The Thermaleer

SAM 600 of Australia Newsletter, Issue # 132 **January-April 2015.**

SAM 600 Success at the MAAA 68th Nationals in Southern Queensland.

Below are the winners in '38 Antique - 1st Kevin Fryer with his Cumulus, 2nd Mick Walsh (Qld) who flew a Westerner and third Brian Stebbing with his RC1.

On the back page Open Texaco winners - 1st Mick Walsh (Qld) with his Lanzo Racer, 2nd Steve Gullock with his 85% Bomber and 3rd Brad Turner (Qld)

See report and full results inside.

'38 Antique Winners

NEXT COMPETITONS

September 19th-20th COHUNA - Saturday 1/2A Texaco, Burford / Electric Coota & Duration
Sunday 9am AGM Meeting - 10am Texaco, Climb & Glide & '38 Antique

October 3rd-4th Eastern States Gas Champs at West Wyalong NSW (1788 Event - to be confirmed)

November 7th-8th COHUNA - Saturday 1/2A Texaco, Burford / Electric Coota & Duration
Sunday Texaco, 38 Antique & Climb & Glide

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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

Canowindra, even though the weather was a bit windy and wet, I had a ball!

My 2cc MMVS had turned to s**t so my Phantom was less an engine. There were several engines offered but none of them were up to scratch. Peter Scott saw my problem and lent me a very fast 2cc MMVS. I used to fly B Class and FAI team race, but that was 45 yeas ago. Brian Stebbing would not let me fly his model until I demonstrated my talents. Geoff Potter took me aside and gave me a tune up on my flying style. Result; Brian Stebbing won the Phantom Shield in record time. I ended up first in my class. Thanks to CD David Owen and Peter Scott.

Many thanks to Paul and Kim for looking after us so well. No matter the weather it is always good to catch up with all the boys and girls. John Quigley is heading south and we hope to see him at some events in the future.

Next, off to the 68th Nationals in Southern Queensland. The Old Timer events were held at Gratton field. This is the best field I have ever been to and I would like to thank Chris and Cheryl Gratton for there effort in providing such a magnificent venue. Warren Hathaway was the C/D for the events so everything ran like clockwork.

After looking at the Nats results I think we more mature flyers will have to construe a plan to give these young whippersnappers like Mick Walsh, Brad Turner and Brian Stebbing a better run for their money.

The weather was fine for all days, however, the lift was very patchy. SAM 600 members acquitted themselves very well across the board with Steve Gullock coming in third over all. It was a great Nationals and a good time was had by all.

Thanks once again for Chris and Cheryl for providing a great venue! Kevin Fryer. President SAM 600

Gratton Field


Nostalgia Winners


Easy Flying


Kevin Fryer


Gordon Burford Winners


Duration Pits


Duration Pits

Steve Gullock

Brad Turner


Texaco Round


The Dowie Monster


Duration Winners.

68th MAAA Nationals, Sth.Queensland
12-16 April, 2015.
OLDTIMER RESULTS

1/A Texaco	Competitor	Model	Times
1st	Brad Turner	Lanzo Bomber	1774
2nd	Jim Hardy	Airborne	1722
3rd	Brian Stebbing	Stardust Sp	1716
4th	Mick Walsh	Stardust Sp	1644
5th	Peter Van de Waterbeemd	Lil Diamond	1247
6th	Kevin Fryer	Cumulus	1147
7th	Dave Paton	Stardust Sp	934
8th	Doug Moody		877
9th	Geoff Potter	Stardust Sp	538
Standard Duration	**Competitor**	**Model**	**Times**
1st	Steve Gullock	Playdoy	1551
2nd	Mick Walsh	Stardust Sp	1526
3rd	Dave Paton	Stardust Sp	1289
4th	Peter Van de Waterbeemd	Lanzo Bomber	1184
5th	Jim Hardy	Playboy	837
6th	Geoff Potter	Playboy	778
7th	Kevin Fryer	Cumulus	521
Open Duration	**Competitor**	**Model**	**Times**
1st	Brad Turner	Playboy	1812
2nd	Mick Walsh	Stardust Sp	1795
3rd	Steve Gullock	Playboy	1794
4th	Warren Hathaway	Stardust Sp	1764
5th	Dave Paton	playboy 105%	1745
7th	Brian Stebbing	Stardust Sp	1721
8th	Paul Nightingale	Megow Ranger	1675
9th	Kevin Fryer	Playboy	1344
10th	Geoff Potter	Playboy	1260
11th	Jim Hardy	Platboy	1236
12th	Peter Van de Waterbeemd	Lanzo Bomber	1200
13th	Robert Mercer	Lanzo Bomber	969
14th	Brian Dowie	Playboy	961
15th	Grant Whittome	Lanzo Record Breaker	925
16th	Victor Whittome	Lanzo Record Breaker	732
38 Antique	**Competitor**	**Model**	**Times**
1st	Kevin Fryer	Cumulus	3657
2nd	Mick Walsh	Westener	3554
3rd	Brian Stebbing	RC 1	3023
4th	Dave Paton	Carl Schmadeic Stick	2496
5th	Peter Van de Waterbeemd	Long Cabin	1623
6th	Geoff Potter	California Chief	1130
7th	Steve Gullock	Polly	909
8th	Doug Moody	Miss America	224
Open Texaco	**Competitor**	**Model**	**Times**
1st	Mick Walsh	Lanzo Racer	3816
2nd	Steve Gullock	Lanzo Bomber 85%	3591
3rd	Brad Turner	Lanzo Bomber 85%	3536
4th	Brian Stebbibg	Rambler	2954
5th	Kevin Fryer	Cumulus	2416
6th	Dave Paton	Lanzo Bomber 85%	2341
7th	Warren Hathaway	Lanzo Bomber	2269
8th	Doug Moody	Lanzo Bomber 85%	2216
9th	Geoff Potter	Lanzo Bomber	1898
10th	Robert Mercer	Lanzo Bomber	1800
11th	Paul Nightingale	Gas Bird	1742
12th	Peter Van de Waterbeemd	Lanzo Bomber	1711
13th	Jim Hardy	Lancer	1602
14th	Grant Whittome	Lanzo Record Breaker	1431
15th	Victor Whittome	Lanzo Record Breaker	1078

Mick Walsh

Peter Van de Waterbeemd

1st and 2nd Models '38 Antique

68th Nationals' Oldtimer Results continued……...

