

The SAM 600 Thermaleer

SAM 600 of Australia Newsletter, Issue # 133

May - June 2015.



SAM 600 member Brian Stebbing (SA) is the 2015 Texaco Oldtimer State Champion when he won the Texaco event at the recent Sunshine State Oldtimer Championships held at Calvert Field on 6,7,8 June,2014. The other winners were Geoff Potter (NSW) 3rd on the left and Mike Walsh (QLD) 2nd. Brian was very successful at these champs gaining 3rd in Duration, 2nd in Burford and 3rd in ½A Texaco which were the four events he flew in. Congratulations Brian.

STOP PRESS

From Brian Laughton

It has been brought to our attention that the Ballarat club has lost its Hadden field, therefore until another field is found in the area all of our Ballarat comps are cancelled.

At this stage we are pursuing other locations, two of which are Echuca and Shepparton, we have been in touch with Echuca and they are happy to accommodate us, if anyone has any objections to these locations would you please contact me urgently as we will be pushing forward with these sites if all are happy.

PLEASE NOTE

**THE ROY ROBERTSON HAS BEEN CANCELLED TWICE THIS YEAR
BECAUSE OF BAD WEATHER**

AND

IT IS NOW RE-SCHEDULED FOR THE 11TH OCTOBER 2015

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)

October 11th - P & DARCS CARDINA - Roy Robinson Trophy
SUNDAY: Texaco, Duration, Antique Glider

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

It was sad to see the demise of the field at Haddon Ballarat, I hope they can find a suitable field in the area that can be purchased with the assistance of the VMAA. I would like to thank the Ballarat boys for looking after us for all these years. Just think, no more of Davis special burgers.

This week Brian and I are going to visit the fields at Shepparton and Echuca to see if we can run events at these sites. There is a state field at Bairnsdale which is suitable, but may be a bit far away. Have a think about it.

Peter Scott has produced an updated version of his ignition coil. I ran this in conjunction with an Aero Tech Mk 3 ignition unit. The OK Super 60 ran very well, thanks Peter.

Grant will be interested to know that my vintage glider is coming along and should be flown and sorted by Canowindra next year. I will also have a new Dixielander for Burford and a 79" Cumulus for Standard Duration.

I hope all our members are producing some new creations in the off-season.

Safe flying,
Kevin Fryer.



CONTEST CO-ORDINATORS REPORT

Well we are in another SAM 600 winter break and having done some flying recently I had to wear gloves and very warm clothes, so I think our winter break from competition is well founded.

Our summer and spring competitions this year were very disappointing because of bad weather. We only got to fly two competitions out of the five that were scheduled although at the last competition, which was the VIC/SA State Champs, the weather was fantastic which sort of made up for our previous disappointments.

The Roy Robertson trophy at P & DARCS in Pakenham was cancelled twice because of bad weather and has now been rescheduled for the 11th October, 2015.

Also while having the Roy Robertson in mind I was contacted by P & DARCS this week because next year is their 50th anniversary and they would like to celebrate this by having an Antique Glider comp at the 2016 Roy Rob, in addition to the normal Texaco and Duration events as a one-off for their anniversary. They will let us know more about this later in the year, but get building now so you have a well trimmed glider by January next year.

So far we have trialled the shorter run competitions three times and most people seem to be happy with this although we didn't run the State Champs to the shorter runs as we had one objector and it has to be 100% in favour at



a State event.

The Eastern State Gas Champs this year will be run by SAM1788 in West Wyalong, which is in the middle of NSW, so keep in mind it is NOT AT WANGARRATTA and I'm sure that 1788 will notify us what is happening a little later.

Well that's all for now chaps so I will see you all at Cohuna in the middle of September, and don't forget it's the AGM that weekend.

Cheers,

Brian Laughton



EASTERN STATES GAS CHAMPS

WEST WYALONG

3-4 October, 2015, at NSW Free Flight Flying Field, West Wyalong
Saturday, 3.10.2015

9.30am - '38 Antique, Burford, then Lunch followed by Duration.

A social Dinner in the evening will be organised

Sunday, 4.10.2015

9-15am Cabin Scramble - finishes at 9.45am sharp.

10am - $\frac{1}{2}$ A Texaco, then Lunch followed by Texaco.

