The Thermaleer

SAM 600 of Australia Newsletter, Issue # 130 August-September, 2014.

Above: Electric Texaco winners at Cohuna L to R D McCleary 3rd, Laurie Baldwin 1st, Roger Mitchell 2nd.
Below: Duration winners at Cohuna L to R Lyn Clifford 2nd, Robert Taylor 1st, Brian Stebbing 3rd.

NEXT COMPETITONS

8th-9th November - COHUNA, Saturday - 1/2A Texaco, Burford /Electric Coota, Duration.
Sunday - Texaco, '38 Antique & Climb & Glide

30th November - Haddon, Ballarat - Sunday - Duration, Texaco,'38 Antique & Climb and Glide.

SAM 600 Australia - Victorian Old Timers Association Inc. Committee

Email:
fryerkd@dcsi.com.au
President
Kevin Fryer
Home:
03 9842 4361

Email
brian@onewaymanagement.com.au
Secretary/Treasurer
Public Officer
Brian Dowie
Home
03 9706 2074

Vice President
Gary Ryan
Mobile:
0408 325 048
Email:
garyryan@vegas.com.au

Contest Director
Newsletter
Brian Laughton
Home
03 5989 7443
Email:
brianlaughton@dcsi.net.au

Committee Member
Pat Keeley
pekeely@live.com

Webmaster
Laurie Baldwin
laurie.baldwin@internode.on.net

Safety Officer
Steve Gullock
coodgiebear@hotmail.com

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

From the President

It was nice to see Rex Brown and Brian Stebbing at the Cohuna contest on 21/22 September.

Brian and Rex both did very well. The weather was very good with only a slight wind. Brian Stebbing has now slipped ahead on the stats points board but this, however, will only be short lived as a new weapon will be introduced at the November Cohuna comp.

The weather at the Eastern States Gas Champs at Wangaratta was very good but with patchy lift. It was good to see some of Alan Wooding's engines in use. Jim Rae had a Forster 29 running very well and I had Alan's Forster 99 going like a dream - a very nice, easy engine to use - not too fussy on the needle like some. Mr Gullock has a bit of a swelled head after winning two Texaco events in a row. We have to make sure he does not win a third. I found Brian Dowie's lost engine and was glad to hear that he got over 7 minutes in the last round. We won't say what happened next. See you all at the next comp on November 8/9 at Cohuna.

Safe flying, Kevin Fryer.

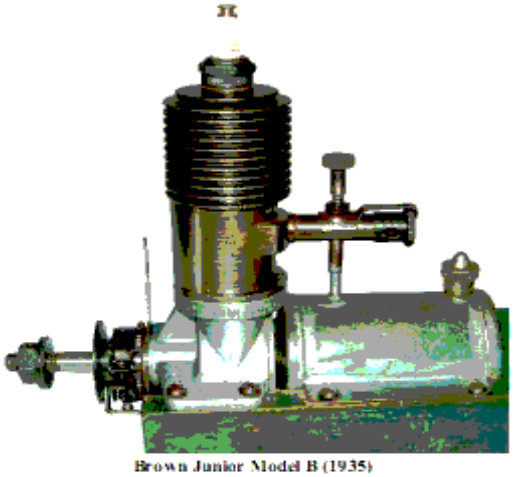
From reedbanjo@verizon.net

I have assembled an example of probably every Brown Jr engine which William (Bill) Brown made. Even a couple which never went into production.....like an inline 2-cylinder, and an experimental "B-1" which has the spark plug horizontally at the top fins of the cylinder.

His first run of engines had an "A" stamped on the mounting flange.....along with a few numbers. So far, an "A" example has eluded my search.

If you happen to have an "A" Brown engine, I am willing to trade generously, or pay well for an example.

Thank you.....reedbanjo@verizon.net



Brown Junior Model B (1935)

CONTEST CO-ORDINATORS REPORT

From Brian Laughton

SEPTEMBER 2014

HI FELLAS

So we have started again after the winter break & what a weekend. We had good weather good friends & good flying,

It was decided by a vote on the morning of the AGM that we would trial shorter engine runs and fuel allocations with shorter maxes to try to bring down the height of models competing as most of us are getting older and our eyesight and reflexes are not as good as they used to be. So i have listed below all of the new times that will be flown at Cohuna in early November this year as a trial to see how it goes.

Fuel allocation for Texaco

Antique spark	-—	was 4 cc per pound	now	2.8 cc per pound		
4 Stroke spark	---	" 1.5cc	"	" 1 cc	"	
4 stroke glo	---	" 3 cc	"	" 2 cc	"	Maximum flight time now 7 minutes
4 stroke glo	---	" 2 cc	"	" 1.4 cc	"	(non-supplied fuel)
Diesel	---	" 2 cc	"	" 1.4 cc	"	

Duration limited engine runs

2 Stroke engines	— was 25 seconds	now 18 seconds	
4 stroke supercharged & Antique glo	— was 28 seconds	now 20 seconds	Maximum flight time now 5 minutes
4 Stroke	— was 32 seconds	now 23 seconds	
Antique spark	— was 40 seconds	now 28 seconds	

Burford

Plain bearing	— was 40 seconds	now 28 seconds	
Ball bearing & Owens engine	— was 38 seconds	now 26 seconds	Maximum flight time remains 5 minutes

'38 Antique

group 1	was 12 seconds	per pound	now	8.5		
group 2	" 16	"	"	"	"	11
group 3	" 19	"	"	"	"	13.5
group 4	" 24	"	"	"	"	17
group 5	" 32	"	"	"	"	22.5
group 6	" 41	"	"	"	"	29
group 7	" 60	"	"	"	"	42
group 8	" 70	"	"	"	"	49
group 9	" 110	"	"	"	"	77

Maximum flight time now 7 minutes

We agreed at the AGM that we would reduce both the engine run & the flight time by 30% except Burford as we felt that the maximum flight time was too short so we left that as is. Also it was felt too difficult to try to bring the 1/2A motor run down so we have left it as is also.

So let us see how this works at Cohuna in November. See you all there in November. Brian Laughton.

SAM 600 Annual General Meeting

Meeting held on September 21st. 2014
at Cohuna, Vic.

Meeting Opened: The Meeting opened at 9 10am.

Chairman: Steve Gullock.

Attendance: There were sixteen Members in attendance.

Apologies: Nil. **Visitors:** Nil.

Minutes of Previous Meeting:

Minutes of the Meeting held on September 9th. 2013 were accepted. The acceptance was moved by Brian Dowie and Gary Ryan, carried.

Business Arising:

MAAA Sub-Committee:

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

Contest Director:

Brian Laughton advised the meeting that if elected at the elections that were to follow it would be his last time that he would accept nomination.

We must give consideration on who is to occupy this important function.

Event Parameters:

Brian Laughton suggests that because of the heights we are now achieving in our events that we trial a reduction in Engine Run Times and Heat Times by 33.3%.

Moved by Lin Clifford and Ray Hicks, carried.
Laurie Baldwin and Gary Ryan abstained from the vote.

Executive Meeting:
It was suggested and agreed that the Executive meet at each event to discuss and business that has arisen. Agreed.

Airborne Advertising:
Pat Keeley suggested that we include our events calendar in the Events Page of Airborne. Agreed.

Treasurer's Report:

The Treasurer reported that we finished June 30th. 2014 with a Bank balance of $1122.51. This was accepted as presented. Acceptance moved by Brian Dowie and Kevin Fryer, carried.

There was a total of 28 Members.

The funds were reduced because of so many of our events either being blown or washed out.

General and New Business:

ELECTIONS

President:
Steve Gullock was nominated by Ken Adams and Lyn Clifford.

Kevin Fryer was nominated by Rob Taylor and Pat Keeley.

There was a ballot and Kevin was appointed.

Vice President:
Gary Ryan was nominated by Brian Laughton and Ken Adams and as there were no further nominations Gary was appointed.

Secretary/Treasurer:
Brian Dowie was nominated by Brian Laughton and Roger Mitchell and there were no further nominations Brian was appointed.

Member:
Pat Keeley was nominated by Gary Ryan and Roger Mitchell and there were no further nominations Pat was elected..

Newsletter:
Agreed to continue with Ian Avery editing the Newsletter at a cost of $75 per issue.

We agreed to record a special thanks to Ian for this service. Moved by Gary Ryan and Kevin Fryer, carried.

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

Safety Officer:
Steve Gullock was nominated by Ken Adams and Kevin Fryer and there were no further nominations Steve was appointed.

Contest Director:
Brian Laughton was nominated by Gary Ryan and Rob Taylor and there were no further nominations Brian was appointed.

Web Master:
Laurie Baldwin was nominated by Gary Ryan and Roger Mitchell and as there were no further nominations Laurie was appointed.

General Business:

Retiring President:
We recorded a special note of thanks to Steve Gullock for his effort in acting as President.

Contest Director:
As this is Brian's last year it was agreed that Rob Taylor be trained to see if he is willing to accept a nomination in the 2015 AGM.

Meeting Closed: 10.05am

Victorian Old Timers Association
SAM 600 Inc.

