The Thermaleer

SAM 600 of Australia Newsletter, Issue # 126 September-October, 2013.

Electric Texaco Winners at Cohuna in September (LtoR) 3rd Roger Mitchell / Bomber, 1st Laurie Baldwin / Bomber, 2nd C Penglase / Buzzard Bombshell, . Electric Oldtimer is starting to gain support and again in 2014 Electric ½A Texaco, Duration and Texaco and will be flown at all events on the SAM 600 contest calendar. Electric Oldtimer Rules have now been ratified by the MAAA and appear, in conjunction with the full Oldtimer Rules on their webpage.
(http://www.maaa.asn.au/wp-content/uploads/2013/09/Australian-Rules-S5-Old-Timer-Rules-2013.pdf)

NEXT COMPETITON at COHUNA

9-10 November, 2013.

Saturday - 1/2A Texaco, Burford / Electric Coota & Duration

Sunday - Texaco, 38 Antique & Climb & Glide

NEXT MEETING

General meeting Haddon 9am 16th March, 2014.

MAAA OLDTIMER NATIONALS

WAM Field, Wangaratta - 28th December 2013 to 2nd January 2014.

Information from Nats CD Steve Gullock 0428 464 505 or coodgiebear@bigpond.com

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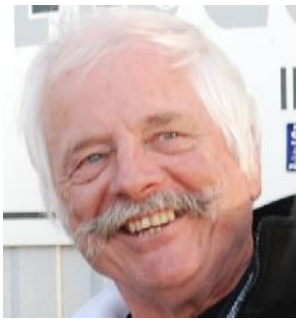

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"The Thermaleer" is the official newsletter of SAM 600 of Australia, Victorian R/C Old Timers Association (SAM600) Inc.

President's Message:

Hi guys and gals. Hopefully you are all feeling happy.

Lots has been happening with electric old timers. All for the better we hope, can't keep all happy but Kay sore arse for them.

Rule changes went well I believe. Pit areas should give us a better time out in paddocks.

Nationals at Wangaratta are happening with good food and cold drinks; just gotta take the Quick-Eze

I am getting things happening with a Radian electric glider comp after our events. So if you have a height limiter as well all the better. Rudder elevator flying, same as we fly, is the main concept, plus others who don't fly old timer might get to understand the principle. Why radian? 'Cause they is popular! And we all have the same pig.

That's all folks.
Cheers, Steven. CgB

Cohuna staged an Old-timer weekend on 14-15 September.

At right Graeme Gulpin and George Thompson enjoying the great facilities of the Cohuna Club.

Weather was reported as very pleasant over the weekend and really looks great at the time of this photo.

Cohuna is holding another Oldtimer weekend on 9-10 November. See you there?

MAAA NATIONALS 2013

(revised 9th August, 2013)

We would like to bring to your attention that the Nationals for 2013 are run by the VMAA & that SAM 600 are running the old timer events.

You will find due to requests from SAM members that 2cc is now included & we have compressed the days so you can get home earlier or you can take some time to go & see other events.

The Oldtimer Nationals are being run at the Wangaratta model club's field which is about a ½ hour drive south of Albury.

The REVISED schedule for these events are as follows:-

Saturday 28th December	Registration at the Wangaratta field.
Sunday 29th December	1/2A Texaco & Standard Duration.
Monday 30th December	Duration & '38 Antique.
Tuesday 31st December	Texaco & 2CC.
Wednesday 1st January	Burford & Nostalgia.
Thursday 2nd January	Free day in case of bad weather on any other day.

If we do have to postpone a day because of weather we will still have the next day's events as per the schedule & if we can fit in some of the postponed days events on that day we will do so.

These dates are now fixed & will not be changed again.

As we believe that most modelers will base themselves at Wangaratta I am trying to arrange a night out for all on New Year's Eve & would appreciate some suggestions as to what you would like.

Hoping this information is of some use to you & may enable more people to attend the Nationals if they can plan in advance.

Nationals Contest Director & SAM 600 President.
Steve Gullock.
Telephone: 0428 464 505
Email: coodgiebear@bigpond.com

SAM 600 Annual General Meeting

Meeting held on September 9th, 2013. at CMFC Club Field, Cohuna.

Meeting Opened: The Meeting opened at 9 05am.

Chairman: Steve Gullock.

Attendance: There were sixteen Members in attendance.

Apologies: Rob Taylor.

Visitors: Nil.

Minutes of Previous Meeting:

Minutes of the Meeting held on March 20th. 2013 were accepted. The acceptance was moved by Gary Ryan and Brian Laughton, carried.

The minutes of the Annual General Meeting held on November 11th. 2012 were read.

Business Arising:

MAAA Sub-Committee

Kevin Fryer agreed to accept the nomination as our representative on the MAAA Old Timer Sub-Committee, but declined the nomination as Chairman.

Electric Old timers

The group who fly with electric power thanked all those involved in the formulation and promoting for the inclusion and recognition of the Electric Old Timer Rules.

Treasures Report:

The Treasures reported that we finished June 30th. 2013 with a Bank balance of $1738.12. this was accepted as presented. Acceptance moved by Ray Hicks and George Thompson, carried. There was a total of 33 Members.

General and New Business:

ELECTIONS

President

Steve Gullock was nominated by Ken Adams and George Thompson, as there were no other nominations Steve was appointed.

Vice President

Gary Ryan was nominated by George Thompson and Ken Adams and as there were no further nominations Gary was appointed.

Secretary/Treasurer

Brian Dowie was nominated by Gary Ryan and Kevin Fryer and there were no further nominations Brian was appointed.

Member

Pat Keeley was nominated by Steve Gullock and Kevin Fryer.

Don Grant was nominated by Pat Keeley and Ken Adams.

A poll was conducted and Pat Keeley was elected..

Newsletter

As we have continual difficulty in having an active Newsletter Editor is was suggested that Ian Avery (SAM 1788) be appointed at $75 per issue. Moved by Brian Laughton and Gary Ryan, carried.

Don Grant and Graeme Gulbin have agreed to act as Photographers.

Safety Officer

Steve Gullock was nominated by Gary Ryan and Ken Adams and there were no further nominations Steve was ap-

pointed.

Contest Director

Brian Laughton was nominated by Gary Ryan and Laurie Baldwin and there were no further nominations Brian was appointed.

Web Master

Laurie Baldwin was nominated by Gary Ryan and Brian Laughton and as there were no further nominations Laurie was appointed.

General Business:

Nationals

It was advised that the National will again be conducted in Albury over the Christmas New Year of 2013/2014.

Web Site

There was considerable discussion as to the standard of our Web site.

It was then moved by Gary Ryan and Kevin Fryer that we commission the Web Master to spend up to $550 to have the web site re-structured. Carried.

Meeting Closed: 10.05am

Victorian Old Timers Association SAM 600 Inc.

Financial Statement - year ended June 30th, 2013.

Bank at July 1st, 2012		1,374.11
Plus Receipts		
Fees	705.00	
Competitions	1,371.00	
Donation	54.00	
Interest	0.17	
Sundry	204.00	2,334.17
Less Payments		
Newsletters (Thermaleer)	0.00	
Trophies	544.25	
Competitions	1,108.60	
Bank Fees	19.40	
Calendars	94.06	
Registrations	43.90	
Web Page	159.95	1,970.16
Bank Balance at June 30th, 2013		**1,738.12**

Members 33

Maris Dislers' comment on Cox 049 Texaco engine fuel feed.

Geoff has a point. The slow RPM that comes with fitting an "oversize" propeller to Cox Engines brings its own challenges. I'm assuming the Cox Texaco engine has the same choke diameter etc. as a regular Babe Bee etc. By my calculation, the minimum RPM for a Cox .049 with integral tank is 9000 RPM. That's based on maintaining an adequate velocity through the carburettor (which has a 2 sq. mm choke area) for decent suction. You could of course go slower, but consistency in real-world flying conditions would become apparent.

I'd not paid much attention to the design detail here, but both the backplate and the carburettor tube in the tank have the same diameter hole. I measure it at 1.6mm (give or take a bit). The backplate opens out to a 3.6mm diameter hole that accepts the end of the tank's carburettor tube. A rubber o-ring seals the joint.

The tank tube does not bottom out in the 3.6mm hole, stopping around 0.8mm short. That's necessary, as this gap lines up with the fuel feed jet from the needle valve assembly in the backplate. In effect, the carburettor choke opens over the 0.8mm distance from 1.6mm diameter to 3.6mm diameter & back to 1.6mm.

Your guess is as good as mine as to what the effect would be, but I'll stand alonside the bunch of folk who have sometimes had a hard time getting one of these engines to suck fuel from the tank when starting on a prime. Even when all is in good clean shape, the feed tube is snugly on its nipple & the NVA is clear of junk. By contrast, the Surestart engine does not appear to be as troublesome. Coincidence in naming, or what?

So what to do? I reckon that it would be worth filling that annular gallery somehow - perhaps with epoxy, leaving only a small pathway for fuel entry and resulting in an essentially constant choke diameter at this critical point. Alternatively, narrowing the gap between backplate & carburettor tube should see a similar improvement.

Which is more fun? Building or Flying?

I'm going to weigh in on this. I am in the 50/50 category. I like to fly and to build about equally. When I built Tuxwell's Sportser my plan was not to fly it free flight, but to make it electric r/c and fly it around and around about 50 to 100 feet above ground. It is such a beautiful design, quintessentially art deco and with a bob tail as well. So I want to watch them fly. The same reasoning applies to the Ladybird Special.

We have club members, (30) total, that never fly, they just build. We have flyers that never build and only fly ARF's. We also have people that do neither, they just like to watch. Jack says that in an average club 30% are flyers and this has proven to be true in our model airplane club and in my brother's fly fishing club (You think model airplane people are nuts, try fly fishermen/women).

I think a successful organization will accommodate as many different facets of a hobby as possible. SAM seems to be able to do that and whatever rules are made or abandoned, as long as there is an appeal to as wide a range of interests as possible, the club will survive.

In some way rewarding those that build non-competitive models will only strengthen the club and enrich the experience for all members.

Arthur Higgins <arthur.higgins@gmail.com>

Cohuna September 14-15, 2013.