*** All comps will be run to MAAA Rules ***

INFORMATION - Grant Manwaring - 02 6241-1320.
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"Fred Stebbing Memorial" Champ of Champs 2015

EVENTS	1st PLACE	2nd PLACE	3rd PLACE	No. in F/O	PROGRESSIVE POINTS I/C		
ROY ROBINSON					B Laughton	17	1st
Texaco					R Taylor	15	2nd
Duration					L Clifford	14	3rd
Texaco Elec					P Keely	13	4th
Duration Elec					K Fryer	6	5th
					D Grant	5	6th
BENDIGO					B Stebbing	5	6th
Duration	R Taylor	D Grant	L Clifford	6	M Heap	4	7th
Duration Elec	R Mitchell	G Ryan	L Baldwin	1	S Gullock	2	8th
$\frac{1}{2}$ A Texaco	K Fryer	P Keely	L Clifford	4	C Collyer	1	9th
$\frac{1}{2}$ A Tex Elec	M Heap	L Baldwin	R Mitchell	3	R Yates	1	9th
Texaco	B Stebbing	L Clifford	P Keely	8	G Gulbin	1	9th
Texaco Elec	R Mitchell	L Baldwin	G Ryan	1			
HADDON - CANCELLED DUE TO BAD WEATHER					PROGRESSIVE POINTS ELECTRIC		
					R Mitchell	19	1st
VIC / SA STATE CHAMPS (SAM 600 Members Placings)					L Baldwin	9	2nd
Texaco	B Laughton	P Keely	R Taylor	5	G Ryan	7	3rd
Texaco Elec	R Mitchell	G Ryan	S Gullock	3	M Heap	4	4th
Duration	R Taylor	L Clifford	P Keely	5	S Gullock	3	5th
Duration Elec	R Mitchell	L Baldwin		2	B Laughton	3	5th
$\frac{1}{2}$ A Texaco	B Laughton	P Keely	L Clifford	3	C Collyer	2	6th
$\frac{1}{2}$ A Tex Elec	M Heap	B Laughton	C Collyer	6			
Burford	B Laughton	M Heap	S Gullock	2			
'38 Antique	B Laughton	L Clifford	R Taylor	3			



CONTEST CO-ORDINATOR'S REPORT From Brian Laughton**VIC / SA STATE CHAMPS at COHUNA - 2nd & 3rd May 2015**

Hi Fellas

This is the first comp since November 2014 that has been a pleasure to fly in, I arrived about 4 pm Friday and found about 6 people had already arrived and were flying, so I pulled out my latest model an electric $\frac{1}{2}$ A Albatross and had 2 x 25 minute flights in lovely calm conditions.

The next morning found us with a light wind about 5mts per second, flyable but not comfortable, so we flew 1/2A and at times they were a bit of a handful but we got through without any major damage. Boy did the SA chaps teach us a lesson taking out 1st, 2nd and 3rd.

At the same time we flew electric 1/2A and for the second time in a row this event was taken out by Max Heap in a healthy field of six contestants. By now the wind had started to subside and all the contestants had arrived and to our surprise we had seven chaps from SA and from Canberra, Grant Manwaring on his first trip to our Cohuna flying field. I think this was part of a plan by the SA chaps to beat us and as the days went on that's what they did, they thrashed us, but in a very sporting manner.

The next event was Burford. There were twelve entries but only four from Victoria, not a good percentage seeing this was our comp. Again 1st and 2nd went west of the border with only one Victorian getting close to the front.

Next was Texaco with twelve entries, seven of these being from Victoria this event went well into the afternoon with the flyoff being completed after the sun had gone down behind the horizon. It was a long flyoff with the winner taking over 30 minutes, again two of the three place getters being from SA.

Dinner that night was at the motel with the usual delicious spit roast and lots of fun.

Next morning we woke to a very cold, heavy frost but no wind and the wind remained like his for the rest of the day.

First event was Duration with all of the fast climbing models going for their life in the lovely weather conditions.

Unfortunately, during this event we accepted a new member into "THE SILLY OLD BUGGERS CLUB", a club which has two existing members, Graeme Gulbin and me. We qualified when we needed medical attention at the 2014 Roy Rob because we stuck parts of our bodies into our rotating propellers. Our newest member is Max Heap when he stuck his thumb in the prop and needed three stitches at the hospital. Welcome aboard Max!



Was Dave Markwell concerned we would not see him in the landing area?

So calm it read zero!



Getting back to the Duration comp Victorians took two of the three placings with Max Newcombe from SA taking 1st place.

In the Electric Duration, the finish of which was a laugh, there were only two entries. Both put maxes in on their first flight but both crashed on landing on their second flight. But Roger crashed in the designated landing area and Laurie crashed out so neither had a model left but Roger was declared the winner as he crash in.

Then it was time for our gourmet lunch put on by the Cohuna boys to satisfy the starving flyers.

After lunch was the last event '38 Antique. We had nine entries, three from Victoria. This was flown a little earlier than the previous day's last event and flown in dead calm. It was beautiful to watch and listen to those un-muffled old engines and again it was won by a SA member but at least Victorians got the next two placings.

So another State Champs is over and on reflection it would have to be one of the best we've experienced as far as weather and interstate contestants are concerned. If only we could order weather like this all the time!

Cheers, Brian.