Financial Statement for year ended June 30th, 2014

Bank at July 2013		1,738.12
Plus Receipts		
Fees	815.00	
Competitions	762.00	
Clothing	562.00	
Interest	0.17	
		2139.17
Less Payments		
Newsletter	300.00	
Trophies	518.50	
Competitions	285.95	
Clothing	1,117.93	
Sundry	51.00	
Postage	11.65	
Bank Fees	9.75	
Web Pages	460.00	
		2,754.78
Bank Balance at June 30th, 2014		**1,122.51**

Members 28

Rex Brown (S.A.) receiving his trophies from Lyn Clifford at Cohuna.

COHUNA 20th & 21st SEPTEMBER 2014 - from Brian Laughton

The long range forecast for these two days said it would be warm with light winds. Saturday morning arrived with a brisk wind, sometimes recording higher than the seven metres per second which is the cut off speed for our comps, so it was agreed that we would put off starting the comp for 30 minutes, a decision well taken as at 10.30am the wind had moderated and was quite flyable.

We started with 1/2A Texaco, it seems the seven minute max didn't work this weekend as all flyers that finished the rounds got into the flyoff and they were all Stardusts, including electrics. The exception for the flyoff was Roger Mitchell's Red Ripper which came third in electric 1/2A.

We then stopped to have the usual high quality Cohuna canteen lunch. After lunch it was decided to fly Duration and by this time the weather was perfect and we had a full field of 12 in I/C and 5 in electric that were all clawing skywards at an alarming speed with the YS6S's and the Dubjets reigning supreme. The electric boys only managed 2 in the flyoff although their models were climbing surprisingly fast but their times were not as good as the I/C boys.

It was now getting towards the end of the day and we still had Burford to fly and again all those that finished the rounds got into the flyoff although the air by this time was getting a bit dead with almost no lift, But with all of this we still finished about 5.15pm and we were then all off to the Bowers Tavern for a lovely meal and some very welcome cold beers. If you are ever passing through Cohuna and are hungry and thirsty we can really recommend the tavern its as good as any cafe in Melbourne.

Next morning the same conditions and we got into it as soon as the AGM was over with. Texaco on first with 13 I/C entries and 4 electric entries. It's lovely to see such good numbers turn up, with Rex Brown coming over from Adelaide with Brian Stebbing to teach us how to fly and Rod Carrick coming all the way from Port Lincoln to fly with the electric boys.

It was good to see our past president coming back up to the standard we come to expect from him by winning Texaco by a very good margin.

The next event was '38 Antique with 8 entries. It's a shame these old engine are not as reliable as we would like because we only had 1 flyer that recorded 3 maxs to take first place and it was very good to see Brian Dowie on the podium of this event.

The last event was Climb & Glide and the maestro of the electrics Roger Mitchell taught all of the I/C flyers a good lesson by winning this event by a large margin.

Well that was the weekend that was. We had terrific weather, great food and most of all very, very good company. Our thanks go out to the Cohuna club. They always make us feel welcome. Thank you again Cohuna boys.

2014

COHUNA 20th---21st SEPTEMBER

results from the Contest Director for I C Engines

1/2A TEXACO

	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	R Brown	Stardust	COX		388	420	420	420	746		2006
2	L Clifford	Stardust	COX		420	420	L/O	420	636		1896
3	B Stebbing	Stardust	COX		420	420	420		621		1881
4	K Fryer	Stardust	COX		280	420	420	420	461		1721
5	R Taylor	Stardust	COX		420	420	420		320		1580
6	P Keely	Stardust	COX		420	413	420	420	L/O		1260
7	B McLean	Stardust	COX		171	DNF					171
8	B Laughton	Albatross	COX		DNF						

TEXACO

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	S Gullock	Bomber	Enya 53	15	600	600	600		1697		3497
2	R Brown	Folly	ASP DIESEL	8	600	516	600	600	1525		3325
3	R Taylor	Cumulus	OS 61	18	600	600	600		1194		2994
4	K Fryer	Cumulus	OK 60 spark	24	600	600	600		1137		2937
5	B Stebbing	Cumulus	OS 40 Diesel	8	600	600	600		1021		2821
6	D Sampson	Bomber	OS 60	18	600	479	600	600	849		2649

7	R Yates	Bomber	OS 48	12	394	600	600	600	L/O		1800
8	P Keely	Airborne	OS 61	15	553	585	600	596			1781
9	P Miller	Bomber	OS 40	12	600	512					1112
10	B McLean	Bomber	OS 40	15	370	L/O	325	415			1110
11	M Heap	Bomber	OS 40	12	481	399					800
12	L Clifford	Racer	Enya 60	18	600						600
13	B Dowie	Bomber	OS 61	15	DNF						
				DURATION							
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	R Taylor	Cumulus	Y S 63	28	420	420	420		1478		2738
2	L Clifford	Racer	Y S 63	28	420	420	420		1338		2598
3	B Stebbing	Stardust	Dubjet 35	25	420	420	420		1303		2563
4	K Fryer	Cumulus	McCoy 60 spark	40	420	420	420		1224		2464
5	R Hicks	Cumulus	Y S 63	28	420	420	420		918		2178
6	P Keely	Bomber	O S 56 f/s	32	420	420	369	308			1209
7	B Laughton	Playboy	Thunder Tiger 36	25	420	420	420		O/R		1260
8	G Gulbin	Playboy	OS 56	32	322	320	L/O	420			1162
9	B Taylor	Playboy	Saito 50	32	348	357	378	420			1155
10	S Gullock	Playboy	Saito 56	32	375	298	420				1093
11	B Dowie	Playboy	O S 40	25	420	420	L/O	210			1060
12	R Brown	Cumulus	McCoy 60 spark	40	DNF						
				BURFORD							
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	R Brown	Jumping Bean	P/B	40	99	300	300	300	687		1587
2	B Stebbing	Swiss Miss	B/B	38	300	300	300		567		1467
3	L Clifford	Creep	P/B	40	291	300	300	300	390		1290
4	S Gullock	Stardust	B/B	38	300	300	300		357		1257
5	K Fryer	Atomiser	P/B	40	300	300	300		L/O		900
6	R Taylor	Dixielander	P/B	40	297						297
7	M Heap	Dixielander	P/B	40	L/O						
				'38 ANTIQUE							
1	L Clifford	Record Breaker	Atwood 60	116	600	600	600				1800
2	M Heap	Californian Chief	E D Hunter	180	448	561	600	600			1761
3	B Dowie	R C 1	OK Super 60	96	338	600	581	L/O			1519
4	S Gullock	Polly	G B	205	410	435	433	600			1468
5	R Brown	Westerner	OK Super 60	120	600	30	464	170			1234
6	R Taylor	Cumulus	Atwood 60	116	380	411					791
7	B Stebbing	Scram	G B	164	240						240
8	K Fryer	Cumulus	Forster 99	192	DNF						
				CLIMB & GLIDE							
1	R Mitchell	Bomber	Elec		314	649					649
2	D Sampson	Playboy	O S 40		446	562					562
3	M Heap	Bomber	GMS 32		451	538					538
4	S Gullock	Bomber	O S 48		524	496					524

2014
COHUNA 20TH 21ST SEPTEMBER
results from the Contest Director for ELECTRIC Power

1/2A TEXACO

	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	L Baldwin	Stardust			600	600	600		2125		3925
2	S Gullock	Stardust			600	600	600		2088		3888
3	R Mitchell	Red Ripper			600	600	600		1729		3529
4	M Heap	RC1			600	600	600		1567		3367
5	D McLeary	Stardust			600	600	600		1425		3225
6	R Yates	Bomber			DNF						
7	G Ryan	Stardust			DNF						

TEXACO

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	**L Baldwin**	**Bomber**			**600**	**600**	**600**		**937**		**2737**
2	**R Mitchell**	**Bomber**			**600**	**600**	**600**		**885**		**2685**
3	**D McCleary**	**Racer**			**600**	**600**	**600**		**813**		**2613**
4	**R Carrick**	**Bomber**			**600**	**600**	**600**		**734**		**2534**

DURATION

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O		TOTAL
1	L Baldwin	Playboy			420	420	420		578		1838
2	D McCleary	Bomber			420	420	420		571		1831
3	M Heap	Kerswap			420	273	420	418			1258
4	R Carrick	Bomber			420	309	368	420			1208
5	R Mitchell	Bomber			DNF						

COHUNA MODEL FLYING CLUB INC News.

By Broken Propeller.

The Cohuna Club held a round of the Society of Antique Modellers (S.A.M.600) events on the 20th/21st of September 2014 at Cohuna. The weather in the morning was windy however the administration was wise to delay the start by ¾ of an hour with the wind becoming calm and the competition commenced.

There were a total of 68 entries for the two day events with two planes lost because of radio failure. One plane was found 5kms away and the other was found 20 klms away from the airfield.

The annual meeting was held at Cohuna on the 21st of September 27, 2014 at 10 am with the present President Steve Gullick wishing to stand down due to holiday commitments. The (S.A.M.) members thanked Steve for his untiring effort during his time as President.

The new office bearers for the 2014/2015 year are:

President Kevin Fryer,
Vice President Gary Ryan,
Secretary/Treasurer Brian Dowie,
Contest Director Brian Laughton,
Web Master Laurie Baldwin,
Committee Member Pat Keely.

