

# The Thermaleer

SAM 600 of Australia Newsletter, Issue # 131    October - December, 2014.



## NEXT COMPETITONS AND MEETING

JANUARY 25th ROY ROBINSON TROPHY, P & DARCS CARDINA - SUNDAY: Texaco, Duration.

FEBRUARY 22nd BENDIGO - SUNDAY: 1/2A Texaco, Duration, Climb & Glide, Texaco

*NOTE:- Due to the majority of contestants wanting a 1 day comp here these events will be 3 rounds, 2 to count.*

MARCH 14th-15th HADDON BALLARAT - SATURDAY 1/2A Texaco, Burford/Electric Coota & Duration

SUNDAY 9am General Meeting ----- 10am Texaco, 38Antique & climb & glide

APRIL 2nd to 6th CANOWINDRA EASTER, AUSTRALIAN SAM CHAMPS - hosted by SAM 1788.

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



## FROM THE PRESIDENT

Well what an end to the year! With all place getters in the Championship having major problems in the last few flights. I would like to thank Brian Laughton for lending me his model when my radio gear failed. It was good to see Brian Stebbing get his name on his Father's Memorial Trophy. I would like to thank all members of the committee for their help and the members of the Cohuna and Had-don clubs for making us feel so welcome.

Wishing you all a safe and happy Christmas and New Year, hope to see you all at the Roy Robinson Trophy on January the 25<sup>th</sup>. Safe Flying, Kevin Fryer

## CONTEST CO-ORDINATORS REPORT

From Brian Laughton

Well another competition year has passed and we have had a better year weather-wise with some very good weather on the days we were able to fly. Competition-wise we have been aggressive as the Fred Stebbing trophy gains more prestige as the years go by.

This year the main aggressors were Lyn Clifford, Kevin Fryer and Brian Stebbing who travelled from Adelaide for every competition and was determined to win the memorial trophy that was struck in memory of his late father Fred Stebbing who everybody respected.

In the last two comps of the year we trialled shorter motor runs/fuel allocation/ maximum flight times and after the last competition the opinion of the flyers is that it is OK and does keep the models within the limits of our failing eyesight, so we will keep trialing it through 2015 expect for the Roy Robinson trophy and the State Champs which have to be run to the MAAA rules. If we are happy to keep continuing the shorter runs, which are also being trialled in both S.A and NSW, when the next rule change comes around if we are happy with it, the MAAA rules may be changed to accommodate the shorter runs.

We talk about our numbers declining but recently I went back over our old newsletters to early to mid 1990s and found that the numbers of competitors then were no different to now between 10 to 15 active competitors, on checking the numbers of members between then and now, we have 31 members now, then we had about 42, but we had members in the USA and people who never set foot on our flying fields or they are now dead. I don't think they upgraded the membership list, so we haven't really declined just consolidated. On checking the members we had then, there are only two that are still flying, they are Kevin Fryer and myself, but we keep having new members coming along and this is good for our part of the hobby.

The electric flyers are helping to regenerate interests in old timers, although the last two comps have been very disappointing except for their 1/2A event.

This is about all for now, but hope to see all of you at the Roy Robinson trophy in late January. In the meantime I would like to wish all of you and your families a very Happy and Safe Christmas. Brian L.



# "Fred Stebbing Memorial" Champ of Champs 2014

Event	1 <sup>st</sup> Place	2 <sup>nd</sup> Place	3 <sup>rd</sup> Place	No. in F/O
<b>ROY ROBINSON</b>				
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 - Cancelled due to bad weather.**

<b>HADDON {Postal comp}</b>				
1/2A Texaco	B Stebbing	D Grant	B Laughton	5
Elec ½ A	S Gullock			1
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

<b>VIC / SA STATE CHAMPS (SAM 600 Members Placings)</b>				
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

<b>COHUNA 17<sup>th</sup> &amp; 18<sup>th</sup> MAY 2014</b>				
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	

<b>COHUNA 20TH &amp; 21ST SEPTEMBER 2014</b>				
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

<b>COHUNA 9TH NOVEMBER 2014</b>				
1/2A Texaco	L Clifford	K Fryer	D Grant	5
1/2A Elec	S Gullock	R Mitchell	P Miller	5
Duration	K Fryer	B Stebbing	R Taylor	7
Duration Elec	D McCleary	R Mitchell		0
Texaco	L Clifford	G Gulbin	P Keely	8
Texaco Elec	R Mitchell	D McCleary		2

<b>HADDON 30th NOVEMBER 2014</b>				
Duration	B Stebbing	L Clifford	K Fryer	6
Duration Elec	R Mitchell			
Texaco	S Gullock	D Grant	K Fryer	7
Texaco Elec	R Mitchell	B Cooper		
38 Antique	D Grant	K Fryer	B Laughton	3
Climb & Glide	B Stebbing	K Fryer	L Clifford	

<b>FINAL RESULTS I/C</b>		
K Fryer	59	1st
B Stebbing	59	1st
L Clifford	57	2nd
R Taylor	38	3rd
B Laughton	26	4th
S Gullock	20	5th
D Grant	20	5th
G Gulbin	13	6th
P Keely	13	6th
M Heap	9	7th
B Dowie	6	8th
R Hicks	4	9th
R Yates	1	10th

<b>FINAL RESULTS ELECTRIC</b>		
R Mitchell	36	1st
L Baldwin	16	2nd
D McCleary	15	3rd
S Gullock	13	4th
G Ryan	8	5th
M Heap	4	6th



## COHUNA OLDTIMER EVENT - NOVEMBER 9th 2014.

From Brian Laughton. (Photos from Brian Laughton and Graeme Gulbin)

The weather forecast for the weekend of the 8<sup>th</sup> & 9<sup>th</sup> of November was 37 deg and strong winds on Saturday with a change later in the day and cooler with 15 - 20 kph winds on Sunday, so it was decided to cancel Saturday and fly 4 comps on Sunday, as it happened even if it had been calm on Saturday we couldn't have flown because of the total fire ban.

Sunday dawned cooler and calmer as was predicted so off to the field we all went, a good turn up considering the weather forecast.

At 10am it was a bit blowy with upwards of 7 mps being recorded so again it was decided to have a coffee and wait until 10.30am when the weather was a little better.

We then started the first event which was 1/2A Texaco, the first casualty was Brian Stebbing when his Stardust went out of control and landed well down field broken, this put him out of this event, but the other 5 flyers all got into the flyoff with Lyn Clifford and his ever reliable Stardust top scoring.

The electric 1/2A Texaco saw the same amount of entries as I/C, again with 5 of the 6 entries getting into the flyoff. The flyoff was won by Steve Gullock with a 26 minute flight, well done Steve.

We then stopped for the usual gourmet lunch put on by the Cohuna club members, then it was into Texaco. A good turn up in I/C with 11 entries but only 2 entries in electric, one sad part of the event was Don Grant who put up 2 terrific maxes to qualify for the flyoff but on landing the wind caught his model, tipped it over and broke the wing a sad end for a great effort. Again, Lyn Clifford took top placing with his Lanzo Racer and electric was a 2 horse race with Roger Mitchell taking the honours with a 25 minute flight, although Daryl McCleary wasn't far behind with 24 minutes.

Then it was time for the GP event, Duration. With 10 entries, this brought about 2 very spectacular crashes when Brendon Taylor's Playboy's motor wouldn't shut down and gave a very long engine run culminating in the wings breaking at a great height with the fuselage plummeting to earth under full power and burying itself in an adjoining paddock. Then Max Heap when he applied down elevator to bring his model home after his max found it wouldn't pull out and smashed into the road. Both models a fair mess. Again most models that didn't crash ended up in the flyoff with Kevin Fryer coming out the victor. In electric it was Daryl's turn to be the victor.

The next event was climb & glide and as it was getting late and we were all pooped we took a vote as to who wanted to fly this event and we all agreed that we didn't want to, so we called it a day and I might add a very enjoyable one.

We flew this comp to the new shorter flights as agreed upon at the last comp. At the end of the day we sat down and discussed what we thought, of which there was some mixed feelings but we decided we would fly the shorter rules again at our next comp and see how we feel then.

So another Cohuna comp has ended and as always we all had a great time. Thank you Cohuna boys, it's you that makes it so enjoyable, and again, thank you.



*Great Flying day at Cohuna - What's that up there ?*



*A bit of a rough landing after winning Duration for Kevin.*

## COHUNA MODEL FLYING CLUB INC

### By Broken Propeller

The Cohuna Club had a two day Society of Antique Modellers (S.A.M.) events scheduled for the 8<sup>th</sup>-9<sup>th</sup> of November 2014 at Cohuna. Due to the high winds forecast by the weather bureau on Saturday the 8<sup>th</sup> and in addition a total fire ban being declared on that day by the fire authority, there could not be any flying on that day.

However on Sunday the 9<sup>th</sup> November the weather was much calmer and with no total fire ban the club proceeded with three events, ½ A Texaco, Duration and Texaco with a total number of thirty seven entries for the three events.