Results for IC Engines

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1/2A TEXACO										
1	B Laughton	Albatross	Cox		420	420	420		890	2150
2	D Grant	Anderson Pylon	Cox		420	420	420		601	1861
3	K Fryer	Stardust	Cox		420	420	367	420	L/O	1260
4	P Keely	Stardust	Cox		420	328	384			1132
5	B Dowie	Playboy	Cox			DNF				
TEXACO										
1	B Laughton	Bomber	OS 60	15	600	600			620	1820
2	P Keely	Bomber	OS 52	12	600	600			428	1628
3	K Fryer	Cumulus	Irvine 40 D	8	600	600			226	1426
4	G Thomson	Bomber	OS 60	18	600	600			20	1220
5	D Grant	Bomber	Enya 40 D	8	600	600			DNF	1200
6	G Gulbin	Bomber	Enya 46	15	600	534	L/O			1134
7	R Hicks	M G 2	Enya 46	15	517	600	495			1117
8	P Miller	Bomber	O S 40	12	436	600	450			1050
DURATION										
1	D Grant	Playboy	YS53	28	420	420	420		700	1960
2	R Hicks	Cumulus	YS63	28	420	420	420		676	1936
3	K Fryer	Cumulus	Dooling 61	40	420	420	420		634	1894
4	B Taylor	Playboy	Saito 50	32	420	420	420		621	1881
4	S Gullock	Playboy	Saito 56	32	356	420	420	420	621	1881
5	G Gulbin	Playboy	OS 56	32	383	360	420			1163
6	M Heap	Bomber	GMS32	25	420	332	325	392		1144
7	G Thomson	Playboy	Saito 56	32	331	268	L/O	342		941
8	B Laughton	Playboy	ThundTiger 36	25	398	409				807
9	P Keely	Stardust	OS 56f/s	32	318	420	L/O			738
10	B Dowie	Playboy	O S 40	25	311	O/R	232			543
11	K Ally	Playboy	OS 40	25	353	O/R				353
BURFORD										
1	M Heap	Dixielander	P B	40	300	300	300		308	1208
2	K Fryer	Atomiser	P B	40	300	300	300		254	1154
3	B Laughton	Dixielander	P B	40	300	294	300	300	O/R	900
4	S Gullock	Stardust	P B	40	300	206	280			786
5	K Ally	Swiss Miss	P B	40	280	300	167			747
6	G Thomson	Airborne	B B	38	O/R	DNF				
'38 ANTIQUE										
1	K Fryer	Cumulus	Dooling 61	60	600	600			918	2118
2	M Heap	Calif Chief	ED 3.46	180	525	600	600		812	2012
3	S Gullock	Folly	G B	164	320	600	600			1200
4	B Laughton	RC1	O K Super60	120	600	DNF				600

Cohuna Model Flying Club Inc.

Report from Roger Mitchell.
Photos from Don Grant.

Cohuna was host to the Society of Antique Models on the 14th and 15th of September.

Flyers came from all over Victoria competing in six events over two days.

Although the weather was unpleasant on Friday the 13th Saturday and Sunday weather was very pleasant.

Both internal combustion and electric power was held in conjunction with each other.

Due to the high class of competition the pilots had to fly with maximum skills to figure in the placing.

Saturday the 14th

1/2A Texaco (IC)
1st Brian Laughton: Albatross.
2nd Don Grant: Anderson Pylon.
3rd Kevin Fryer: Stardust.

1/2 A Texaco (Electric)
1st Alan Mayhew: Stardust
2nd Steve Gullock: Stardust
3rd Laurie Baldwin: Stardust

Burford
1st Max Heap: Dixilander
2nd Kevin Fryer: Atomiser
3rd Brian Laughton: Dixilander

Duration (IC)
1st Don Grant: Playboy
2nd Ray Hicks: Cumulus
3rd Kevin Fryer: Cumulus

Duration (Electric)
1st Laurie Baldwin: Playboy
2nd Gary Ryan: Airborne
3rd Roger Mitchell: Bomber

On Sunday the 15th we held our annual general meeting with the following members being elected.

President: Steve Gullock

Vice President: Gary Ryan

Sec/Treasurer: Brian Dowie

Committee: Pat Keely

Web Master: Laurie Baldwin

Further competitions on Sunday 15th September. →

CLIMB & GLIDE									
	Name	Model	Engine/Motor	Sec	Rd 1				Total
1	M Heap	Bomber	GMS 32	60	1082				1082
2	D Grant	Playboy	Y S 53	60	1022				1022
3	K Fryer	Cumulus	Dooling 61	60	883				883
4	G Ryan	Airborne	Electric	60	877				877
5	R Mitchell	Bomber	Electric	60	819				819
6	G Thomson	Playboy	OS 40	60	690				690
7	G Gulbin	Playboy	OS 32	60	649				649
8	L Baldwin	Bomber	Electric	60	637				637
9	K Ally	Playboy	OS 55	60	589				589
10	C Penglaser	Buzzard Bombshell	Electric	60	305				305
11	P Keely	Stardust	OS 56	60	L/O				
12	S Gullock	Playboy	Enya 30	60	L/O				

Texaco (IC)
1st Brian Laughton: Bomber
2nd Pat Keely: Lanzo Bomber
3rd Kevin Fryer: Cumulus

Texaco (Electric)
1st Laurie Baldwin: Lanzo Bomber
2nd Chris Penglase: Buzzard
3rd Roger Mitchell: Lanzo Bomber

'38 Antique
1st Kevin Fryer: Cumulus
2nd Max Heap: California Chief
3rd Steve Gullock: Folly

Climb and Glide
1st Max Heap: Lanzo Bomber
2nd Don Grant: Playboy
3rd Kevin Fryer: Cumulus

The next competitions are at Wangaratta on October 5th and 6th followed by Cohuna, November 9th and 10th

Cohuna September 14-15, 2013.
Results for Electric Power

ELECTRIC 1/2A TEXACO		
	Name	Model
1	A Mayhew	Stardust
2	S Gullock	Stardust
3	L Baldwin	Stardust
4	G Ryan	Airborne
5	M Heap	R C 1
6	P Miller	R C 1
7	R Mitchell	Red Ripper

ELECTRIC TEXACO		
1	L Baldwin	Bomber
2	C Penglase	Buzzard Bombshell
3	R Mitchell	Bomber
4	A Mayhew	Airborne
5	G Ryan	Airborne
ELECTRIC DURATION		
1	L Baldwin	Playboy
2	G Ryan	Airborne
3	R Mitchell	Bomber
4	A Mayhew	Big Gull

Above: ½A Texaco winners Brian Laughton / Albatross [R] and Don Grant / Anderson Pylon [L]. Third was Kevin Fryer / Stardust Special.

Top Left: '38 Amtique winners 3rd Steve Gullock / Folly, 1st Kevin Fryer / Cumulus, 2nd Max Heap / California Chief. Left and below: Alan Mayhew / Big Gull. This is an Electric Duration Model in development.

Above Left: Burford winners at Cohune, 2nd Kevin Fryer / Atomiser, 1st Max Heap / Dixielander 3rd Brian Laughton / Dixielander. Right: Duration winners 2nd Ray Hicks / Cumulus, 1st Don Grant / Playboy, 3rd Kevin Fryer / Cumulus. Below Left: Electric ½A Texaco 2nd Steve Gullock, 1st Alan Mayhew, 3rd Laurie Baldwin, all with Stardust Specials. Right: Climb and Glide 2nd Don Grant / Playboy, 1st Max Heap / Bomber, 3rd Kevin Fryer, Cumulus. Lower Left: Texaco winners 2nd Pat Keeley / Bomber, 1st Brian Laughton / Bomber, 3rd Kevin Fryer / Cumulus.

Above Right: Gary Ryan and his Electric Airborne.

Left: Laurie Baldwin receiving his award for 1st in Electric Texaco from Pat Keeley. Laurie also placed 1st in Electric Duration and 3rd in Electric ½A Texaco. Great effort Laurie!

Right: Don Grant receiving his award for 1st for Duration from Pat Keeley. Don also won Climb and Glide, and placed 2nd in ½A Texaco

CONTEST COORDINATORS REPORT - MAY 2013

From Brian Laughton
Contest coordinator

Well here we are at the end of another summer's competitive flying.

Since Christmas we have not had to cancel any events beforehand although sometimes the weather was not kind to us.

We started the year with the Roy Robinson Trophy at the P&DARCS club in Pakenham, This was a good comp but it made us realize that without our Cohuna contingent we don't have many members that fly competition that come from the south of Victoria.

The competition went off well with a fairly stiff breeze and very little lift but no where near the carnage we had last year. The Roy Robinson trophy went at last to our resident casanova and president Steve Gullock. Congratulations Steve well done.

The next event was in early March at Bendigo for a one day comp. They turned on magic weather for us with little or no wind, a mild temperature and we managed to complete 4 of the 5 events with good results. Everybody felt that they had been very busy all day but went home very satisfied. It was here that we heard that one of the electric flyers, Daryl McCleary, was to go into hospital the next day for a very serious operation.

Mid-April saw us with a two day comp at Ballarat. We may as well stayed at home as Saturday blew up to 37kph at times (cut-off wind strength is 25kph). This was about twice as strong as the weather bureau had predicted, no flying at all on Saturday.

Dinner that night was at a little pub about 20 klms from Ballarat suggested by Dave Sampson. Good on you Dave it was great, the high point of the weekend.

I would like to add that the Ballarat boys put on a terrific lunch but the big surprise was the fantastic breakfast they put on. Good on you fellas, keep it up.

Sunday the wind was almost as strong. We flew Texaco but the carnage was enormous, even the winner of the event broke his model on landing on his last flight.

Early May saw the last competition of the summer season, the Vic/SA Champs, held this year at Cohuna in Victoria. This event was also windy but flyable at times.

We had a good roll up of both Victorian and South Australian flyers. We did sit around a lot drinking coffee & eating all the goodies from the canteen, hoping the wind would subside. Eventually in desperation we decided to fly with shorter rounds and managed to complete all of the events, the last being flown almost in the dark on Sunday.

About mid-day on Sunday we were all very pleased to see Daryl McCleary's wife drive him to the field to have a look at the proceedings. For a man that has had such a big operation he looked remarkably well, it was good to see you, we all hope to see you back flying soon.