The results of the events are as follows:

½ A Texaco for I.C. motors
- 1st Rex Brown flying a Stardust model plane
- 2nd Lyn Clifford flying a Stardust model plane
- 3rd Brian Stebbing flying a Stardust model plane

½ A Texaco electric power
- 1st Laurie Baldwin flying a Stardust model plane
- 2nd Steve Gullock flying a Stardust model plane
- 3rd Roger Mitchell flying a Red Ripper model plane

Duration for I.C Motors
- 1st Robert Taylor flying a Cumulus model plane
- 2nd Lyn Clifford flying a Lanzo Racer model plane
- 3rd Brian Stebbing flying a Stardust model plane

Duration for electric power
- 1st Laurie Baldwin flying a Playboy model plane
- 2nd Daryl McCleary flying a Lanzo bomber plane
- 3rd Max Heap flying a Kerswap model plane

Texaco for I.C. motors
1st Steve Gullick flying a Lanzo bomber model plane
2nd Rex Brown flying a Folly model plane
3rd Robert Taylor flying a Cumulus model plane

Texaco for electric power
1st Laurie Baldwin flying a Lanzo Bomber model plane
2nd Roger Mitchell flying a Lanzo Bomber model plane
3rd Daryl McCleary flying a Lanzo Racer model plane

Burford event for I.C. motors
1st Rex Brown flying a Jumping bean model plane
2nd Brian Stebbing flying a Swiss Miss model plane
3rd Lyn Clifford flying a Creep model plane

'38 Antique for I.C. motors
1st Lyn Clifford flying a Record Breaker model plane
2nd Max Heap flying a California Chief model plane
3rd Brian Dowie flying a R.C.1. model plane

Climb and glide for a combined power of I.C. and Electric engines
1st Roger Mitchell flying a Lanzo Bomber model plane
2nd Dave Sampson flying a Playboy model plane
3rd Max Heap flying a Lanzo Bomber model plane

On October the 4th and 5th the Australian team selection for the World Championships for Model aircraft Pylon racing to be held Olomouc, Czech Republic, in July 2015 will be held at Cohuna with planes reaching up to 380km per hour.

Our next Sam 600 event will be held on the 8th and 9th of November.

Electric ½A Texaco Fliers at Cohuna.

Top: ½A Texaco winners Lyn Clifford 2nd, Rex Brown 1st, Brian Stebbing 3rd.
Above: Steve Gullock with his rebuilt Polly. Steve won Texaco with a Bomber.
Below: Lyn Clifford's Creep gets away in the Burford Event at Cohuna.

Above: Roger Mitchell was the winner of the Climb and Glide event at Cohuna.

Leftt: Robert Taylor's Cumulus sets off on another '38 Antique flight at Cohuna.

Great flying field at Cohuna

"Fred Stebbing Memorial" Champ of Champs 2014

Event	1st Place	2nd Place	3rd Place	No. in F/O
ROY ROBINSON				
Texaco	B Laughton	R Taylor	K Fryer	7
Duration	R Taylor	L Clifford	B Stebbing	6
Texaco Elec	G Ryan			1
Duration Elec	G Ryan			1
BENDIGO				
Duration				
Duration Elec				
1/2A Texaco				
1/2A Tex Elec	CANCELLED	DUE BAD	WEATHER	
Texaco				
Texaco Elec				
Climb & Glide				
HADDON (Postal comp)				
1/2A Texaco	B Stebbing	D Grant	B Laughton	
Elec ½ A	S Gullock			15
Burford	K Fryer	D Grant	B Laughton	4
Duration	B Stebbing	G Gulbin	B Laughton	6
Texaco	G Gulbin	B Laughton	K Fryer	6
Elec Texaco	R Mitchell			1
38 Antique	K Fryer	B Laughton		2
VIC / SA STATE CHAMPS (SAM 600 Members Placings)				
Texaco	K Fryer	B Stebbing	L Clifford	7
Texaco Elec				
Duration	B Stebbing	K Fryer	L Clifford	7
Duration Elec				
1/2A Texaco	L Clifford	P Keely	B Stebbing	6
1/2A Elec				
Burford	B Stebbing	L Clifford	S Gullock	5
38 Antique	K Fryer	L Clifford	R Taylor	4
1/2A Texaco	L Clifford	B Stebbing	K Fryer	1
1/2A Electric	R Mitchell	P Miller	S Gullock	3
Duration	B Stebbing	B Laughton	K Fryer	10
Duration Elec	R Mitchell			1
Burford	R Taylor	M Heap	L Clifford	6
Texaco	K Fryer	B Stebbing	R Taylor	8
Texaco Elec	L Baldwin			1
38 Antique	R Taylor	L Clifford	K Fryer	3
Climb&Glide	B Stebbing	G Gulbin	R Mitchell	
COHUNA 20th & 21st SEPTEMBER 2014				
1/2A Texaco	L Clifford	B Stebbing	K Fryer	6
1/2A Elec	L Baldwin	S Gullock	R Mitchell	5
Burford	B Stebbing	L Clifford	S Gullock	5
Duration	R Taylor	L Clifford	B Stebbing	6
Duration Elec	L Baldwin	D McCleary	M Heap	2
Texaco	S Gullock	R Taylor	K Fryer	7
Texaco Elec	L Baldwin	R Mitchell	D McCleary	4
38 Antique	L Clifford	M Heap	B Dowie	1
Climb&Glide	R Mitchell	M Heap	S Gullock	0

PROGRESSIVE POINTS I/C		
B Stebbing	47	1st
L Clifford	43	2nd
K Fryer	42	3rd
R Taylor	32	4th
B Laughton	23	5th
S Gullock	16	6th
G Gulbin	9	7th
D Grant	8	8th
P Keely	8	8th
M Heap	8	8th
B Dowie	6	9th
R Hicks	3	10th
R Yates	1	11th

PROGRESSIVE POINTS ELECTRIC		
R Mitchell	21	1st
L Baldwin	16	2nd
S Gullock	9	3rd
G Ryan	8	4th
D McCleary	6	5th
M Heap	3	6th
P Miller	3	6th

Brian Stebbing gets Rex Brown's Westerner away in the '38 Antique event at Cohuna.

Eastern States Gas Champs Wangaratta 4 & 5 October 2014

From Grant Manwaring. Photos from Graeme Gulbin.

This year's event marked the nineteenth year of the championships, the inaugural event being held at Wangaratta Airport in 1995. Entry numbers were again down on previous events, but for those who did attend it was two days of excellent old timer flying. Good to welcome Graeme Gulbin and Greg Mitchell to our old timer competition events.

First event of the weekend was '38 Antique with eight entries. Preferred engine was the GB5 diesel for five flyers, the rest spark ignition types. Good weather conditions saw four flyers through to the flyoff, some twenty five minutes in all. Grant Manwaring 1st, GB5 Lanzo RC1, Kevin Fryer 2nd, Foster 99 spark, Cumulus and Peter Scott 3rd with a GB5 Lanzo RC1.

Next event Burford with nine entries. A mix of Taipan PB, BB and T2 engines with five fliers making it through to the flyoff. Results Grant Manwaring 1st, Dixilander, Jim Rae 2nd with an Amazoom and Peter Scott 3rd flying a Eurika.

Duration event after lunch Saturday with twelve starters. Good conditions saw ten flyers in the flyoff, and a lack of timers. Results of the flyoff Condo Smith 1st McCoy 60 Playboy, Peter Van de Waterbeemd 2nd McCoy 60 Lanzo Bomber and Kevin Fryer 3rd, McCoy 60 in a Cumulus.

First event on Sunday was Cabin Scramble with four entries. Peter Van de Waterbeemd took this out achieving 25 minutes plus in 30 minute timeslot.

1/2A Texaco next with eight entries, five flyers in the flyoff. Jim Rae 1st, Pine Needle, Dave Paton 2nd with a Stardust Special and Peter Van de Waterbeemd 3rd, Lil Diamond, all with fairly shorts flights.

Final event for the weekend was Texaco with ten entries. A variety of engines including spark ignition types. Excellent weather conditions but only four fliers in the flyoff. Local flyer Steve Gullock in 1st place, Lanzo Bomber OS60FS, Grant Manwaring 2nd flying a Lanzo Bomber, OS60FS and Dave Paton from QLD in 3rd flying a Lanzo Bomber, Irvine 40 diesel. Flyoff times around fifteen minutes.

Overall pointscore winner for the 2014 Eastern Sates Gas Champs was Grant Manwaring with 38 points, runner up was Peter Van de Waterbeemd with 29 points followed by Dave Paton with 27 points.

An enjoyable weekend of old timer model flying, dinner Saturday night at the Pinset Hotel. Thanks to the Wangaratta Aeromodeller's Club, especially Russell Clough for their assistance over the weekend.

'38 Antique getting underway at Wangaratta.