The flying was keen as three pilots are within one point of each other for the valued Fred Stebbing Memorial Champion of Champions trophy. With points earned from all rounds for season added together for this trophy we have Lyn Clifford 52 points, Brian Stebbing 51 points and Kevin Fryer on 50 points. The final round will be held at Ballarat on November 30<sup>th</sup> and the result will be tight.

**COHUNA 9th November 2014**

*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	L Clifford	Stardust Special	Cox		420	420	-	-	674	1514
2	K Fryer	Cumulus	Cox		412	420	420	-	624	1464
3	D Grant	Anderson Pylon	Cox		420	420	-	-	546	1386
4	P Keely	Stardust Special	Cox		420	420	-	-	535	1335
5	R Taylor	Stardust Special	Cox		420	404	420	-	DNF	840
6	B Stebbing	Stardust Special	Cox		OUT	-	-	-	-	

**TEXACO**

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	L Clifford	Racer	Enya 46	8	420	420	-	-	1331	2171
2	G Gulbin	Bomber	OS 60	12	420	420	-	-	1229	2069
3	P Keely	Airborn	OS 60	10	420	420	-	-	780	1620
4	B Stebbing	Cumulus	OS 40 D	5.6	420	420	-	-	759	1599
5	R Taylor	Cumulus	OS 60	12	DNF	420	420	-	635	1475
6	K Fryer	Cumulus	OK Super60 Spark	16.8	420	420	-	-	581	1421
7	M Heap	Bomber	OS 40	8	DNF	420	420	-	230	1070
8	D Grant	Bomber	Anderson60 Spark	16.8	420	420	-	-	DNF	840
9	S Gullock	Bomber	Enya 52	10	405	420	411	-	-	831
10	R Hicks	M G 2	OS 40	10	283	369	401	-	-	770
11	R Yates	Bomber	OS 48	8	420	245	DNF	-	-	665

**DURATION**

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	K Fryer	Cumulus	McCoy 60 Spark	28	300	300			1048	1648
2	B Stebbings	Stardust	Dubjet 35	18	300	300			904	1504
3	R Taylor	Cumulus	YS 63	20	300	300			670	1270
4	P Keely	Bomber	OS 53 F/S	23	300	300			662	1262
5	L Clifford	Racer	YS 63	20	300	300			653	1253



Texaco winners 2nd Graeme Gulbin, 1st Lyn Clifford, 3rd Pat Keely



Lyn Clifford - Texaco winner



Kevin Fryer - Duration winner

**COHUNA** 9th November 2014

*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	S Gullock	Stardust Special			600	600	-	-	1588	2788
2	R Mitchell	Red Ripper			600	600	-	-	1537	2737
3	P Miller	M G 2			600	600	-	-	1220	2420
4	D McCleary	Stardust Special			600	600	-	-	1119	2319
5	M Heap	RC1			540	600	600	-	908	2108
6	R Yates	Cloud King			Out	-	-	-	-	-

**TEXACO**

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	R Mitchell	Bomber			600	600	-	-	1542	2742
2	D McCleary	Racer			600	600	-	-	1455	2655

**DURATION**

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	D McCleary	Bomber			465	-	-	-	-	465
2	R Mitchell	Bomber			30	-	-	-	-	30



*Electric 1/2 A Texaco place getters L-R 3rd Peter Miller, 1st Steve Gullock and 2nd Roger Mitchell*



½A Texaco Winners L-R 2nd Kevin Fryer 1st Lyn Clifford 3rd Don Grant



Brian Stebbings busy with his Duration Stardust Special



Duration Winners L-R 2nd Brian Stebbings 1st Kevin Fryer 3rd Robert Taylor.



Rodger Mitchell - Elec Texaco winner



Left: Brian Stebbings' dieselised OS40 in his Cumulus for Texaco.

Below with insert: "See nothing wrong with it," says Kevin.

Right: True Propheads Graeme Gulbin and Brian Laughton at Cohuna.



## BROOKLYN DODGER

By Sal Taibi

Nationals winner Taibi produces another tried-and-true warrior.

It's a Class B job with a Forster 29 motor.

THE Brooklyn Dodger is a super-simple gas model to build, and one that has very good flight characteristics. The climb will amaze you; it climbs at about forty-five degrees and is extremely fast under power. On the test flights the ship was consistently turning in flights of 3 minutes on a 16-second motor run, so clean off the bench, fellows, and put everything where it is easily accessible so you won't waste any time and get started on one of the best flying ships I've ever owned.

**CONSTRUCTION:** The fuselage is of crutch construction, which the author has found to be one of the strongest types of fuselages that can be built. First splice a gumwood motor-mount bearer into the crutch, then lay the crutch down on the board and insert the cross braces in their proper positions. A is cut from 3/32" plywood and the other bulkheads are cut from 1/8" sheet balsa. The bottom halves of the first five bulkheads (A, B, C, D and E) are identical, and a good way to save a lot of grief when assembling the ship is to pin these bulkheads together and cut the 3/32 x 1/4" notches all at once. This will assure perfect alignment later on. The notches for the crutch, of course, are cut individually.

Remove the crutch from the board and insert bulkheads. After these are in place, a strip of 14"-square soft stock is glued from the top of Bulkhead D to Bulkhead H. Individual pieces of 3/16 x 1/2" are glued between the bulkheads to give greater strength. The bulkheads are mounted on the crutch by first sliding them into their respective spaces until one notch engages the crutch, and then twisting into place carefully so that the bulkhead rests flat against the cross piece. The lower rear former that connects the bottom stringer and crutch is glued in place. The 3/32 x 1/4" bottom stringers are glued in place. The cabin wing rest is cut from 1/4" sheet balsa and cemented to tops of Bulk, heads A, B, C, D. The 1/4"-square, top longeron is cemented in place, as are the 3/32 x 1/4" side stringers.

The landing gear is cemented in place with a piece of 3/8 x 1/2" grooved basswood; glue at least four times! If in doubt, consult sketch on plans. The cowl blocks are next glued in place and shaped. It will be noted that although the motor is fairly well cowled, the needle and other parts of the motor are easily accessible. The engine is wired according to plans. Motor mounts are bolted in place with 1/16" bolts. The stringers right behind the firewall are filled in with 1/8" sheet. This is to prevent the firewall from backing up on a hard landing. The window is covered with celluloid. It is advisable to cement the body again before covering. Next, the fuselage is covered, either with silk, bamboo paper or Silkspan. Since the fuselage is subject to spray of gas and oil from the engine exhaust, the fuselage should be given at least six coats of clear dope.

The dowel pin to hold the wing in place is 1/8" diameter. It is inserted into Bulkheads A and B. The rear dowel is braced in a triangular piece of balsa just in front of Bulkhead D. The tail skid is embedded into the balsa keel at the rear of the fuselage. It is 1/16" diameter piano wire, and also serves as a hook for the tail.

In its test flights the ship was found to need a little more incidence, so two wedges were glued to the wing rest connecting the first four bulkheads. These wedges are 9-1/2" long and measure 3/16" at the thick end.

In designing the Brooklyn Dodger, simplicity of construction in the wing was one factor that was given particular attention, such as simple sparring, butt leading edges, etc. In constructing the wing it will be necessary to elevate the front wing spar 1/16" above the board. Pin the lower front spar to the board, slip all the ribs in place, attach the trailing edge and then the leading edge, glue the top spar in place. The rear spar is cemented in place after the wing has been removed from the board. Repeat this procedure to build the other half of the wing. The false ribs are inserted between the full-size ribs. The wing is then joined at the proper dihedral angles as shown on the plans. Finally, cover with either bamboo paper or Silkspan.

The rudder is built flat and is self-explanatory. After the rudder is built, the tab is attached to it with strips of aluminum.

The stabilizer is flat in construction. The leading edge is cut out of 1/2" sheet, the trailing edge from 1/4" sheet. After the edges are cut out, lay down the spar, then leading edge and trailing edge. The ribs of 1/8 x 1/2" are glued in place. When dry, remove from the board and cut the ribs to airfoil shape. (See stabilizer detail.)

**FLYING:** The Brooklyn Dodger has been thoroughly test-flown and therefore all the incidences are built in. There is no side



*Test glide. Dodger has proper incidences built in, no side thrust, slight down thrust. Climbs wide left circle, glides sharp left circle.*



*The fuselage employs "crutch" backbone with a teardrop cross section, triangular on top, round on the bottom. Wings and tail -- both rudder and stabilizer -- fly off in a crash.*



*Close-up shows front wing attachment dowel, the Forster 29, position of the pen cells, and Austin timer. Front bulkhead is of plywood.*





## HADDON OLDTIMER - 30th NOVEMBER 2014

Report from Brian Laughton, Contest Coordinator. (Photos from Graeme Gulbin)

This was our last competition for the year and it would sort out who would be the champ of champs for 2014 as there were only 2 points separating the 3 top men, Lyn Clifford, Brian Stebbing and Kevin Fryer. So it looked like being a very competitive day.

The weather forecast was for light winds with a chance of rain in the afternoon, so all present were ready to fire up before the rain, the wind was about 15 - 20 kph but the fast climbing models handled it well.

The Duration flyoff scores were unbelievable with only 55 seconds separating the first 6 place-getters with Brian Stebbing coming first with his Dubjet powered Stardust built by his late father, Fred, who our champ of champs trophy is named in his honour. Lyn Clifford came in 2<sup>nd</sup> and Kevin Fryer 3<sup>rd</sup>.