2cc Duration	Competitor	Model	Times
1st	Warren Hathaway	Kiwi	808
2nd	Peter Van de Waterbeemd	Stomper	781
3rd	Mick Walsh	Perdicto	663
4th	Bruce Ramsay	Red Wing	374
5th	Kevin Fryer	Atomiser	102
Gordon Burford	**Competitor**	**Model**	**Times**
1st	Peter Van de Waterbeemd	Ollie	2636
2nd	Mick Walsh	Calypso	2454
3rd	Brian Stebbing	Swiss Miss	2308
4th	Steve Gullock	Stardust Sp	2114
5th	Dave Paton	Stardust Sp	1278
6th	Kevin Fryer	Atomiser	1178
7th =	Geoff Potter	Spacer	900
7th =	Jim Hardy	Blazer	900
9th	Doug Moody	Spacer	280
Nostalgia	**Competitor**	**Model**	**Times**
1st	Mick Walsh	Hyphen	1749
2nd	Kevin Fryer	Spacer	1608
3rd	Jim Hardy	Swayback	1234
4th =	Steve Gullock	Playboy	1164
4th =	Peter Van de Waterbeemd	Swayback	1164
6th	Paul Nightingale	Goldberg Blazer	1077
7th	Geoff Potter	Swayback	891
8th	Dave Paton	Jumpin Bean	881
9th	Brad Turner	Swayback	853

Brian Stebbing

Nats OT CD was Warren Hatherway. Nats photos from Karen Paton

Brian Stebbing Texaco

CONTEST CO-ORDINATORS REPORT - April, 2015.

From Brian Laughton

Hi Fellas

Well 4 months have passed since our last Thermaleer, it is a bit late but we held off until Canowindra and the Nats could be reported on.

The weather man has not been kind to us since Christmas with the Roy Rob being blown out and Ballarat being called off because of bad weather forecast so we only had Bendigo to report on.

So far we have run 3 competitions on the shorter engine run / fuel allocations / flight time and the members seem to have no objections, if someone does have objections we would like to hear from them as this is only a trial and if its not what the majority of members want we will revert back.

I have been contacted by South Australia and Queensland where they have run shorter runs and they are very happy with the concept and I believe N S W are going to trial it at one or two of their comps this year.

Hopefully we may see some of our flyers that gave the hobby away because of age, eyesight, etc return to our hobby and enjoy it.

We also seem to be getting more flyers in our fly offs which will encourage flyers that couldn't get into the flyoff because they didn't know what the model was doing at the great heights we were achieving.

See you all at the Roy Rob on the 26th April. Brian L.

COHUNA MODEL FLYING CLUB Inc OLDTIMER NEWS.

The Society of Antique Modelers' (S.A.M.) held a competition at Bendigo on Sunday 22nd February, 2015. The weather was hot and the wind was calm, our hosts the Bendigo Radio Control Aircraft Club provided cool drinks and lunch for the flyers.

A total of 33 entries entered the scheduled events for the day, 1/2a Texaco, Duration and Texaco.

Results of the day's events are as follows:

1/2A Texaco for IC engines

1st: Kevin Fryer flying a Cumulus.
2nd: Pat Keely flying a Stardust Spec.
3rd: Lyn Clifford flying a Stardust Spec.

1/2A Electric power engines

1st: Max Heap flying a Stardust Spec.
2nd: L Baldwin flying a Stardust Spec.
3rd: R Mitchell flying a Red Ripper.

Duration for IC engines

1st: R Taylor flying a Cumulus.
2nd: D Grant flying a Lanzo Bomber.
3rd: P Keely flying a Lanzo Racer

Duration for Electric power engines

1st: R Mitchell flying a Lanzo Bomber.
2nd: G Ryan flying a R.C.I.
3rd: L Baldwin flying a Lanzo Bomber.

Texaco for IC engines

1st: B Stebbing flying a Rambler.
2nd: Lyn Clifford flying a Lanzo Racer.
3rd: Pat Keely flying an Airborne.

Texaco for Electric Power engines

1st: Roger Mitchell flying a Lanzo Bomber.
2nd: L Baldwin flying a Lanzo Bomber.
3rd: G Ryan flying an RCI.

The two equal winners of the 2014 Fred Stebbing Champion of Champions trophy for Victoria were Brian Stebbing and Kevin Fryer. Brian Stebbing presented a new perpetual trophy to our President Kevin Fryer to be shared between them and for future years.

Our next Sam600 competition will be held on 14-15 March 2015 at Haddon near Ballarat.

By Broken Propeller.

IC 1/2A Texaco winners (L-R) 3nd Lyn Clifford, 1st Kevin Fryer, 2nd Pat Keely.

IC Duration winners (L-R) 2nd Lyn Clifford, 1st Robert Taylor, 2nd Don Grant.

IC Texaco winners (L-R) 2nd Lyn Clifford, 1st Brian Stebbing, 3rd Pat Keely

BENDIGO 22nd February 2015
Results for IC Power

IC 1/2A Texaco

	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	K Fryer	Cumulus	Cox		L/O	420	420		596	1436
2	P Keely	Stardust	Cox		420	420			567	1407
3	L Clifford	Stardust	Cox		420	420			548	1388
4	D Grant	Anderson Pylon	Cox		420	420			L/O	840
5	B Dowie	Playboy	Cox		L/O	338	145			483
6	B Stebbing	Stardust	Cox		420	L/O				420
7	R Taylor	Stardust	Cox		91					91

IC Texaco

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	B Stebbing	Rambler	O S 40 d	6	420	420			973	1813
2	L Clifford	Racer	Enya 46	8	420	420			751	1591
3	P Keely	Airborne	O S 60	10	420	420			654	1494
4	D Grant	Bomber	Anderson Spit	16.8	420	420			649	1489
5	G Gulbin	Bomber	O S 60	12	L/O	420	420		528	1368
6	R Yates	Bomber	O S 48	8	420	420			508	1348
7	K Fryer	Cumulus	OK Super 60	16.8	420	420			437	1277
8	R Taylor	Cumulus	O S 61	10	420	420			L/O	840
9	B Dowie	Bomber	O S 60	10	420	L/O	417			837

IC Duration

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	R Taylor	Cumulus	Y S 63	20	300	300			787	1387
2	D Grant	Bomber	??36	18	275	300	300		764	1364
3	L Clifford	Racer	Y S 63	20	300	300			707	1307
4	B Stebbing	Stardust	DubbJett 35	18	300	300			530	1130
5	M Heap	Bomber	G M S 32	18	300	300			482	1082
6	K Fryer	Cumulus	McCoy 60 spark	28	300	300			L/O	600
7	P Keely	Bomber	O S 56 f/s	23	211	300	217			517
8	B Dowie	Playboy	O S 40	18	113	180				293

BENDIGO 22 February 2015

Results for Electric Power

Electric 1/2A Texaco

	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	M Heap	Stardust			600	600			1396	2596
2	L Balwin	Stardust			600	600			1383	2583
3	R Mitchell	Red Ripper			600	600			1110	2310
4	R Yates	Bomber			600					600

Electric Texaco

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	**R Mitchell**	**Bomber**			**600**	**600**				**1200**
2	**L Baldwin**	**Bomber**			**600**	**400**				**1000**
3	**G Ryan**	**Airborne**			**600**					**600**

Electric Duration

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	R Mitchell	Bomber			420	420				840
2	G Ryan	RC1			420					420
3	L Baldwin	Bomber			420					420

Electric 1/2A Texaco Winners (L-R) 2nd Rodger Mitchell Red Ripper, 1st Max Heap Stardust Spec, 3rd Laurie Baldwin Stardust Spec.

Above: A happy Robert Taylor after his win in IC Duration.
Right: Rodger Mitchell hard at work. Right Bottom: Flight Line.
Below: The Dowie "Monster" with Brian and Keving Fryer thinking.