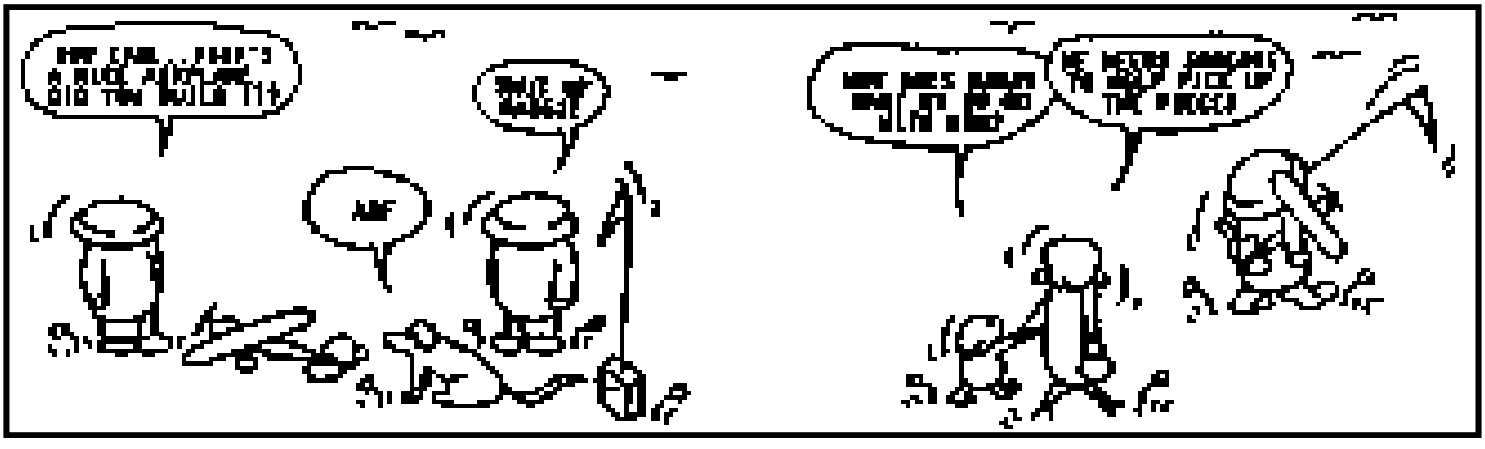
New SAM 600 President Kevin Fryer about to go in '38 Antique.

'38 Antique winners LtoR Kevin Fryer 2nd, Grant Manwaring 1st, and Peter Scott 3rd.

Texaco flightline at Wangaratta on an obviously glorious weather day.

That famous tree claimed yet another victim ! This time Jim Rae's Krupps in Texaco. Professional costs to retrieve - $80 ! Little damage.

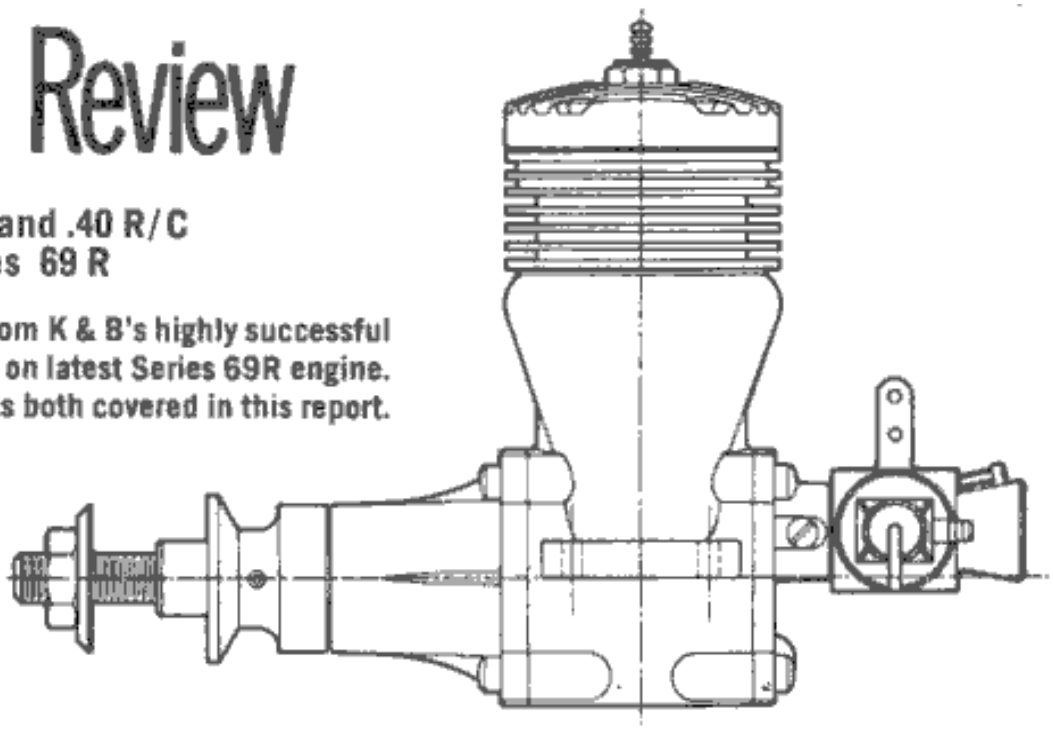
Above: Texaco winners LtoR: Dave Paton (Qld) 3rd, Steve Gullock 1st and Grant Manwaring 2nd.
Right: Steve Gullock gets that "Queenslander" congratulatory handshake from Dave Paton.

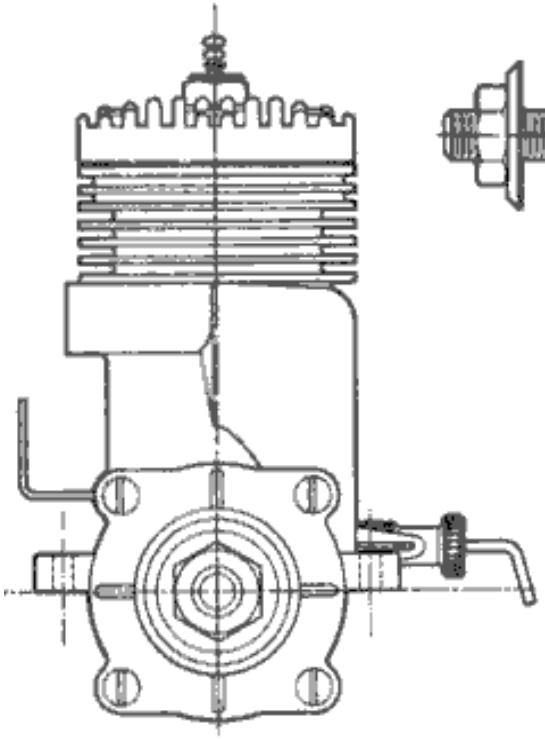


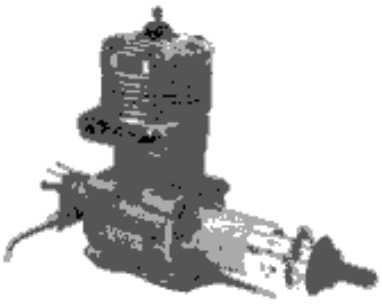
Engine Review

K & B .40 and .40 R/C Series 69 R

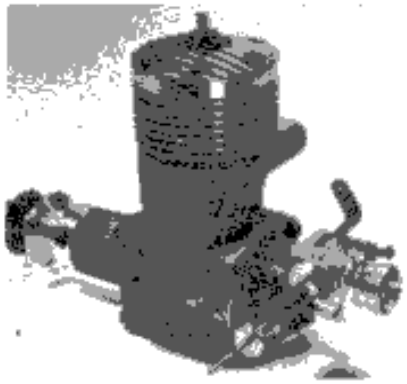
Even more power from K & B's highly successful Torpedo .40 is the verdict on latest Series 69R engine. R/C and standard models both covered in this report.







Series 69R Rat-Race/Free-Flight engine does not differ outwardly from Series '67 engine.



New and bigger throttle-type carburetor distinguishes Series 69R R/C from older model.

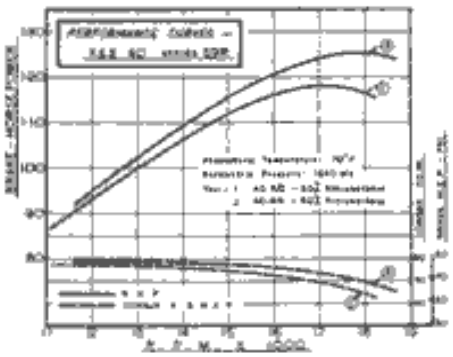
BY PETER G. F. CHINN

▶ Many were the witticisms attributed to that famous automobile designer Ettore Bugatti. Speaking of W. O. Bentley, his equally famous British rival, he allowed that Monsieur Bentley was a very able engineer whose cars (they were big ones) were the fastest motor trucks in Europe. When someone criticized a certain Bugatti car for its lack of brakes, Bugatti is alleged to have responded that his cars were built for going, not for stopping.

Just such a remark might, with slight modification, be applied also to the K&B Torpedo 40 R/C Series 69R. Its carburetor is obviously designed for going but certainly not for idling. Fortunately, an engine intended for pylon racing does not need to have a low idle and K&B have taken advantage of this in the Series 69 by increasing the effective choke area more than 100 percent, to a figure not far short of that of the rat-racing 40. Not suprisingly, this has upped the performance to a level close to that of the Series 69R rat-racing engine.

