a very steady manner with little change in direction. Perhaps this is the way to go.

My Tomboy(s) are covered in Esaki lite-flight tissue on top of 10 micron clear Mylar. I use either Futaba 2.4GHz or Schulze Alpha-5.35 35MHz Receivers and Tower Pro 9gram micro servos. The batteries I am presently using are 400Ma KAN cells from Overlander. I have used Mills engines both original, Indian and Irvine. I did try a Russian copy that consumed fuel at a great rate then lost all compression after only a few hours running! At present I am using a really rough looking original Mk 2 mills that was lost after the model vanished into cloud and was found 21 weeks later under a hedge. This is probably the best of all my Mills engines.

Rules

The competition will run from 1st October 2007 - 30th September 2008.

This competition is for the maximum duration of a timed R/C Tomboy flight in competition or in sport flying.

Models to be to Tomboy3 competition specification to D Boddington's rules. ie. Vic Smeed Tomboy with 36" span wing and small tailplane. The wing must be as per the original with bottom spar only.

Radio Minimum two function for rudder and elevator, motor control or fuel cut off are optional.

Engines A mills.75, either original or Irvine or any other replica.

Propellers propeller choice is free with the exception of folding propellers that must not be used.

Launching Hand launching is permitted by either the competitor or an assistant.

Prizes for first 3 Places.

All claims should be made within 1 month of the flight to the event organiser.

Tony Tomlin
122, Marlow Drive, email: <pjt2.alt2@btinternet.com>

Subject: Tomboy Article jan 06.wps [Brian few more details] do not these days alter wing incidence.

Date: Friday 13 June 2008

From: "Anthony Tomlin" <pjt2.alt2@btinternet.com>

To: "Brian Laughton" <brianlaughton@dcsi.net.au>

Tomboy 3s

The Tomboy 3s competitions, originally devised by David Boddington and held at various flying events over the past 18 months, have turned out to be very popular. The number of entries has increased at every event and the last one, held at the Cocklebarrow Farm vintage meeting in October 2006, had 10 models in the flyoff! These high enjoyment and low cost competitions are to continue in 2007

Basic Rules

A Vic Smeed 36" Span Tomboy is required powered with any type of Mills .75 with the standard 3cc tank fitted and 2 channel R/C on the elevator and rudder. A throttle or fuel cutout can also be used. The competition consists of a number of preliminary flights [the number decided on the day] with normally a 4 minute max. and if required a mass fly off to decide the winner.

As a Tomboy flyer I have been asked by a number of modelers for my opinion on the best covering materials, servos , batteries etc to use and if any structural mods are required. I have detailed my ideas as follows:-

Engines

I have used both the original [Mk2] Mills and the Irvine Mills. The Irvine generally is faster revving than the normal Mills with a little over 8000 rpm using a 7X5 Master or APC prop. The normal Mills seems to be happy with a 8X4 Master or even a 7X6 APC. The Mills normally revs at about

7000 rpm. The Indian Mills with careful setting up is on par. with the Irvine. The fuel I have been using with the Irvine Mills is a 50/50 mix of Model Technics D1000 and D2000. As a matter of interest it has been found that some of the Indian Mills fuel tanks have a capacity of a little over 2cc as have some of the early mills, certainly worth checking. Engine runs are normally 2mins.20secs.+ with 3cc of fuel. It does pay to get the engine to full temperature before launching.

Radio and Servos

I use the Webra Nano S6 and the Hitec 04MG receivers, these weigh 19 grams and have proved very reliable. There are available now a good selection of mini/micro servos and I have used Hitec HS 55s and also Tower Pro 9 gram Micro Servos.

Battery

Recently I have been using 400mA NiMH cells manufactured by Overlander and also a company new to me called Strikalite. These batteries are carefully cycled before use. These are known as KAN cells and weigh approx 18 grams. It is possible to use smaller capacity lighter cells but normally with the Tomboy I find I can have a full days flying without charging the batteries. [Nothing worse than being in a fly off not knowing if the batteries will last]

Airframe.

As the wing has to be built as per the plan with only a bottom spar I laminate a length of 1/8" sq. spruce to the bottom edge of the 1/8"X 3/8" hard balsa wing spar using cyano. The ribs are then slotted deeper to take the spar. I extend the dihedral brace by 1/2" each side and also fit small gussets at the wing tips to the L/E and T/E . Other methods I have seen are a carbon fiber tows cyanoed to the spar and also the spar being replaced by spruce. I modify the tailplane and fin for R/C using approx 50% of the fin for the rudder and reducing the tailplane chord to enable a 1/4"x 1/8" T/E with a 3/4" x1/8" elevator. Variations I have seen are an all moving tail and on one Tomboy the rudder was on the sub-fin. The main criteria does seem to be that the elevator needs to be powerful enough to get out of strong lift.