Then we had an early lunch put on by the Ballarat club. It was like McDonalds only much better - they did a meal deal of this enormous hamburger, a drink and a piece of fruit cake for \$10. Best value for years, thanks again Ballarat.

Then it was Texaco with eleven entries, again fiercely competitive and flown in much calmer conditions. On this occasion the comp was won by the Texaco maestro Steve Gullock with Don Grant coming second and Kevin Fryer third. In the flyoff Kevin's radio went on the blink before take off, so I loaned him my model to fly, and I was pleased to see that he flew it better than me.

Then '38 Antique with 7 entries flown in absolute dead calm air, no wind, no thermals and a thundery looking sky. The winner of this was Don Grant and with Kevin Fryer second and myself third.

At this point I announced that all three top championship contenders were on equal points and that Climb and Glide would determine the winner, but in my calculations I failed to allocate 1 point to Kevin Fryer for getting in the flyoff of '38, so I should have stated that he was one point ahead at this stage.

So off they went in climb and glide, 60 seconds motor run is a long time for these fast climbing Duration models, with the eventual winner being Brian Stebbing, with Kevin Fryer second and Lyn Clifford third. I then announced that Brian Stebbing had won the Fred Stebbing trophy by 1 point, and I didn't realize my earlier mistake until I got home and started to do the results which then made the results a tie between Brian Stebbing and Kevin Fryer. I then offered them a choice, they could have a duel with pistols at dawn to sort it out or they could each have a trophy. They chose the trophy.

It was good to see Chris Lawson turn up for a fly. It has been a long time, perhaps too long, so let's hope he decides to come back and fly more often.

Unfortunately it was sad to see only 2 flyers bothered to turn up for the electric events, one from Cohuna and one from Ballarat. Roger Mitchell won both events with young Brad Cooper getting second in Texaco but I am very pleased to announce that the man that turns up all the time, one of my very favorite people Roger Mitchell, won the Electric Fred Stebbing Champ of Champs trophy, good on you Roger.

It was good to see that apart from mechanical problems there were no models lost or smashed which, after all, is the greatest achievement - to take it home in one piece.

We all at SAM 600 would like to thank the Ballarat boys for their kindness and hospitality and putting on such good weather, it has been so long since we could hold a comp at Haddon in such good conditions. Thanks again.



'38 Antique winner L-R 3rd B Laughton 1st Don Grant 2nd Kevin Fryer

**HADDON** 30th November 2014*results from the Contest Director for I C Engines*

TEXACO										
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	S Gullock	Bomber	Enya 53	10	420	420			1332	2172
2	D Grant	Bomber	Anderson Spark	17	42	420			1149	1989
3	K Fryer	Bomber	Foster 29 Spark	11.2	420	L/O	420		987	1827
4	B Stebbing	Rambler	OS 40 diesel	5.5	420	420			948	1788
5	R Taylor	Cumulus	OS 61	10	420	420			778	1618
6	G Gulbin	Bomber	OS 60	12	420	420			646	1486
7	B Laughton	Bomber	OS 60	10	420	420			DNF	840
7	L Clifford	Racer	Enya 46	8	420	341	420		DNF	840
9	B Dowie	Bomber	OS 60	10	309	369				678
10	D Missen	Racer	Enya 53	10	340	305	302			645
11	P Keely	Airborn	OS 61	10	420	124				544
DURATION										
1	B Stebbing	Stardust	Dubjet 35	18	300	300			388	988
2	L Clifford	Racer	YS 63	20	300	300			381	981
3	K Fryer	Cumulus	McCoy 60 Spark	28	300	300			366	966
4	R Taylor	Cumulus	YS 63	20	300	274	300		358	98
5	D Grant	Playboy	YS 53	20	278	300	300		341	981
6	P Keely	Bomber	OS 56 f/s	23	300	300			335	935
7	C Lawson	Playboy	Saito 65	23	209	300	224			524
8	G Jenkinson	Bomber	OS 52 f/s	23	180	300	207			507
9	S Gullock	Playboy	OS 52 f/s	23	205	183	300			505
10	G Gulbin	Playboy	OS 56	23	300	195	203			503
11	B Dowie	Playboy	OS 40	18	300	91	O/R			391
'38 ANTIQUE										
1	D Grant	R C 1	Anderson Spitfire	44	258	420	420		701	1541
2	K Fryer	Cumulus	Foster 99	135	420	420			513	1353
3	B Laughton	R C 1	OK Super 60	84	420	420			442	1282
4	L Clifford	Record Breaker	Attwood	81	321	375	420			795
5	S Gullock	Polly	GB Burford	145	324	344	249			668
6	D Missen	Flying Aces Stick	DC Wildcat	84	200	257	208			465
7	B Stebbing	Westerner	OK Super 60	84	74	350				424
CLIMB & GLIDE										
1	B Stebbing	Stardust	Dubjet 35	1315						1315
2	K Fryer	Cumulus	McCoy 60	862						862
3	L Clifford	Racer	YS 63	784						784
4	S Gullock	Playboy	OS 52	373	686					686
5	D Grant	Playboy	YS 53	492	618					618
6	B Lawson	Bomber	Enya 25	577	432					577

**HADDON 30th November 2014**

*results from the Contest Director for ELECTRIC POWER*

ELECTRIC TEXACO										
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	R Mitchell	Bomber			600	720				1320
2	B Cooper	Dallaire			600	600				1200
ELECTRIC DURATION										
1	R Mitchell	Bomber			275					275



*Brian Stebbing's Rambler with his dieselised OS 40 landing in Texaco.*



*Top and above: Bill Lawson, Ballarat Club President, awards Brian Stebbing and Kevin Fryer for Equal 1st Place in "Fred Stebbing Memorial" Champ of Champs 2014.*



*Brian Laughton's Bomber being flown by Kevin Fryer in Texaco flyoff.*



*Chris Lawson's Playboy coming in for a landing.*



*Don Grant receiving his award for his win in '38 Antique from Bill Lawson*



*Duration Winners - Left 2nd Place Lyn Clifford and 1st Place Brian Stebbing.*



*Texaco winners at Haddon L-R 2nd Don Grant 1st Steve Gullock 3rd Kevin Fryer.*



# SWISS MISS

Out of seventeen contests entered in the 1954 season this design gained 12 Firsts, 2 Seconds (in the European and World Championships) and 2 Fifth places to make it the "MODEL OF THE YEAR."

WHEN SILVIO LANFRANCHI returned home at Bradford after seeing the '53 World Power Championships at Cranfield, he was the wiser by close study of the American models, and the wealthier by virtue of a new K & B 15 engine obtained from one of the U.S. team members. This combination led to an even greater than normal amount of restlessness in the Lanfranchi mansion, and Silvio's aeromodelling righthand man, Arthur Collinson was called in to draw up a World beater. The result was Swiss Miss, and how it came as close as a scant thirteen seconds to being a World beater is now common knowledge. Of the seventeen events in which it has flown this year, perhaps the three most outstanding were the team trials at Wittering, where Silvio won the Aeromodeller Gold Cup and topped the British team performance; the European Championship at Brussels where he was only 41 seconds behind Emil Fresl, and finally, the supreme performance at Long Island where it came so close to being '54 World Champ.

It could be said that originality is not its keynote: but what of that if performance is so high? Anyone who has built a San de Hogan could build an



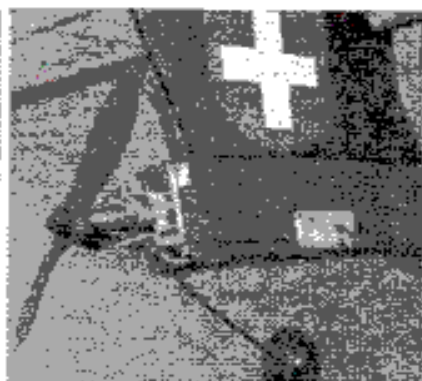
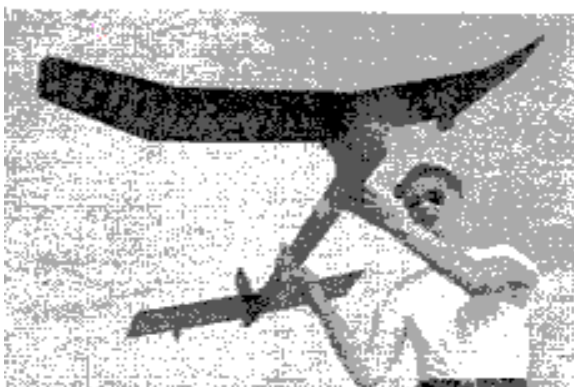
By Arthur Collinson & Silvio Lanfranchi

Aged 27 . . . Electrical engineer . . . Married, with one 3 year-old son . . . hobby is trying to beat Silvio.