Left: Kevin Fryer and Rodger Mitchell congratulate each other over their Individual performances at Bendige.

Right: Joint winners holding the 2014 Fred Stebbing Memorial Trophy Champ of Champs — Brian Stebbing & Kevin Fryer.

From Graeme Gulbin

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At Bendigo Don Grant trialled his new motor in his Duration Lanzo recently obtained from Weston UK.

It is a Weston Eurotech 36 V1 high speed with west genesis pipe.

The pipe is made to suit the model, e.g. clearance out-wards from the exhaust flange.

The motor comes with its own spinner as a stock spinner will not fit with out machining.

Don said at the moment it is doing about 20,000 rpm with a 9x6 prop and 20 % nitro, but he thinks he will get a bit more yet.

Go Don!

This Stab 3.52cc, a mid-forties French diesel, may please those who like rare and unusual engines and, as you can see, this one runs as well !

In the small photo, it's revving away very well on an old KK plastic 12x6.

This diesel was built on the entire bottom end of the earlier Stab 7.6cc sparker.

You can see that the rear of the prop driver looks asymmetric... because there's a cam on it of course.

VARMS \ SAM600 Demonstration Competition

22nd March 2015 **(Photos from Australian Model News)**

As you may know Brian Laughton and I have joined a club called VARMS which stands for Victorian Association of Radio Model Soaring and they are dedicated to models that glide. Whether it be by winch, bungee, tug, electric power or I/C power, their aim is to get the model up there and glide and two of these formats are used in our oldtimer models.

So in conjunction with their President Col Collyer, Gary Ryan and SAM 600, we put together a VARM /SAM600 competition so we could demonstrate to others how our oldtimer models look and work. So to keep it in line with their format it was decided to run a 1/2A Electric Comp and an Antique Glider Comp.

We had good weather and good turn up with 8 entries in 1/2A electric and 3 in Antique glider. Also There were 8 entries in another comp they run which they call wood wing models. These are models similar in construction to our oldtimers and they have to be built from wood. No plastic, foam or carbon fibre and they are also winch-launched .

1/2A Electric was the first event and was very successful with Alan Mayhew, a SAM 600 member, winning .

Then it was lunch time and the VARMS boys did a marvelous job on their new BBQ catering for the flyers and spectators, of which there were many .

After lunch they held the Antique Glider and the Woody competitions. As you would imagine it went off without a hitch because this is the format these people fly all the time and, as expected, the winner of both of these comps was Col Collyer with his ever-reliable Satyr.

We also had some I/C oldtimer models there to show people what they were like and how they fly. All in all it was considered to be a successful day with many people interested in what we were all about. They are talking about having another similar event later in the year so get your building board out and try something new to you so you can come down to Knox and join the fun.

The object of this meeting was to introduce new or existing flyers to our form of the hobby.

Kevin Fryer. President SAM 600

Alan Mayhew and his ½A "Stardust Special".

Kevin Fryer's ½A electric powered "Atomizer".

Col Collyer's Satyr all wood glider.

Electric flight enthusiast Laurie Baldwin preparing his ½A electric "Stardust Special".

An electric powered version of a modern looking "Cumulus" old timer by Bob Wilson.

THERMAL SOARING AS APPLIED TO OLD TIMERS

An article by Don Bekins from SAM Speaks #27, Sept – Oct, 1977. Gleaned by Don Bekins from Mark Smith (former National Soaring Champion)

The only difference between an old timer and a glider is the method of getting the model in the air. Deriving the benefit of thermal activity is a matter of recognizing the updraft when your model passes through it, and then getting in it and staying there. Once that is done, then you must get the plane down on time and hit the proper spot if you are flying the limited engine run events. Here is a summary of Mark Smith's comments, with some of mine added.

When you arrive at a field, look for the "hot" spots; a building, dark roads or fields or other landmarks that can produce enough radiant heat to start thermal activity. Don't forget that line of contestants' cars from which those shimmering heat waves rise at mid-day! This is a part of getting to "know the field". It is most helpful to have an "assistant" who can help in spotting thermals and educating the timer in reading the watch and calling countdowns.

Before take-off, the assistant should hold the plane and confirm with the pilot that he has the transmitter and receiver ON, with all controls operating properly. When the model is off and climbing, the timer should call the time every five seconds of engine run to fifteen seconds, then call each second as it is tacked off. At eighteen seconds, the pilot should give some down elevator and cut the throttle. The reaction time for the movement of the stick and the mechanical cut-off will give a perfect twenty second run. Now the model is gliding and properly trimmed for straight and level flight. In Mark's words, "Don't stand there and watch it fly - stare at it, concentrate, bear down and look hard. Watch for the faintest wiggle, bump or deflection from its flight path. Don't let anyone distract you by talking; thermal soaring is work! Keep upwind, set up a search pattern and stay alert. Hunt, trading altitude for distance. If the airplane is in 'down' air, get the nose down and get out of there. Usually strong down currents are an indication that a thermal is in the vicinity. Other indications are circling birds, a sudden change in temperature or a sudden wind shift. Be alert."

"As you practice R/C soaring you will find yourself being able to sense the location of a thermal. If the airplane will cover enough ground, the chances are good that you will find rising air. When in the immediate vicinity of a thermal, the flight path will be deflected depending on the location and strength of the thermal. If the airplane passes along the edge, it will raise one wing. Turn into the wing that rises, for the model is just outside the thermal. If the tail rises, the airplane is flying through the thermal so press on until the plane regains a normal flight altitude. Then turn and plunge into the centre of the thermal. Start a large easy circle. If the plane ascends on one portion of the circle and descends on the other, move the pattern over toward the ascending portion. Keep working until the model is going up at a high rate. Security is a thermal!"

Mark Smith's advice continues, but I would like to add a short note. How do you tell when the airplane is going up?

When the model is nearly overhead, this is nearly impossible to perceive. Therefore, I make it a practice to move the model upwind to approximately a 45 degree angle. At that position it is easy to detect the altitude changes immediately. Once you are circling in a thermal, you can set down your transmitter and let your airplane do what it does best - soar. If it passes overhead or through the sun, don't worry. Your model is stable and will continue flying as a free-flight in the trim that you have set. Only when the model stops going up, or is too high, or too far away for visual contact, do you disturb the trim and bring the plane back. Thermals move with the wind direction - downwind.

Mark continues: "As the plane moves out of visual range, get the nose down and head back. Return to the area where you found the last thermal and set up another search pattern ..."