General consensus is that we have had a good four months of flying. We cant expect it to be perfect all the time and as my wife (being a Geelong supporter) would say, "Three out of four ain't bad!"

The next comp is at Cohuna on the 14th & 15th of September the Cohuna boys tell me they have pre-ordered very good weather from the bloke upstairs AND we have the AGM. So be there and be ready to put your hand up to do something on the committee.

GO.

The little coxes run in the pits singing their beautiful song,
That is until the CD says, Go!
Thermals are everywhere as the birds soar around. but they disappear as soon as the CD says, GO!
Texaco Motors run for hours in the pits, on no fuel, but as soon as the pilot says GO! they splutter and stop.
The old antique motors are great, in the pits, they start first flick and run on song. but as soon as the CD says GO they splutter and stop.
Now Go is only a little word, but big trouble it has caused,
We could fix all our modelling woes if only we didn't say, GO!!.

Condo 2011

AWARNESS OF THE NEW RULES

From Brian Laughton.

In the last two competitions we have had some safety issues. As you are aware the rule changes were ratified by the MAAA committee meeting in May this year and the new rules will apply from our next competition in September.

Our main concerns are for safety and for that reason we should all acquaint ourselves with the new rules, mainly the field layout and its uses. You are NOT under any circumstances allowed in the landing area while flying your model - you can't be watching out for incoming models while you are concentrating on flying your own model.

Flying over the Pitts is TABOO.

Either of these infringements will mean instant disqualification from that round.

The other rule changes are:

- You must land and stop IN the defined landing area.
- You must have no mechanical or electronic assistance in your model other than the normal rudder, elevator & motor control.
- In the Burford event ballrace and David Owen repo engines now have a 38 second motor run.
- Burford now has engines from 1cc to 2.5 cc.
- ½A Texaco is now 7 minutes maximum flight time in the rounds.
- Electric flyers should acquaint themselves with the newly adopted rules as well as the safety rules in the general old timer rule changes.

Again we urge you to take the time to acquaint yourself with the changes so we can all have a happy trouble free competition season.

The rule changes are listed on our web site: http://www.sam600.com/

VALE

Tony Cincotta

Tony in his last shop before he retired. His passion and life was modelling

It was with great sadness that I learnt of the passing of Tony Cincotta

For those that didn't know him Tony was one of the pioneers of our great hobby and I have been privileged to know him since 1961 when he was just a boy, bottling dope and filling tubes with glue and selling all sorts of hobby goods from the back of his father's fruit shop in Bentleigh.

He was responsible for introducing FUTABA brand of radio gear into Australia through his new shop the "Hobby Hanger" in Caulfield in the late 1960's, in fact he was responsible for introducing the FUTABA trophy held annually at P&DARCS and now called the VMAA trophy.

Tony employed in his shop the famous aeromodeller Monty Tyrrell and together this pair added enormous colour to the shop and it was always full of well known modelers.

Tony was always active in the competitive control line team race field of which he was part of a very successful team.

It was about this time that he married Ros the woman he spent the rest of his life with.

Tony stayed in this shop for many years until he decided to relocate back into the Bentleigh area in an upstairs showroom, again a popular gathering place for modelers, his shops were always well stocked with all that us modelers required.

He was the type of chap that nothing was too much trouble, in fact when SAM600 lost it's meeting rooms at the SEC building Tony offered his shop to have our evening meeting in and he would stay back until our meeting was over.

SAM600 stayed there for many years until Tony decided to retire and move to Traralgon where he seemed to lose contact with us about 5 years ago.

I received an email from Ian Avery offering some of Tony's goods for sale, this alerted me that something may be wrong so I made inquiries and found that his wife Ros had past away last August and that Tony had passed away in the Traraglon base hospital in mid April this year.

Unfortunately another likable character who will be sadly missed.

Brian L

Eastern States Gas Champs
Wangaratta
5-6 October, 2013.

Results:

1/2a Texaco

Kevin	FRYER	Cumulus	1080	994
Peter R.	SMITH	Valkyre	1080	899
David	BEAKE	Stardust Spl	1080	803
Peter	Van Waterbeemd	Lil Diamond	1080	606
Jim	RAE	Pine Needle	1080	527
Peter J.	SMITH	Lil Diamond	1080	150
Geoffrey	MALONE	Lanzo Racer	1080	121
Grant	MANWARING	Lil Diamond	1080	

Electric 1/2A Texaco

Steven	GULLOCK	Stardust Spl	1800	1575
Laurie	BALDWIN	Stardust Spl	1800	1460
Gary	RYAN	Lanzo Airborne	1800	1120
Ted	HALL	Record Breaker	510	

'38 Antique

David	BEAKE	Westerner	Anderson Spitfire	1800	802
Peter J.	SMITH	Standby	Madewell 49	1800	777
Grant	MANWARING	RC1	Burford 5cc d	1800	624
Jim	RAE	Rambler	ED Hunter 3.46	1797	
Kevin	FRYER	Cumulus	Dooling 61	1751	
Peter	Van Waterbeemd	Scram	GB 5cc	1702	
Steven	GULLOCK	Polly	GB1 5cc d	1583	

Duration

David	BEAKE	Bomber	McCoy 60	1260	1075
Peter J.	SMITH	Playboy 115%	McCoy 60	1260	1006
Kevin	FRYER	Cumulus 92%	Dooling 61 spk	1260	739
Steven	GULLOCK	Playboy	Saito 56 4/	1260	557
Jim	RAE	Lion Cub 130%	Saito 56 4/	1260	552
Peter R.	SMITH	Valkyrie	Saito 56 4/	1176	
Peter	Van Waterbeemd	Bomber 85%	Saito 56 4/	1106	
Brian	DOWIE	Playboy 105%	OS 40 2/	698	

Gordon Burford Event

Peter R.	SMITH	Ollie	Taipan plain	900	495
Grant	MANWARING	Lil Diamond	Taipan plain	900	447
Peter J.	SMITH	Faison	Taipan BB (T)	900	412
Jim	RAE	Amazoom	Taipan plain	900	369
David	BEAKE	Zoot Suit	Taipan BB	900	181
Kevin	FRYER	Atomiser	Taipan plain	899	
Peter	Van Waterbeemd	Lil Diamond	Taipan plain	877	
Steven	GULLOCK	Stardust Spl	Taipan plain	470	

Texaco

David	BEAKE	Bomber	OS 60 4/	1800	1055
Kevin	FRYER	Cumulus	OK Super 60	1800	840
Steven	GULLOCK	Bomber 85%	Enya 53 4/	1800	733
Peter	Van Waterbeemd	Bomber	OS 61 4/	1800	683
Grant	MANWARING	Bomber	OS 60 4/	1800	598
Peter R.	SMITH	Valkyrie	OS 60 4/	1800	588
Jim	RAE	Dallaire 75%	ASP 30 4/	1800	543
Geoffrey	MALONE	Lanzo Racer	OS 40 4/	1713	
Peter J.	SMITH	Bomber	OS 60 4/	1503	

Tomboy

David	BEAKE	Irvine Mills .75	673
Jim	RAE	Mills .75	655
Peter	Van Waterbeemd	MP Jet	460
Peter R.	SMITH	MP Jet	420
Kevin	FRYER	Irvine Mills .75	400

Top Gun
David BEAKE

Texaco winners at Wangaratta: 3rd Steve Gullock / 85% Bomber, 1st David Beake / Bomber, 2nd Kevin Fryer / Cumulus.

½A Texaco flightline preparing for the fly-off. In the foreground is Peter (Canberra) Smith / Valkyrie (finished 2nd)., behind him is David Beake / Stardust Special (finished 3rd).

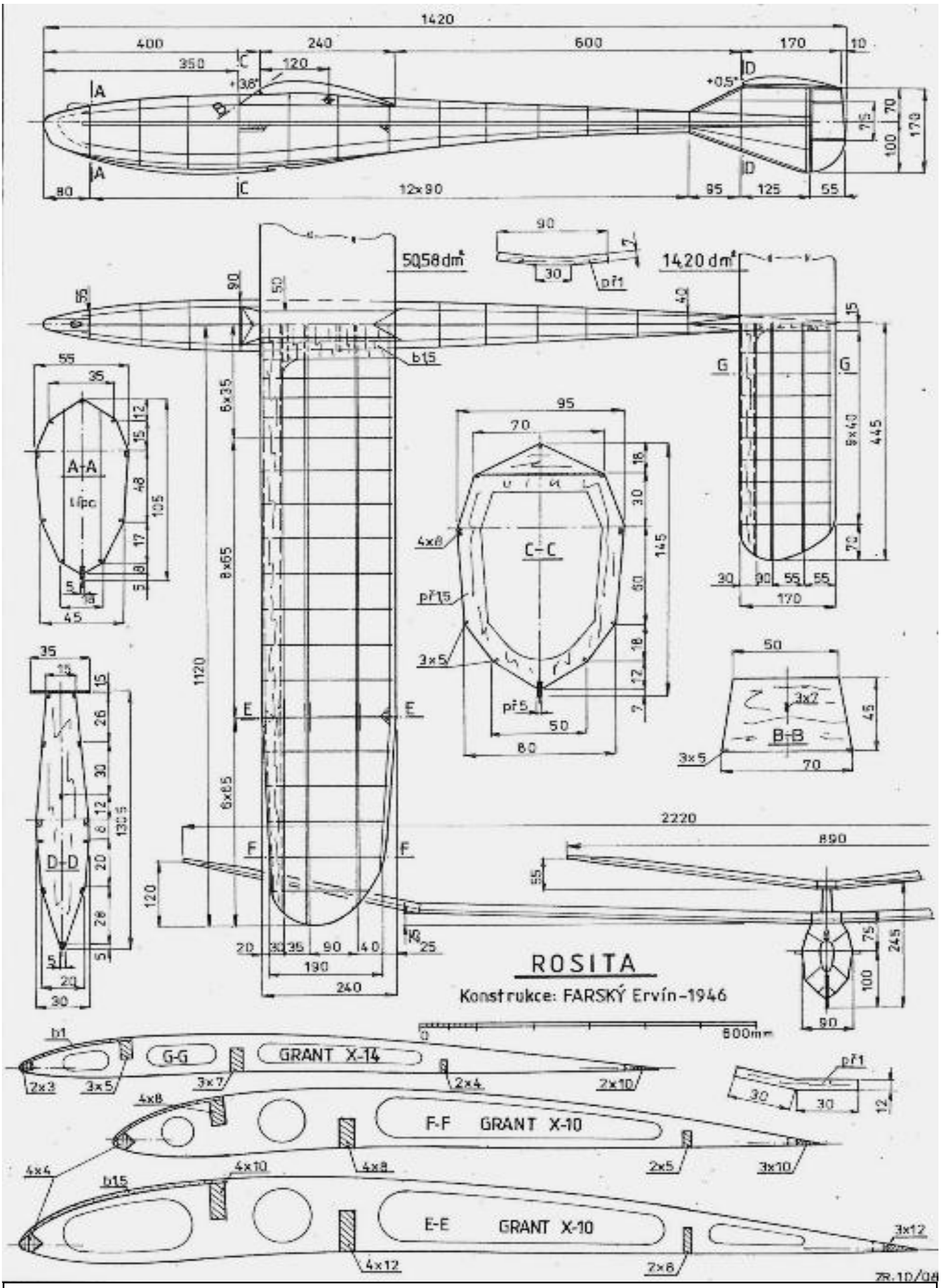
Texaco flightline with Peter (Canberra) Smith / Valkyrie, with wife assisting, Peter also flies a Valkyrie in Duration.. Texaco winner David Beake's Bomber can be seen in the background.

