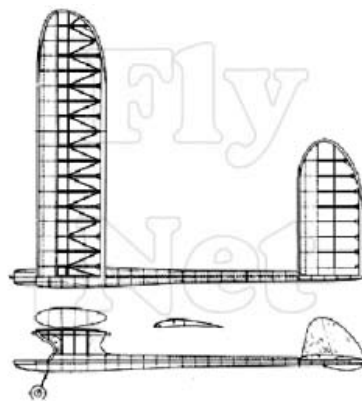


The SAM movement welcomes interested builders/pilots, you can affiliate with SAM through local clubs in Victoria at Lang Lang, Ballarat and Cohuna, please contact any SAM600 committee member, for further details.

Avid USA modellers, Lee Freeman, John Pond, and Martin Schindler sparked SAM into being in 1962 in order to revive the early days of model aviation and to set up guidelines for Old Timer competition. These guidelines are now the basis for the SAM competition rules that govern the majority of Old Timer contests all around the world. (Excerpt from "The Society of Antique Modellers International") - Biography of John Pond



The late Alan King with his 81 inch Flying Pencil, McCoy 19



Flying Pencil 3 view.



McCoy style Glow engine

SAM's aim is to encourage people from all age groups to experience the pleasure of building and flying the character-filled models from the 1930's, 40's and 50's.

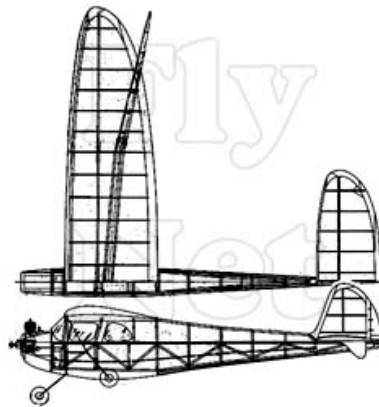
In fact, the SAM rulebook's 'preamble' is: "the flying of Old-Timer aircraft is intended to be casual, enjoyable and interesting for both competitor and spectator alike..."

The models of those early days were all free-flight designs, but for practical reasons, Old-Timers nowadays are guided by radio control, having rudder and elevator control, with some classes also requiring a further control to stop the engine on command.

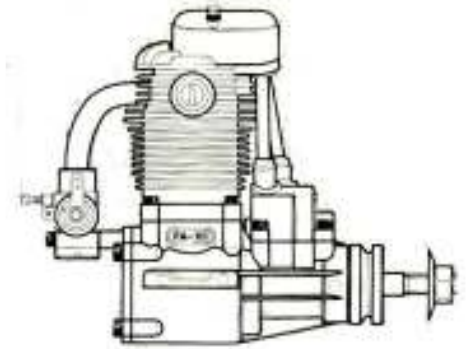
Old-Timer models are classified into three groups:
ANTIQUÉ (models that were designed before 1938, and
OLD TIMER (pre 1942) and
NOSTALGIA (pre 1957).



Simon B with his Old Timer Super Quaker 103% Saito 65 4 stroke powered.



Super Quaker designed by Matt Kania in 1941



Saito FA 65 4 stroke

Within these three groups are a number of classes, but all are based on either of two distinct styles of flight.

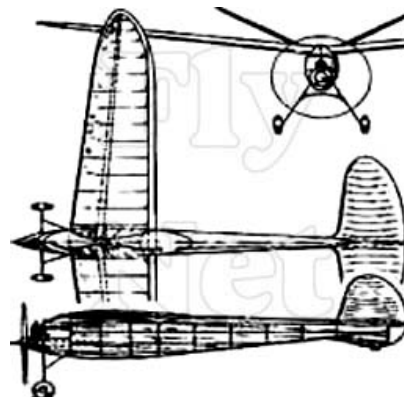
One is based on fuel economy (Texaco is a well-known example of these), and the other is based on a limited engine-run time (Duration is an example of these).

Texaco-style models are sometimes quite leisurely in the climb phase to help maximise the run-time of the engine, while the Duration types usually have incredible acceleration and speed in the climb, much like a flying dragster going straight up!

For any particular model, various factors are used to determine the fuel allotment (eg for Texaco), or the number of seconds of engine-run (eg for Duration). So, competition flights are essentially climb-and-glide events, which reward the pilot's engine tuning and flying skills.



Eut Tileston with his Antique class, Vee Tailed Swallow, 84" span, Brown Jr powered.



Vee Tailed Swallow designed by Ralph Lowe



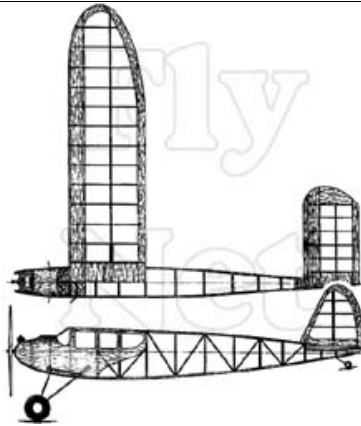
Typical Brown Junior spark ignition engine

After the engine has stopped and the model is in the glide phase, the pilot then looks for thermals to keep the model aloft for a predetermined number of minutes.

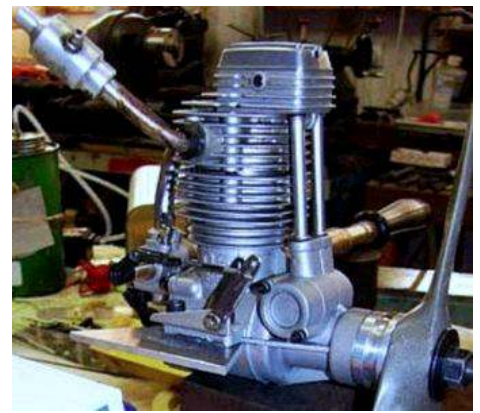
If more than one model flies for the required time in every flight of a competition, a fly-off determines the outcome, where the models are released at the same time, and the last to land becomes the winner.



Miss America, 105" span.



Miss America, designed by Frank Zaic in 1937



Typical power OS 61 4 stroke glo engine

Original designs varied in size quite a lot: from quite small, about one metre wingspan, to very large, around 3 metres span.

Actually, Old-Timer models are still measured in 'the old language'... inches, ounces, etc, as were the originals. Scaling a model up or down in size is allowed in some classes, too.

It's probably this wide variety of flight-factors, along with the countless numbers of designs available, which makes Old-Timer flying so interesting and popular!

There are events where you can use many of today's common sport 2-stroke and 4-stroke engines.

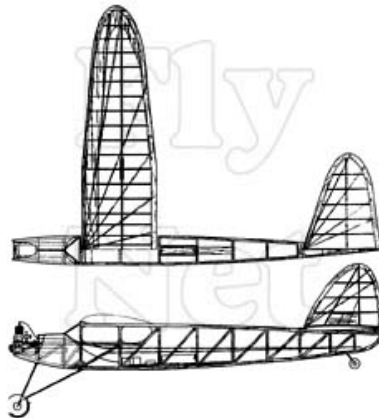
There is even a very popular class that uses the little Cox .049 engine!

Many engines used are very affordable, last a long time, and don't use lots of fuel, even if you fly for hours!

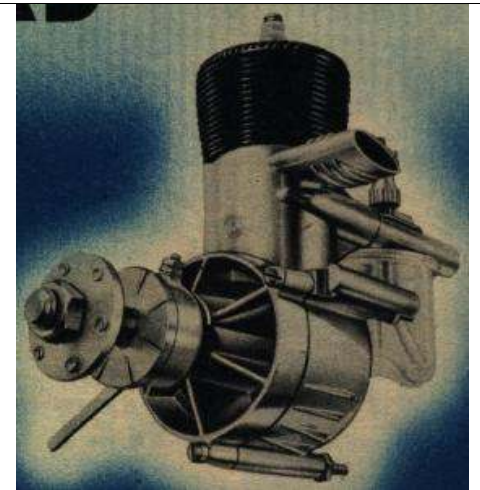
If the Old-Timer bug bites you well and truly, you might get interested in the old spark-ignition engines, or even diesels!