Finally, the plane has been up as long as required. It is time to establish your landing strategy. At the John Pond Commemorative, the requirement is to hit a fifty foot circle at exactly five minutes of duration. Time over or under is deducted from your time in the air. If you are way up, then you had better start down with one and a half minutes to go. (We no longer have this rule, Ed.) In any event, start your descent at the latest one minute before touch down. Have the timer call off the elapsed time every minute during the flight so you are fully time-oriented. At one and a half minutes to go, have the time called every fifteen seconds. Stay upwind during the descent. At one minute to go, you should be about one hundred feet off the ground. Turn down wind and pass to one side of the spot in a shallow dive. At thirty seconds you should be on your final approach aimed at the fifty foot circle. Keep up your speed. Your distance downwind is determined by your airspeed and the velocity of the wind. The timer should now be calling the time every five seconds. At fifteen seconds he should count down every second, and your plane should be ten to fifteen feet off the ground. If your plane has sufficient speed you can make it touch the ground just as the timer calls one second to go. By the time he reacts and pushes the button, you should have five minutes to the second and a spot landing.

Remember, it is better to pick up the extra points by hitting the spot than to miss it and touch down at the exact moment.

Now a word or two about flight attempts; If you have a foreshortened engine run or poor engine performance, it is far better to take an attempt by letting the engine run over twenty seconds, or in the case of a short run, getting the plane down under forty seconds. Remember, you have six attempts for three official flights. (We no longer have attempts, every flight counts, Ed.) Don't tempt fate by trying for that elusive thermal if you don't have maximum altitude!

So there is a proven formula for contest wins. In the words of Mark Smith, "Prepare the airplane and yourself. Mental attitude has a lot to do with R/C thermal soaring. A positive thinker expects to find a thermal and when one is found he is ready to work it. A negative thinker does not expect to find a thermal, so he does not really look for one ...." Think positive! With all that down air there has to be a thermal there somewhere." Good luck at the John Pond Commemorative. Remember, practice will help win contests. Hope to see you in Santa Maria.

Don Bekins

SAOTA Competition Calendar 2015

2nd to 16th April	Australian SAM Champs	Canowindra, NSW.
9th to 19th April	MAAA Australian Champs	Brisbane, QLD.
2nd – 3rd MAY	Combined SA/VIC State Champs	Cohuna, VIC.
11th June (Thursday)	Glider and Burford	Willunga, SA.
24th September (Thursday)	Texaco and Nostalgia	Willunga, SA.
18th October	Duration and '38 Antique	Constellation, SA.
12th November (Thursday)	Glider	Willunga, SA.
29th November	Glider and Burford	Constellation, SA.

If any events are "blown out", we will endeavour to re-schedule them at a later date at Willunga, possibly. Christmas break-up function to be confirmed later in the year.

What happens when your Phantom goes too fast - wing parts company with fuselage which, complete with engine, is flung 30 metres across the paddock scaring the spectators. Bad luck Condo.

EASY TO TEST YOUR NITRO CONTENT

Want to determine the optimum nitro content in your fuel? Here's an easy method.

Start your engine and run it up to full throttle at your normal takeoff mixture setting.

After 15 seconds warm-up, touch the glow-plug with your glow starter.

If the engine slows down, you need to reduce the nitro content.

If it remains the same, or speeds up a couple of hundred RPM, you are at the optimum nitro content.

If the engine speeds up quite a bit, you need more nitro.

Your goal is to use a fuel that speeds up only a trace with additional glow plug heat.

Taken from the AMA National Newsletter

WHAT WE EAT

A doctor was addressing a large audience in Albury. "The material we put into our stomachs should have killed most of us sitting here, years ago.

Red meat is full of steroids and dye. Soft drinks corrode your stomach lining.

Chinese food is loaded with MSG.

High transfat diets can be disastrous and none of us realizes the long-term harm caused by the germs in our drinking water.

But, there is one thing that is the most dangerous of all and most of us have, or will eat it.

Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?"

After several seconds of quiet, a 70-year-old man in the front row raised his hand, and softly said, "Wedding Cake."

Control Surface Removal and Re-Installation.

Russell Neithammer

Here is what I've tried for removal and re-installation of control surfaces hinged with flexible mylar "CA" type hinges. You may find this to be necessary when damage occurs to a hinged control surface. I find that such damage is more easily and better repaired by removal of the damaged control surface from the plane, followed by complete removal of the covering from the damaged control surface.

First, cut through the old hinges with an Exacto knife and remove the damaged control surface. Score both sides of the hinges flex back and forth a few times and the hinges will part.

Usually, you will want to remove the covering from the damaged part to allow access to the damage – if this is the case, remove the covering now. Then, make your structural repairs, including reinforcement where required. After completing the structural work, apply filler and sand the repaired area smooth.

There are several options for replacing the hinges and re-installing the control surface.

The simplest is to install new hinges at locations that are next to the locations of the original hinges. If this

option is viable in your case, use your normal method to cut the new hinge slots in the control surface and in the fixed surface it attaches to, re-cover, re-hinge, and you're done.

Usually, I prefer or have no choice but to replace the hinges in the original locations. So, removal of the old hinges from the slots is necessary.

I've tried several methods. What I've settled on is this:

First (before re-covering anything), mount a circular saw blade in your Dremel tool (you do have one, don't you – they're worth their weight in gold, IMHO).

Then, start the Dremel on high speed and, holding the tool so the blade is in line with and parallel to the old hinge stub, CAREFULLY plunge the spinning saw blade directly into the old hinge, so you are re-cutting the hinge slot. You'll be cutting into the old Mylar hinge material, and this will make a lot of nasty smelling, eye/nose burning, and acrylic resin smoke.

So, protect your eyes and ventilate appropriately. Of course, the slot will have a round bottom, and most likely will not be deep enough for hinge installation.

To finish cutting the slot, take your Great Planes hinge slotting tool (other item worth its weight in gold), turn it on, and plunge the blade into the slot you started with the Dremel. This will finish the job nicely. Sometimes, a little work with the Exacto knife is necessary to clean out any remaining hinge material.

Check the fit of the new hinges, recover, re-hinge, and declare victory!

Other methods I have tried that don't work as well are:

Re-cut the slot with the GP hinge-slotting tool only. The problem with this is that the old hinge and the CA holding it in are very hard, and will usually deflect the flexible blades of the GP hinge-slotter, so it's hard to get an accurate slot, and it really beats up the blades on the hinge slotter.

You can also try cutting along both sides of the old hinge stub with your Exacto knife, and, once you free it up enough, yank it out with a pair of needle nose pliers.

Use the GP hinge slotter or your Exacto knife to clean up the slot. This will more than likely leave a slot that is too wide for proper hinge installation.

If this is the case, fill in the slot with 1/32 " balsa, and re-cut the slot into the new balsa with your Exacto knife or the GP hinge slotter.

Another option for when the new slot is too wide would be to epoxy the new hinges in. The epoxy will fill any gaps between the hinge material and the surrounding wood.