Right: David Beake from Canberra receiving the Top Gun award from the President of the Wangaratta Aeromodelers Club, Wayne Harrison.

Davod achieved 3rd ½A Texaco, 1st '38 Antique, 1st Duration, 1st Texaco, 1st Tomboy.

Well done David!

SAM 1788 Secretary, Grant Manwaring , reported that, "Wangaratta was good weather fine light winds, the entry numbers were down."


ROSITA
Konstrukce: FARSKÝ Ervín-1946
GRANT X-14
F-F GRANT X-10
E-E GRANT X-10
G-G
A-A
B-B
C-C
D-D
5,058 dm²
1,420 dm²
1420
2220
890
800mm

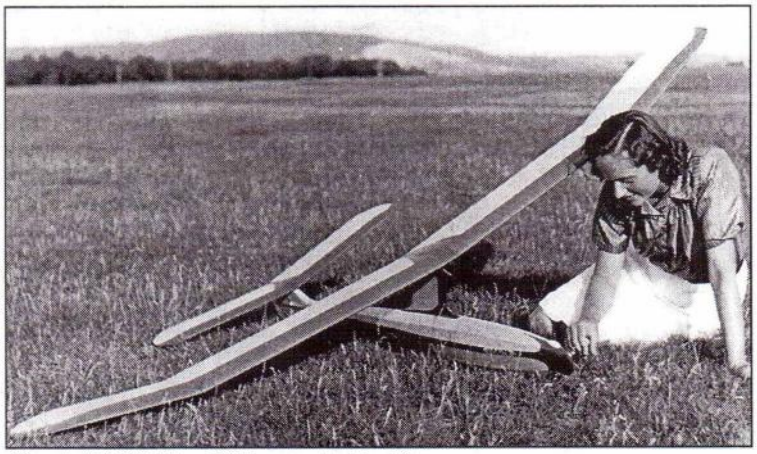
Vzpomínky na model větroně ROSITA, jehož nákres jsme vydali ve ZPRAVODAJI č.57, str. 11, nám zaslal i s fotografiemi Pavel LANŠTIAK (SAM 104):

ROSITA, aneb jak to tenkrát bylo…

Na jaře 1946 se rozhodl Ervín Farský, že větroň PLUTO není to pravé na celostátní soutěž do Zlína a tak si nakreslil nový větroň, dle tehdejší módy – s baldachýnem – který do konce května postavil. Při zalétávání však, díky krku, větroň nešel pořádně vytáhnout a tak došlo k tomu, že ROSITĚ byl nevhodný konstrukční prvek „odoperován". Vlastnosti větroně se podstatně zlepšily a na celostátních závodech obsadil 2. místo. Protože Ervín v té době pilně bezmotorově létal na Medlánkách a na tuto činnost se stále nedostávalo financí, tak ROSITU prodal firmě Zdeňka Husičky. Na celostátní závody v roce 1947 Ervín postavil krásný motorák na „desítku" Gustava Buška a když jsem za ním pár dní před CPZ přišel, překvapil mně s návrhem postavit novou ROSITU, aby mohl startovat též ve větroních. Po zvážení situace jsme se rozhodli, že jí během 2 dnů, co zbývaly do odjezdu do Bratislavy, postavíme! Domluva byla taková, že on postaví trup s kormidly a já kompletní křídlo. Druhý den jsem ráno zašel ke Zdeňkovi Husičkovi a na soustruhu vytočil bukové kolíky na střed křídla a obrousil na brusce profily. Do večera jsem měl křídlo hotové a odnesl ho k Ervínovi. U něho jsme celý model do rána potáhli, vypnuli a nalakovali. Druhý den v poledne se jelo do Bratislavy. Létalo se tehdy jen na jeden start. ROSITA na závodech nedopadla celkem špatně, ale přesné umístění si již nepamatuji.

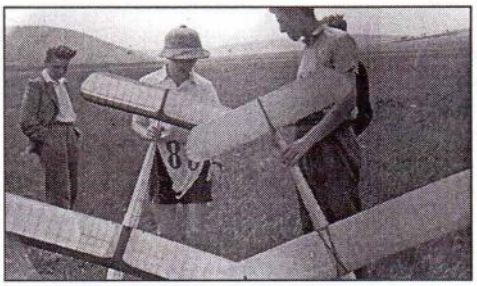
Za pomoc při stavbě jsem ROSITU od Ervína na podzim dostal, s poznámkou, že se bude dále věnovat více bezmotorovému létání a já že jí více využiji. Protože model byl poněkud opotřebován, dal jsem mu přes zimu nový potah s ozdobným pásem přes trup, křídla a kormidla. Létal jsem s ním potom na různých závodech, celkem úspěšně. V roce 1948 jsem byl povolán na vojnu a tak ROSITA další dva roky odpočívala.

Po příchodu z vojny v roce 1950 již odzvonilo velkým větroňům a tak ROSITA zůstala v „depozitáři" a já jsem se věnoval intenzivně bezmotorovému létání, ale to je jiná kapitola. V roce 1951 nebo 1952 založil Zdeněk Husička MVVS a u něho nastoupil Eda Obrovský jako mechanik „radiář". Jeho pracovní náplní bylo vyvinout a postavit radiové zařízení pro řízení modelů. Tehdy za mnou přišel Luboš Kočí a požádal o zapůjčení ROSITY, kterou jsem mu na tyto pokusy daroval. Jak nakonec ROSITA skončila nevím, ale je jisté, že pomohla k výzkumu radiového řízení modelů. ROSITA byla vlastně prvním R/C modelem vyvinutým v MVVS.



Původní ROSITA s křídlem na baldachýnu.

Ervín Farský s ROSITOU č. 2 v Bratislavě na letišti Vajnory v roce 1947.



Závody v Medlánkách v roce 1948 – Zdeněk Bedřich a Pavel Lanštiak s ROSITAMI

Další ROSITY byly postaveny v modelářském kroužku v TOS Kuřim, který vedl Ervín Farský a další si postavil Zdeněk Bedřich. V současné době Zdeněk připravuje stavbu nové ROSITY, tentokrát jako R/C.

Pavel LANŠTIAK (SAM 104)

Modelářský kroužek TOS Kuřim v roce 1947. Před Zlínem Z-22 JUNÁK jsou členové kroužku s modely KÁNĚ konstrukce O. Chloupka a v popředí jedna z ROSIT.

HADDON 21st April 2013

Results for I/C engines

TEXACO

	Name	Model	Engine	CC	Rd 1	Rd 2	Rd 3	TOTAL
1	S Mostert	Bomber	O S 46D	10	600	600		1200
2	G Thomson	Bomber	O S 61 f/s	18	338	552	596	1148
3	B Laughton	Bomber	O S 40 f/s	12	404	476	600	1076
4	D Sampson	Bomber	O S 60 f/s	15	411	486	567	1053
5	S Gullock	Bomber	Enya 53 f/s	15	442	418	600	1042
6	G Gulbin	Bomber	Enya 45 f/s	12	402	381	446	848
7	D Grant	Bomber	Enya 53 f/s	15	DNF			
8	B Stebbing	Rambler	Irvine 40 D	8	DNF			

HADDON 21st April 2013

Results for Electric Power

TEXACO

	Name	Model	Rd 1	Rd 2	Rd 3	TOTAL
1	L Balwin	Bomber	600	600		1200
2	G Ryan	Airborne	380	400		780

Haddon - SAM 600 20-21 April, 2013

From Graeme Gulbin.

Haddon Model Club hosted the two day SAM600 flying event on the 20 - 21st April, 2013. The event attracted Flyers from all around Victoria and even participants from as far as South Australia made the journey. Entrants were keen to tune up some models before the Victorian and South Australian championships in two weeks.

Unfortunately the weather had different ideas with the wind gusts increasing from the South east making flying conditions unsuitable for competition.

A function was arranged on Saturday night at the Smythesdale Court House hotel. A group of 14 attended. The meal was delicious and all who attended seemed to enjoy a night out after a disappointing day of non-competition.

On Sunday morning the BBQ was heated and breakfast of bacon and eggs was served up. The weather still wasn't perfect but with the wind blowing from the north at around 6.5 knots it was decided that Texaco could commence.

There were 8 entrants in the field but it was very hard to get a max in the conditions but some relatively new members showed everyone how it was done.

Shane Mostert with his beautiful build Lanzo competed with a carbon fiber cowl came 1st, George Thomson came 2nd with his Lanzo and Brian Laughton fitted into 3rd.

With the electric power event Laurie Baldwin had two maxs which was a great effort and came 1st, Gary Ryan came 2nd.

It was then back to the BBQ for a hamburger with the lot. Thanks to all the entrants who turned up over the weekend and also thanks to those that helped with the cooking & timing etc.

THE IMPORTANCE OF A TIMEKEEPER

From Brian Laughton.

As old timer flyers we get all the accolades individually but we really are a team. Every time we fly we need a timekeeper/ launcher, but our timekeepers play a much greater roll in our success than they are given credit for .