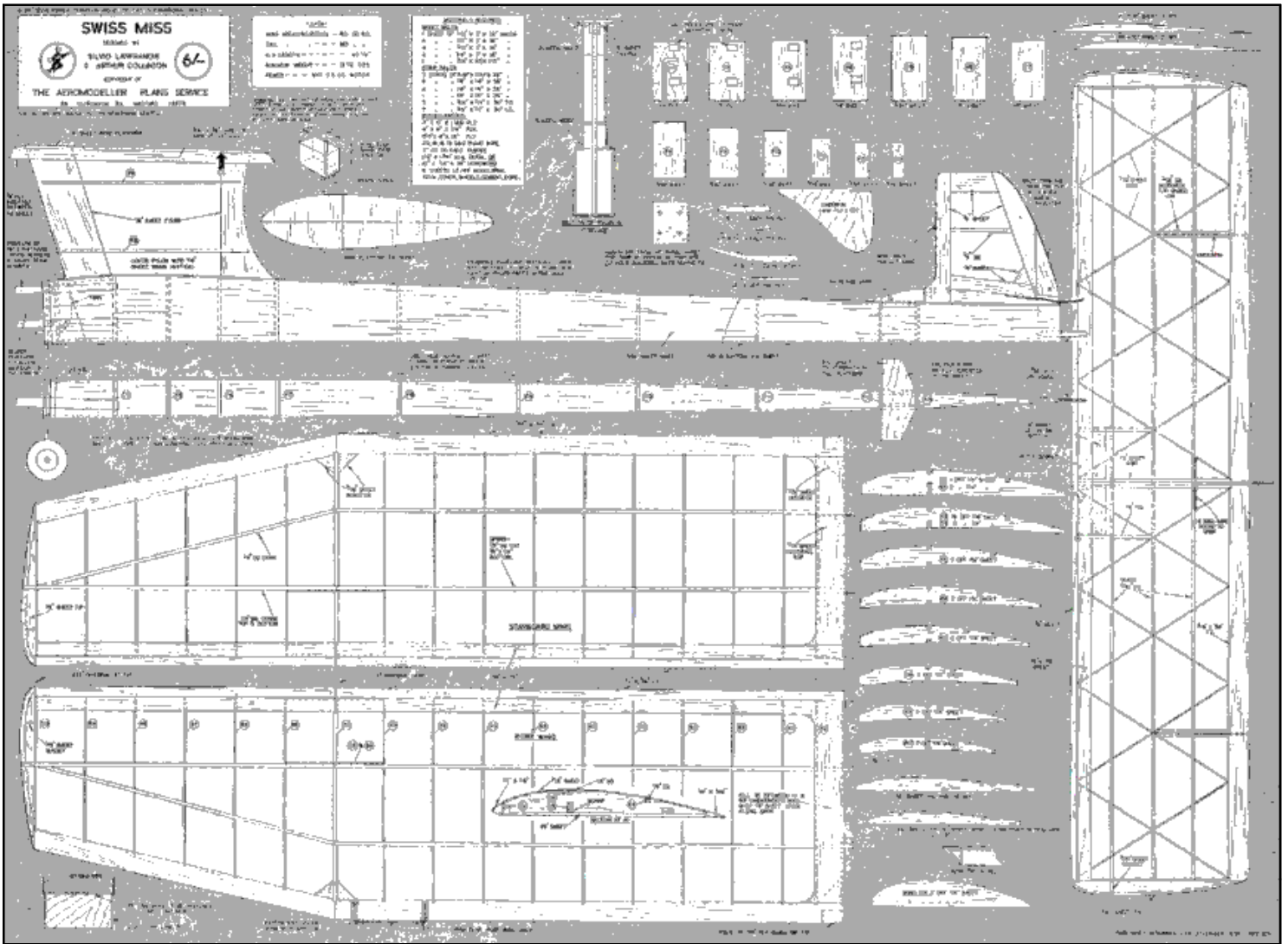
Aged 54 . . . Cake Manufacturer of note . . . Married, with 6 children (all big ones) . . . once made a Wakefield!

Eliminator, and anyone who has built an Eliminator would have no trouble with the Swiss Miss. Structurally it is a tough design, an all-weather flier for British conditions with the optimum area for its 2.5 c.c. glowplug engine and sufficient inherent stability to make it child's play to trim. Normal flight pattern is a right spiral climb followed by a left-glide turn obtained by the drag tab on the port wing.

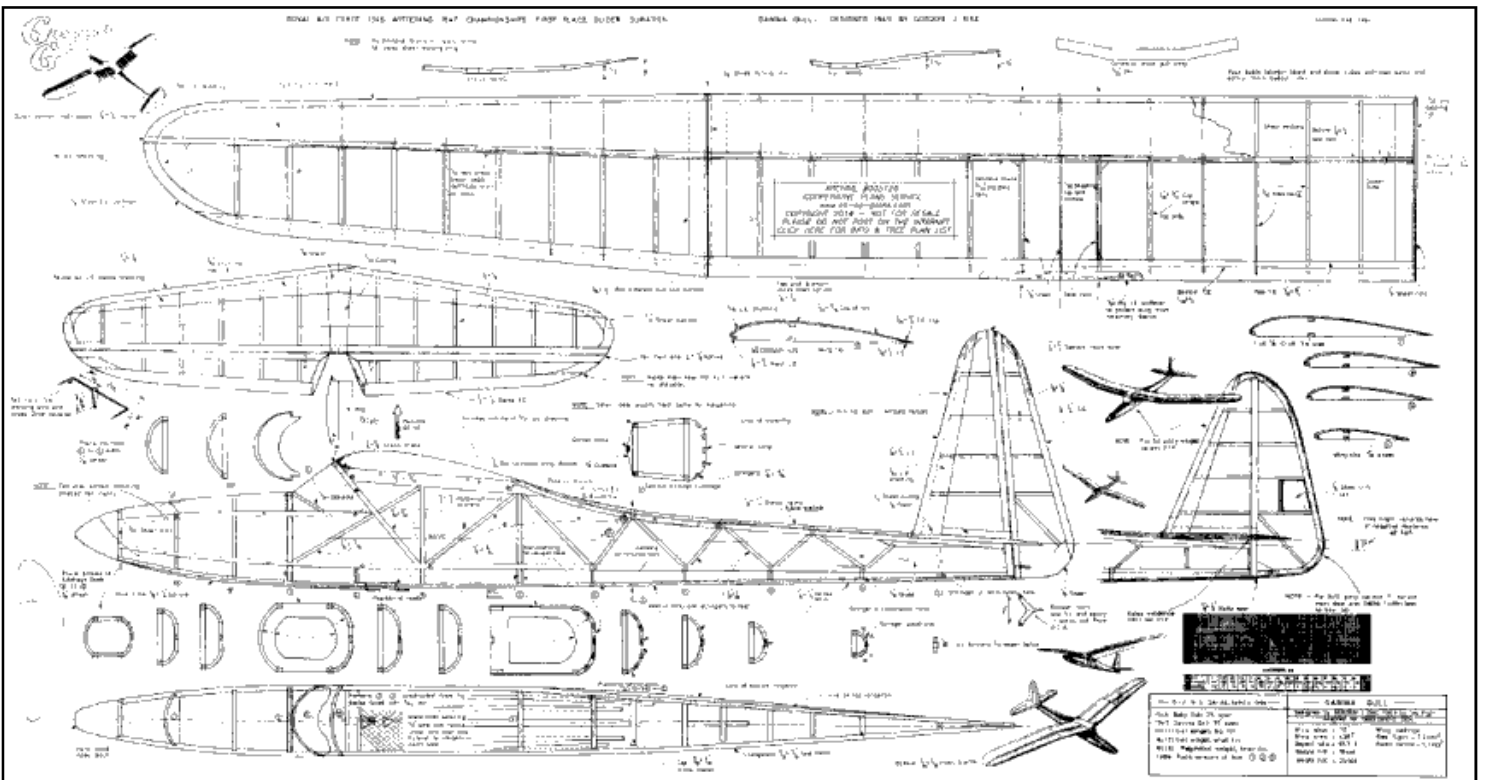
Though designed as an F.A.I. specification model, the docile trim of the prototypes led Arthur Collinson to doubling up the cc's and fitting a Frog 500 for open contests. The rate of climb is naturally more than enhanced, and doubtless in '55 we shall be seeing and hearing a lot more of the high powered version, and not only from the Bradford quarter now that full-size copies of the 1/5th scale plan opposite are available from A.P.S., price 6/- post free.



Left: Arthur Collinson about to release the 500 version for a soaring climb at Croft Airport. Model will take any power from 2.5 to 5 c.c. (.15 to .29 cu. in.). Right: with Swiss shield emblazoned on the Pylon, one of Silvio's models displays the four point radial mounting plate used with the Torp. 15 and strangler cut-out operated by E.D. Clockwork Timer. Beam mounting details are given on plan.



A blonde, a brunette, and a redhead all work at the same office for a female boss who always goes home early. "Hey girls," says the brunette, "Let's go home early tomorrow. She'll never know." The next day, they all leave right after the boss does. The brunette gets some extra gardening done, the redhead goes to a bar, and the blonde goes home to find her husband having sex with the female boss! She quietly sneaks out of the house and returns at her normal time. "That was fun," says the brunette. "We should do it again sometime." "No way," says the blonde. "I almost got caught!"