Last year, at about the time our Engine Review on the Series 67 was written, it was anticipated that Formula I pylon racing would be restricted in 1969 to .30 cu. in. displacement. In fact, the proposed new rule was not adopted and K&B therefore set about further improving the already high performance of the Series 67 rear-induction

(Continued on page 64)



Series 67 carburetor (L) and new 69R compared. New 69R has more than double choke area.

engine and also of the Series 66 front induction model. The outcome is seen in the shape of four new models, namely, the Torpedo 40 Series 69F, Torpedo 40 R/C Series 69F, Torpedo 40 Series 69R and Torpedo 40 R/C Series 69R. The first pair are front (shaft) valve motors and the second pair are rear (disc) valve motors. Our present report deals with the latter two.

Outwardly, there is not much to identify the 69R as a new model except for the location of the exhaust stack. Apparently the traditional Torpedo setup of locating the exhaust port on the left, has been abandoned: our test motor has been assembled with the exhaust on the right. (The construction of all the Wisniewski designed Torpedos, dating back to the Series 61 and including the 15R, 29R, 29F, 35 and 40, is such that they can be put together with the exhaust on either side.) The R/C model can be distinguished from its predecessor (the 40 R/C Series 67) also by its bigger carburetor.

The carburetor and glowplug, incidentally, are the only parts that separate the 40 R/C from the regular 40. Our test samples consisted of one standard 40, plus an R/C carb and bar-type plug to enable it to be converted to 40 R/C specification.

We ran tests on the R/C version first using ordinary suction feed. Break-in was conducted on mild (5 percent pure nitromethane) fuel. Starting was no problem. After break-in, we found it best to start on about half-throttle and then open up fairly quickly. One thing we noticed (and not experienced with the Series 67) was that the engine ran erratically and with much reduced torque if loaded for speeds below 14,000 rpm. We tried pressure feed but this effected no improvement. However, as soon as we switched to a hotter fuel mix, the trouble disappeared. We ran a further series of tests on a typical racing blend containing 30 percent pure nitro (equivalent to 42 percent commercial denatured nitro). This actually pushed up torque at the lowest speeds by almost thirty percent (far more than at the top end) and running was smooth and steady right through from under 11,000 rpm to over 18,000 rpm.

Maximum power on 30 percent nitro was some 20 percent higher than for the Series 67 on the same mixture, the peak occuring about 1200 rpm further up the scale. This should be reflected in prop speeds of up to 1000 rpm higher on the ground. Our engine peaked at a shade over 17,000 rpm on test, which suggests that one should aim for *in flight* revolutions of near 18,000 rpm. At this speed, the engine will (or rather *should* – peaking speeds varying a little from one engine to another) go over the hump and actually develop fractionally less than its absolute maximum. This is necessary in order to ensure that the engine does, in fact, reach its maximum as the model accelerates and not spend the entire race struggling to get there. Such a reserve is also useful for regaining speed when the model comes out of the turns that inevitably slow it.

In registering an output not far short of 1.2 bhp, the Series 69R 40 R/C has the distinction of establishing by far the highest specific power output ever recorded in this test series by a radio-control engine. Even when loaded down with an 11x6 prop it was as fast as some 60's–e.g. 13,100 on an 11x6 Top-Flite maple. Admittedly, this is with a racing type fuel, such as is not normally used for regular stunt type R/C engines, but on a more normal mixture it is still better (on a power/weight ratio basis as well as power/displacement ratio) than all other R/C engines.

Perhaps it is only fair to qualify this by acknowledging that the 40 R/C's claim to being an R/C engine in the true sense may be open to some dispute. It is basically a racing engine and the effectiveness of its throttle is severely limited. Our motor, irrespective of fuel used, would not lose more than five or six thousand revs on the throttle, due to excessive richening up as the throttle was closed down from the fully open position. This is in spite of the fact that the Series 69R has a bigger airbleed hole than the 67 engine.

A safe low speed might be possible with a carburetor having an automatic mixture control. We experimented with mixture settings to check this and managed to get the 69R down to around 5,000 rpm by gradually closing the needle-valve as the throttle arm was pulled back.

On the Series 67 engine, the carburetor choke is bored 0.290 in. or 7.4 mm. giving an area of just over 43 sq. mm. A full length spraybar reduces this to an effective area of approximately 21.5 sq. mm.

On the Series 69R, the choke diameter checked out at 0.344 in. or just under 8.74 mm. giving an area of 60 sq. mm. In this carburetor a full length spraybar is not used. Instead, a jet tube with angled open end protrudes just over half-way across the choke and leaves an effective choke area of approximately 44.5 sq. mm. or more than double that of the Series 67. Such a choke size is also twice as big as those of most .60 cu. in. R/C engines.

The 69R's breathing is further aided by a modified bypass passage. The cylinder/crankcase casting is the same as that introduced on the original Series 66 engine more than three years ago. This was a development of the Torpedo 35 Series 64 case. It had the outside shape of the bypass widened towards the top, but no corresponding increase in internal bypass width. The idea, apparently, was to make provision for future development. This is now evident in the Series 69 engines where flutes have been milled into each side and the top of the bypass, substantially increasing bypass volume and aiding gas flow through the sleeve ports. It is interesting to note, incidentally, that this idea was first used several years ago by K&B in the Torpedo 29R Series 64 speed control-line engine and has since been adopted by several other leading manufacturers.

We also checked the Series 69R on the regular non-throttle carburetor with pressure feed. This has a venturi of the same nominal bore as the R/C carb but is totally unrestricted. It is, in fact, the same venturi as that used on the Torpedo 29R and has six peripheral jets fed from an external collar carrying the needle-valve assembly. The engine gained only another 100 rpm or so on this venturi and a further check was therefore made using a speed fuel containing a full 50 percent pure nitro. The results of this test can be seen in our performance graph.

Apart from the milled out bypass and, in the case of the R/C model, bigger carburetor, the Series 69R engine is basically the same as the Series 67 model in design and construction. It uses as integral cylinder/crankcase barrel casting with drop-in liner and separate shaft housing and backplate. The front housing contains a 3/8x7/8 in (inner) and 1/4x5/8 in. (outer) ball-bearings supporting a short crankshaft with internally counterbalanced crank disk. An aluminum prop driver is permanently secured to the shaft end by a roll pin and set screw and carries a standard 1/4 in. thread prop stud.

The piston is of machined aluminum with a single Dykes type low-pressure piston ring and a full-floating tubular wrist-pin of 0.180 in. nominal diameter. A new feature is the use of wrist-pin pads made of PTFE (Teflon) instead of the aluminum or brass pads used in previous K&B 40 models. The piston is very light. With ring it weighs barely a quarter of an ounce. Complete with wristpin and rod, it weighs 0.43 oz. The rod is an aluminum forging with plain eyes and two lube holes at the lower end.

The rear induction assembly consists of a pressure cast backplate into which is pressed a hardened steel pin carrying the nonmetallic valve rotor. The rotor is bronze bushed and extremely light. Valve timing on our engine checked out at 33 deg. ABDC to 50 deg. ATDC. Cylinder port periods were 120 deg. of crank angle for the bypass and 140 deg. for the exhaust.

To accommodate the increased choke size of the 40 R/C Series 69R, a larger diameter throttle barrel (nominally 1/2 in. instead of 7/16 in.) has been made necessary which, in turn, has called for a larger carburetor body. As a consequence, the carburetor is 1/8 in. longer. Due allowance for this should be made if the engine is installed in place of a Series 67 model, in order to ensure that the intake is not positioned too closely to the firewall. K&B recommend a minimum clearance of 1/2 in.

Incidentally, Torpedo 40 Series 67 owners who would like to convert their engines to 69R specification, can do so very easily. Main items required are the revised cylinder/crankcase block, part number 4016, price $7.50, plus, for the R/C model only, the complete R/C carburetor, part number 4049, price $6.95. *Summary of Data Type:* Single cylinder two-stroke cycle with rear rotary disk valve and twin ball-bearings. Standard and throttle type carburetors interchangeable. *Weight:* 8.41 oz. (40); 9.00 oz. (40 R/C) *Displacement:* 0.3990 cu. in. or 6.539 c.c. *Bore:* 0.840 in. *Stroke:* 0.720 in. *Specific Output* (as tested) 2.95 bhp/cu. in. (40 R/C on 30 percent nitro fuel) 3.15 bhp/cu. in (40 on 50 percent nitro fuel) *Power/Weight Ratio* (as tested): 2.10 bhp/lb (40 R/C on 30 percent nitro fuel) 2.40 bhp/lb (40 on 50 percent nitro fuel) *List Prices:* $28.95 (40); $32.95 (40 R/C) *Manufacturer:* K&B Manufacturing Division of Aurora Plastics Corporation, 12152 Woodruff Avenue, Downey, California 90241. ■

With a very seductive voice the sexy woman asked her husband "Have you ever seen Twenty Dollars all crumpled up?" "No," said her husband.

She gave him a sexy little smile, unbuttoned the top 3 or 4 buttons of her blouse, and slowly reached down into the cleavage created by a soft, silky push-up bra, and pulled out a crumpled Twenty Dollar bill. He took the crumpled Twenty Dollar bill from her and smiled approvingly.