A few final tips:

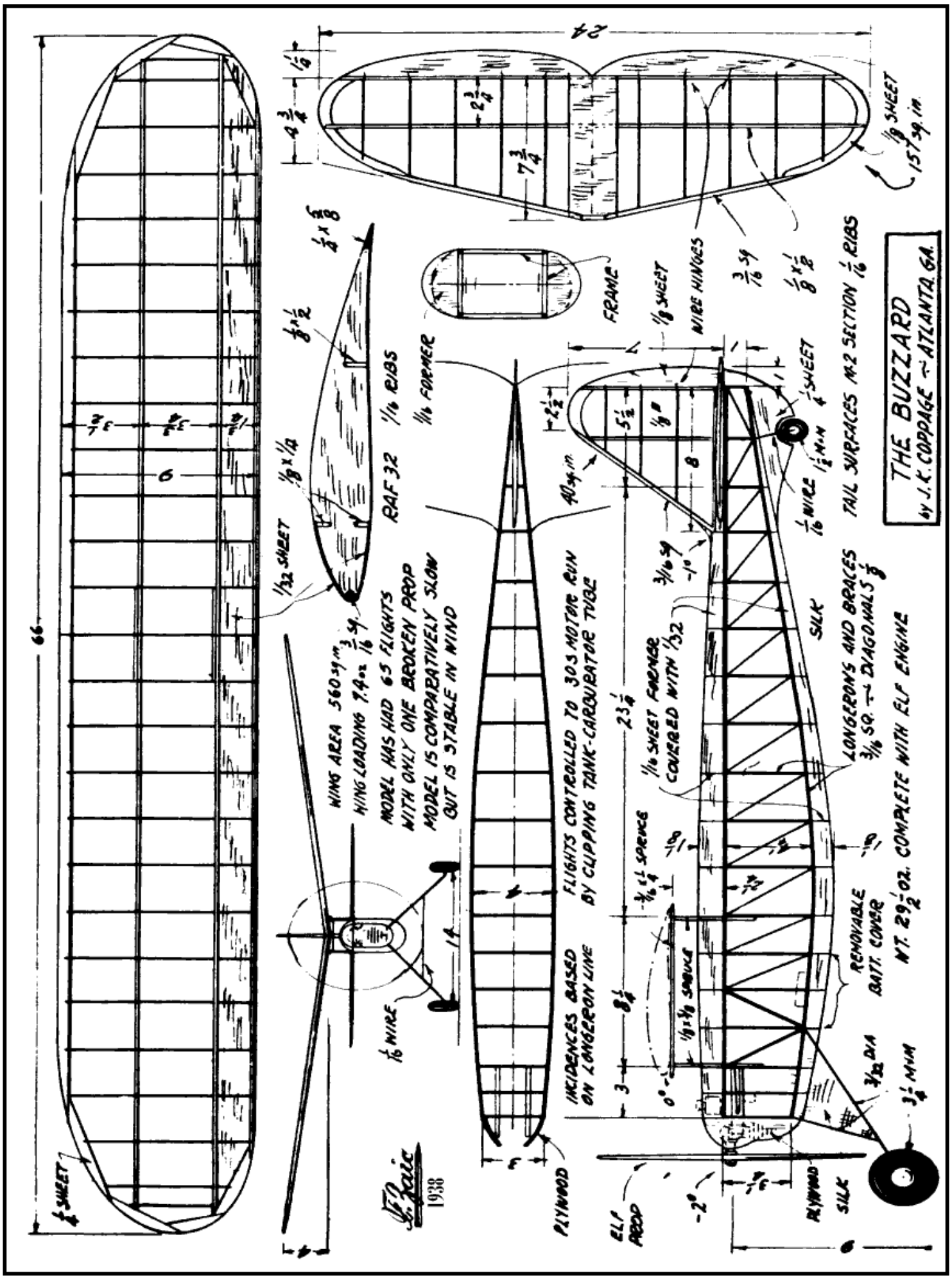
As with any new construction, always give the re-hinged control surface a pull test to confirm the adequacy of your hinge installation.

I made a fence attachment for my GP hinge slotter, more or less as described in a recent issue of Model Airplane News. This gives great control and almost foolproof positioning of the blades when using the tool. As a result, the slot positions are accurate and consistent.

Although, I have not yet tried it, the use of a router attachment on the Dremel would, I should think, similarly aid in positioning the circular saw blade when making the plunge cuts.

Finally, the main reason for my having to make these repairs has been due to breaking of the portion of the hinged control surface which projects beyond the fixed surface (i.e., the balance tab on the rudder of my Extra 300S).

To help minimize the possibility of such breakage, strengthen it by installing spruce doublers onto the inside edges of the balsa leading and trailing edges of these parts, from the outer end of the part to a point at least as far inboard as the first hinge. "


THE BUZZARD
by J.K. COPPAGE — ATLANTA, GA.
WING AREA 560 sq.in.
WING LOADING 1.4 oz/sq.ft
MODEL HAS HAD 65 FLIGHTS WITH ONLY ONE BROKEN PROP
MODEL IS COMPARATIVELY SLOW BUT IS STABLE IN WIND
RAF 32
FLIGHTS CONTROLLED TO 303 MOTOR RUN BY CLIPPING TANK-CARBURATOR TUBE
INCIDENCES BASED ON LONGERON LINE
LONGERONS AND BRACES
SILK
TAIL SURFACES M2 SECTION
WT. 29½ oz. COMPLETE WITH ELF ENGINE
REMOVABLE BATT. COVER
ELF
1938

CANOWINDRA 2015

Report from Brian Laughton

Two Victorians in Texaco

Once again Easter was upon us with the long trip to Canowindra to fly in the biggest old timer event in Australia. Five days of meeting old friends that we see only once every twelve months from all over Australia.

First day of competition is Thursday with Free Flight at 7 am, processing of models, C/L Phantom and Champ racing, Oldtimer Glider, and Tomboy Scramble to fill in the day.

Unfortunately old man weather had other ideas about our flying on that day, free flight was cancelled because of the strong wind, C/L Phantom went ahead, Glider had two rounds and was called off because of wind and Tomboy was cancelled.

In the glider event Col Collyer found, after launching his model, there was no radio contact and after a fairly long chase we found his model only slightly damaged.

Kevin Fryer and Brian Stebbing both flew in the Phantom event with Kevin coming 1st in Class 2 and Brian winning Class 5 - and the Phantom Trophy - by beating the previous best time by a massive 10.9%.

Day two saw the wind blowing again. We started Nostalgia at 11am in very blustery conditions, Victoria had four flyers in this event. Col Collyer flying his Ramrod, Kevin Fryer flying his Spacer, Steve Gullock flying a Playboy and me flying my King Pencil. By the time of the flyoff the wind was very choppy and bordering on call-off speed but we agreed to continue the flyoff with good results for Victoria with Col coming in 1st, Me 8th, Kevin 10th and Steve 14th.

The next event was 1/2A Texaco but this was called off due to the high winds. That evening was the SAM1788 AGM and they now have a new president and treasurer.

The next day, Easter Saturday, dawned relativity calm so we got into Burford straight away with the hope of running 1/2A Texaco later in the day if we had time, but by the time the 3rd round was over the wind had come up and it started to rain and didn't stop until 5.15pm so another day was lost.

That evening was the BBQ at Paul Farthing's shed put on by the local Rotary Club, and good food and friendship was had by all present.

Easter Sunday dawned dry and calm so the Burford flyoff was held at 8.30am. Then into '38 Antique. Unfortunately we Victorians didn't fare too well in this event.