The Late Roy Robertson's Red Zephyr, 72" span, Ohlsson and Rice 60 Gold spk. ign. @ Memorial Trophy day P&DARCS



Red Zephyr designed by Herb Greenberg in 1936



Typical O & R 60 ignition engine

Original engines are still around, or you can select from a range of replica engines if you want. Old Timer models cost very little and are very satisfying to build and fly. Plans are available for hundreds of designs, and kits are available for some of the more popular ones. If you need building assistance, SAM members will be very pleased to help you.

Fly for fun, and make it fun for others, too!

Old Timer meetings:

The meetings are held at 7 30pm on the fourth Thursday of July (AGM), September, November, January, March, and May of each year. The meetings are held at the Offices of One Way Business Advisers, 24A 479 Warrigal Road, Moorabbin, Victoria (Telephone 03 9555 9445).

This is near the corner of Cochranes Road and Warrigal Road and opposite Bunnings.

Current Committee			
President	Brian LAUGHTON Home: 03 5989 7443	Email Brian	
Vice President	Robert Taylor Home: 03 5456 7140		
Secretary Treasurer Public Officer Auditing	Brian DOWIE Home: 03 9706 2074	Email Brian	
Contest Director & Mailing	Brian LAUGHTON Home: 03 5989 7443	Email Brian	
Committee Member	Graham Scott Home: 03 9737 1707	Email Graham	
Safety Officer	Steve GULLOCK Mob: 04 3824 9245	Email Steve	

Well, another 2 months have passed since the last THERMALEER and quite a lot has happened in this short time. On the sad side of this report is the passing of one of our past presidents, Derry Brown. I suppose it comes to everybody one day, but it's a shock when it's one of us, our sympathy goes to his wife Margaret and his family.

Also we were saddened to hear of the passing of the Mother of our web master, Trevor Boundy, and again our sympathy goes to Trevor and his family

On a more pleasant side we had 2 successful competitions at Cohuna and Ballarat, be it a windy first day at Cohuna but very calm on the Sunday. We managed to squeeze in six 2-round comps, 4 with a fly-off, have ½ hr for lunch and be on our way home at 4.30. It was a great day and everybody was busy but happy and did we have some monster fly-off times

We then had Ballarat on the 30th Nov. This was a windy day but we still managed to get in 2 events before the wind got too strong. I'm sure we all agreed we had a good time, but we were disappointed that we only had 2 flyers from Melbourne. If it were not for the country flyers there would be no SAM 600 comps. Worth thinking about, isn't it.

We have tried to make a fair gap between competitions to help you recover financially and we have scheduled some 1 day events to save on accommodation. But it doesn't seem to have worked.

Do you people that stay away have any ideas that would entice you to attend your events? We need your thoughts on this important subject ASAP.

We are now into 2009 so let's make this the year that we have record attendances at all our competitions and fun-flies.

The Thermaleer

Cohuna Fly-In by Brian Laughton

The Cohuna 2-day event was held during the weekend of 8th - 9th November 2008. The Friday before was wet, windy & thundery, so we did not know what to expect for the competition weekend.

Saturday dawned to find no rain but quite windy. In fact the long-range forecast was for 20 kph winds and on checking our wind meter that's what it was all day

Chris Lawson and Steve Gullock each flew a model to test the wind and both agreed it was too windy to fly at this time. We sat all day hoping it would change but it didn't. However, not all was lost. We sat around and chatted and ate lots of Joy Taylor's barbeque, fruit cake and fruit salad which were delicious, thanks Joy. We had a meeting at 4 o'clock of all the flyers to decide what to do on the following day if the weather improved. We agreed we would start at 8.30am and hold all the comps except '38 antique, as this event had the smallest entry. We also agreed to fly only 2 rounds, both to count, a real knock-out event and then the fly-off.

We went to the pub for tea that night and noticed about 8 o'clock the wind had dropped, HOORAY! On reaching the airfield on Sunday the wind was 8 – 10 kph and stayed that way all day, which was pleasant to fly in.

The first event was ½ A Texaco. 7 got in the fly-off and was won by Bob



Watson from South Australia.

The next event was Texaco, with 10 entries of which 7 got into the fly-off. There were some very good times registered and the winner with the time of 24m 46s was Dave Markwell, also from South Australia. We had both these



events finished by 12 noon, just in time for more of Joy Taylor's delicious cooking.

We resumed flying at 1 o'clock with a slight breeze but still very flyable. This time it was Duration, with 11 entries of which 4 got into the fly-off. This



turned into another marathon between Rob Taylor and myself with Rob

winning with a time of 36m 53s. During the fly-off I lost sight of my Playboy at the top of the climb and we all had a few nervous moments until we found it. But as we have proven before, my models fly much better without me. We held Climb and Glide and our first Tomboy event all day with 2 flights, best to count. During the duration fly-off we also had Lynn Clifford flying his Burford model in the climb and glide, to record a flight of 37m49s to win this event. We had Bob Watson also up there with his Tomboy to record 20m03s to win the Tomboy event, which just goes to show there was plenty of lift up there. The last event of the day was Burford. There were 9 entries, 2 in the flyoff with



Lynn Clifford winning.

We managed to get all this flying in without any hassles, still had an hour off to eat lunch and we were on the road home at 4.30 after presentations.

Once again everybody had a wonderful time thanks to the Cohuna Club and most of all a special thanks to Rob and Joy Taylor who always make us feel very welcome and put on a great spread

P.S Cohuna didn't seem to get through to God for Saturday's weather, and by the way Rob Taylor has changed his name to STARDUST

The Thermaleer

Cohuna Nov. 8 and 9 by The Contest Director

HALF A TEXACO

					Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Freq
1	Bob Watson	Stardust Special	Cox		360	360			755	1475	32
2	Max Heap	Bomber	Cox		360	360			640	1360	605
3	Rob Taylor	Stardust Special	Cox		360	360			589	1309	629
4	Fred Stebbing	Stardust Special	Cox		360	360			566	1286	36
5	Chris Lawson	Lanzo Racer	Cox		360	360			545	1265	28
6	Brian Laughton	Albatross	Cox		360	360			537	1257	621
7	Lynn Clifford	Stardust Special	Cox		360	360			247	967	2.4
8	Steve Gullock	Polly	Cox		330	360				690	20
9	Dave Markwell	Stardust Special	Cox		L/O	360				360	645
10	Brian Dowie	Bomber	Cox		178					178	639

TEXACO

				CC	Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Freq
1	Dave Markwell	Bomber 105%	OS60 F/S	18	600	600			1486	2686	645
2	Rob Taylor	Cumulus	OS61 F/S	18	600	600			1454	2654	30
3	Lynn Clifford	R C 1	Enya 60 F/S	18	600	600			1237	2437	2.4
4	Brendon Taylor	R C 1	OS48 F/S	15	600	600			826	2026	613
5	Steve Gullock	Bomber 85%	Enya 53 F/S	15	600	600			704	1904	607
6	Chris Lawson	Lanzo Racer	Saito 50 F/S	12	600	600			701	1901	28
7	Brian Laughton	Bomber 85%	OS40 F/S	12	600	600			L/O	1200	621
8	Bob Watson	R C 1	OS61 F/S	15	600	598				1198	643
9	Robin Yates	Bomber	OS48 F/S	12	572	600				1172	633
10	Max Heap	Bomber	ASP61F/S	12	469	Att				469	605