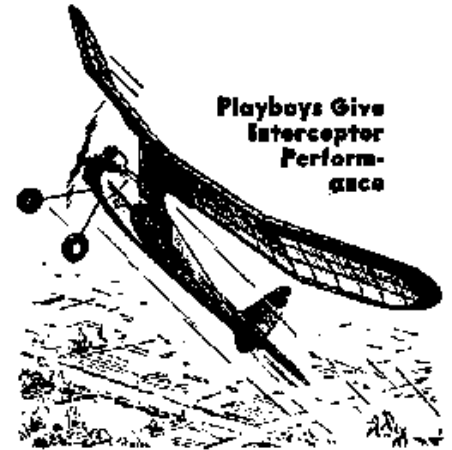


**AIRPLANE CLEANERS** From Roy Bourke, roybourke@yahoo.com

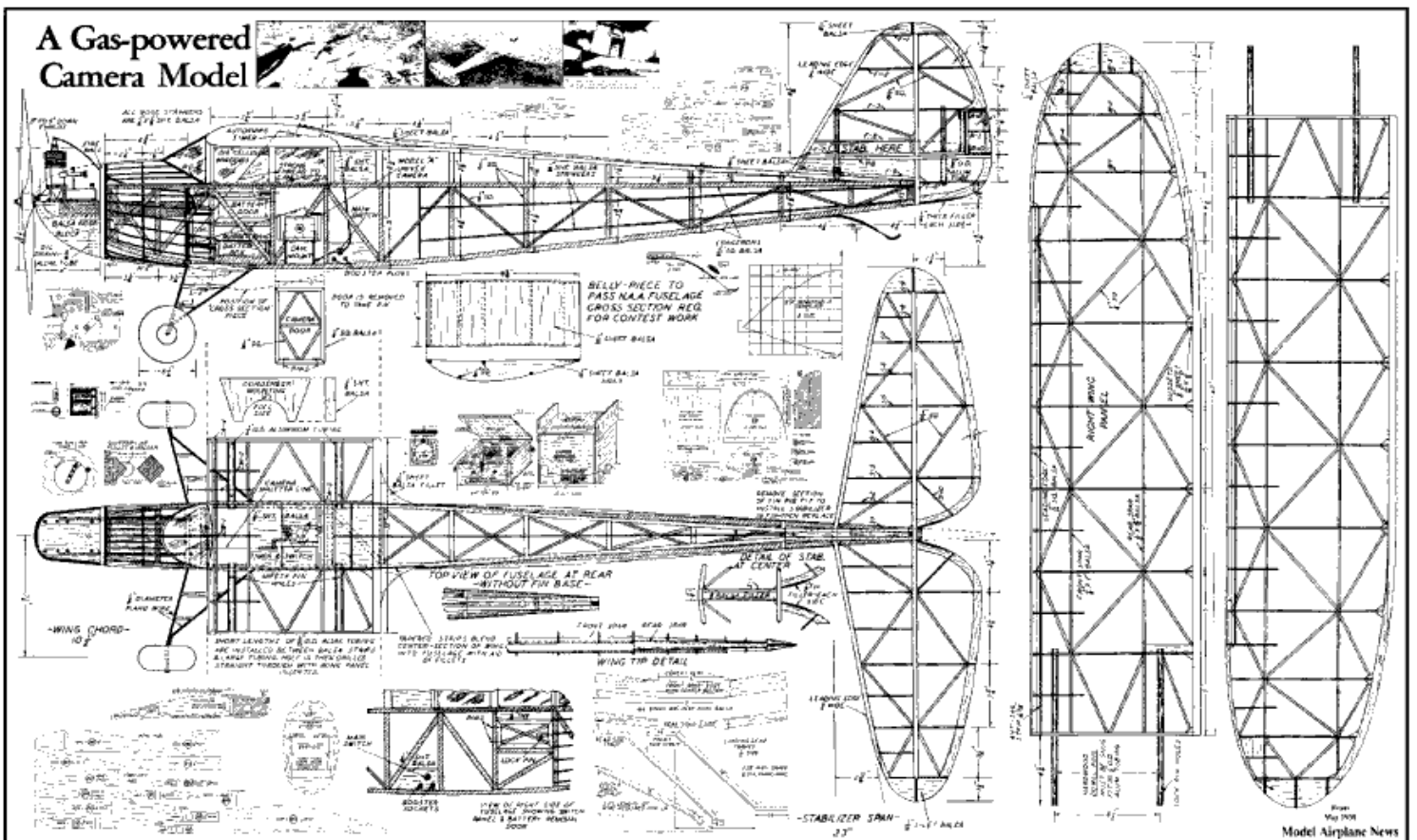
What do you use to clean up your airplane after a flying session?? That is a question that I have been asking fellow modelers all summer long, and I find that there is as much variation in concoctions to clean airplanes as there are airplanes. Everyone seems to have his or her favorite formula.

The list below summarizes the results of my survey. There were more brand names mentioned than listed but with the exception of well-known name brands, I have tried to keep the list as generic as possible. The proportions for mixing ingredients also varied widely.

- Windex, or other glass cleaner (the most common cleaner reported)
- Fantastik, Vim, etc.
- Spic and Span solution
- Mister Kleen glass cleaner with added household ammonia
- Liquid detergent mixed 1: 1 with water
- A 1: 1: 1 mixture of detergent, water, and ammonia
- A 1: 1 mixture of summer windshield washer fluid and ammonia
- A 1: 1 mixture of winter windshield washer fluid and ammonia alcohol (straight)
- Varsol (straight)
- A degreaser (Gunk, Dunk etc) thinned with kerosene
- Benjamin Moore M83 Oil and Grease Remover
- Disc Brake Cleaner
- Tri-sodium Phosphate solution (proportion unknown)
- Carburetor cleaner (for tough spots)
- A dust rag (for cleaning electric-powered aircraft)



There you have it! It is up to you to experiment with whichever of these you want to try. The club offers no apology nor assumes any responsibility if you blow yourself up or melt your airplane. The only conclusion I can draw from the list is that, since it appears in several of the concoctions, the addition of household ammonia seems to work well. If you have other cleaners or mixtures that you want added to the list please let me know and I will publish them. Or if you experiment with the cleaners that are listed, let us know which one(s) work the best. Good luck!





## What's important when building with Balsa.

From Roy Bourke, roybourke@yahoo.com

*Weighing the balsa is the worst way to determine initial application. Consistent density is what you're looking for. Sort for A, B or C grain and put into applicable groups. You can check for density pockets and wind checks at the hobby shop.*

Obviously, determination of balsa density is not the only parameter to be considered in selecting balsa for construction, and not even the initial consideration. Consistency in density, type and grain, wind checks, etc are just as important and are things that can often be checked initially right in the hobby shop before weighing. I usually carry a small spring scale to the hobby shop and weigh and measure the sheets and calculate density right there in the hobby shop as well, using balsa density tables to make the process faster. But then after making my initial selection, I take the sheets home and do everything again but more accurately.

It sounds like a lot of work, but it really doesn't take a lot of time and careful selection of the balsa makes a big difference in the weight and strength of the final airplane. And it makes the selection of the components a lot faster and easier during the actual construction. There are a number of other tests and considerations that could be done as well, (eg. bending strength tests .etc.) depending on how fussy the builder wants to be.

Balsa selection is especially important in competitive Indoor aircraft. One of my Indoor colleagues even used to go so far as determining the Modulus of Elasticity of each strip he was considering for a wing spar of an Indoor airplane.

One comment about Balsa Density Tables: Most of them deal with standard thicknesses of balsa sheets. The problem is that most balsa sheets from hobby shops aren't exactly the thickness they are supposed to be. And often the thickness varies over different areas of the sheet. I usually take several thickness measurements to establish an average thickness. And I especially look for consistency in thickness (as well as all the other factors) in sheets that I intend to saw into strip balsa.

During construction, I keep notes on the density of the balsa parts of the airplane and am usually able to predict and manage the weight of the structure to keep it within target. Once you get used to the process, it becomes second nature and the aircraft almost always come in under target weight.

### 1/2A Tuning Tip #31: (Courtesy of SAM 26 Newsletter - Editor Bob Angel)

Actually this is a re-emphasis of tip #17 in which Don Bishop pointed out that the first flight of the day is often unreliable unless you first make a run on the ground. We've been flying a few more 1/2A's lately at the Drum Canyon field. Complaints arose about the fact you can put a good running engine away untouched, and it will run poorly and flame out the

next time you try it. Cox always recommended castor oil based fuel, and I think it's a good idea. But the castor oil can often be the problem, especially around the needle valve and reed area.

Castor gums up quickly and even sitting for a week it may need to be flushed through with fresh fuel. Time is another factor. It took time to gum up and it takes some time for new fuel to dissolve the gum. For an engine that's been un-run for maybe a month or more it might be a good idea to flush fuel through the night before flying.

Castor can also be blamed for the fact that it's hard to re-start a Cox without richening the needle a little after even a five minute rest period. That tiny needle orifice can gum up a little just that fast. Synthetic oils may re-start with the same setting, but according to Cox, you may have to re-tighten the conrod/piston socket sooner if you use synthetics.