While we are flying our model we are concentrating solely on keeping the model up there for as long as possible, do our timekeepers realize and fully understand their part in the event.

Not only should they launch the model, and click the stop watch but they should stay beside you to count down your motor run in seconds and count down your flight time in minutes until the end of your qualifying or flyoff flight. They should also be watching the other flyers model to see if they are in lift and advise you so you can try for the same lift and maybe lengthen your flight time. They should also watch for other dangers such as another model out of control.

When your model is nearing the end of its flight they should be directing you to the to the line between the pilots area and the landing area as you are not under any circumstances permitted to enter the landing area while your model is in the air , this will result in instant disqualification. Last of all the timekeeper must enter your score on the time sheet correctly.

In a flyoff your time keeper should keep you aware of the flyers still holding their transmitters and flying their model, much easier than trying to find models in the air and letting you know when they land thus helping you to asses where you stand in the placings.

Most timekeepers are flyers so they are aware of their duties but the occasion arises in a flyoff when most of the flyers are flying and we are short of timekeepers we then use people that are not familiar with our ways and it is your responsibility to make these people aware of what we expect of them before you fly.

It's amazing how this team effort can make your flying more enjoyable and perhaps increase you flight time and it may help you to realize that you are a team not an individual.

"Fred Stebbing Memorial" Champ of Champ 2013

Event	1st Place	2nd Place	3rd Place	No. in F/O	Progressive points		
Roy Robinson					B Laughton	30	1st
Texaco	S Gullock	K Fryer	D Grant	4	K Fryer	30	1st
Duration	B Laughton	D Grant	S Gullock	1	D Grant	19	2nd
Texaco Elec	L Balwin	G Ryan			S Gullock	18	3rd
Duration Elec	G Ryan	L Balwin			R Taylor	17	4th
					L Clifford	15	5th
Bendigo					M Heap	15	5th
Duration	P Keely	R Taylor	M Heap	7	P Keely	9	6th
Duration Elec	D McCleary	R Mitchell	L Baldwin	3	S Mostert	4	7th
1/2A Texaco	B Laughton	R Taylor	L Clifford	3	G Thomson	3	8th
1/2A Tex Elec	S Gullock	L Baldwin	M Heap	4	R Hicks	3	8th
Texaco	S Gullock	L Clifford	B Laughton	4	R Yates	1	9th
Texaco Elec	R Mitchell	M Heap	D McCleary	2	G Gulbin	1	9th
Climb & Glide	R Mitchell	P Keely	K Fryer	0			
Haddon							
Texaco	S Mostert	G Thomson	B Laughton	1			
Texaco Elec	L Baldwin	G Ryan		1	L Baldwin	31	1st
VIC / SA State Champs					R Mitchell	18	2nd
Texaco	L Clifford	B Laughton	R Taylor	8	G Ryan	15	3rd
Texaco Elec	L Baldwin	R Mitchell	A Mayhew	3	A Mayhew	14	4th
Duration	R Taylor	K Fryer	D Grant	5	S Gullock	11	5th
Duration Elec	G Ryan	A Mayhew	L Baldwin	3	M Heap	7	6th
1/2A Texaco	L Clifford	K Fryer	D Grant	3	D McCleary	5	7th
1/2A Elec	S Gullock	A Mayhew	G Ryan	5	C Penglase	3	8th
Burford	K Fryer	S Gullock	R Taylor	5			
38 Antique	R Taylor	B Laughton	M Heap	0			
Cohuna 14th & 15 September 2013							
1/2A Texaco	B Laughton	D Grant	K Fryer	3			
1/2A Electric	A Mayhew	S Gullock	L Baldwin	6			
Duration	D Grant	R Hicks	K Fryer	5			
Duration Elec	L Baldwin	G Ryan	R Mitchell	2			
Burford	M Heap	K Fryer	B Laughton	3			
Texaco	B Laughton	P Keely	K Fryer	5			
Texaco Elec	L Baldwin	C Penglase	R Mitchell	4			
38 Antique	K Fryer	M Heap	S Gullock	3			
Climb & Glide	M Heap	D Grant	K Fryer	0			

A little old lady answered a knock on the door one day, to be confronted by a well-dressed young man carrying a vacuum cleaner.

'Good morning,' said the young man. "If I could take a couple minutes of your time, I would like to demonstrate the very latest in high-powered vacuum cleaners... "

"Go away!," said the old lady. "I'm broke and haven't got any money!" And she proceeded to close the door…

Quick as a flash, the young man wedged his foot in the door and pushed it wide open... "Don't be too hasty!" he said. "Not until you have at least seen my demonstration…" And with that, he emptied a bucket of horse manure onto her hallway carpet. "Now, if this vacuum cleaner does not remove all traces of this horse manure from your carpet, Madam, I will personally eat the remainder."

The old lady stepped back and said, "Well let me get you a fork, 'cause they cut off my electricity this morning."

From O.S. Engines - Choosing the Right Glow Plug

Several factors influence the use of the correct glow plug for your engine. Here are some guidelines:

Engine Type

Standard engines: (engines with a 1-piece head) are most common. Standard plugs are easily available, inexpensive, and fit almost all standard engines. Standard plugs are installed with a washer, which creates a compression seal with the head.

Turbo: Many new O.S. engines, which feature a special 2-piece turbo head. The biggest benefit of turbo plugs is superior performance. Unlike standard plugs, turbo plugs (identified by a "P" in the description) feature a tapered "seat" that matches perfectly with the head. That creates a superior compression seal and with it, maximum efficiency and power. Turbo plugs are the choice for racers, who want, and need, top performance.

A word of caution: you should never install a turbo plug in a standard engine or vice versa. Doing so risks doing serious (and expensive) damage.

Displacement: Small displacement engines need a hotter plug than larger displacement because larger engines have more mass and retain heat better.

Nitro Content: Use of higher nitro fuels will require a colder plug than lower nitro fuels.

Temperature: The hotter the day, the colder the plugs need to be.

Additional Things to Know:

- Hot plugs promote better idling and acceleration. If your engine runs rough or accelerates sluggishly, a hotter plug will help.
- Cold plugs produce more power and may improve performance if your engine runs hot. The downside is rougher idling and more difficulty in tuning.
- Fuel-air mix not only affects how your engine performs; it can also have an impact on how long your plug lasts. If you run rich, it means that you're using more fuel than necessary for top performance. Modellers are often advised to run rich during engine break-in, because it helps cool the engine. However, running too rich can also cause an engine to bog down or quit entirely. In addition, it also means that the glow element is being exposed to more contaminants than necessary, which shortens plug life. Running lean means that you're using less fuel. "Leaning in" an engine has a positive effect on performance. However, care is needed here, because over-leaning an engine can harm it, by raising operating temperatures, and burn up a plug

[**Tech Editor's Note:** More than the plug might be lost, excessive leaning can ruin an engine before it's time. Do not over lean!

Final Thoughts Choosing the right glow plug not only improves performance, but can also extend the life of your engine and the glow plug itself. With the guidelines above and the tips below, you're well on your way to achieving both.

- Buy quality plugs. You're protecting your investment.
- Store plugs where it's dry. Moisture can ruin them.
- Use the right glow plug. Follow the guidelines above.
- Follow the proper break-in procedures.
- Tune your engine carefully. Running too lean will make your engine "blow" plugs more often. Proper tuning helps extend plug life.
- Never touch the filament of a glow plug. Doing so can break the filament and ruin a plug.
- Don't over tighten your plug. Tighten it until it's just snug.
- Be sure to shim your engine correctly. A plug that's too close to the piston can cause pre-detonation, which will quickly damage a glow plug.
- Use only a glow starter or 1.5V battery to heat your plug. Otherwise, your plug may burn out ahead of it's time. Don't be afraid to ask for help. Experienced modelers have already "been there, done that." Their experience can save you time and money; and most are glad to help.
- Glow plugs get very hot, enough to glow the filament red or white hot, and removing a glow plug while power is applied can cause burning if appropriate care is not taken.

[**Tech Editor's Note:** Removing the plug while it's still being "heated" strikes me as nearly impossible, since any attachment to the plug, that would be doing the heating, must be removed so that you can have access to remove the plug. The only other way to heat the plug is from the combustion in the engine, so if you are handling the engine, it's generally a good thing to have stopped it running while you "fool" with it.] Special caution must be taken while near fuel sources.

- Some connectors for glow plugs can short circuit and damage batteries, or cause them to explode. Batteries may get hot during the use of a glow plug. This especially applies to homemade or non-standard connectors.

[**Tech Editor's Note:** One source of material that can ruin glow plugs is detritus left in the engine during/after manufacture. Before you run any new engine, it's a good idea to flush, at least the combustion volume, to eliminate as much "stuff" as you can. Flush it with fuel or methyl alcohol, never water. The best way to flush is to remove the head and the back plate and flood the engine with the flushing fluid. If you are uncomfortable removing the engine parts, then take the glow plug out, move the piston down so that the top of the piston is below the exhaust port and run the flushing liquid down the plug hole and out the exhaust. If you catch the flushing fluid on a white paper towel, you should be able to see anything that the flush eliminated.]

In 2009/2010 there was this flying field where we flew the 63rd MAAA Oldtimer Nats and we have flown there before. But then it started to rain.
Where is this flying field now? Wait there, I can see that dead tree we needed to avoid on our landing approaches.
Tabletop Reserve, Albury, then and now.