DURATION

				Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Freq
1	Robert Taylor	Cumulus	YS63	28	420	420			2213	3053	30
2	Brian Laughton	Playboy	Irvine 36	25	420	420			1819	2659	621
3	Steve Gullock	Dallaire	OS 52 F/S	32	420	420			829	1669	607
4	Chris Lawson	Playboy	Mc Coy 60	28	420	420			795	1635	20
5	Lynn Clifford	Cumulus	YS 63	28	395	420				815	2.4
6	Dave Markwell	Bomber 85%	Dubbjett 40	25	337	420				757	645
7	Max Heap	Bomber	ASP61	32	420	231				651	605
8	Brian Dowie	Playboy	OS40	25	256	362				618	639
9	Ken Robertson	Playboy	ASP61 F/S	32	241	290				531	647
10	Brendon Taylor	Playboy 110%	Dubbjett 46	25	L/O					00	613

BURFORD

				Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Freq
1	Lynn Clifford	Creep	B/B	35	300	300			346	946	2.4
2	Dave Markwell	Stardust Special	B/B	35	300	300			268	868	645

3	Brian Laughton	Dixielander	P/B	40	300	262					562	621
4	Steve Gullock	Swiss Miss	P/B	40	199	300					499	607
5	Chris Lawson	Footie Racer	P/B	40	300						300	28
6	Bob Watson	Atomiser	B/B	35	269						269	613
7	Rob Taylor	FAIson	B/B	35								

TOMBOY

						Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Freq
1	Bob Watson		Cox 049			411	1203				1203	14
2	Dave Markwell		Cox 049			785					785	645
3	Max Heap		MP classic			343	524				524	655
4	Brian Laughton		MP jet			L/O	314				314	621
5	Rob Taylor		Broddack 149			288					288	629

CLIMB & GLIDE

					Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Freq
1	Lynn Clifford	Creep	Burford B/B	60	2269						2269	2.4
2	Rob Taylor	Cumulus	YS63	60	830						830	30
3	Ken Robertson	Playboy	ASP61	60	620						620	647
4	Steve Gullock	Swiss Miss	Burford P/B	60	283						283	607
5	Max Heap	Bomber	ASP61	60	254						254	605

Cohuna_November_8-9_2008



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This was a one-day comp with 2 serious events and 2 novelty events.

The day started a little windy but it was agreed we would push on with Texaco. There were 8 entries in this event, all of whom were keen competitors. Of the 4 in the fly-off only one, Lyn Clifford, got in with 3 flights, the others took their full four flights to qualify.

Dave Sampson managed to fold the wings on his newly acquired KRUPPS at some great height, but his wings managed to do a max but unfortunately landed out. We were very pleased to see our new member from Warragul, Don Grant, competing and he put up a very commendable 5th place in Texaco.

This is where the high point holders, with only 4 points separating them, started to fight it out for Champ of Champs 2008. Robert Taylor won with Max Heap coming in a very good second place and Lyn Clifford came in third. This put Robert just 2 points behind Lyn.

Next was the ½ hour climb & glide, and I must admit the ½hour competition is much more exciting than the all-day comp. This was a very exciting event as there was very little between 2nd 3rd & 4th places. While these 3 were keeping an eye on each other's time they didn't notice Max Heap putting up a monster flight of 19minutes 6 seconds to almost double the nearest competitor's time to take first place, with Steve Gullock coming in second in his favourite event. Third place went to Robert Taylor putting him just 1 point behind Lyn Clifford.

We then had the normal magnificent BBQ lunch put on by the HADDON cooks.

After lunch, we took a good look at the wind, which by this time was showing 10 metres per second (mps), far in excess of the cut off speed of 7mps. We decided at 3pm that it was not going to stop so we called off the other 2 comps, much to our disappointment as we would have liked to have seen the battle between Rob and Lyn in duration as this is their best event. unfortunately it wasn't to be.

I would like to thank Graeme Culbin for the photographs as I forgot my camera. Graeme is a newcomer to our flying and he put up a good showing in climb & glide, but landed out. It was really quite windy!

Again we thank the Ballarat club for their hospitality and hope to see them all in 2009.

PS: It was good to see Max Heap give his friends from COHUNA a lesson in flying, keep it up Max and keep those other buggers up there honest.

Haddon November 30th 2008 results from the Contest Director

Climb & Glide

	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Fre
1	Max Heap	Bomber	ASP61	60	1144					1144	605
2	Steve Gullock	Little Diamond	OS20	60	271	832	656			832	655
3	Robert Taylor	Cumulus	YS63	60	787	675				787	30
4	Dave Sampson	Little Diamond	Enya 25	60	213	750				750	641
5	Lynn Clifford	Cumulus	YS63	60	484					484	2.4
6	Graham Culbin	Dallaire	OS25	60		66				66	655
7	Steve Young	Dallaire	OS25	60	DNF						633

Texaco

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	Total	Fre
1	Robert Taylor	Cumulus	O S 61	18	600	455	600	600	1051	2851	30
2	Max Heap	Bomber	ASP61	12	600	332	600	600	1006	2806	605
3	Lynn Clifford	RC1	Enya 60	18	600	600	600		936	2736	2.4
4	Brian Laughton	Bomber	OS 40	12	600	600	363	600	out	1800	621
5	Don Grant	Dallaire	Saito 40	12	594	541	517	351		1652	649
6	Steve Gullock	Bomber	Enya 53	15	600	491	548	56		1639	607
7	Robin Yates	Bomber	OS 48	12	38					38	633
8	Dave Sampson	Krupps	OS60	21							

The Thermaleer

Behind The Counter by David Scott and the Thermaleer, Airborne



The opening of The Hobby Hangar's second store at Kew (suburban Melbourne) has seen some changes to the staff. Notably, Tony Cincotta is now managing the new store, Rob Vanderberg (formerly with JR Australia) is now responsible for the Futaba/Hobby Hangar wholesale division and Monty Tyrrell is managing the corner shop at Derby Street, South Caulfield, where his off-sider is Murray Hunter.

When I began to talk to Monty behind the counter, little did I know that 1987 marks a special year in his modeling career, a milestone of 50 years in the hobby. This column can only touch on the highlights of his involvement but it sure makes one conscious of how aero-modeling has grown and just how much experience is there for the asking. A visit to Hobby Hangar in Derby Street will find Monty and should there be any doubt in your mind about making a decision on anything relating to aero-modeling, be it free-flight, control-line or radio-control I can guarantee Monty will be able to steer you in the right direction.

It was 1939 when Monty made his first powered model, a Scientific kit called the Eaglet, designed by Ben Shershaw however when he took his father down to the local Brisbane hobby shop, Swift Model Aircraft and found that the engine would cost more than his father's week's pay, he was steered out of the door, towards home; the installation of a bar of Velvet soap in the nose soon had his Eaglet converted to a hurl glider.

Monty's interest did not wane during the war years, although a lot of modeling supplies were getting extremely hard to get, rubber powered models more or less being the norm. Late in the war Monty joined the RAAF spending 6 1/2 years with 'the force' before going to the Department of Civil Aviation (Directorate of Airwaves.) During this time Monty was a confirmed free flyer, flying with the late Alan King, late Ted Gregory, and Jim Fullarton, in fact it was 1947 before he took up Keith Hearn's bet to fly a control line



model which threw him headlong into a devotion to flying these models, a passion which lasted nearly 15 years. In those days (late '40's) the Eastern Suburbs Club in Melbourne saw the cream of the flyers; indeed a strong contingent from the club arrived at Bankstown for the second Australian Nationals in November 1948, and of course Monty was there, this being his first major contest. Because he had access to free air transport in the Department's DC3 (a bit like a company car being a fringe benefit), many control-line contests throughout the eastern states were to be graced by his

entry, and compete seriously he did, or perform demonstrations to the delight of many an aspiring newcomer.