Now it was time for the Grand Prix of the air, Duration, when it was agreed that it should be flown 3 rounds 2 to count to save time and try to get three full comps in while the weather was good. There were 29 entries in this event, the highest number of all the events. Even though this comp is renowned for high revving motors the first four place getters were two antique engines and two 4 strokes. In fact it was 9th place before a two stroke engine was used.

Col Collyer with his winning Ramrod

Then came Texaco with 27 entries and the weather still remained good. This event was also flown to 2 out of 3 rounds with 19 flyers in the flyoff, but the main tussle was between 5 flyers which included our Kevin Fryer, Steve Gullock and Brian Stebbing. After 40 minutes in the air the winner was Dave Brown from NSW with Brian Stebbing 2nd, Kevin 4th and Steve 5th.

It was now getting late and we had the presentation night to go to which was a lot of fun.

I left at 8 am on Monday morning but I believe they tried to hold 1/2A, 2cc and standard duration in not too good conditions and our Steve Gullock placed 3rd in Standard Duration and 2 CC was not flown.

All in all I considered this the most disappointing Canowindra that I have attended but we can't control the weather.

Results - 33rd SAM 1788 Oldtimer Championships - Canowindra Easter 2015

Oldtimer Glider

John	QUIGLEY	DG 42	293
Jim	RAE	Fugitive	286
Dave	PATON	Archangel	268
Basil	HEALY	Balestruccio	229
Brian	LAUGHTON	Fillons Champion	207
Bob	MARSHALL	Frog Prince	197
Grant	MANWARING	Odenmans	120
Peter	SCOTT	Vega Gull	106
Colin	COLLYER	Satyr	L/O
Geoff	POTTER	Frog Prince	L/O
Gary	RYAN	Frog Prince	L/O

Nostalgia

Colin	COLLYER	Ramrod	OS40H	840	818
Grant	MANWARING	Spacer	OS40H	840	489
Jim	HARDY	1944 Swayback	OS40H	840	445
Grahame	MITCHELL	KV62	OS25	840	274
Peter Van	de WATERBEEMD	Swayback	K&B40	840	250
Michael	WALSH	Hyphen	K&B40	826	
Geoff	POTTER	1944 Swayback	K&B40	818	
Brian	LAUGHTON	Pencil	K&B40	795	
Peter	SCOTT	Jaded Maid	OS25	757	
Kevin	FRYER	Spacer	OS40H	755	
Basil	HEALY	Sunstreak	K&B40	742	
Bob	MARSHALL	Spacer	OS40H	666	
Dave	PATON	Jumping Bean	K&B40	666	
Steven	GULLOCK	Playboy	OS40 H	659	
Jim	RAE	Mercury Teal	OS40 H	646	
Dave	BROWN	1944 Swayback	K&B40	631	
Alan	BRADY	Creep	OS25	622	

Gordon Burford Event

Peter J.	SMITH	Faison	PB (T)	900	925
Michael	WALSH	Calypso	PB (T)	900	776
Mike	MOORE	Fleebo	BB	900	587
Jim	RAE	Amazoom	BB	900	565
Brian	VICTOR	Spacer	PB	900	486
Peter Van	de WATERBEEMD	Ollie	BB	900	425
Alan	BRADY	Spacer	BB	900	278
Geoff	POTTER	Spacer	PB	888	
Dave	PATON	Stardust Spl	PB	865	
Warren	HATHAWAY	Dixielander	PB	864	
Brian	STEBBING	Swiss Miss	BB	856	
Wayne	HARRIS	Eiminator	PB	854	
Garry	De CHASTEL	Dreamweaver	BB	847	
Peter	SCOTT	Eureka	PB	845	
Steven	GULLOCK	Stardust Spl	BB	844	
Grahame	MITCHELL	Dream Weaver	PB	814	
Basil	HEALY	Dixielander	PB	777	
Grant	MANWARING	Eliminator	PB (T)	738	
Jim	HARDY	Blazer	BB	735	
John	URRY	Swiss Miss	PB (T)	707	
Brian	LAUGHTON	Dixielander	PB	600	
Geoff	BLACK	Dixielander	PB	600	
Kevin	FRYER	Atomiser	PB	591	
Peter	CUTLER	Dixielander	PB (T)	544	
Mark	NELSON	Creep 120%	BB	477	
Paul	ALLEN	Dixielander	PB	430	
Don	HOWIE	Eureka 19	PB	300	
Donald	McKENZIE	Dreamweaver	BB	L/O	
Bob	MARSHALL	Commando	BB	L/O	

'38 Antique

Michael	WALSH	Westerner	Anderson	1200	1121
Peter	SCOTT	Rec Breaker	Forster99	1200	1037
Brian	STEBBING	RC 1	OKSuper60	1200	988
Grant	MANWARING	RC1	GB 5cc d	1200	896
Kevin	FRYER	Cumulus	Forster99	1200	803
Brian	VICTOR	Quaker Flash	ED Hunter	1200	699
Dave	BROWN	Flamingo	O&R60	1200	684
Peter Van	de WATERBEEMD	Long Cabin	GB 5ccd	1200	653
Peter J.	SMITH	Westerner	Madewell49	1200	574
Dave	PATON	Schmedig Stk	ED hunter	1200	122
Colin	COLLYER	Red Zephyr	McCoy 60	1195	
Steven	GULLOCK	Polly	GB1 5cc d	1161	
Jim	RAE	Rambler	Forster 29	1050	
Alan	BRADY	Commodore	Madewell 49	949	
Geoff	POTTER	C'fornia Chief	DC 346	895	

Duration

Michael	WALSH	Stardust Spl	McCoy60	840	729
Don	HOWIE	Bomber 85%	Saito56 4/	840	664
Peter J.	SMITH	Playboy 115%	McCoy60	840	612
Dave	BROWN	Bomber 85%	Saito56 4/	840	543
Basil	HEALY	Megow Chief	YS53 4/	840	535
Brian	VICTOR	Playboy	Saito62 4/	840	515
Warren	HATHAWAY	Stardust Spl	YS63 4/	840	502
Dave	PATON	Playboy 105%	YS63 4/	840	456
Brian	STEBBING	Stardust Spl	DubJet 35	840	438
Brian	LAUGHTON	Playboy	TT 36 2/	840	434
Donald	McKENZIE	Bomber 85%	YS 53 4/	840	431
Steven	GULLOCK	Playboy	OS52 4/	840	390
Kevin	FRYER	Cumulus 92%	McCoy60spk	840	362
Garry	De CHASTEL	Playboy	YS63 4/	840	350
Geoff	BLACK	Playboy 105%	YS63 4/	840	328
Jim	HARDY	Playboy 105%	YS63 4/	840	312
Peter	SCOTT	Playboy	Saito62 4/	840	302
Peter Van	de WATERBEEMD	Lanzo Bomber	McCoy60	840	236
Bob	MARSHALL	Playboy	Saito56 4/	840	217
Colin	COLLYER	Super Quaker	Rossi40	840	190
Kent	URRY	Bomber 85%	Saito56 4/	817	
Grahame	MITCHELL	Playboy	SupTiger34	798	
Mike	MOORE	Bomber 86%	Saito62 4/	779	
John	URRY	Bomber 85%	Saito50 4/	719	
Kim	TURNER	Bomber	OS61 4/	603	
Alan	BRADY	Bomber	YS63 4/	545	
Peter	CUTLER	Bomber	YS53 4/	491	
Grant	MANWARING	85% Bomber	Saito62 4/	354	
Geoff	POTTER	Playboy	Nelson40	L/O	