Vic/SA State Champs 2013

Cohuna 3-4 May

Results for I/C Engines

½A TEXACO

	Name	Model	Engine		Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	B Britcher	Stardust	Cox		360	316	360	687	1407
2	L Clifford	Stardust	Cox		360	360		575	1295
3	K Fryer	Stardust	Cox		360	360		438	1158
4	M Newcombe	Stardust	Cox		360	360		340	1060
5	D Markwell	Stardust	Cox		360	L/O	360	316	1036
6	D Howie	Atomizer	Cox		288	360	360	208	928
7	D Grant	Anderson Pylon	Cox		360	360		41	761
8	B Laughton	Albatross	Cox		360	354	335		714
9	C Britcher	Stardust	Cox		326	358			684
10	R Taylor	Stardust	Cox		360	L/O			360
11	P Keely	Stardust	Cox		340	L/O			340
12	B Dowie	Playboy	Cox		L/O				

BURFORD

	Name	Model	Engine	Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	D Markwell	Cresendo	P/B	40	300	300		1410	2010
2	K Fryer	Atomiser	P/B	40	300	300		1245	1845
3	S Gullock	Stardust	P/B	40	300	300		1090	1690
4	B Stebbing	Swiss Miss	B/B	35	300	300		861	1461
5	R Taylor	Dixielander	P/B	40	300	300		788	1388
6	L Clifford	Creep	P/B	40	300	300		738	1338
7	B Laughton	Dixielander	P/B	40	300	300		637	1237
8	M Newcombe	RC1	P/B	40	300	300		482	1082
9	C Britcher	Cresendo	P/B	40	300	295			595
10	B Britcher	Cresendo	P/B	40	288				288
11	D Howie	Fifteen	P/B	40	DNF				

DURATION

	Name	Model	Engine	Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	B Stebbing	Stardust	Dubjet 35	25	420	420		852	1692
2	M Newcombe	Bomber	McCoy 60	28	420	420		764	1604
3	R Taylor	Cumulus	Y S 63	28	420	420		705	1545
4	K Fryer	Cumulus	McCoy 60 Spk	40	420	420		680	1520
5	D Grant	Playboy	Y S 53	28	420	420		639	1479
6	B Laughton	Playboy	T/Tiger 35	25	420	420		636	1476
7	L Clifford	Playboy	Y S 63	28	420	420		633	1473
8	P Keely	Stardust	O S 56 f/s	32	420	420		563	1403
9	S Gullock	Playboy	Saito 56	32	411	420	420	556	1394
10	M Heap	Bomber	G M S 32	25	420	420		500	1340
11	D Markwell	Kerswap	Saito 56	32	420	420		484	1324

Photos from Graeme Gulbin

Steve Gullock giving an opinion

Texaco flight line.

OS Open Rocker 60FS in a Bomber.

Kevin Fryer's Cumulus.

Two elderly Gentle-men passing an opinion.

→

	Name	Model	Engine	Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL
12	B Dowie	Playboy	O S 40	25	295	209	243		538
13	G Thomson	Playboy	Saito 56	32	DNF				
14	G Gulbin	Playboy	O S 56 f/s	32	DNF				
15	B Taylor	Playboy	Saito 50	32	DNF				

TEXACO

	Name	Model	Engine	CC	Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	L Clifford	Racer	Enya 60	18	600	600		2311	3511
2	B Laughton	Bomber	O S 60	15	576	600	600	2273	3473
3	R Taylor	Cumulus	O S 61	18	505	600	600	2222	3422
4	S Gullock	Bomber	Enya 53	15	600	600		1162	2362
5	B Stebbing	Rambler	Irvine 40 D	8	546	600	600	1133	2333
6	K Fryer	Cumulus	OK Sup60 Spk	20	600	496	600	1119	2219
7	D Markwell	Bomber	O S 61	15	600	600			1200
8	G Gulbin	Bomber	Enya 46	12	577	534			1111
9	C Britcher	Bomber	Enya 46	12	484	600	405		1084
10	D Grant	Bomber	Enya 53	12	556	366			922
11	L Baker	Berryloyd	Magnum	15	373	395			768
12	P Miller	Bomber	O S 40	12	183	490			673
13	R Yates	Bomber	O S 48	12	600	30	10		630
14	G Thomson	Bomber	O S 60	18	456				456
15	P Keely	Bomber	O S 52	12	DNF				

'38 ANTIQUE

	Name	Model	Engine	Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	R Taylor	Cumulus	Atwood	114					1188
2	B Laughton	RC1	OK Super 60	120					1044
3	M HeaP	Calif. Chief	E D 3.46	180					989
4	S Gullock	Folly 2	5cc Burford	123					796
5	K Fryer	Cumulus	O K Super 60	120					622
6	D Markwell	RC1	O K Super 60	120					494
7	M Newcombe	Cumulus	O K Super 60	96					281

Rob Taylor's Duration Cumulus.

Robert Taylor waiting for the fly-off signal.

Brian Laughton and Bomber - a bit windy!

Vic/SA State Champs 2013

Cohuna 3-4 May

Results for Electric Power

ELECTRIC 1/2A TEXACO

	Name	Model	Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	S Gullock	Stardust	600	600		1261	2461
2	A Mayhew	Stardust	600	600		1050	2250
3	G Ryan	Airborne	600	600		1013	2213
4	L Baldwin	Stardust	600	600		990	2190
5	R Mitchell	RC1	600	600		765	1965
6	R Yates	Bomber	600	600		750	1950
7	P Miller	RC1	600	600		L/O	1200

ELECTRIC TEXACO

	Name	Model	Rd 1	Rd 2	Rd 3	F/O	TOTAL
1	L Baldwin	Bomber	600	600			1200
2	R Mitchell	Bomber	600	600			1200
3	A Mayhew	Airborne	600	600			1200
4	M Heap		600	600			1200
5	G Ryan	Airborne	600				600

ELECTRIC DURATION

1	G Ryan	Airborne	600	600	600		1800
2	A Mayhew	Airborne	592	600	600		1792
3	L Baldwin	Playboy	570	600	600		1770
4	R Mitchell	RC1	600	454	440		1494

Construct Our

"Baby Barnstormer"

F. A.'S GAS MODEL OF THE MONTH

o o o

Hair-trigger temper on the getaway! That's what this swell B.B. job has—and that's why we dubbed her the B.B. Easy on the pocketbook and easy to build, too, this ship will turn in a big batch of snappy flights. All set? Then take it away—

o o o

By Fred C. Tuxworth

A BROWN powered 300-square-inch wing area model was first introduced in Detroit at the '36 Nationals. Thracy Petrides was the originator. The high performance of this diminutive ship attracted much favorable attention.

Since then the popularity of this type of model has increased tremendously. It offers great possibilities in the limited-engine-run events, and its ability to get away from the ground quickly makes it a consistent windy-weather ship for contests.

My model described here—the "Baby Barnstormer"—was built during spare time within a week, and it had made its first ninety flights within the following two weeks. An example of its toughness and reliability is the fact that the landings of over half of these ninety flights were in freshly plowed fields where the model had no choice but to tumble wing over wing. Under these unfavorable conditions damages were frequent. But due to the model's rigid construction the job was always put back in ship-shape order after a few minutes out for repairs.

The "Barnstormer" is very stable. As can be seen in our accompanying photograph, the line of thrust is high and the center of lateral area is low. It has never stalled, although in every flight it zooms nearly vertically from the take-off to an altitude of about a hundred feet where it hangs almost motionless while it assumes a less precarious, but still spectacular, climbing angle.

Several models of the same general design were built and powered with three different makes of engines. All proved interesting and successful. With but few changes, chiefly with the gas tank, the model can be built around any 1/6 to 1/5 h. p. engine.

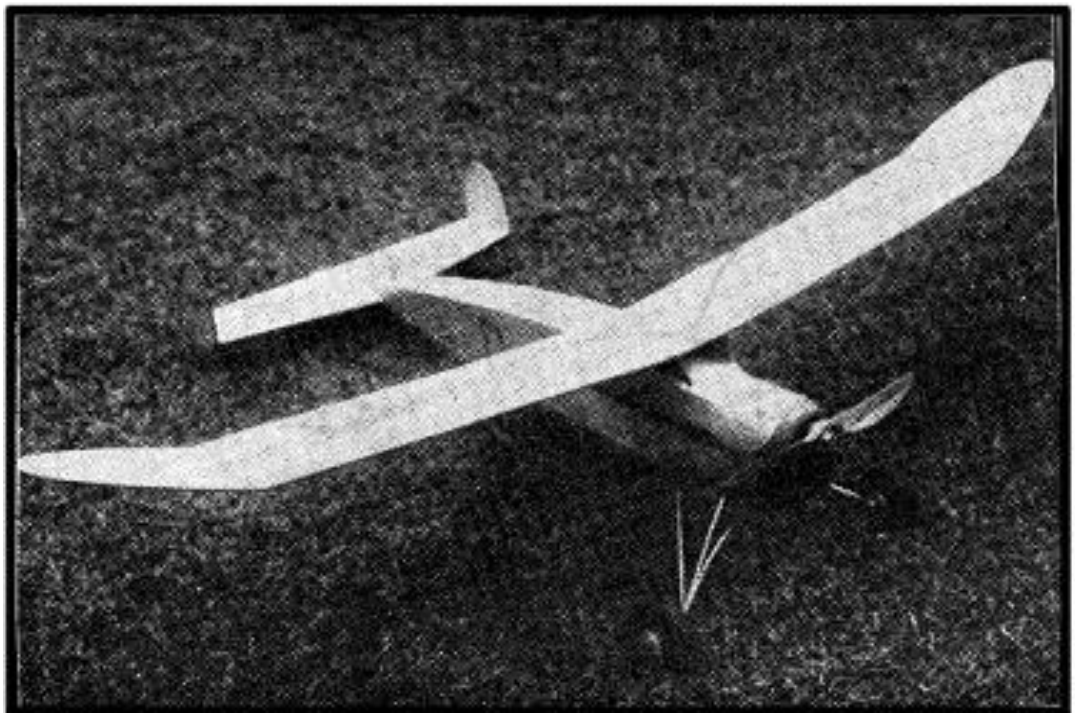
Fuselage Construction

FOR convenience in lay out, the fuselage drawing is provided with a "working thrust line." The angles of incidence of the wing and stabilizer and the actual line of thrust are all measured from this line. One-quarter square hard balsa is used for the longerons, cross-members, and battery slide. The engine mounts are cut to the indicated dimensions from ¼" basswood and are mounted by building bulkheads around them. The distance between the engine bearers will, of course, be determined by the engine used. It may be necessary to cut away part of the vertical cross-members, as shown, for the firewall bulkhead. (Section "A-A").

The formers around the firewall bulkhead are cut from ¼" stock; a ring of ⅛" sheet is glued to the front, and the outside edge is rounded off as depicted in the drawing. The wing mounts are made from 3/16" hard balsa; they are cut to fit the lower surface of the wing.

The landing gear struts are made from 3/32" piano wire, and they are bound in place with heavy linen thread. Light 3¼" diameter air-wheels may be used; but because of the plane's high landing speed, heavier 3½" wheels are more advisable.