In 1951 he joined the Hearn brothers in their Hearn's Hobbies, a business founded in a time of tremendous growth in the hobby industry. After several years with Hearn's it was back to the Department for a short stint before heading for Adelaide and the Bill Evans operation, Australian Hobby Centre at 132 Franklin Street Adelaide. There he worked normal retail hours, managing the shop, before he headed for 17A King William Street Unley in the evening, making kits, like the Aristocrat, Star Bomber, Star Shell, Stunt Star, etc. mixing fuel, making props...etc.

In 1953 Don McLaren and Derry Brown planned a trip overseas and as Monty was their constant companion (or was it the three musketeers?) he couldn't resist joining them to tackle the World Championship in Belgium.



"We had been in England about two days with a fleet of about eleven models, team racers, stunt ships, speed models, when we were notified by the FAI in Paris that due to floods which had just occurred in Belgium, all public funds would be channeled to flood relief, and as a result the '53 Aero-modeling World Championships were canceled.

"Well there we were in England a fleet of models and no contest"

But they soon found regional contests to enter, competing with considerable success. It wasn't long before they were entertaining the English crowds at Battersea Gardens (like Luna park) giving 1/2 hour demonstrations, stunt exhibitions, rehearsed and choreographed to perfection, and being well paid

for it too. (it's interesting to note that on the same bill of three acts, were some performing dogs and Abbott and Lou Costello). The threesome continued their jaunts around England making friends along the way with well-known names like Henry. J. Nichols, and establishing friendships which still stand today. 1954 and Monty is back in Melbourne and employed by C.F. Barnes Toy and Hobby Wholesalers where he was responsible for plastic kits of which Barnes are reputed to be the biggest distributors. Monty remained in their employ for over 30 years. Between his return from the U.K. and 1960 he continued to be a top contender in C/L aerobatic contests (as well as speed, team speed etc) but by 1961 he was beginning to phase out of that scene having accumulated twelve first places in Nationals and some eight State Championships over

three states, in various events, a record to be proud of.



By the early '60's sport flying was his main pastime, although he was by then already playing with R/C old-timers. He still enjoyed giving C/ L demos, his famous flying in formation demonstrations with two models (one in each hand) a feat few have managed to master.

His considerable experience was being sought after by others and he was supplying articles for the late Bill Evan's publication Australian Model Hobbies, and the late Russ Hammond's Model

News.

In 1958 he had picked up a side agency, via his good relationship with Bill Morely in the U.K., for Merco engines, but by the mid-sixties this had become more than he could handle after hours, and the business was sold to Kevin Green (Adelaide).



Monty Tyrrell displays his old style Thunderbird at the Western Districts Champs., Geelong. This design is still very popular.
(Photo Mantis)

Mid 1960's and R/C began to take a hold with C/L taking a back seat. Meanwhile his many Toy & Hobby Fairs in Australia and overseas, but by '84 he had decided to call it a day, not knowing exactly what he wanted to do. then took the opportunity to go to the USA a meet many of the modeling folk he had corresponded with over the years and to take up JC Pond's bet of flying Old Timer stunt in the Reno Nationals. "Pond'y" has never forgiven him for winning the event, making him the first Australian win a U.S. Nationals event. Monty also competed in four R/C events in Reno.

Other highlights of his career have been an entrant in both Vintage Air

Pageants, modeling experiences with many good memories and having been at every Shepparton mammoth scale Fly-In ; he considers this a "must" his calendar.

Monty has not only been a competitor o the last 50 years but he has also contributed. Substantially to the running of Australian aero modeling. He was a Victorian delegate at the foundation meeting of the National Association, and 1952 in conjunction with the late Alan King and Robert Rose wrote the first Australian Aero-modeling Rules Book which has been the foundation of all the rules publications since. This also published, sold, and distributed the ru book. His service to the Victorian Aero-modeling Association was recognised in 1972 with Life Membership the VMAA.



Monty Tyrrell's (VH-13, SAM Aust 3043) 21 year-old Miss America. Built as a team job in 1963 by Brian Douglas of the Echuca Club (he made the original wing) and Monty (who made the rest) and flown as a free flight machine powered with an Anderson Spitfire 65. Bad crash resulted in a wing wipe-out, so Monty made a new wing, fixed the rest and it was then flown a couple of times with an Ohlsson 60 as it was a bit wild with the Anderson. It was then retired, stored in the garage rafters for some years, restored late in 1983 by Monty and Norm Garrett specially for the 37th Nationals, with new covering and the empennage converted to RC. It was flown in Old Timer Duration at the 37th Nats by John Pond, but the Super Cyclone proved troublesome. For Texaco at the Nats Monty installed an OS FS 60 and flew it himself. It will be seen in this configuration at the 1984 OT meets as the combination has shown real potential. Photo by Eddie Keggins of the P&DARCS.

Not dismissing his accredited period a regularly contest flyer, today Monty sees aero-modeling as a hobby to have fun in, and says he abhors contest flyers who take it all too seriously, or spend their leisure hours in model

politics instead of just building and fly, Monty's interests today are spread over many areas; besides attending his "regular" club, one of Melbourne's oldest and largest, P&DARCS, he remains a member of the Knox Control Line Club, SAM Aust (Vic. Chapter) Flying Scale Association, and Notam Old Timer Group. It goes without saying that his interest lies in Sunday sports flying, Scale and Old Timer, not forgetting his deep rooted interest in control line. With this background any customer will hard put to ask a question that Monty can't answer; his sense of humor would never not let not answer anyway! "At the Hobby Hanger you pay for the merchandise, but the advice comes free", says Monty. Where else does a "corner store" offer nearly 140 years of experience? (Monty 50 years, Murray Hunter 50 years and Tony Cincotta some 40 years).

A modeler who can wear VH 13 registration his aircraft certainly has a tale or two to and Monty would have to be one of the best when it comes to modeling yarns.



He claims it has all been in the cause promoting aero-modeling but one wonders whether anyone would get away with the attempts to get your name in print that Monty made. To quote just two occasions when name Monty Tyrrell has appeared in the Melbourne press, relating to aero-modeling; back in the 40's he ran a spark ignition motor a Melbourne tram at 11 pm. telling the conductor, who had prompted him to start it, that couldn't stop it. On another occasion, several years later, he managed to fly a control model on a Ballarat street intersection on a Sunday afternoon.

I'm sure that Monty has many a similar tale to tell; call and see him at the Hobby Hanger in South Caulfield for more.

The Thermaleer

Time Sheet Boards *by Brian Laughton*

As you may have noticed, at the last 2 competitions we have 4 new time sheet boards, designed specifically for our needs .

These didn't just happen, they were designed, manufactured and donated by that carpentry maestro, Barry Barton. I would like to take this opportunity on behalf of all SAM600 members to thank Barry for his generosity.

The Thermaleer

2008 Champion of Champions *by Brian Laughton*

Well, we have reached the end of 2008 with a fairly successful competition season behind us, although the weather did take its toll . It is the end of our first season with the new trophy system in place and everybody seems quite happy with it, so we will go with it again in 2009

The new Champ of Champs trophy was fiercely competed for by all and it brought out some new faces to the competition scene, but no one competed more aggressively than the stars from Cohuna, Robert Taylor and Lyn Clifford, where only 4 points separated them at the start of the last competition.

Robert worked very hard to try and catch Lyn and if he had been able to fly all the events at Haddon the results may have been different, but because of increasing wind strength we had to call off Duration and Tomboy in the afternoon. Subsequently Lyn beat Robert by 1 point.

Our thanks go all the flyers during the year, without you we wouldn't have had the opportunity of having a Champion of Champions. The trophy will be presented to Lyn Clifford at the ROY ROBINSON event to be held at the P&DARCS field on the 25th Jan 2009.

Brian Laughton.

We have a new member of our association in the person of Don Grant.

Don is a dairy farmer from Warragul and recently we received a letter from him inviting us to use his farm to hold competitions if we have to cancel because of weather and we can't use the same club field for an alternative day.