Texaco

Dave	BROWN	Flamingo	O&R60	1200	2195
Brian	STEBBING	Rambler	OS40 2/d	1200	1925
Donald	McKENZIE	Bomber	Saito56 4/	1200	1883
Kevin	FRYER	Cumulus	OK Super60	1200	1658
Steven	GULLOCK	Bomber 85%	Enya53 4/	1200	1225
Kent	URRY	Bomber 85%	Saito56 4/	1200	970
Peter J.	SMITH	Bomber	OS60 4/	1200	883
Grant	MANWARING	Bomber	OS60 4/	1200	863
Warren	HATHAWAY	Lanzo Bomber	Saito65 4/	1200	814
Geoff	POTTER	Lanzo Bomber	OS61 4/	1200	757
Alan	BRADY	Bomber	OS60 4/	1200	732
Basil	HEALY	Lanzo Stick	Enya60 4/	1200	730
Dave	PATON	Lanzo Bomber	OS61 4/	1200	706
Mark	NELSON	Trenton Terror	OS60 4/	1200	701
Kim	TURNER	Bomber	OS61 4/	1200	542
John	URRY	Anderson Pylon	Saito65 4/	1200	495
Dave	SAMPSON	Bomber	OS60 4/	1200	470
Garry	De CHASTEL	Bomber	Saito65 4/	1200	116
Geoff	BLACK	Flamingo	Saito65 4/	1200	L/O
Colin	COLLYER	MG	OK Super60	1179	
Laurie	CHETTER	Bomber	Saito56 4/	1137	
Peter Van	de WATERBEEMD	Bomber	Saito65 4/	1112	
Peter	SCOTT	RC1	GB 5cc d	1048	
Jim	HARDY	Lancer	Enya41 4/d	1024	

Results Continued……..

Michael	WALSH	Lanzo Racer	Anderson	933
Peter	CUTLER	Bomber	Saito65 4/	L/O

½A Texaco

Peter J.	SMITH	Lil Diamond	570
Peter	SCOTT	Baby Burd	564
Peter Van de	WATERBEEMD	Lil Diamond	495
Basil	HEALY	Stardust Special	442
Geoff	POTTER	Stardust Special	264
Jim	HARDY	Airborne	1
Dave	PATON	Stardust Spl	1

Standard Duration

Peter J.	SMITH	Playboy	Magnum36	600	1056
Peter Van de	WATERBEEMD	85% Bomber	K&B40	600	973
Steven	GULLOCK	Playboy	OS40 H	600	660
Jim	HARDY	Playboy	Webra40	525	
Dave	PATON	Stardust Spl	OS40H	300	
Geoff	POTTER	Playboy	OS40 H	271	
Peter	SCOTT	Stardust Spl	OS40H	204	

Champion Of Champions

Dave Paton

Geoff Shaw Memorial Texaco Trophy

Col Collyer

Phantom Racing Shield Overall Results

Champ

1. Jim Rae 47.02mph 2. Peter Cutler 3. Peter (Condo) Smith 4. Peter Scott.

Phantom Class 1

1. Peter (Condo) Smith 45.68mph 2. Peter (Condo) Smith

Phantom Class 2

1. Kevin Fryer 70.06mph 2. Karl Patcionicz 3. Mark Nelson

Phantom Class 3

1. Peter Cutler 64.75mph 2. Gary DeChastel
3. Peter (Condo) Smith 4. Mike Walsh

Phantom Class 4

1. Brian Stebbing 79.02mph 2. Laurie Chetter 3. Laurie Chetter
4. Don McKenzie

The overall winner and recipient of the Phantom Shield

Brian Stebbing Class 4 % increase in speed 10.9%

Swayback for Nostalgia by new SAM 1788 President Peter Van de Waterbeemd.

Duration Flight Line

Kevin Fryer tuning Col Collyer's Texaco Model.

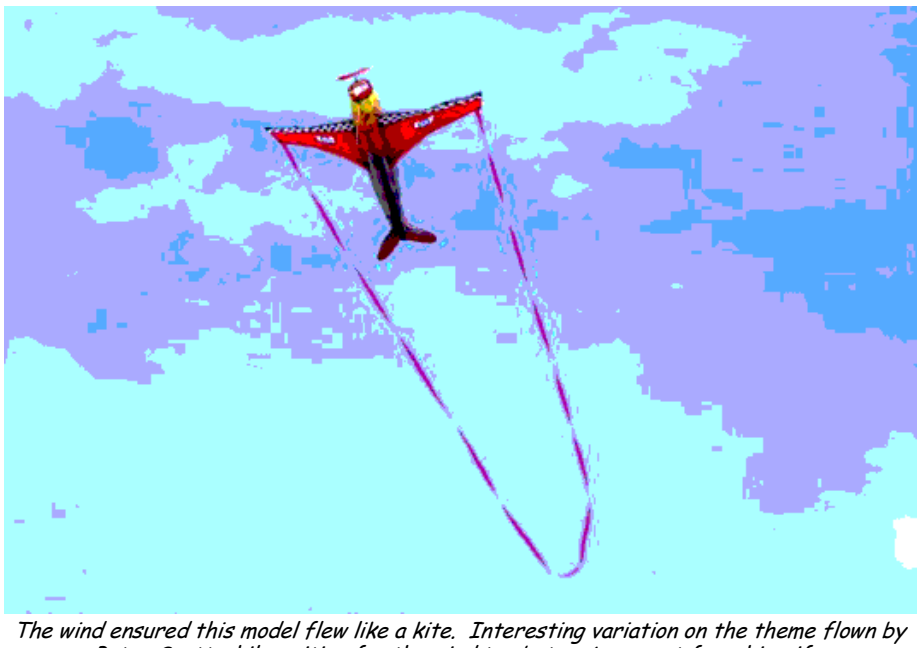
Texaco Winners Lto R Brian Stebbing 2nd, Dave Brown 1st and Don McKenzie 3rd.

Oldtimer Glider flightline with Gary Ryan launching his Frog Prince

Yes, it's Brian Stebbing preparing his class-winning Phantom Racer at Canowindra. The moustache is the clue! See Brian Laughton's report on page 13. Well done Brian! Cameraman unknown and wouldn't own up anyway. Brian won the Phantom Shield.

Nostalgia Winners L-R 2nd Grant Manwaring1st Col Collyer 3rd Jim Hardy

Phantom pits with past SAM 600 President and his dog.