The stabilizer is streamlined in section and is assembled in the usual manner. However, the spar connecting the leading edges and the two center ribs are left out. These are put in place after the stabilizer has been attached to the fuselage. The fins are made from balsa of medium hardness, and are equipped with bamboo skids. Both fins have adjustment tabs with aluminum hinges. Several generous applications of glue should be used in mounting the fins.



Building the Wing

A GRANT airfoil section is used for the wing. The ribs are cut from 1/16" medium balsa. The leading trailing edges of the tips are cut and shaped from ¼" hard sheet. Rectangular pieces of balsa are glued in position for the tip ribs. These are cut and sanded to a wing section when dry (camber on the lower surface is not necessary here). Dihedral is put in after the wing is assembled. The spar is cut at each joint and gussets of hard 1/32" sheet balsa are glued on both sides.

Left: As graceful a gas craft as we've seen in many a modeling moon is this spiffy "Baby Barnstormer." There's airworthiness in every line of this twin-finned job. And that completely closed in motor cowling makes you think you're double-O-ing a full-size ship.

• Plans For This Model On Following Pages •

After the framework is completed the leading edge of the upper surface of the wing and the entire upper and lower surface of the center section is covered with soft 1/32" sheet. Some builders doubtlessly will want to use an ordinary dihedral wing instead of the polyhedral one shown; but of the several wings tried, this design proved most successful.

Mounting The Engine

THE engine is mounted with wood screws. It should have about one degree right thrust. If a Baby Cyclone is used, a small gas tank may be made from very thin sheet brass and mounted on strips of brass directly above the crankcase. This is necessary to insure a constant supply of fuel to the carburetor in the extremely steep climbing attitude the model will assume. If a Brown Jr., or any similar engine, is used, it may be fitted with a fuel tank like that described in the drawings. The ends of the tank are the lids of small salve cans. These may be obtained at any drug store. The rest of the tank is made from thin sheet iron or brass.

For strength, the fuel line protrudes through both the top and bottom of the tank. The bottom end of the tube is closed with solder and the fuel enters through small holes which are drilled through the tube wall. When soldering the gas line to the carburetor body, be certain that there are no airholes. This type of tank is large enough for nearly any gas model flight, and it makes changing your type of engine very simple.

The Propeller

THE 12" propeller shown in the drawings was designed for a Brown Jr. It is high pitched and will hold down the r.p.m.'s. Carve it from basswood and leave the blades thick for strength and greater fly-wheel action. After the plane has been flown several times and all of the "bugs" have been eliminated, a more efficient propeller may be used. If an engine smaller than a Brown Jr. is installed, the regular designed propeller may be used from the start.

The Ignition Coil

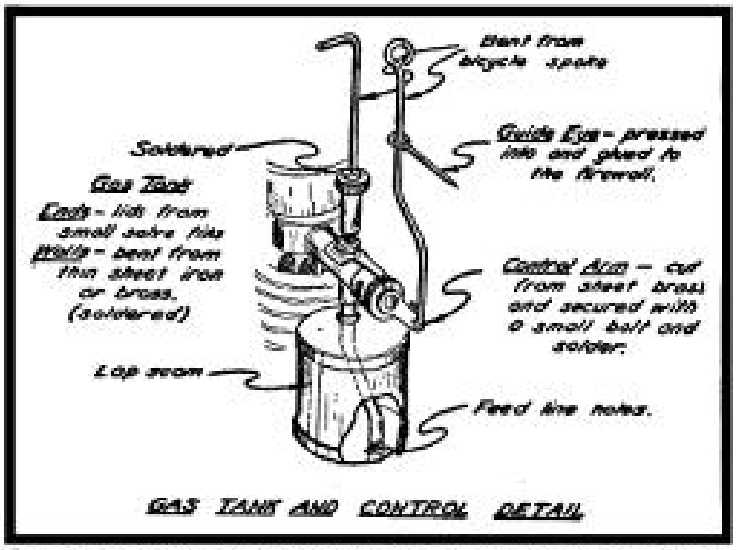
IS mounted on the back of the firewall. Either large or small dry-cells may be used. The cells are mounted separately, and a basswood block is cut to shape and bound and glued to each of the cardboard cell cases. These blocks are drilled to receive a small wood screw, which is used to clamp the cells to the battery slide.

Cowling

THE cowling has been designed for simplicity of construction and repair. The forward part is an elliptical ring, of the dimensions indicated, cut and shaped from hard balsa. The blank for this ring is made from laminated rings of ⅛" sheet. The skirt of the cowl is made from a strip of aluminum 3½" wide. Turn under ⅜" along the trailing edge for strength and bend the aluminum to shape. The seam should be at the bottom. The aluminum is attached to the wood ring with glue and ordinary pins cut ¼" long.

The cowl should have a hole in the top through which the needle valve and choke controls protrude. If the engine does not have a choke nut, a hole should be cut in the side of the cowl through which the engine may be choked with a finger. A spark control may be used if desired, but the spark of most engines can be set before starting. Give the engine bearers, firewall, and all wood parts on the inside of the cowl several coats of shellac.

Punch several holes in the aluminum at the bottom of the cowl to allow any spilled gasoline to drain immediately. This will virtually eliminate the possibility of fire. Mount the cowl with two small wood screws to the engine bearers.



Gas tanks are often a problem for the petrol model builder. But Tuxworth's tank can be built easily and with the simplest of materials. This diagram, showing the unit, illustrates details of installation and control.

Covering The Model

EITHER bamboo paper or silk may be used for covering. Give the bottom a double layer for protection against tearing by underbrush. Leave one bay immediately forward of the battery slide uncovered for access to the batteries. A piece of light cardboard held in place by several spots of glue serves as a covering for this opening. The fins are covered with paper. Give the entire model a coat of clear dope and sand very lightly to remove any fuzz. After this, two coats of pigmented dope should be applied.

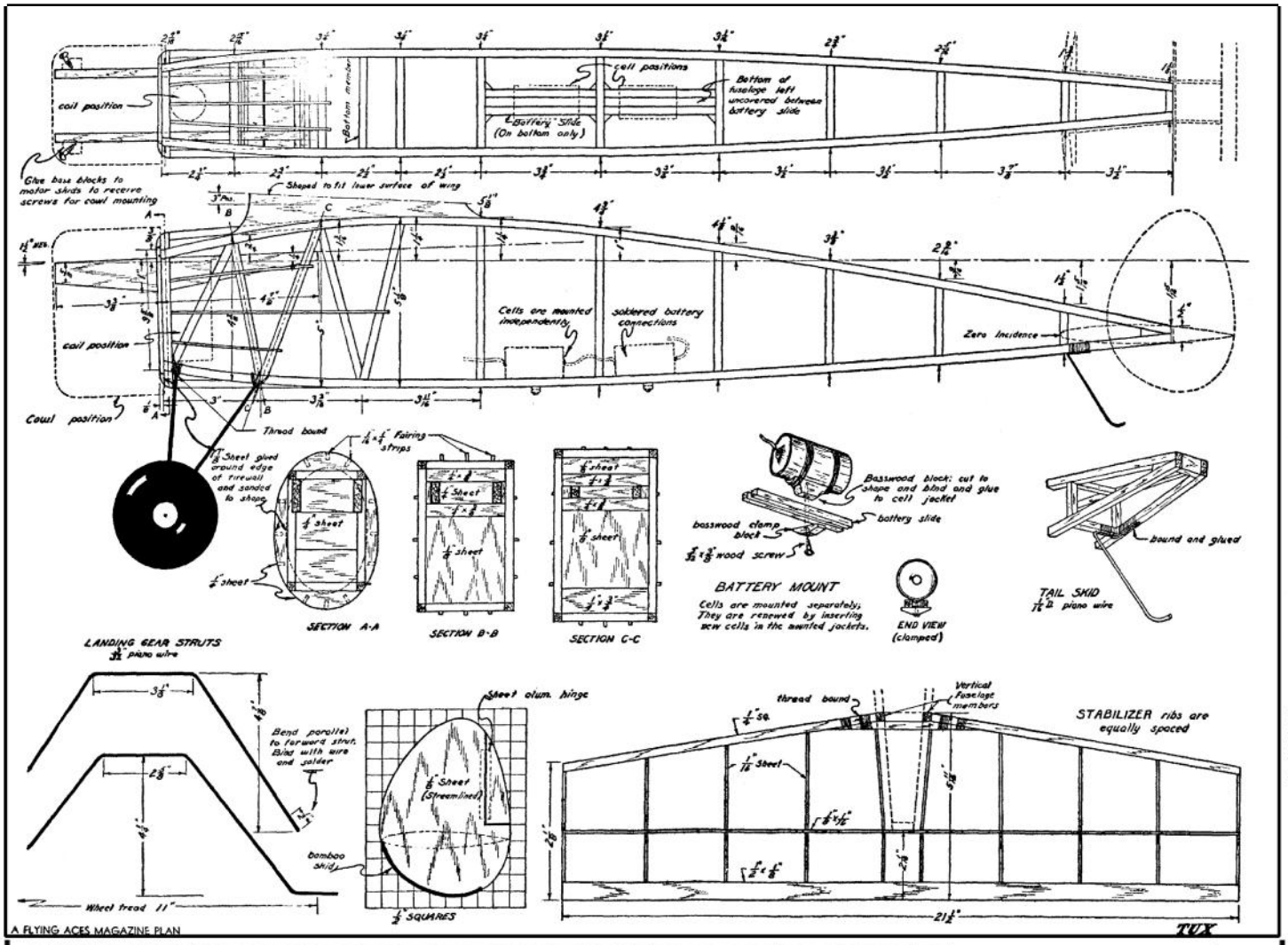
Final Assembly

THE wing is held in place with rubber strands. Two pins, cut ½" long, may be pressed through the center section trailing edge into the wing mounts to prevent the wing from shifting position. The builder should have no trouble running the engine inverted. However, there are a few troubles which may arise if proper precautions are not taken. A booster of two or three large dry-cells should always be used for starting, and the ignition switch should always be on when priming. This will insure a hot and consistent spark which will ignite the gas as it enters the cylinder and prevent its fouling the plug.