Fred Stebbing and myself went to inspect the site for it's suitability, and we were pleasantly surprised how good it was. It's on top of a slight rise with a row of cypress trees about 200 metres away, which under normal conditions should not present a problem. In fact, when we used to fly at the old Lang Lang field the trees were much closer and I personally can't recall anyone hitting them. Except for one or two exceptions.

Other than this, the site is most suitable, with a mowed strip already for our use. Don fly's there himself, regularly. He has invited us to have a fun-fly day and we will organize this in the near future, so keep a lookout on our web-site for further developments.

Thank you Don and Heather for your hospitality

The Thermaleer

The Dawn of Radio Controlled Flight by Roy Bourke

(Permission to re publish requested by SAM600 President from Roland Friestad Dec 2008)

It was my practice to attend the SAM 58 contest at Caughdenoy N.Y. (near Syracuse). Each year that I attended this annual contest in the past, Bill Good would show up on one of the days of the contest to chat with his friends in SAM 58 and with the competitors from the US and Canada.

Bill Good and his identical twin brother Walter, originally from Kalamazoo Michigan, are generally credited with making the first totally successful radio controlled flight of a model airplane in the USA under the pressure of a national contest. In 1939, at the American Nationals held in Detroit, Walter and Bill Good flew their now famous radio controlled aircraft, the "Guff", to victory with a near perfect flight under total control that no one who witnessed it will ever forget. The brothers went on to dominate the radio control scene for the following years, and won the American Nationals with the same aircraft in 1940 and 1947.

Radio Control is the second oldest branch of model aviation, (second only to Free Flight), beginning in the early 1930's only one or two years after the introduction of engine power to the model aircraft scene. But radio control in the 30's was nothing like it is today! The two fields of knowledge, electronics and aerodynamics were so new and challenging that it was unusual to find one person that was competent in both fields. So almost invariably the early pioneers came in pairs, one to design and build the airplane and one to build the radio equipment. Before 1950, to be legal it took both a licensed Ham and a modeller to get a radio controlled aircraft airborne. With the Good brothers, Bill was the licensed Ham and radio buff, and Walter was the modeller. It was very much an experimenter's hobby, requiring the team to design and build equipment that had never before been built. Radio control remained a pioneering effort right up to the early 1950's when the Citizen's Band was introduced and opened the way for cheap R/C equipment that could be used by modeless with a lot of "tinkering".

After their success at the 1939 Nats, Bill and Walter went on to enter the Guff in the 1940 American Nationals, which had been moved to Chicago, where an incident occurred that illustrates the kind of innovative effort required of the era. The brothers travelled to Chicago and checked in to a hotel and the next morning, the day before the contest, discovered that someone had stolen their transmitter from the car, and the Guff had developed a large hole in the wing. So Walter set out to repair the aircraft, and Bill set out to build a new transmitter! He found a radio store in town, and the manager said he had lots of parts and would be there all night for inventory. So Bill worked all night and

in the morning he showed up at the hotel with two vacuum tubes mounted on a piece of plywood, along with a bunch of coils and other parts, that formed a working transmitter. Bill had to warn Walter not to touch anything on the board because there was 400 volts exposed on it everywhere!! Bill and Walter went on to win the radio control event at the 1940 Nats with this “overnight” transmitter.

Both Bill and Walter eventually earned their PhD’s in physics and went on to their individual careers. Walter continued on as a modeller (flying Old Timers of course), and for a time served as president of the Academy of Model Aeronautics (AMA). The brothers often were invited to demonstrate radio-controlled flight.

One very memorable demonstration was made for the Detroit Recreation Department at the Ford airport in Dearborn Michigan, where the Good brothers met Henry Ford. Another demonstration was made at the Canadian National Exhibition in Toronto, possibly the first R/C demo flight ever seen in Canada.

Although Walter was the modeller, the brothers rotated the job of flying the aircraft, (not strictly legal since Walter was not a licensed Ham, but they were identical twins so the FCC inspectors couldn’t tell the difference!). Walter often credited Bill as being the better pilot because Bill could fly with less stress. If the aircraft crashed, it was Walter who had to repair it. The “Guff “ now rests in the Smithsonian Institution in Washington D.C.

So the next time you fly your 9-channel fully proportional, computer-controlled 1/3 scale aerobatic or scale aircraft, or even your 3-channel Old Timer, think about Bill and his brother Walter and all the other pioneers of radio control aviation. They got us started on the road to radio control as it is today.

References:

Model Builder magazine, August-October 1988

“Do You Speak Model Airplane”, book by Dave Thornburg

Model Aviation magazine, May 1986

Victorian Old Timers Association SAM 600 Inc.

1264	Opening Balance at 01/07/08		873.41
	Income		
1073	Members Fees	655.00	
5	Interest	1.03	
263	Competitions	312.00	
0	Other (Clothing)	507.50	
1341			1475.53
	Expenses		
92	Bank Fees	45.40	
222	Competitions	141.00	
1340	Newsletter	268.80	
0	Other	36.00	
48	Registrations	59.70	
0	Trophies	36.00	
30	Web Address	119.95	
1640			520.45
-391			955.08
873	Balance at 24/11/2008		1828.49

The Thermaleer

General Information

Hi Guys,

Please note that the next General Meeting is on Thursday January 22nd 2009.

The venue is at 24a 479 warrigal road Moorabbin and the festivities start at 8 00.

There is a group of us the meet at about 6 30 at the Chinese Restaurant next door for a meal, the invitation is open to everyone.

The balance of the clothing and the hats have arrived these can be picked up at the meeting or at the Roy Rob event which to be held at P & DARCS field on January 25th.

Regards.

Brian Dowie

MINUTES of SAM 600

ORDINARY GENERAL MEETING

HELD ON

November 27th. 2008

MEETING OPENED

The meeting commenced at 8 15 pm.

CHAIRMAN

Brian Laughton.

ATTENDANCE

There were ten members in attendance.

APOLOGIES

Norm Campbell.

VISITORS

Nil.

MINUTES OF PREVIOUS MEETING

The Minutes of the Meeting held on September 25th. 2008 were read and accepted. Moved by Kevin Fryer and Khalid Ally, carried.

BUSINESS ARISING

Newsletter

The distribution of the newsletter electronically is proving to be a success.

There is only a small number of members still requiring it through the mail. Most of those receiving it appreciate the convenience and also that it is seen in full colour.

Rule Changes

Kevin Fryer presented the following proposed Rule changes for our consideration and approval.

5.4.3.3 (b) Texeco, Fuel	Accept	
5.4.4.4 (a) Duration, Engine run times		Not accepted
5.4.1.2 (i) Aircraft General Requirements		Not accepted
5.4.10.3 (c) Standard Duration, Propeller		Not accepted
5.4.1.5 (c) Procedure	Not accepted	
5.4.6.3 (a) Fuel	Accept	
5.4.10.3 (a) Standard Duration, Fuel		Not accepted
5.4.1.3 (e) and (f) Engine General Requirements		Accept
5.4.1.2 (i) Reserve Models	Accept	
5.4.10.2 (a) and (c) Standard Duration		Accept

TREASURER'S REPORT

The treasurer indicated that we had \$1642.09 in our account. There were 30 Members of SAM 600. Received.

CORRESPONDENCE

Cohuna

Letter to Cohuna Club thanking them for use of the field and a cheque of \$141.

CONTEST CALENDAR

Wangaratta, excellent weather and event.

Cohuna, another great event. Even though we were blown out on Saturday we were able to run all the events on the Sunday with the co-operation of the entrants.

The final event for the year is at Haddan on November 30th. 2008. We hope the weather is kind to us.

GENERAL AND NEW BUSINESS

Clothing

This has been ordered and in most part has been received.

Alternate Field

The field on Don Grants property has been investigated and should be adequate. We are going to when we can organize an event a try it out. quarterly.

VMAA Directory

This is still in progress.