Incidentally I attach my fin/rudder to the tailplane which is retained by rubber bands, some fliers fit the whole assembly permanently to the fuselage which can be a problem if an incidence change is required.

The fuselage needs very little alteration. I have replaced the former F3 [under wing L/E] with a 1/16" ply former with two large cut outs to allow the battery to be moved forward directly behind the front bulkhead F1. I have replaced F4 [under T/E]with a 1/16" ply former the center being cut right out to leave approx 5/16" around the edges. I also fitted two 1/8"sheet gussets between F4 and the bottom longerons. Some modelers [including myself] carry the side sheeting back an extra bay to give a little more protection to the RX and Servos. A modification I have found necessary was to reduce the wing incidence by packing up the T/E, in my case by 3/32".This improved penetration in windy conditions. I intend to increase the height of F4 on my next Tomboy with a very slight change in the top longeron curve.

Covering

The covering method I am presently using is Esaki Lite Flite Tissue over 5 micron Mylar. This needs very little dope and gives a very strong structure. Other coverings I have seen used are Starspan, Polyspan, and Litespan these can be obtained from Free Flight Supplies and Flighthook.

Installation

Most model have the RX and servos as far forward as possible. I mount my RX on soft foam tight up against F3 and the battery. The servos are mounted directly above on a removable ply plate. I

am using lightweight snakes from the servos to the control horns attached to the fuselage spacers with thread and a drop of cyano. Other popular systems used are push rods and closed loop [closed loop is possibly the lightest].

Thrust line/ C/G and weight

I use the thrust settings as shown on the plan and my C/G is 2 1/4" back from the L/E, both seem to be OK. Tomboys normally weigh between 11 and 16 ounces, mine both weigh around 13 ounces.

I am happy to help if you have any queries and can be contacted on 02086413505 email <pjt2.alt2@btinternet.com>

Tony Tomlin

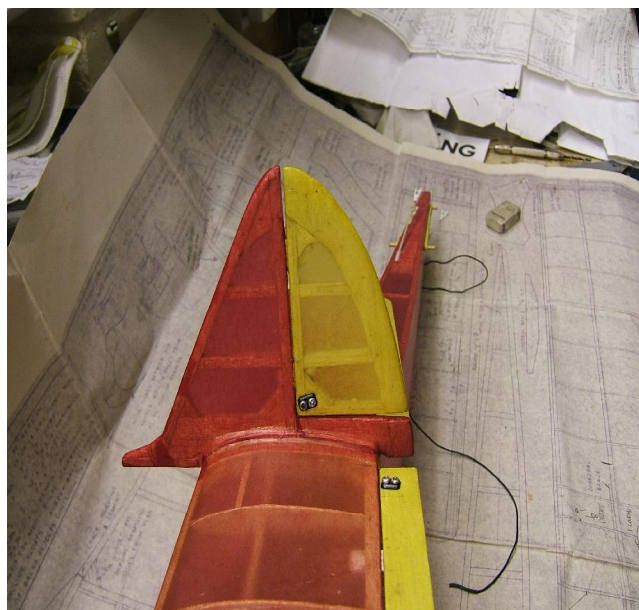
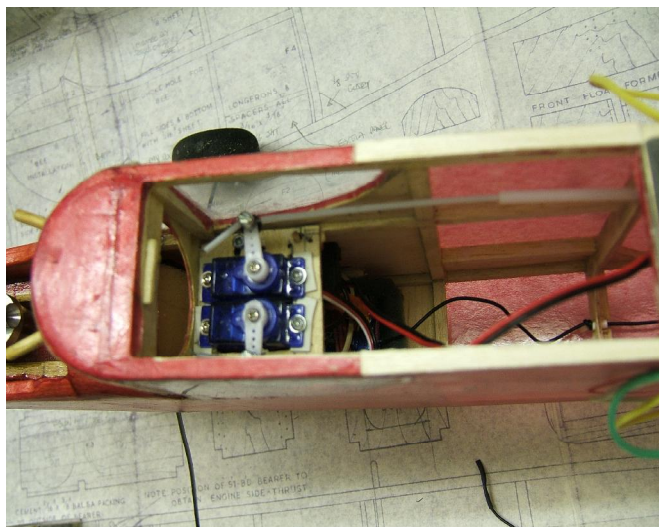
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The SAM 600 Thermaleer

The world of Veron by Don Howie

Model Aircraft Supplies (Bournemouth) Ltd., was formed in 1930 to make model kits and supply modellers with balsa and other needs.