### Subject: Some silks compared [SAMTalk]

From: Dave Plumpe <plumpe@mindspring.com> Date: 26 Jul 2003

Thanks to the discussions on silk a week or 2 ago, I decided to try some from fabric suppliers on the web. I ordered 5yds ea. of 5mm Habotai and 3.5mm Gauze from www.silkconnection.com at \$1.75US and \$2.07/yd respectively. Even I can afford that!

They arrived today, so I made some measurements to compare with some I had from decades past (maybe 30yrs since I last covered with silk):

Esaki #3 Lightweight (30yrs old):	9.4gm/sq.yd	.0018"thk	100x140 thrds/in	\$17.50/sq.yd now?
K&S Heavy Duty (30yrs old):	14.0gm/sq.yd	.002"thk	100x130 thrds/in	\$17.50/sq.yd now?
5mm Habotai (silkconnection.com):	16.0gm/sq.yd	.0022"thk	120x160 thrds/in	\$1.75/sq.yd
3.5mm Gauze (silkconnection.com):	12.1gm.sq.yd	.0037"thk	80x100 thrds/in	\$2.07/sq.yd

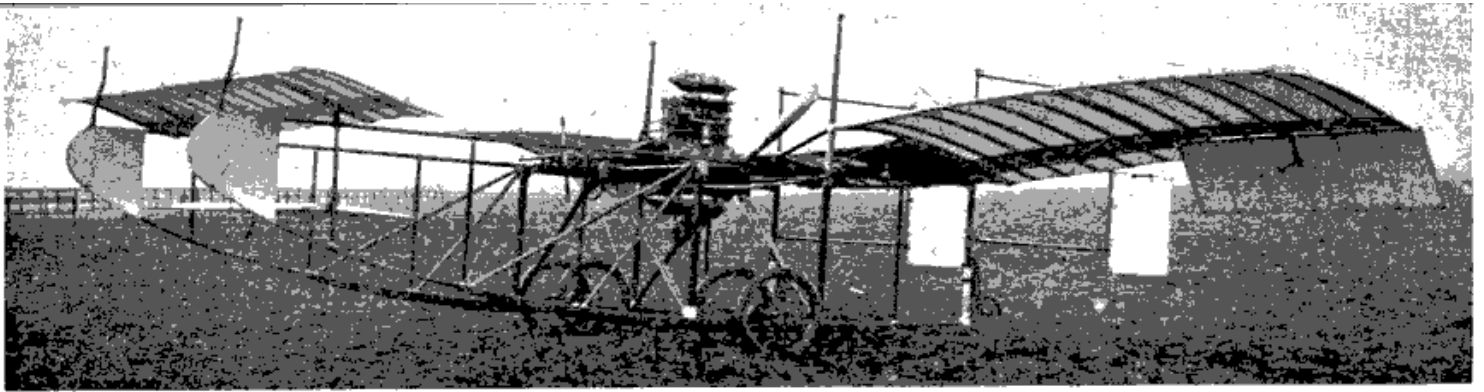
Thickness measured with dial caliper under moderate pressure. Same eyeball that counted threads/in.

The 5mm Habotai is lots heavier than the Esaki#3, so isn't a suitable substitute for those smaller planes. It does have a tighter weave, so should fill with fewer coats of dope, but will likely use more total dope because it's thicker.

The 5mm Habotai is pretty close to the K&S, except for price. Just a little heavier, but should be easier to fill. And did I mention, it's lots cheaper! I think I'll use it to cover a 72" J-3 Cub in another month or so.

The 3.5mm Gauze might be useful for straining fuel. They all smell about the same when smoked.

Want another opinion? My wife says the Habotai "feels nice".



## John W. R. Taylor's Plane of the month

## Horatio Barber's CANARDS

**H**ORATIO BARBER is one of the greatest of the half-forgotten pioneers of aviation. Few people today even know that he was the donor of the Britannia Trophy, most coveted of all British annual awards for flying ability and courage. Yet in 1910-12 his tail-first monoplanes were the most successful aircraft of their kind in the world; and a book he wrote a few years later is a real classic of aviation literature. Entitled *The Aeroplane Speaks*, it teaches the theory of aerodynamics and piloting as if written in the first person by the aeroplane itself. Unlike many modern gimmicks, this one succeeds.

The first aeroplane designed by Barber was a monoplane built by Howard Wright in 1908. In the following year he formed the Aeronautical Syndicate Ltd. at Hendon and built an aeroplane known as the *A.S.L.* This was completed in February 1910, and from it was evolved the whole series of *Valkyrie* tail-first monoplanes.

*Valkyrie I* flew for the first time on July 13th, 1910, and according to *Jane's All the World's Aircraft* covered a distance of one mile. It differed little in appearance from the version illustrated above, except that its twin rudders were mounted directly on the upright members carrying the rear wheels, instead of on extensions.

Construction was extremely simple. The fuselage consisted of two parallel wooden side-members, some 8½ ft. apart. The wings were fabric-covered wooden structures, each made up of leading-edge and rear spars and 14 shallow cambered ribs, which look as if they were made from 1 in. square battens.

Flying controls comprised wing-tip ailerons, twin rudders and a forward elevator mounted between the side-members. An adjustable foreplane was carried above in a slot in the wing, supported, like the wing, by king-posts and wire bracing.

The pilot sat on a small bucket seat amidships, with stick and rudder bar controls, back-to-back with a 35 h.p. Green engine. This drove a two-blade wooden propeller, 87 in. in diameter, which turned in a slot in the wing leading-edge. The whole aircraft weighed only 520 lb.

Although brief, the career of *Valkyrie I* and its successors was full of interest. Dallas Brett's *History of British Aviation* records that "At Hendon (in January 1911) the curious *Valkyrie* pusher monoplanes of the Aeronautical Syndicate were almost continuously in the air." Together with the other "residents" at the airfield, they attracted large numbers of spectators, and Brett remarks later that: "Mr. Barber demonstrated the quick take-off of his mount by repeatedly charging at the crowd from a distance of fifty yards and pulling the machine off over their heads. The crowd apparently enjoyed this perilous performance."

One wonders if it would go down so well at Farnborough nowadays, and it may be no coincidence that when 300 Members of Parliament went to Hendon in May 1911 for a demonstration of the military possibilities of aircraft, "for some reason Mr. Barber was refused permission to demonstrate the *Valkyrie* machines."

Undeterred, in the following month

Barber showed off the capabilities of a racing version of the *Valkyrie* by flying from Hendon to Brooklands in 20 min. dead, at an average speed of 60 m.p.h. in weather so thick that he had to follow a compass course at 3,000 ft.

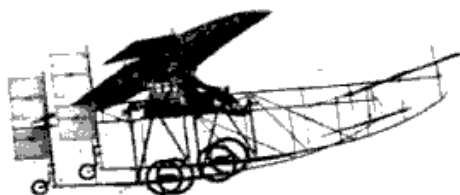
Next, he made a major advance in flying training by fitting one of his school *Valkyries* with a primitive form of dual control. Previously, pupils could only lean over the shoulder of their instructor and try to feel what he did with the stick before going solo. Now, Barber could even count a pair of "lady drivers" among his pupils.

He made history again on July 4th, 1911, by carrying a box of Osram lamps, the world's first air freight, from Shoreham to Brighton. He received £100 for the job but, realising that he would lose his amateur status as a sporting pilot if he kept it, used the money to buy the Britannia Trophy.

Nine months later, Horatio Barber had to give up his work as a designer-builder because of mounting costs. During his brief career he had produced more than 20 aircraft, most of them *Valkyries*. In 1911 alone he had flown nearly 7,000 miles in about 200 hours and carried 151 passengers without accident. Two pilots were killed on *Valkyries*. One stalled in through inexperience, the other sideslipped to the ground, engine off, through overconfidence. The fact that Horatio Barber himself is still alive, at the grand old age of 86, shows that there was little wrong with his unorthodox machines when flown intelligently.

*Data (Valkyrie I):* Span 34 ft.; length 21 ft.; chord 6 ft.