MEETING CLOSED

10 30pm.

Subject: SAM 1066 Euro Champs 2009

Sent: Friday, December 26, 2008 6:10 AM

Hello Fellow Aero modeler,

SAM 1066 (United Kingdom) would like to invite you and your friends to our annual 3 day vintage and classic model flying event in 2009.

Join over 250 people each day on the largest all grass airfield in Europe to enjoy Vintage & Classic Free Flight model flying in contests and for fun.

Vintage Control Line and Radio Assist Vintage flying will also be taking place on at least 1 day.

This is an opportunity to be part of one of the most enjoyable weekends in the Aeromodeling calendar, "The largest Vintage Free Flight event in Europe ". Absorb an unforgettable atmosphere among like minded people from all over the world, see Vintage and Classic models being flown, enter a contest, fly for fun or just spectacle.

This year we will be also celebrating the 50th anniversary of the most successful Free Flight contest power models of all time, the "Dixielander" Designed by George Fuller in the 1950's this model is still winning contests today. A special day is planned with Jazz music and a Hog Roast and will include the designer himself presenting a special trophy and cash prizes to the winners of the contest.

Camping is available on-site and help is available in finding local accommodation.

We would like to have as many overseas visitors as possible making it a truly international event. SAM 1066 will assist overseas visitors who want to compete by supplying them with fuel & the loan of necessary field equipment.

We would appreciate your help in the distribution of this information together with the attachments to your fellow Aero modelers, local clubs and National organisations.

SAM 1066 looks forward to welcoming you in 2009.

Thank you.

Mike Parker

SAM 1066 Membership Secretary & Treasurer

<http://www.sam1066.org/>

Attached:-[dixielander.pdf](#) and [champs_flyer2.pdf](#)



27th S.A.M. Australia Championships

Canowindra

9th-13th April, 2009.

***** Note:** All competitors must be a financial member of a SAM Chapter.
(Membership fees can be paid or renewed at Canowindra.)

ENTRY FEES & COSTS:

Entry Fee per event - Seniors (Maximum entry fees \$30)	..... \$	10-00.
Entry Fee - Juniors (Any number of events)	..... \$	Free.
(Note: All Fun Events - No entry fees payable.)		
BBQ - Meat and Salad supplied - BYO Drinks. Cost per head	..... \$	10-00.
Presentation Dinner Cost per head	..... \$	25-00.

SEND ENTRIES TO: The Entries Co-Ordinator,
27th SAM 1788 Australia Champs,
2 Carey Avenue,
WALLERAWANG. NSW. 2845.
(Telephone 02 6355-7298)

Cheques payable to "Society of Antique Modellers" please.

ENTRY FEES DUE:

Obligatory Donation to Local Hospital	.....\$	5-00.
Senior Events: No @ \$ 10-00. (\$30 maximum)	.....\$	.
Junior Entry Fee: No entry fees.		
BBQ Saturday Night No. of persons @ \$10 each	.....\$	.
Dinner Sunday Night No. of persons @ \$25 each\$	_____.
TOTAL FEES PAYABLE:	.....\$	.
	=====	

Invitation

by

Society

of

Antique Modellers

of

Australia

SAM CHAPTER 1788

to the

27th

SAM of Australia

Oldtimer Championships

at

CANOWINDRA, N.S.W.



EASTER

2009



27th S.A.M. Australia Championships Canowindra

9th-13th April, 2009.

PROGRAM - 2009

Thursday 9th April, 2009.

FF Vintage Power (MAAA Rules) 8am (Fly-off 10.30am) Bogwood.
 Tomboy Fly-In at Canowindra Bogwood
 (F/F Tomboy 8am-10.30am R/C Tomboy 3pm-5pm)
 Control Line Rally 11am (Phantom Team Racers practice) Bogwood.
 SAM Champs Registration and Processing 3pm Bogwood.
 Note: No other R/C Flying on Thursday.

Friday 10th April, 2009.

R/C Test Flying 9am -11am. Bogwood.
 SAM Champs Registration and Processing 9am - 11am Bogwood.
 Control Line Rally 9am - 1pm (Phantom Team Racers 9am-11am) Bogwood.
 R/C Oldtimer Nostalgia 11.30am Bogwood.
 R/C Oldtimer 1/2 A Texaco 2.30pm Bogwood.
 SAM Australia 1788 Annual General Meeting 8pm CWA Hall.

Saturday 11th April, 2009.

R/C Gordon Burford Event 8.30am - 11.30am Bogwood.
 R/C Oldtimer Texaco 12 noon Bogwood.
 BBQ From 6pm - Food at 7pm Bogwood.
 Buy, Sell and Swap Meet from 7pm at the Homestead Bogwood.

Sunday 12th April, 2009.

R/C Oldtimer '38 Antique 8.30am - 12noon Bogwood.
 R/C Oldtimer Duration 1pm Bogwood.
 Presentation Dinner 7pm Bowling Club.

Monday 13th April, 2009.

R/C Oldtimer Standard Duration 8-30am - 10-30am Bogwood.
 R/C 2cc Oldtimer 10.30am - 12.30pm Bogwood.
 R/C Oldtimer Glider 12.30pm. Bogwood.
 Oldtimer Climb and Glide Bogwood.

R/C Events Co-Ordinator - Dave Brown - Phone (02) 6355-7298.

C/L Events Co-Ordinator - David Owen - Phone (02) 4227-2699.

F/F Events Co-Ordinator - Peter Scott - Phone (02) 9624-1262.



27th S.A.M. Australia Championships Canowindra

9th-13th April, 2009.

COMPETITORS DETAILS

NAME: SAM No:

ADDRESS: POSTCODE:

PHONE No: (home) (work) (mobile)

Email:

R/C OLDTIMER EVENTS. Frequency FUN EVENTS (Please tick events)

... Oldtimer Nostalgia	.....	Free Flight Vintage Power	.....
... Oldtimer 1/2 A Texaco	.....	Tomboys at Canowindra	.....
... Oldtimer GB Event	.....	Control Line Rally	.....
... Oldtimer Texaco	.....	Control Line Phantom T/Racers	.....
... Oldtimer '38 Antique	.....	Oldtimer Climb & Glide	.....
... Oldtimer Duration	.....	
... Oldtimer Std Duration	.....	
... Oldtimer 2cc	.....	
... Oldtimer Glider	.....	

**** Note:** All competitors must be a financial member of a SAM Chapter and currently affiliated member of the Model Aeronautical Association of Australia Inc.

CLOSING DATE FOR ENTRIES - LAST POST 27th March, 2009.
LATE ENTRIES ACCEPTED AT FIELD UNTIL 11am 10th April, 2009.
 (LATE ENTRY SURCHARGE - \$5)

COMPETITORS OFFICIAL STATEMENT OF AGREEMENT:

I agree to abide by the R/C Oldtimer Rules as set out in the current MAAA Inc. Official Rules 2006, and any local rules or requirements laid down by SAM 1788 Champs Contest Co-Ordinators or Contest Directors. I agree to compete in a sportsman-like manner and to accept the Contest Director's decision in any contentious matter arising out of the conduct of this Championship. I am a fully paid up member of an MAAA Inc. affiliated club and a financial member of a SAM Chapter.

SIGNED: MAAA Inc No:

Looking for expressions of interest
Dixielander Celebration Event
2009 marks George Fullers 50 Years of Dixies
3rd & 4th October

Proposed is to hold a celebration Dixielander weekend. The first Dixie kits went on sale in the UK in 1959, 50 years ago. The Dixie over the years has been the most popular power model ever. There have been hundred's, more likely thousands built and no doubt some are still hanging on the wall of modelers homes. It like the Tomboy is easy to trim and fly. It seems a good excuses to hold an event/rally weekend. George has produced a celebration T-shirt for the occasion and my idea is that everyone that makes an official flight receives one of George's shirts. Also there would be trophy's for the top scorer, best looking model, best prang of the weekend and maybe a few others.