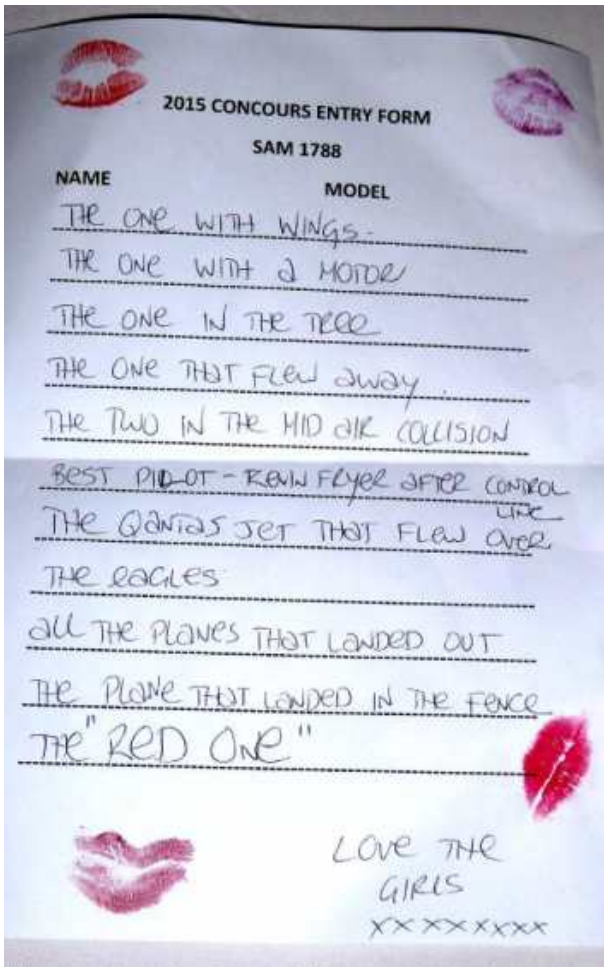


The wind ensured this model flew like a kite. Interesting variation on the theme flown by Peter Scott while waiting for the wind to abate. A present from his wife.

KV6 by Grahame Mitchell OS25 power 4th in Nostalgia.

Other flying objects arrived at the farm - flying ants.

The Ladies at the Champs

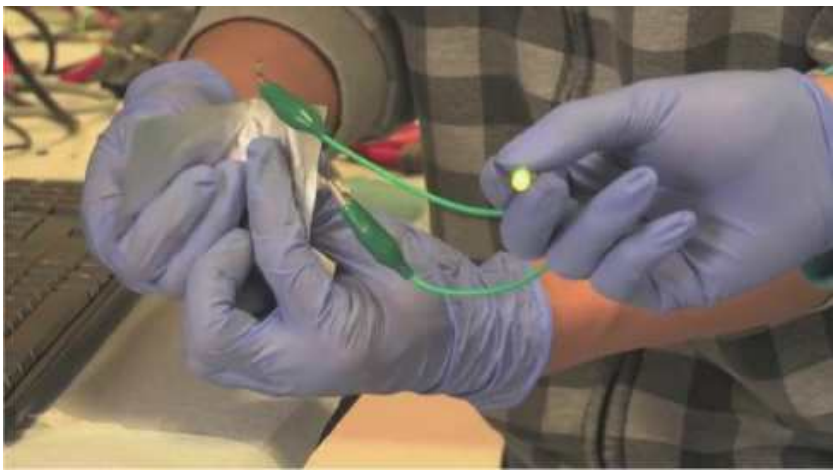


For a change the Ladies decided to join each other at one table at the Presentation Dinner. Their voting sheet for the Model Concours Shield is above.

Below: With an approaching storm Champ host Paul Farthing in the red cap farewells Karen Paton on his left and Kim and Jan Turner prior to their departure in their caravans from Bogwood. The weather this year was probably the worst we've experienced in 30+ years at Canowindra.

Canowindra photos from Brian Laughton, Karen Paton and Ian Avery.

New aluminium battery for smartphones can be charged in one minute: US scientists



US scientists say they have invented a cheap, long-lasting and flexible battery made of aluminium for use in smartphones that can be charged in as little as one minute. The researchers, who detailed their discovery in the journal Nature, said the new aluminium-ion battery had the potential to replace lithium-ion batteries, used in millions of laptops and mobile phones. Besides recharging much faster, the new aluminium battery is safer than existing lithium-ion batteries, which occasionally burst into flames, they added.

Researchers have long tried but failed to develop a battery made of aluminium, a lightweight and relatively inexpensive metal that has high charging capacity. A team lead by chemistry professor Hongjie Dai, at Stanford University in California, made a breakthrough by accidentally discovering that graphite made a good partner to aluminium, Stanford said in a statement. In a prototype, aluminium was used to make the negatively charged anode while graphite provided material for the positively charged cathode. A prototype aluminium battery recharged in one minute, the scientists said. "Lithium-ion batteries can be a fire hazard," said Professor Dai. "Our new battery won't catch fire, even if you drill through it." The new battery is also very durable and flexible, the scientists said.

While lithium-ion batteries last about 1,000 cycles, the new aluminium battery was able to continue after more than 7,500 cycles without loss of capacity. It also can be bent or folded. Larger aluminium batteries could also be used to store renewable energy on the electrical grid, Professor Dai said.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE? From Brian Laughton.

Please send this one out...it's worth repeating. I was lucky my wife got me to hospital in time.

1. Let's say it's 7.25pm and you're going home (alone of course) after an unusually hard day on the job.

2. You're really tired, upset and frustrated.

3. Suddenly you start experiencing severe pain in your chest that starts to drag out into your arm and up in to your jaw. You are only about 5klm from the hospital nearest your home.

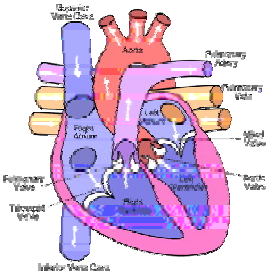
4. Unfortunately you don't know if you'll be able to make it that far.

5. You have been trained in CPR, but the guy who taught the course didn't tell you how to perform it on yourself.

6. ***HOW TO SURVIVE A HEART ATTACK WHEN ALONE?*** Since many people are alone when they suffer a heart attack without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness.

7. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

8. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.



9. Tell as many other people as possible about this. It could save their lives!

10. A cardiologist says if everyone who gets this mail, kindly sends it to ten people, you can bet that we'll save at least one life.

11. Rather than sending jokes, please.. contribute by forwarding this mail which can save a person's life….

12. If this message comes around to you…… more than once….. please don't get irritated…… You need to be happy that you have many friends who care about you and being reminded of how to tackle…. Heart attacks….

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 15th March / AGM meeting Cohuna 9am 20th September

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

Sept. 19th-20th	COHUNA - **Saturday 1/2A Texaco, Burford /Electric Coota & Duration** **Sunday 9am AGM Meeting - 10am Texaco, Climb & Glide & 38 Antique**
October 3rd-4th	Eastern State Gas Champs **Run by SAM1788 West Wyalong {to be confirmed}**
November 7th-8th	COHUNA **Saturday 1/2A Texaco, Burford / Electric Coota & Duration** **Sunday Texaco, 38 Antique & Climb & Glide**
November 29th	HADDON BALLARAT Sunday Duration, Texaco, 38 Antique & Climb & Glide

Texaco Winners