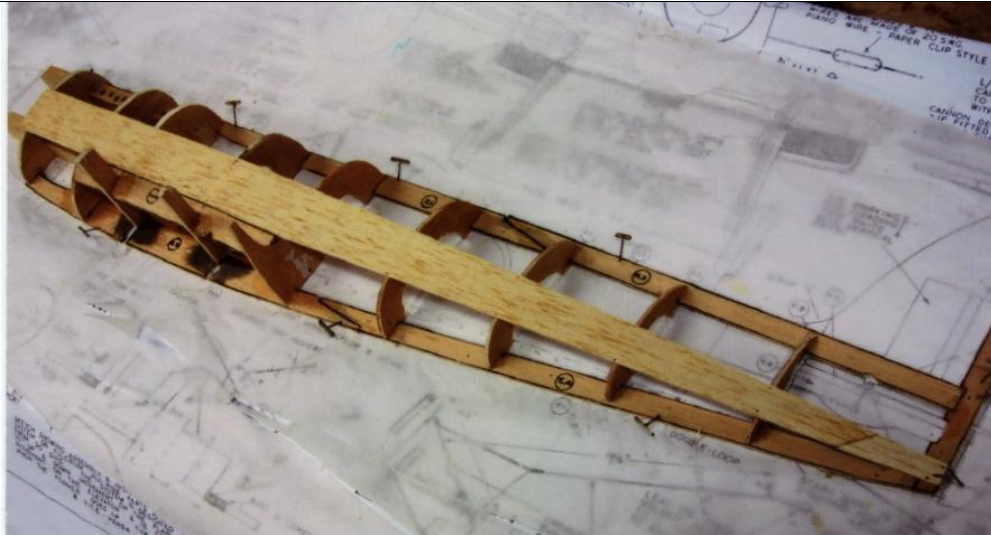
In 1938 the business was sold to Guy Rickard, who was a petrol model flyer at this time. His wife's name was Veronica Rickard and hence the shorter trade name became VERON.

Phil Smith joined the company in 1946 after Guy Rickard saw him flying a petrol model in the 1946 Bowden Trophy. This model was powered by a 6cc Stentor British petrol engine and the model he flew was the "Stentorian" of 6 feet span, the model being kitted in 1948.

Phil Smith won the Queens Cup in 1948 with his "Hi-climber" rubber model and received the Cup from the Queen and Princess Margaret. The model was kitted, selling for 25/- in the UK, along with his "Stentorian" that sold for 69/6 and the smaller power version at 36 inch span that sold for 21/-.

Phil Smith was the designer of "Veron" kits from 1946 to 1981 and over 80 of his flying model aircraft were kitted during this period. The most popular free flight power kit was the Veron "Cardinal" of 35 inch span for engines like the Mills .75 and ED Bee 1cc, this model nearly as popular as the "Tomboy" by Vic Smeed.

Phil designed some interesting semi-scale control line models during 1948/49, the 25 1/2 inch span "Sea-Fury X", 27 1/2 inch span "Spitfire 22" which is shown being built by Ian Smith in NSW in



Start the old way,
Veron Spitfire C/L flapped stunter.



Very delicate wing, but carbon fibre rod as flap hinge.

recent times and from the original kit released in 1949. The "Focke - Wulf 190" at 33 1/4 inch span was released in 1949 and the last model was the "Wyvern" at 25 3/4 in span released in 1950. All these models featured coupled flaps and flew very well, but were rather complex to build.

The first radio control model (single channel) was released in March 1950, this being the Veron "Sky-shooter" at 48 inch span for the 1cc to 1.5cc engines. This design was flown by Hilton O'Heffernan in October 1954. He established a World Record flight of 2 hours, 31 minutes, 20 seconds using a Mills 1.3cc diesel and Aeromodeller receiver. This flight with radio control (single channel) had the model landing within 94 yards of the transmitter.

Phil Smith developed the ducted fan free flight model and in 1953 he released the "Lavochkin 17" scale jet kit. This Russian scale aircraft featured his "IMP" ducted impeller perfected by Phil and the model was 37 inch span and 34 inch long. This kit was followed by the "F86 Sabre" of 34 inch span, also in 1953 for diesels from .5cc to .87cc. Next kit was

om 8/27/2008

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AERO MODELLER 194 April, 1953

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the "Fairey Delta 2" in 1957 and the "Deltaceptor" 40 inch span design for racing 1cc diesels. Many of his radio designs were scale aircraft kitted and many of these designs, such as the "Hawker Tomtit" at 52 inch span, "Tiger Moth", "Sopwith one and a half strutter" and "Avro 504N" at 56 inch span. These biplane scale kits were popular in the nineteen seventies. DH.



*Spitfire C/L model with flaps.
Go mad with fiddling, how did they build in 1950 without super glue.*