Rules

1. Must be kit style Dixie (wing, stab, fuse, fin)
2. Fixed surfaces (no VIT or AR)
3. Any engine up to 2.5cc
4. 10 sec engine run
5. 180 max 5 flights on each day (10 flights total)

This rally could include some other event such as Vintage rubber.

We could hold it at Springhurst, Richmond, Dalby, or some other flying field, need your feed back on this.

Peter Lloyd can supply a plan, redrawn from the kit, strip wood for the wing and stab.

Dave Brown from Lithgow can supply a copy of the kit plan, laser cut ribs, wing tips and wing braces (ply)

I need feed back on this proposal, let me know if you think you might be interested in attending or if you have any ideas on how we can get more fun out of this weekend

Roy Summersby

royndi@optusnet.com.au

0243410072

The above sheet was passed around the flyers at the Nat's along with a preference to where we would hold it. Also a form on if you wanted to buy a plan, or part kit. The response was very encouraging. Springhurst was by far the most popular site and a lot have put their name down for the part kit. It was decided that you can build the model any way you like i.e. geodectic wing etc but must look like a Dixie, sorry, no sheeted wings. The model can of course be used in open power or OZ Diesel, so by making the model more serviceable to suit your needs later is OK.

If you want to buy any of the bits being offered let me know.

Peter Lloyd plan \$10

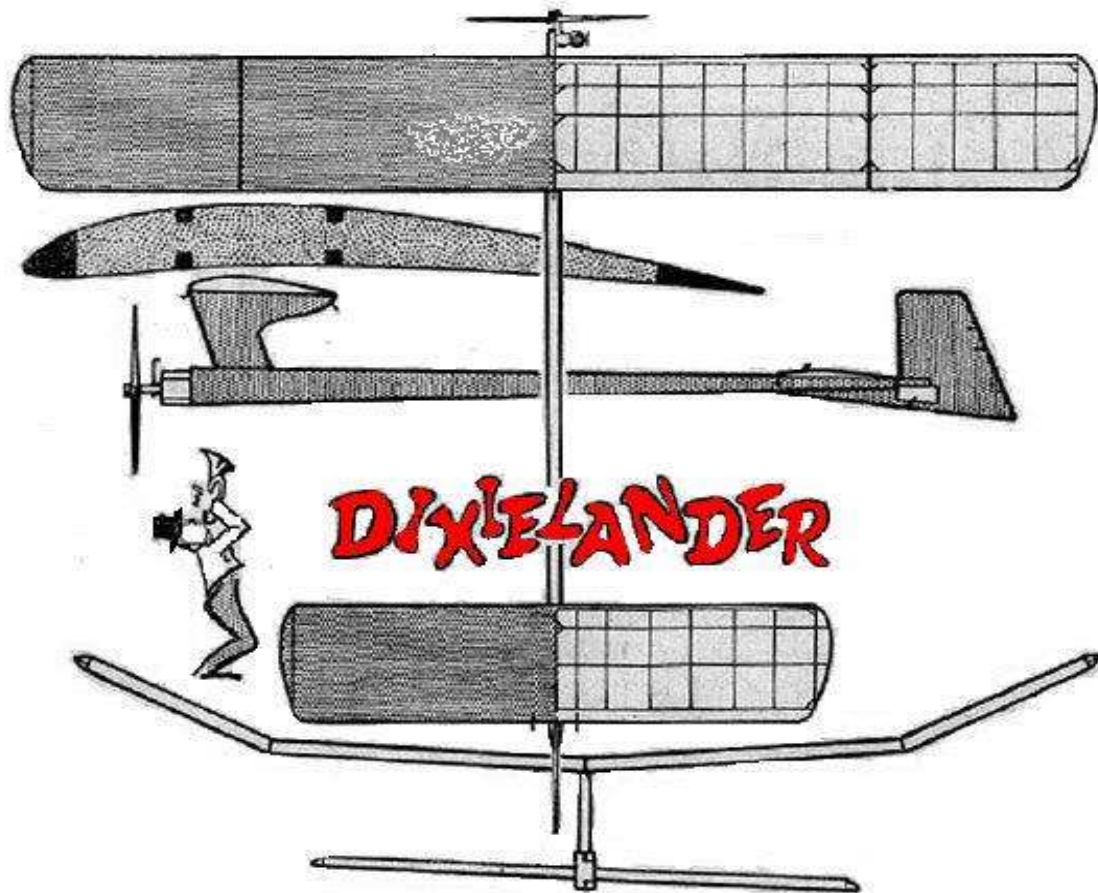
Peter Lloyd strip wood for wing and stab \$10

Dave Brown lazer cut ribs, ply wing braces, and kit plan \$32

I will have one of these as well as a Peter Lloyd plan for show at the meeting on Friday. Post would be on top of these prices if they get sent direct to you. I do need to know your requirements and numbers ASAP as the shirts have to be ordered from George Fuller in England. We also hope to be able to provide a copy of the original transfer

A 50 YEAR CELEBRATION

Sunday 30th August 2009
Middle Wallop Army Airfield
Hampshire
England



Society of Antique Modellers (SAM)1066

Presents a 50 year celebration of one of the most popular contest power models of all time. A special trophy and cash prizes for the winning competitors presented by the designer George Fuller. Join us at Middle Wallop Army Airfield this August bank holiday for 3 days of the best Vintage & Classic Free Flight flying in Europe. Camping available on-site. Accommodation available nearby. Fun Flying. Hog roast. Jazz music. English garden party atmosphere. Museum of Army Flying.

SAM 1066 will provide field equipment and fuel for overseas visitors.

Check out our web site for further details.

www.sam1066.org

Nats Bulletin No 1



MAS NSW Inc is proud to present this hosting of the radio control section of the 62nd Nationals on behalf of the Model Aeronautical Association of Australia.

Participation at national championships throughout Australia has diminished over the past few years and much discussion has been held within the association on the reasons for this.

The NSW Associations have decided that a different approach needs to be tried when hosting Nationals.

We have approached the Special Interest Groups for their support on how they wish to be involved.

The timings for these Nationals has been agreed to by the Special Interest Groups.

The Nats runs from 12th to 24th April 2009 during the Easter/ First term School Holiday period 2009 for all the States.

The main site for these Nationals is the MAS State Flying Field and therefore all improvements and support for the Nationals will eventually return for the long term benefit of the aeromodellers of Australia.

The State Flying Field is located 10km from the town of Cootamundra on the Gundagai road. Cootamundra is located halfway between Melbourne and Sydney and is also conveniently located for those members from South Australia.