In our heading photo the details of the "Valkyrie" are clearly visible. Below left the "Valkyrie I" in flight in 1910. Below right the rotary engine "Valkyrie" type B.



plan speed

1945 Sports Power Model  
For 1 to 1 1/2cc Engines  
Written by David Boddington

# BULL DOZER

**45.5ins wing span cabin sports model for radio control or free flight and 1 to 1 1/2cc engines. Originally designed by Cpl Jerry Stoloff, for spark ignition power free flight, modified for R/C by Jaromir Pipek.**

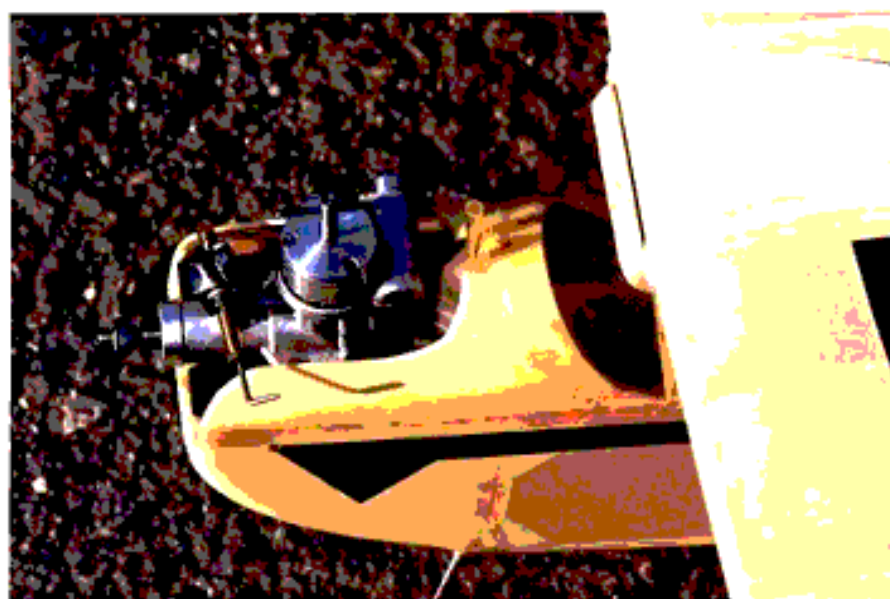
**W**hat appealed to me with the 'Bulldozer' was its lineage, it had started life as a USA free flight 'gas' model, its appearance, its compact dimensions and the fact that it has rarely been seen at the vintage meetings. The idea, then, was to build it for R/C, but to make the radio package easily removable so that the 'Bulldozer' could be flown as a free flight model. This method of free flight trimming by radio is described elsewhere.

I have to admit that it was not the name that immediately made an appeal to me, hardly the most beautiful and flattering for a nicely proportioned lady. Jerry claimed that the model

lived up to its name, he said that 'from the moment the wheels leave the ground and the ship points its nose skyward, nothing can stop it'. Be that as it may, contemporary names, such as the 'Hornet' or 'Angel', have more poetry to them. Designed with the beginner in gas (petrol) E.C. in 1945 in mind the model was considered to be an 'easy-build', with sturdy construction suitable for the novice. It was also sufficiently rugged to absorb a reasonable amount of punishment, almost inevitable during the trimming phases by a newcomer to power flying.

The airfoil of the wing is one that had been well proven, even by 1945, the polyhedral was and is one of the most efficient forms, only a fully elliptical dihedral would be better. Lifting section

tailplanes have always been a little controversial, but the theory is that it adds to the overall lift of the aeroplane and more importantly, reduces the looping tendencies in a high speed climb. By increasing the lift at the tailplane, as the speed builds up, the tail rises and holds the nose down, eliminating the desire of the model to perform large looping manoeuvres. When trimming for duration contests it was also necessary to ensure that the model was trimmed for a spiral climb, this also prevented the 'over-the-top' and into the ground flight pattern. Those of you building for gentle power R/C flying with the 'Bulldozer' could probably substitute a flat plate tailplane without causing any problems - perhaps improvements.



PAW 149 was mounted on a 1/16in paxolin plate - graduated Flair fuel tank was fitted to engine bulkhead.



At 24 1/2oz she's little flioter.



### JAROMIR MODIFICATIONS - AND BOD'S MODS

The drawings reproduced here show the 'Bulldozer' according to Jaromir Pipek; the original had very similar construction, except for the changes to the tailsurfaces to accommodate the elevator and rudder. Pretty well all the other construction follows the design of Jerry Stoloff, the wings are the same, incidentally, they have 2 inches and 4 inches dihedral under the respective wing panels, not mentioned on the drawings.

In my turn, I made a few modifications. Because I wanted to make the radio removable it was installed on a single plate. The rudder control was by closed loop cable (almost vintage) and the elevator operated by a pushrod. Rather than trying to mount the engine direct onto the wood engine bearers, I used a 1/16in paxolin plate for the engine mount, making it possible to use alternative engines. The main spar of the wing was very deep and the ribs almost cut in two, I reduced the spar from 5/8in deep to 1/2in, working on the assumption that the stresses on the wing would be less on the R/C, or diesel powered free flight versions. Weight of the original model was quoted as 23 1/2ozs (the engine ignition battery, coil and condenser added considerably to the weight) my model, even with radio installed, and Tex covering came out at 24 1/2ozs, so there was little increase in wing loading with the R/C version.

### STICKING STICKS

With many butt joints being used in the construction of the model it is important to cut the angles of the balsawood strip accurately and use sound glue joints - do not rely on the glue making up the gaps caused by inaccurate cutting.

The strongest joint is that with little adhesive, not lots of the stuff! Build the fuselage in the traditional box structure form, Jerry suggested joining the rear of the fuselage sides first and working forward, I preferred to use a building jig (SLEFC) to prevent a 'banana split' - I've had plenty of those! When bending the pianowire undercarriage, bend it to the front view first, then put the two lower legs in the vice and use a wooden block to create the side view bend. Although it shows 3/32in x 3/16in spruce for the stringers, on the drawing, I think that hard balsa is a more suitable material, it cuts and sands easier and is still

sufficiently strong. Access to the radio control is shown via a hatch on the underside of the fuselage; this seems a little pointless when you have the full wing chord opening in the top of the fuselage. An additional 3/16in x 3/8in horizontal rail was fitted to support the R/C equipment plate.

### SPARRING PARTNERS.

We all have our own way of constructing models and I have never been a lover of adding wing panels without an additional root rib. On the 'Bulldozer' I followed the original method, it is totally necessary to fit the gussets (what a gloriously old-fashioned word, it reminds me of granny's bloomers) for adequate strength. Where I did part with the original form of wing construction was in not building and joining the two outer panels before fitting the main spar, I supported the spars on pieces of 1/4in strip, to the required depth (tapered for the outer panels), and glued the ribs to it as the wing panels were assembled if should have spliced the joints, rather than butt joint them, although the dihedral braces strengthen the joints).

Tailplane construction does not employ shaped ribs, simply tapered spars with pieces of strip glued between them and the leading and trailing edges, then sanded to a lifting airfoil section. I opted for a laminated leading edge, from 1/16in strips, it is easier than steaming a 3/16in sq strip and stronger, too. Do fit the dowel 'keys' to locate the tailplane on the fuselage, this becomes even more important with the free flight version.

You can go for two or three channel radio

control, the engine throttle control is nice to have, for those low, 'puttering', fly pasts, but not essential. There is no reason why you should not install an economy, two channel, 27mhz radio system, although it would be worth investing in a small nicad battery to save weight and avoid having to change 'dry' batteries.

Covering is a matter of personal preference, I used Antique Solarlex (it happened to be an antique roll, too, inherited from a good modelling friend). The 'Bulldozer' would certainly be a candidate for the mylar and tissue technique described by Dave Ridgway, but almost any form of covering, from Airspan to nylon, could be used. Just remember to be liberal with the fuel proofing around the engine bay.

### SCREAMING HAB-DABS

Forget about the screaming duration climb, unless this is your penchant and you are then on your own when it comes to trimming. Treat this as a pleasant, slow flying sports model. The original was trimmed for left power, right glide in its free flight form and this seems sensible trim to aim for, when you convert from R/C to F/F. The balance position shown on the drawings is typical for F/F, keep towards the forward limit for R/C flying, my model didn't require any additional ballast. Hand launches are preferable to take-offs, the wheels are located well forward and keeping the model straight for a take-off is not easy. Why did they have this design feature in the first place? The take-off with a duration competition style model was very swift and there was virtually no time for it to veer out-of-wind. What was more important was the eventual landing and the forward location of the wheels made it less likely to turn over when the model touched down.

Try not to over control when the model is airborne, remember that this is a guided free flight model rather than an out and out R/C design. Take it gently, man! Whether you decide to convert from R/C to F/F (see 'So you're afraid of Free Flight trimming) or not, enjoy building and flying a 'Bulldozer' - see 'Lift-Off' for final flying comments - it's a good 'un! 🚀



Construction follows the original - almost.