She then asked him, "Have you ever seen Fifty Dollars all crumpled up?" "Uh... no, I haven't," he said, with an anxious tone in his voice. She gave him another sexy little smile, pulled up her skirt, and seductively reached into her tight, sheer panties...and pulled out a crumpled Fifty Dollar bill. He took the crumpled Fifty Dollar bill, and started breathing a little quicker with anticipation.

"Now," she said, "have you ever seen $50,000 Dollars all crumpled up?" He said "No!", trying to hide his arousal. She said ... "Check the garage."

A Little History.

From Richard Miller <richardmiller@rocketmail.com>

While the full-scale people, according to one famous test pilot, were putting too little vertical surface on their designs, the model building community - the '30s now - were putting *way* too much. It was customary to use half the stab stood upright. Remember William Ying!

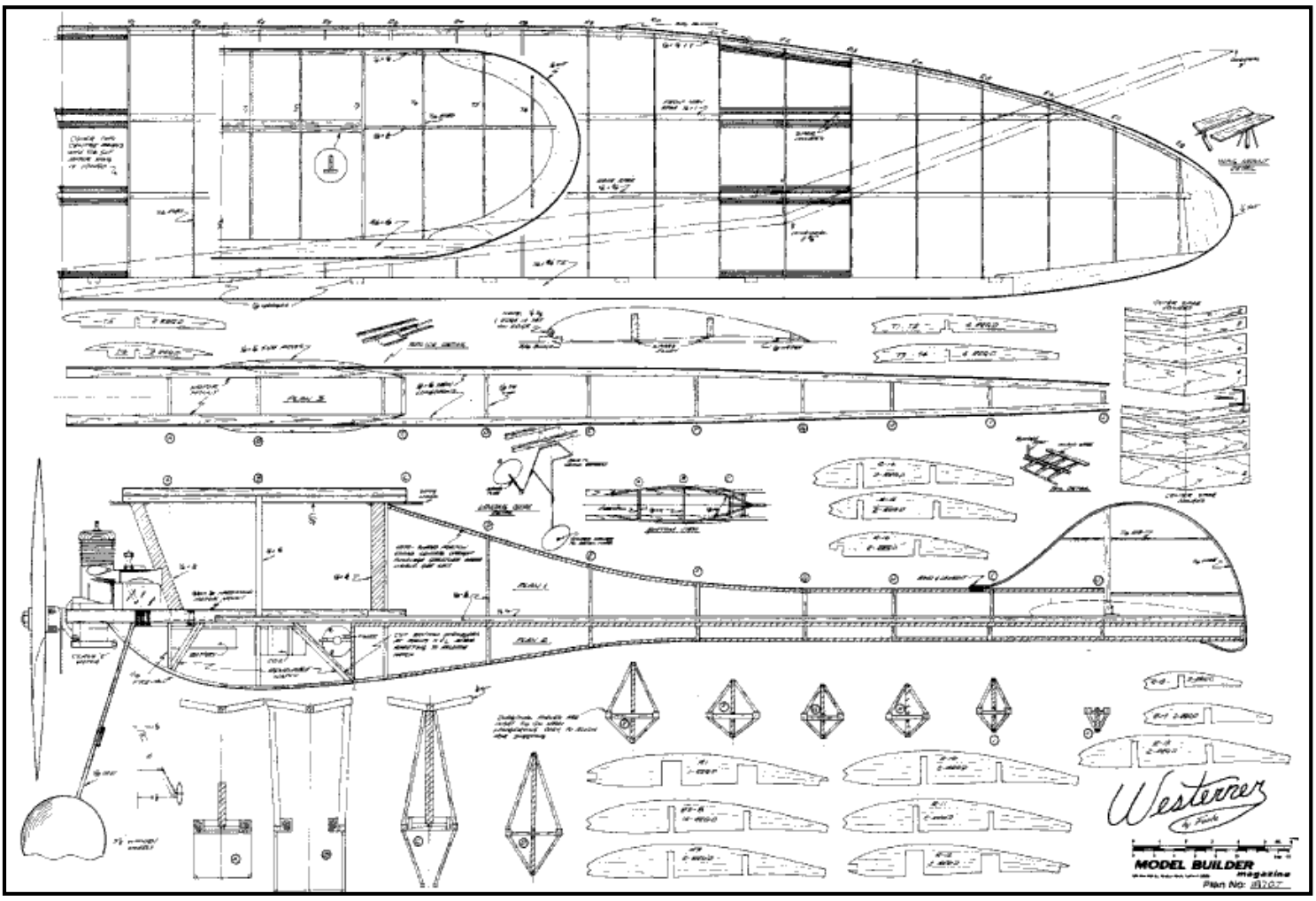
Don Foote was inspired. He was far our ahead of everybody else in using the reverse ellipse wing planform and no more vertical surface than required to do the job. The rest of the crowd, mainly, was suffering the consequences of, well, ignorance about how big a rudder need be.

Consider the crowd throwing HLG in the Madison Street Armory in those happy days before our war. Milt Hugelot, Wally Simmers, Carl Goldberg, Dick Obarski. [I was there, under their feet.] All those 58 and 59-second flights in the great contest to be the first to hit the minute! Look in the Year books for the designs. Note the size of the vertical surfaces.

If one or another of these contestants had begun to shave away at the balsa standing straight up he would have observed a marked reduction in the time it took for the glider to get to the top of its trajectory, slowly roll around to glide mode, and with that reduction an increase in duration. Do it yourself. Sacrifice a bit of balsa. Go from too big, by stages, to just right and watch what happens to the transition.

As for outdoors. A million wind-ins because an oversize fin was back there, exerting tons of force.

How well does the average modeler today understand that you need, and it is far better to have, only that area of vertical surface to keep the airplane from dutch rolling at its lowest, glide speed? And, I now acknowledge from these recent exchanges, thickness may well matter more than we've thought, and vertical placement certainly has some effect, although it is probably miniscule.



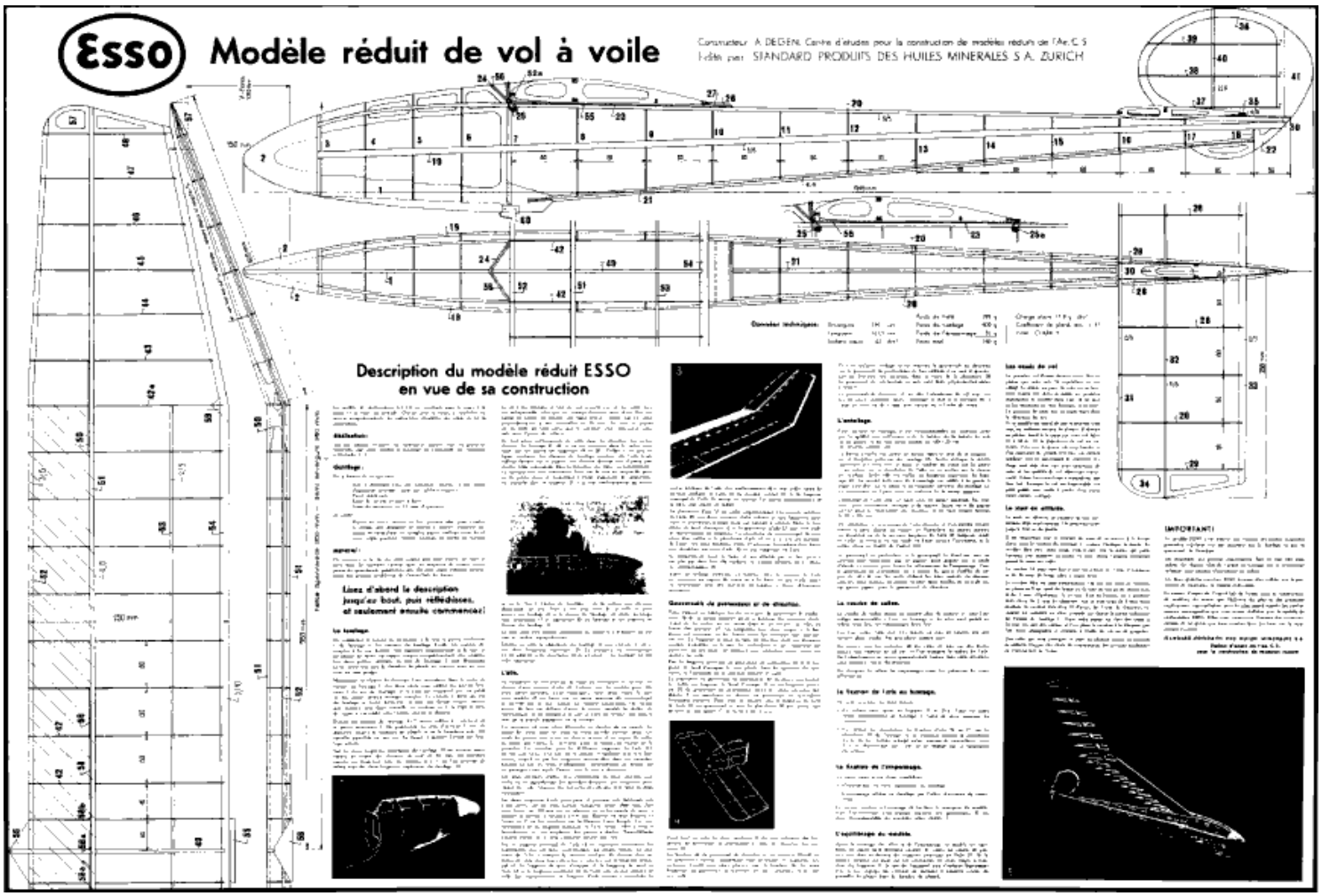
Full-size PDF plan available from: http://www.outerzone.co.uk/download_this_plan.asp?ID=4799