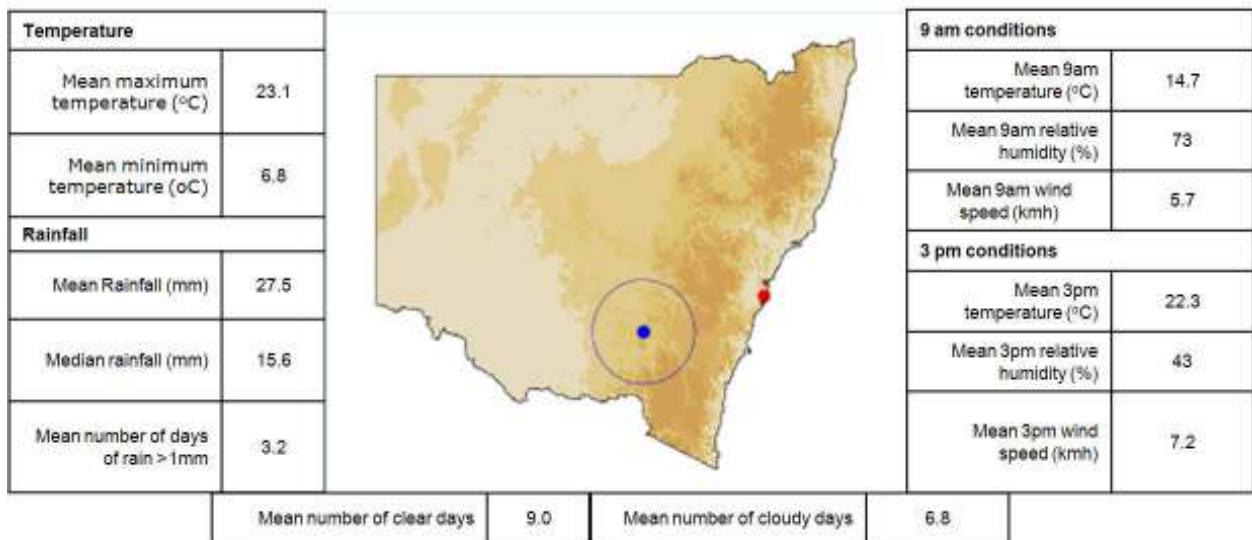
Cootamundra

The picturesque district of Cootamundra is located half way between Sydney and Melbourne and possesses an appealing mix of country charm and city style. It is an ideal base for exploring the entire Riverina region of New South Wales. Cootamundra is a thriving centre for sport, history and the arts and boasts a strong commercial and services sector. The town is surrounded by classic undulating agricultural land and villages rich in heritage.

For more information about Cootamundra refer to

<http://cootamundra.local-e.nsw.gov.au>

April Weather



COOTAMUNDRA AIRPORT

Latitude: 34.63 °S Longitude: 148.04 °E

Elevation: 335 m

/

Accomodation

Type	Place	Phone
Motel	Bradman Motor Inn Sutton Street Cootamundra	02 6942 2288
Motel	Cootamundra Heritage Motel Hurley street Cootamundra	1300 221 000
Motel	Gardens Motor Inn Sutton Street Cootamundra	02 6942 1833
Motel	Southern Comfort Motor Inn Parker St Cootamundra	02 6942 3366
Motel	Wattle Tree Motel Wallendoon Street Cootamundra 22 room motel	02 6942 2688
Boutique Hotel & Restaurant	The White Ibis Wallendoon Street Cootamundra	02 6942 1850
B&B	Colleen & Old Sills "Corong" Wallendbeen	02 6943 2546
B&B	Hazels Hut "Treetops" Cootamundra One 2 Bedroom Cottage	02 6942 2113
B&B	Old Nubba School House "Old Nubba" Wallendbeen	02 6943 2513
B&B	Shirley (Bethungra) Olympic highway Bethungra 13 rooms	02 6943 4431
Hotel	Albion Hotel Parker Street Cootamundra 13 rooms some ensuited	02 6942 1177

Type	Place	Phone
Hotel	Central Hotel Parker st Cootamundra 10 rooms	02 6942 1346
Hotel	Cootamundra Hotel Parker St Cootamundra 10 Rooms	02 6942 1290
Hotel	Family Hotel Hovell St Cootamundra 13 rooms	02 6942 1338
Hotel	Globe Hotel Cnr Parker & Wallendoon streets Cootamundra 16 rooms	02 6942 1446
Hotel	Olympic Hotel Parker St Cootamundra	02 6942 2134
Hotel	Stockinbingal Hotel Martin st Stockinbingal 11 rooms	02 6943 1472
self care	Woodies Mackay Street Cootamundra Sleeps up to 8	02 6942 4090
self care	Buronga Cottage Olympic highway Cootamundra 3 bedroom cottage	02 6942 2115
self care	Albert House Bourke street Cootamundra	02 6942 3969
self care	Cootamundra Caravan Park 55 Mackay Street Cootamundra 5 Ensuite Cabins 3 Onsite Caravans without ensuites 32 Powered sites - 10 of which have Permanent Residents. Un-powered sites are the grass area within the Caravan Park, suitable for camping.	02 6942 1080
Camping is permitted on the field		



Model Aeronautical Association of Australia 62nd Australian Model Aircraft
National Championships

Nationals 2009



Sunday 12th April to Friday 24th April 2009
Venue MAS NSW State Flying Field - Cootamundra

62nd MAAA Nat's Program			Entry Form			Fee Structure			
Date	Field 1 State Field	Field 2	Events	Tick	Frequency	Administration Free \$55.00			
12 April 2009	Limited Electric & Open Electric		1 Limited Electric			Late Fee. Admin x 2		\$110.00	\$
			2 Open Electric			Event Entry Fee (Per Event)	x	\$15.00	\$
			3 F5B Electric			Junior Entry Fee (Per Event)	x	\$5.00	\$
13 April 2009	F5B Electric		4 Oldtimer Electric			Metal Badges 62nd Nat's	x	\$10.00 ea.	\$
			5 Oldtimer 1/2A Texaco			Cloth Badges 62nd Nat's	x	\$10.00 ea.	\$
14 April 2009	Electric OT + 1/2 A Texaco OT		6 Oldtimer Texaco						TOTAL
			7 Oldtimer Gordon Burford						
15 April 2009	OT Texaco + GB OT		8 Oldtimer Duration						
			9 Oldtimer 38 Antique			Competitor's Name			
16 April 2009	OT Duration + 38 Antique		10 Scale F4C			Address			
			11 Large Scale			Post Code			
*16/04/2009	Scale Static Judging		12 AT6 Scale Pylon Racing			Telephone ()	Mobile		
17 April 2009	Scale F4C + Large Scale		13 F3A Aerobatics Masters T/T			Date of Birth (JUNIOR ONLY)			
			14 F3A Aerobatics Expert			AUS Number			
18 April 2009	Scale F4C + Large Scale		15 F3A Aerobatics Advanced			<p style="text-align: center;">Entry Cut off 28th February 2009</p> <p>Late Entries up to 1800hr Day before the event - Late Fee applies</p> <p>Cheques, Money Orders etc. Made Payable to:-</p> <p>Mail To - Miniature Aero Sports NSW Inc</p> <p>62nd National Championship Registrar</p> <p>Lyle Broadbelt</p> <p>P O Box 1361, BATHURST 2795. NSW.</p>			
			16 F3A Aerobatics Sportsman						
19 April 2009	Pylon Racing AT6 Scale		17 Helicopter F3C						
			18 Helicopter Advanced						
20 April 2009	Aerobatics F3A Masters Expert Advanced & Sportsman	Helicopter F3C Advanced, Novice	19 Helicopter Novice						
			20 IMAC Unlimited						
21 April 2009	Aerobatics F3A Masters Expert Advanced & Sportsman	Helicopter F3C Advanced, Novice	21 IMAC Basic						
			22 IMAC Sportsman						
22 April 2009	IMAC, Basic, Sportsman Intermediate, Advanced, Unlimited	Glider F3B Thermal (AUS) & Hand Launched	23 IMAC Intermediate						
			24 IMAC Advanced						
23 April 2009	IMAC, Basic, Sportsman Intermediate, Advanced, Unlimited	Glider F3B Thermal (AUS) & Hand Launched	25 Glider F3B						
			26 Glider Thermal (Australian)						
24 April 2009	IMAC, Basic, Sportsman Intermediate, Advanced, Unlimited	Glider F3B Thermal (AUS) & Hand Launched	27 Glider Hand Launched						

NOTE - 10 Entries Required to Hold Event.

Signed:-

Radio Committee

For more information contact any of the committee members

President	Joe McGuffin	(02) 9825 4695
Nats Secretary	Bob Carpenter	(02) 4577 6612 robcarp@bigpond.com
Registrar	Lyle Broadbelt	(02) 6331 0914 ladkb@bigpond.net.au
Nats Magazine Editor	Denise Broadbelt	(02) 6331 0914
Treasurer	Lorraine McGuffin	(02) 9825 4695