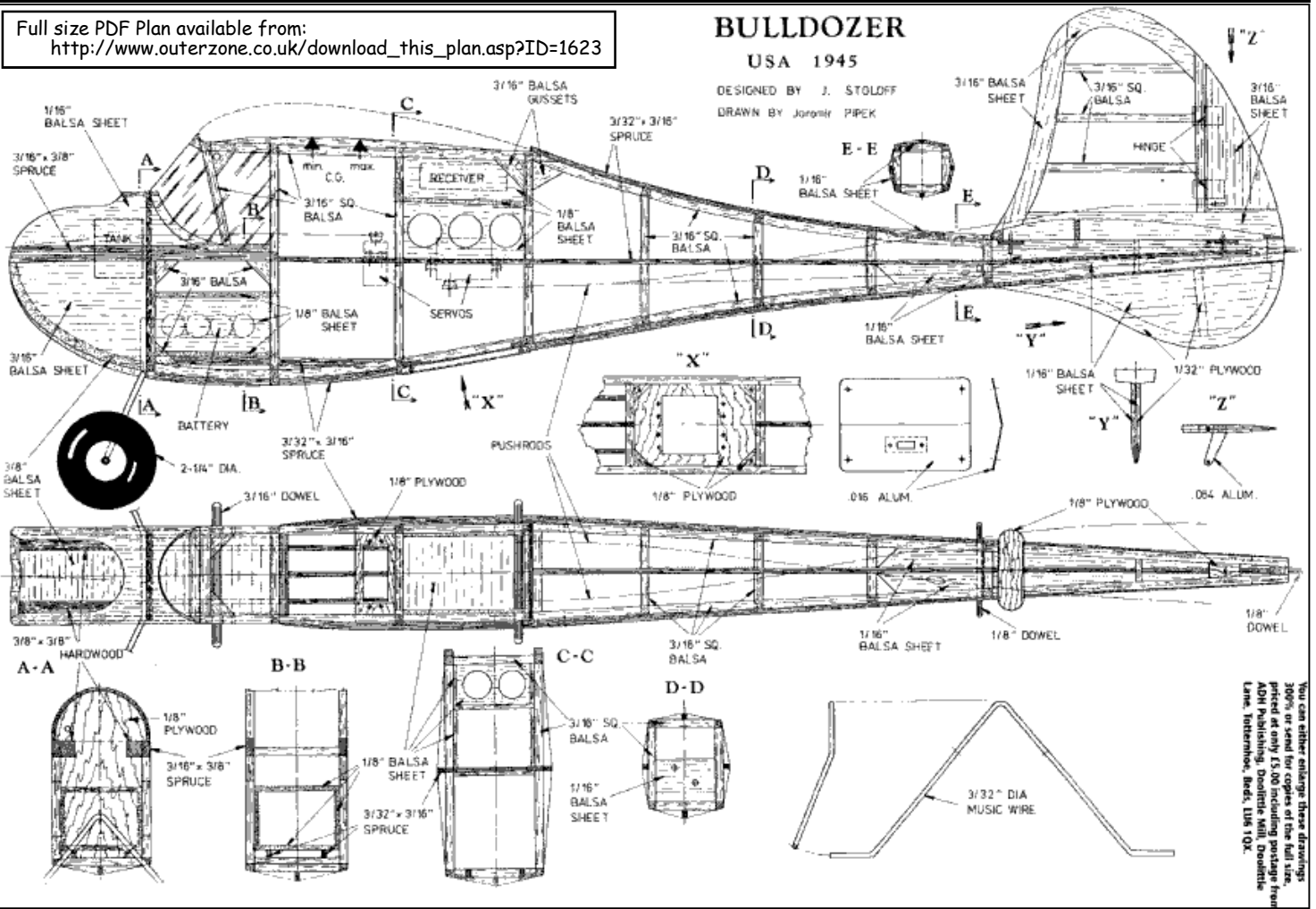
**"Try your hand at a 'proper' model, built from 'proper' materials - Radio or Free Flight"**

Full size PDF Plan available from:  
[http://www.outerzone.co.uk/download\\_this\\_plan.asp?ID=1623](http://www.outerzone.co.uk/download_this_plan.asp?ID=1623)

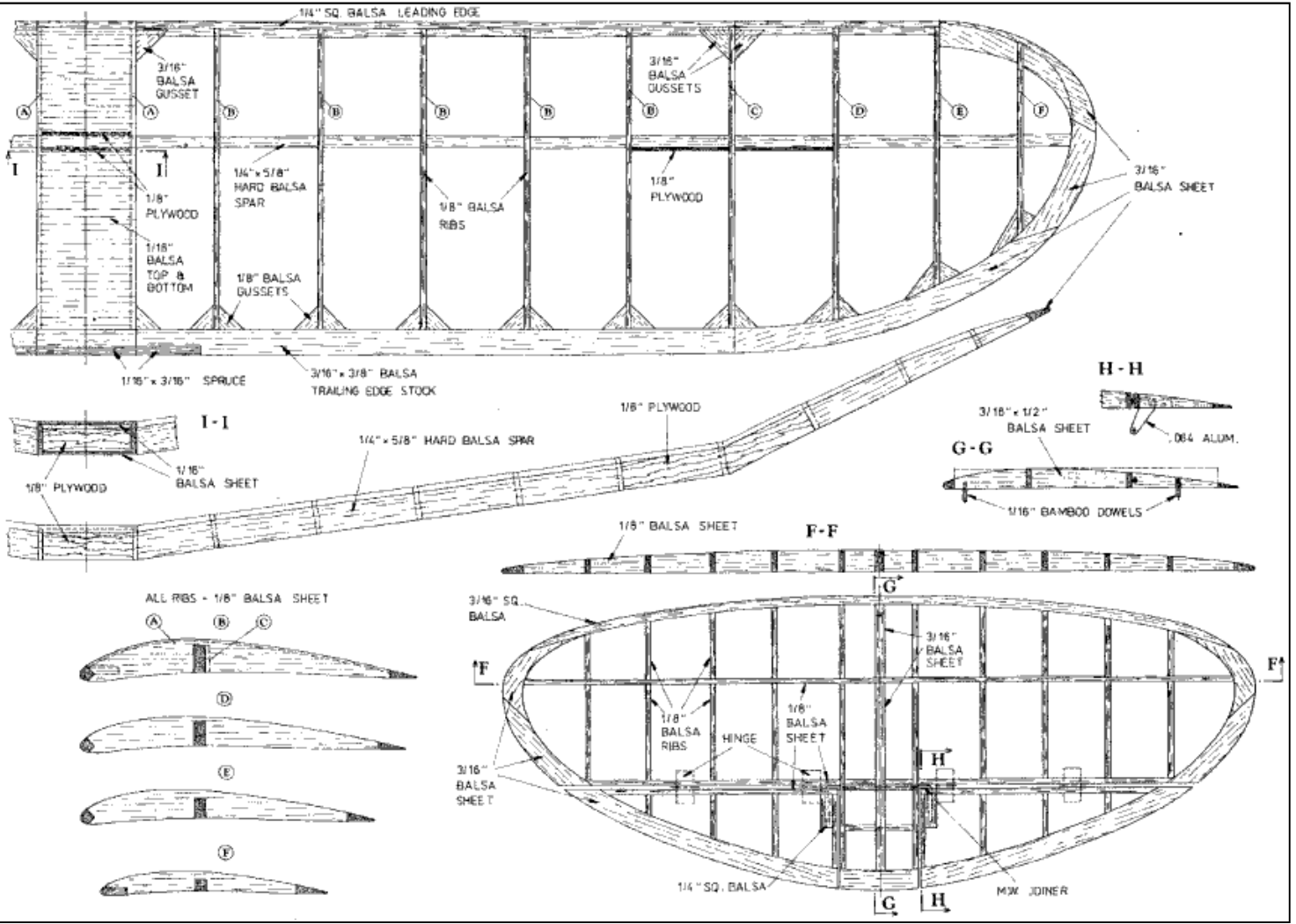
# BULLDOZER

USA 1945

DESIGNED BY J. STOLOFF  
DRAWN BY Jaromir PIRK

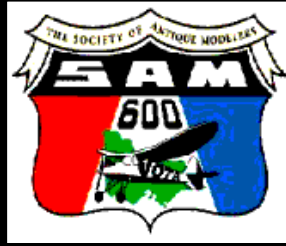


You can either enlarge these drawings 100% or send for copies of the full size, price at only £3.00 including postage from ADM Publishing, Ossett, West Yorkshire, Lanes, WF16 0JX.



ALL RIBS - 1/8" BALS A SHEET

# Contest Calendar 2015



**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 15<sup>th</sup> March / AGM meeting Cohuna 9am 20<sup>th</sup> September

**2015 — All 1/2A, Duration & Texaco events will also be electric**

January 25 <sup>th</sup>	P & DARCS CARDINA - Roy Robinson Trophy, SUNDAY: Texaco, Duration,
February 22 <sup>nd</sup>	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 14 <sup>th</sup> —15 <sup>th</sup>	HADDON BALLARAT SATURDAY 1/2ATexaco, Burford /Electric Coota & Duration SUNDAY 9am General Meeting -----10am Texaco, 38Antique & climb & glide
April 2 <sup>nd</sup> —6 <sup>th</sup>	EASTER CANOWINDRA , AUSTRALIAN CHAMPS hosted by SAM1788
April 9 <sup>th</sup> —19 <sup>th</sup>	<b>M A A A Nationals Brisbane/Gold/Sunshine Coastal sites &amp; dates TBA</b>
May 2 <sup>nd</sup> —3 <sup>rd</sup>	COHUNA - Victoria - South Australian combined State Champs Saturday 1/2A Texaco, Burford & Texaco Sunday Duration & 38 Antique
Sept. 19 <sup>th</sup> -20 <sup>th</sup>	COHUNA - Saturday 1/2A Texaco, Burford /Electric Coota & Duration Sunday 9am AGM Meeting - 10am Texaco, Climb & Glide & 38 Antique
October 3 <sup>rd</sup> -4 <sup>th</sup>	Eastern State Gas Champs Run by SAM1788 West Wyalong {to be confirmed}
November 7 <sup>th</sup> -8 <sup>th</sup>	COHUNA Saturday 1/2A Texaco, Burford / Electric Coota & Duration Sunday Texaco, 38 Antique & Climb & Glide
November 29 <sup>th</sup>	HADDON BALLARAT Sunday Duration, Texaco, 38 Antique & Climb & Glide