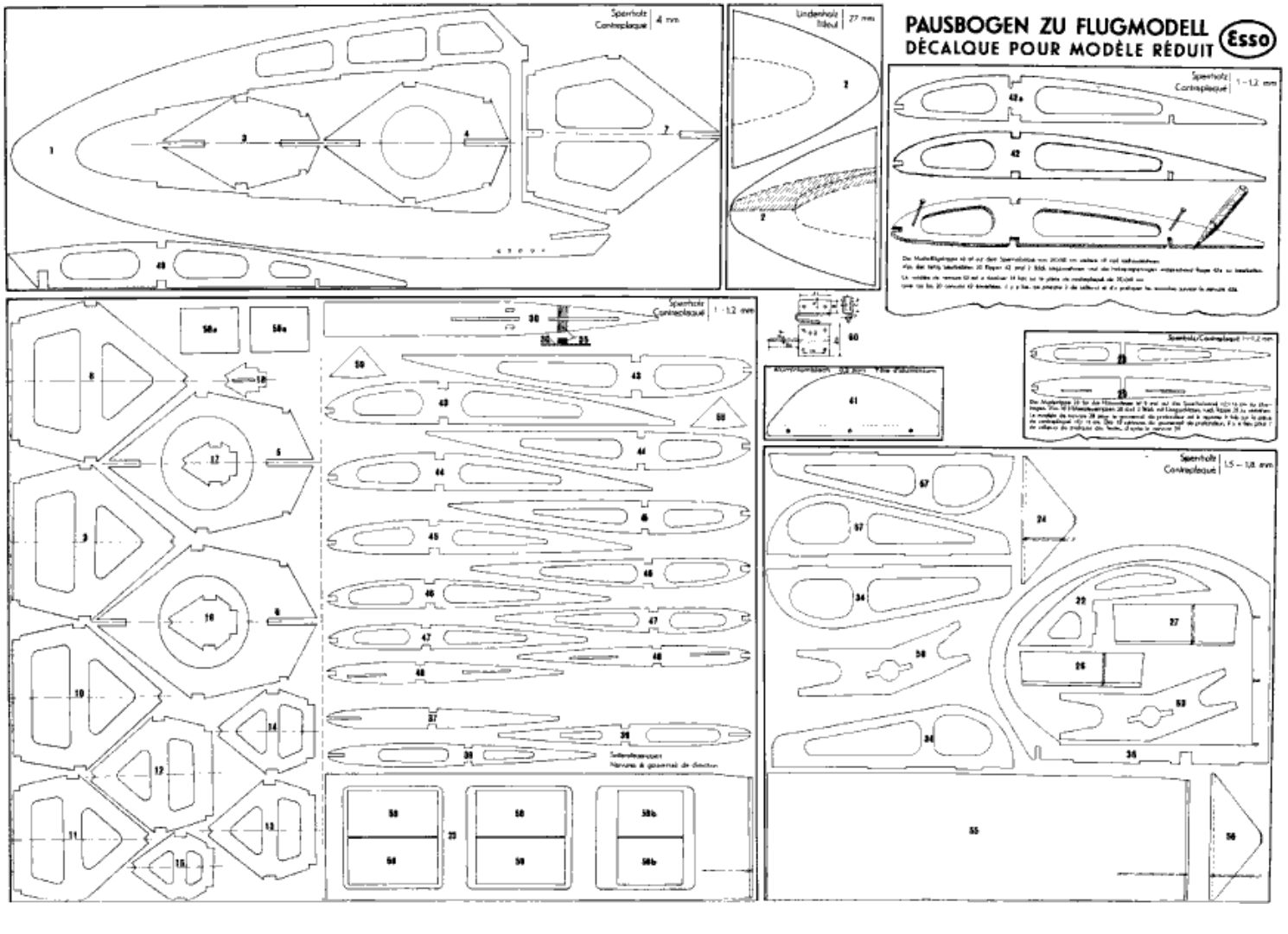
MODÈLE RÉDUIT
de vol à voile
d'après F. A. I.

Esso

Construction:
A. DEGEN, Centre d'études pour la construction de modèles réduits de l'Aéro-Club de Suisse

Essai par:
STANDARD-PRODUITS DES HUILES MINÉRALES S. A. ZURICH


Esso
Modèle réduit de vol à voile
Constructeur A. DEGEN, Centre d'études pour la construction de modèles réduits de l'Ae. C. S
Edité par STANDARD PRODUITS DES HUILES MINERALES S.A. ZURICH
Description du modèle réduit ESSO en vue de sa construction
Lisez d'abord la description jusqu'au bout, puis réfléchissez, et seulement ensuite commencez!


PAUSBOGEN ZU FLUGMODELL
DÉCALQUE POUR MODÈLE RÉDUIT
Esso
Sperrholz Contreplaqué 4 mm
Lindenholz Tilleul 27 mm
Sperrholz Contreplaqué 1 – 1,2 mm
Aluminiumblech 2,0 mm Tôle d'aluminium
Sperrholz Contreplaqué 1 – 1,2 mm
Sperrholz Contreplaqué 1,5 – 1,8 mm

Radio and Hobbies Transcript from July 1943

Transcription from
RADIO AND HOBBIES FOR JULY 1943 Magazine
by MAAA member Trevor Patrick.

The original article was written in the middle of the Second World War with censorship operating and false information often given in order to confuse the enemy. It has been recorded many times that the enemy was aware of the detail of troop movements, names of commanding officers and the total statistics of their weapon inventory. It is possible that the publication of this article was considered of little practical value to the enemy because they were already experimenting in some - Trevor Patrick

THE WORLD'S FASTEST BOMBING PLANE

Britain's Hurricane and Spitfire, the US Flying Fortress, Germany's Stuka, Japan's Zero, and a variety of other planes have all had their turn beneath the spotlight of public interest. Foremost among the planes now in the news is the de Havilland Mosquito. Since its debut in Norway, it has gone from success to success, worrying the Nazis and intriguing the Allies.

The Mosquito first made the headlines with an extremely successful daylight raid on Oslo, Norway, during which Nazi headquarters were badly damaged.

During this raid the Mosquitoes (later identified as a de Havilland product) came into their target area at low level in daylight and were thus able accurately to press home their attack.

Interception by Germany's crack fighter planes, the Focke Wulf FW190, was attempted, and proved unsuccessful, due to the high speed and maneuverability of the new bombers. The Mosquitoes evaded and outdistanced their pursuers and arrived safely at their home bases.

To have a bomber plane outstrip their best fighter aircraft must have been quite a blow to the Nazis. They were due for some more morale shattering from these planes, in the form of an attack on Berlin on January 30, at the exact hour when Reichmarshal Goering was scheduled to deliver the Nazis Party's Tenth Anniversary address at the Air Ministry.

The speech was completely disrupted by the bursting bombs delivered in the RAF's first daylight raid of the war on the German capital.

The three Mosquitoes responsible escaped without loss and returned again at 4pm to spoil Goering's second speech of the day at the huge Berlin Sportspalast. One of the planes was lost on this second venture.

To make the long trip over hostile territory, bomb Berlin and escape in daylight speaks volumes for the efficiency of these new planes.

The veil of secrecy surrounding the Mosquito has now been lifted and most of its general details have been made available officially for publication. We feel sure you will be very happy to add this outstanding plane to your collection of Aircraft Recognition Models.

The plane is of all wood construction, fabricated in huge concrete moulds and jigs. The fuselage is made in two half-shells comprising a layer of plywood, casein glue, filler and binder material, more glue, and then another plywood layer. Incidentally, balsa wood, our standard model building timber, is reputed to be the filler material used.

The use of a filler material between the plywood layers, besides giving bulk and rigidity to the structure, helps considerably in the reduction of engine noise and resonance within the cabin.

Homeward bound—on a single engine - from the publication

The two half-shells, comprised as previously stated, are placed in the concrete moulds with a huge rubber airbag between them, and they are then bolted together.

Heat is applied and the airbag is blown up under terrific pressure. After a certain predetermined time has elapsed, the moulds are allowed to cool, the air-bag is de-

Radio and Hobbies Transcript from July 1943-continued

flated and the moulds removed.

This leaves us with a completed fuselage shell all ready for the attachment and installation of equipment. You will notice the method of construction has a lot in common with the building and retreading of motor-car tyres.

The wing and tail surfaces follow a somewhat similar process inasmuch as the plywood covering surfaces are preformed prior to their attachment to the usual built-up rib-stringer-spar type of construction.

This performing of the covering surface makes for ease of attachment to the inner structure and decreases the likelihood of warped surfaces.

The use of moulded plywood throughout, although not entirely new in the aircraft field, is new to combat type aircraft. The Mosquito is the first plane of its type to use this radical departure from the orthodox, and its performance augurs well for the success of moulded plywood and plastic planes yet to come.