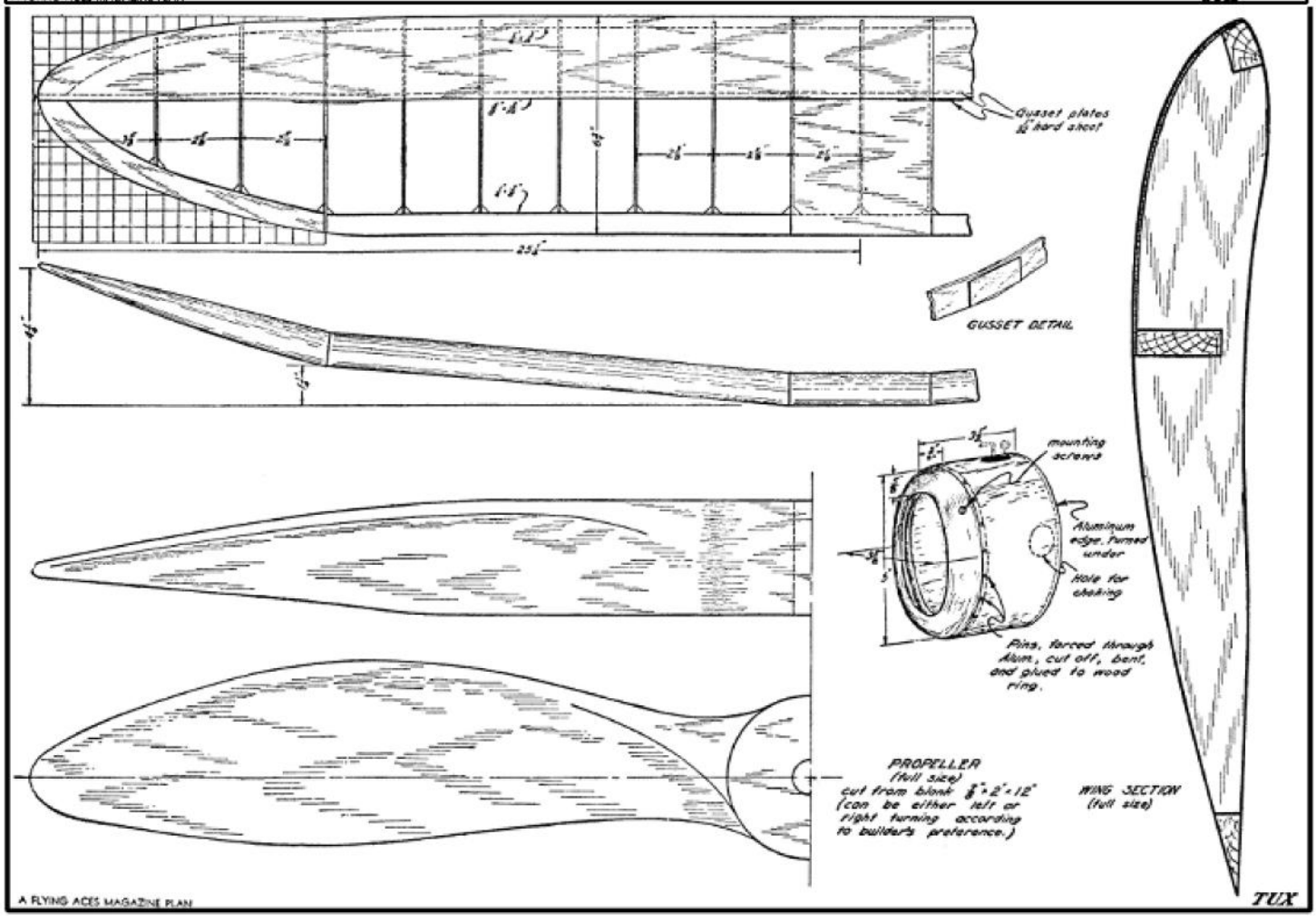
(*Continued on page* 21)

MATERIALS FOR THE "BARNSTORMER"

¼" sq. hard balsa for longerons, cross-members, and battery side;
¼" Basswood for engine mount;
3/16" hard balsa for wing mount;
Medium hard balsa for fins and wing ribs;
Hard balsa for cowling ring;
¼" hard sheet balsa for leading and trailing edges of wings;
1/32" hard sheet balsa for gussets;
1/32" soft sheet balsa for center-section wing covering;
Basswood for propeller;
Thin sheet brass for gas tank;
Aluminum sheet, shellac, and bamboo paper or silk for covering;
Dope (clear and pigmented).



CONSTRUCT OUR "BABY BARNSTORMER"—Plate 1



CONSTRUCT OUR "BABY BARNSTORMER"—Plate 2

Construct Our "Baby Barnstormer"

(*Continued from page* 20)

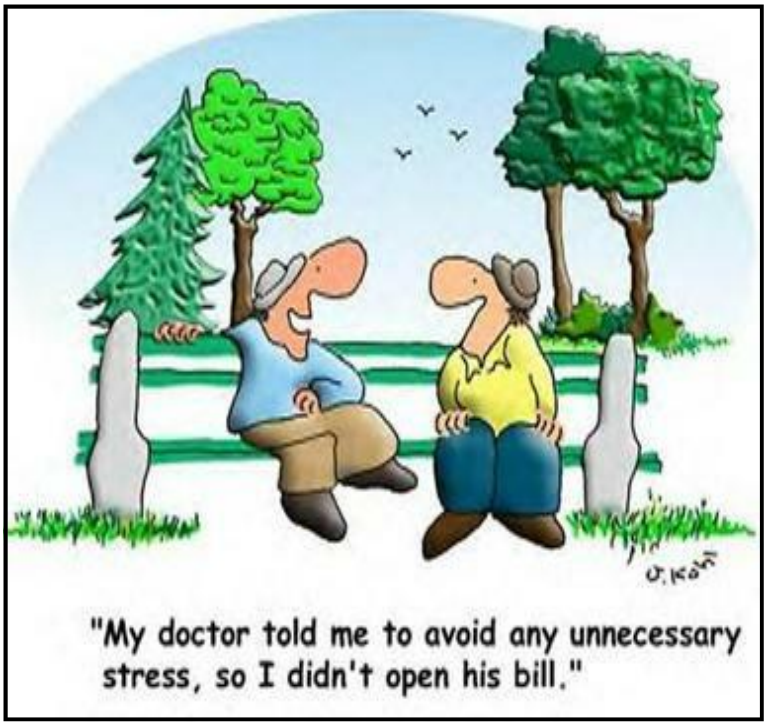
TEST FLYING

WITH models of this type, test flying will be a little different from "shake down" flights with larger gas models. More than the usual amount of care should be taken because of its speed. Remove the batteries from the slide and fasten them to the bottom of the fuselage with rubber bands. Use a piece of ⅜" sheet balsa between them and the fuselage to prevent their being pushed through the covering. Place them well forward, far enough so that there is no chance of the plane taking off, and the model is ready for its first trial. If a timer is being used, any smooth field is suitable. But if no timer is available, a fifty-foot runway terminating in a patch of long grass should be chosen for the tests.

Start the engine and let it run well open, then release the "Barnstormer" down the runway. It should taxi tail-high, and at high speed, until the timer shuts off the engine or until it reaches the high grass. This is a very satisfactory first trial.

Now move the batteries back about a half an inch and repeat the procedure. Probably no flight will result this time either, nor the next several times, and it all becomes very monotonous. But remember that although there have been no flights as yet there have also been no sickening stalls. Just be patient and continue to move the batteries back a little each trial, and finally the model will take off cleanly and assume a surprisingly steep climbing attitude. The batteries may then be placed inside the fuselage and adjusted according to the performance.

"I'm serious! Watch! I hit the left arrow, the plane banks left, hit the right arrow and ..."



"My doctor told me to avoid any unnecessary stress, so I didn't open his bill."

HobbyKing

Nano-tech World Record 114.5 MPH

Electric Motorcycle
Class = Under 150kg
World Record Speed
114.488 MPH
at Bonneville Salt Flats.

Contest Calendar 2013-2014

SAM 600 Australia
Victorian Old Timers Association Inc.
10 Cunningham Drive
Endeavour Hills
Vic 3802

Contests commence at 10 am, unless otherwise stated.

The New MAAA 2013/2014 Rules apply.

The CD for all SAM600 events will be nominated on the day of the event.

General meeting Haddon 9am 16th March / AGM meeting Cohuna 9am 14th September, 2014

2013-2014 All 1/2A, Duration & Texaco events will also be electric

November 9th — 10th	Cohuna Saturday 1/2A Texaco, Burford / Electric Coota & Duration Sunday Texaco, 38 Antique & Climb & Glide
November 24th	Haddon , Ballarat Sunday Duration, Texaco, 38 Antique & Climb & Glide
January 26th	Roy Robinson Trophy, P & DARCS Cardinia Sunday: Texaco, Duration.
February 16th	Bendigo NOTE - Due to the majority of contestants wanting a 1 day comp here these events will be 3 rounds, 2 to count SUNDAY 1/2A Texaco, Duration, Climb & Glide ,Texaco
March 15th — 16th	Haddon Ballarat Saturday 1/2ATexaco, Burford / Electric Coota & Duration Sunday 9am General Meeting -----10am Texaco, 38Antique & climb & glide
April 17th — 21st	EASTER CANOWINDRA, AUSTRALIAN SAM CHAMPS hosted by SAM1788
May 3rd — 4th	Monarto S.A. Victoria – South Australian combined State Champs Saturday 1/2A Texaco, Burford & Texaco Sunday Duration & 38 Antique
May 17th — 18th	Cohuna SATURDAY 1/2A Texaco, Burford /Electric Coota, Duration, SUNDAY Texaco, Climb & Glide & 38 Antique.
September 13th — 14th	Cohuna Saturday 1/2A Texaco, Burford / Electric Coota & Duration Sunday 9am AGM Meeting---10am Texaco, Climb & Glide & 38 Antique
October 4th — 5th	Wangaratta Eastern States Gas Champs. Run by SAM1788
November 8th — 9th	Cohuna Saturday 1/2A Texaco, Burford / Electric Coota & Duration Sunday Texaco, 38 Antique & Climb & Glide
November 30th	Haddon , Ballarat Sunday Duration, Texaco, 38 Antique & Climb & Glide