This method of construction gives exceptionally light, strong and smooth surfaces.

To increase further its inherent smoothness, the complete plane is given coat after coat of clear high-gloss lacquer over its regulation camouflage colouring. The extreme smoothness of finish so obtained cuts down considerably on skin friction, and thus adds materially to the amazingly high top speed of the Mosquito.

POWER PLANT ASSEMBLY

This machine is powered by two Rolls Royce Merlin XX motors fitted with two-stage two-speed gear-driven superchargers. This type of supercharger allows the pilot to change gear and so secure the maximum performance from the motors, whether flying at low or high altitude.

The engines are mounted outboard of the fuselage in the wing leading edge, and are completely enclosed in removable fairing panels. They are mounted on welded steel tubing motor mounts and project ahead and below the wings in such a manner as to bring the top of the engine nacelles and the wing panels completely flush.

The engine nacelles (or cowlings) are well streamlined and fair beautifully into the wings, thus reducing parasitic drag at this point to minimum.

Two three-bladed all-metal constant speed de Havilland propellers are fitted. Perhaps it will be of interest to mention that the de Havilland concern is reputed to be the largest propeller manufacturing factory in the world.

The landing gear follows the conventional tractor pattern, the two wheels being supported by double shock struts on either side of the axles. Wheel brakes are fitted and may be used independently in either wheel, thus allowing the pilot good ground control of his aircraft.

The undercarriage folds rearward and upward by hydraulic power into the rear section of the engine nacelles. Large clam shell doors mounted on the struts completely enclose the landing gear when folded up.

The tail wheel also retracts rearward into the fuselage but has no covering door.

A distinguishing feature of the Mosquito is the projecting leading edge of the wing inboard of the engines, this lies at right angles to the fuselage centre line, whereas the wing outboard of the nacelles sweep sharply rearward in a pronounced taper.

The leading edge between the engine nacelles and fuselage is used as a novel means of securing intake of air to the oil coolers, supercharged inter-coolers and liquid coolant radiators.

All these essential accessories are mounted within the wing structure and so add a minimum of grad to the plane.

Small controllable flaps located in the lower wing surfaces inboard of the motors control the amount of air passing through these

Trevor's copy of the 1943 publication

Radio and Hobbies Transcript from July 1943-continued

coolers. Thus, the pilot, per medium of these controls, is able to regulate his oil and engine temperatures.

The carburettor gets its air supply from a small duct situated underneath the engine cowling.

POINTS OF RECOGNITION

The plane sits quite low on the ground and the entire assembly is characterised by two huge propeller spinners, easily the largest ever installed on any plane. The nose barely projects beyond the motors and is moulded of phenol plastic.

A flat clear-vision panel set at a large angle is included in the nose of the machine to enable the bomb-sighting mechanism to be used effectively. Just aft of the nose section on either side of the plane are situated two large observation windows.

The crew's enclosure, beautifully faired into the fuselage, is on the top and well forward, thus providing excellent vision for its occupants. The bomb-bay doors are situated beneath the ship and almost directly underneath the crew's quarters, the latter being separated from the bomb compartment by solid flooring.

The crew of two mem enter's and leave the plane by a small door situated in the bottom of the fuselage between the nose cone and the bomb-bay doors.

These are the only openings in the entire fuselage, with the exception of that reserved for the tail wheel.

The Mosquito first made its debut as a bomber, but, since then, has been used as a fighter-bomber and also as a straight-out fighter plane.

In the bomber version it carried no defensive armament but relied solely on its speed and nimbleness to avoid damage from enemy fighters. In this role it carried some 2000lb. of bombs, usually in the form of four 500lb. types and this places it in the category of a light bomber.

As a fighter-bomber it is armed with four 20mm. cannon and four .303 Browning machine-guns, plus an assortment of bombs. Used in this manner, it can make an attack on ground targets and then stay to battle it out with any fighters which may attempt to intercept.

It is now being used extensively to make sweeps over enemy territory attacking numerous targets by bombing and cannon fire. Its use as a fighter plane should prove extremely interesting due to its high speed and manoeuverability.

Although some doubt has been expressed as to its ability to do 400mph, it is undoubtedly capable of reaching this figure in view of Mr Churchill's statement that it is faster than the Spitfire, and, in fact, the fastest plane in the world.

Its inherent light weight, extreme smoothness of surfaces and two powerful Rolls Royce motors lends credence to this statement.

It is exceptionally manoeuvrable and Captain G. de Havilland and Mr. C.C. Walker, the firm's chief engineer, have both flown the plane and commented on this feature.

In the past, twin-engined machines have proved themselves quit capable as fighter aircraft, but, with the possible exception of the Lockheed Lightning, were lacking in a really high top speed.

Perhaps the Mosquito, containing as it does all the attributes of a successful fighter machine, may prove to be a really top-notch performer as so become the most versatile plane of the war.

In all of its three versions it carries a crew of two men acting as pilot and co-pilot in a side-by-side seating arrangement.

RADIO EQUIPMENT

Complete radio communication equipment is installed, the co-pilot acting as the radio operator. You will notice that the antenna mast is located on top and to the rear of the crew's enclosure and the aerial wires run from there to the fin.

Because of its all-wooden structure, carpenters, cabinetmakers and wood-workers of all types are employed in its manufacture. This eases the growing strain which was being put on the engineering trades by the pressure of work on metal type aircraft.

It brings a large body of wood-working craftsmen more directly into the fight, thus helping the Allies to bring home to the German people the grim realities of a war which they so unceremoniously thrust on the world.

The de Havilland Mosquito will undoubtedly play a vital role in the destruction of the enemies of mankind everywhere.

The Mosquito is de Havilland's first military plane of World War II, and it may well become the war's most outstanding plane and thus gain still further achievement for the designer and builder.

BUILDING A MODEL

For the benefit of those wishing to construct a model of this outstanding plane, a three-view plan has been prepared.

The plans show you the colour lines used. As the Mosquito is mainly used in daylight, the usual olive and drab colours are added to the top of the plane. The underneath surfaces are painted a very pale blue. The usual colour markings are evident on the wings, rudder and fuselage.

MOSQUITO STATISTICS

Wing span of 54 feet 2 inches, a total length overall of 40 feet 9 ½ inches; and a wing area of 420 square feet. It stands 15 feet 3 inches high over the propeller tips.

Maximum Speed 425 m.p.h.

The maximum range has not been released but must be quite considerable, in view of Mr. Churchill's statement that it has flown to Russia and returned in one day.

- Trevor Patrick.

Mount pleasant field

Old Timer flying
in Queensland

A lot has changed with the hobby of aeromodelling, even the category, some now call it a sport. Not surprising when most entering the ranks these days only have to glue a few pieces of foam together. Don't get me wrong, I have my share of ARF models. When I want to fly a sports model, I don't need to risk something I have spent months building. However, I would say to all those who don't know the pleasure of watching a model you have created defying gravity, you really are missing something.

"There is nothing more certain and unchanging than uncertainty and change." ~ John Fitzgerald

It is certainly easier to get into model aeroplanes these days. And no one could suggest the boundaries have not expanded with electric, turbines, giant scale etc. Even free flight models (where it all started) if you want to be competitive, it's all carbon fibre, computer programed, high tech. creations, easier to buy than to build.

That is why the Old Timer category was started. You will find examples in most model flying competitions, radio control, free flight and control line. It can be treated as entry level for those who don't want the high tech. but it requires an understanding of building, aerodynamics, engineering and how things work.

The radio control Old Timer movement was started in Queensland by the Vintagents club, SAM 84. To the right is an extract from our web site "Understanding SAM". We fly on a farm at Mount pleasant, very close to our original field at Dayboro. There is a calendar of events on our web site www.vintagents.org however the field is only available to club members and invited friends, so you will need to email us at h-art@bigpond.com if you wish to visit or take part.

S.A.M. The Society of Antique Modelers came into being some forty years ago. Now with worldwide chapters, it was formed by those who had a special appreciation of the early models that paved the way to the technically advanced machines available today.

So, what is so special about Old Timers, you may ask. Speaking for myself, they fulfilled a need that current models are unable to supply. Because these early machines were nearly all freeflight models, they had flight characteristics that included stable and graceful flight. They actually FLEW on the wing, in contrast to being dragged along by brute force combined with the necessary speed required to produce the lift needed.

Quite simply, I was a little bored flying back and forth and wanted something different.

The essence of all Old Timer flying, is a soaring competition, where the last man down wins. And soaring is what these models do very well indeed. Strictly speaking, "Old Timer" refers to models designed from 1939 to 1942. Earlier models are categorized as "Antique," and the models from 1943 to the end of 1956 are "Nostalgia" models.

[illegible] August 2009

Left is an early winning team for the Frank Ehling International postal event for ½ A Old Timer models. Front row left and centre are Des Slattery and Col Summers, founding members of Vintagents and Model Hall of Fame members.

Contest Calendar 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.

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

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**

Above: Brian Stebbing from South. Australia with his Duration model - a Stardust Special powered by a Dubjet 35. Brian was 3rd in Duration.

Left: Lyn Clifford planning his strategy for his Lanzo Racer in the Duration event. The Racer is powered by a YS63 fourstroke.