'38 Antique winners 3rd, 1st and 2nd



VIC / SA STATE CHAMPS - COHUNA 2nd-3rd MAY 2015

Results from the Contest Director for IC Power

1/2A TEXACO

	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	C Britcher	Stardust	Cox		420	420	420		826	2086
2	D Markwell	Stardust	Cox		420	420	420		803	2063
3	B Britcher	Stardust	Cox		420	420	420		714	1974
4	B Laughton	Albatross	Cox		420	420	420		552	1812
5	G Manwaring	Little Diamond	Cox		420	420	420		527	1787
6	P Keely	Stardust	Cox		420	420	420		457	1717
7	D Howie	Cumulus	Cox		363	420	420	420	446	1706
8	L Clifford	Stardust	Cox		420	420	420		303	1563
9	M Newcombe	Stardust	Cox		420	420	420		L/O	1260
10	R Brown	Stardust	Cox		376	403	420	420		1243
11	R Bobridge	Stardust	Cox		420					420

TEXACO

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	B Laughton	Bomber	OS 60	15	600	600	600		1873	3673
2	D Markwell	Bomber	OS 61	15	600	600	600		1664	3464
3	P Keely	Airborne	OS 60	15	600	600	586	600	1511	3311
4	R Taylor	Cumulus	OS 61	18	600	600	600		1052	2852
5	G Manwaring	Bomber	OS 60	18	600	600	600		1045	2845
6	C Britcher	Bomber	Enya 46	12	600	600	600		947	2747
7	M Newcombe	Inspirer	Enya 60	15	600	600	565	600	877	2677
8	S Gullock	Bomber	Enya 53	15	600	600	600		L/O	1800
9	L Clifford	Racer	Enya 46	12	600	545	600	600	L/O	1800
10	R Yates	Bomber	OS 48	12	427	380				807
11	R Brown	Bomber	Enya 40	12	600	L/O				600
12	G Ryan	R C 1	OS 56	18	158	L/O				158

DURATION										
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	M Newcombe	Bomber	McCoy 60 glo	28	420	420	420		785	2045
2	R Taylor	Cumulus	Y S 63	28	420	420	420		614	1874
3	L Clifford	Racer	Y S 63	28	420	420	420		546	1806
4	P Keely	Bomber	OS 56	32	420	420	420		534	1794
5	B Loughton	Playboy	Thunder Tiger36	25	420	420	420		497	1757
6	G Manwaring	Playboy	Y S 53	28	420	420	420		496	1756
7	B Britcher	Kerswap	Saito 56	32	420	420	420		460	1720
8	C Collyer	Super Quaker	Rossi 40	25	420	420	409	420	430	1690
9	B Taylor	Playboy	Y S 63	28	420	L/O	420	420	414	1674
10	D Markwell	Playboy	OS 40	25	420	420	420		354	1614
11	C Britcher	Playboy Cab	Saito 56	32	390	420	407	420		1247
12	S Gullock	Playboy	OS 52	32	420	420	L/O	369		1209
13	R Brown	Bomber	Dubjet	25	375	420	342			1137
14	D Howie	Bomber	Saito 56	32	371	253	420			1044
15	B Dowie	Playboy	OS40	25	310	317	224	255		985
16	M Heap	Bomber	GMS 32	25	420					420
BURFORD										
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	C Britcher	Cresendo	P B	40	300	300	300		534	1434
2	D Markwell	Cresendo	P B	40	300	300	300		523	1423
3	B Loughton	Dixielander	P B	40	300	300	300		505	1405
4	G Manwaring	Lil Diamond	Owen	38	300	300	300		480	1380
5	B Britcher	Cresendo	P B	40	300	300	300		431	1331
6	M Heap	Dixielander	P B	40	300	300	300		L/O	900
7	M Newcombe	RC1	B B	38	230	300	300	200		830
8	R Bobridge	Cresendo	P B	40	169	300	300			769
9	S Gullock	Stardust	B B	38	300	L/O	191			491
10	L Clifford	Creep	P B	40	224	225				449
11	R Brown	Jumping Bean	P B	40	L/O	L/O				
'38 ANTIQUE										
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	B Britcher	R C 1	Atwood 49	128	572	600	600	600	875	2675
2	B Loughton	R C 1	O K Super 60	120	600	600	600		701	2501
3	L Clifford	R C 1	Atwood 49	128	600	600	600		606	1806
4	R Taylor	Cumulus	Atwood 60	114	600	600	600		L/O	1800
5	D Markwell	Cloud Cruiser	O K Super 60	120	399	552	600	600		1752
6	G Manwaring	R C 1	G B Diesel 5cc	164	600	460	600	544		1744
7	M Newcombe	Cumulus	O K Super 60	96	567	600	499			1666
8	D Howie	Miss Fortunex	Elfin 2.49	210	465	414				879
9	R Brown	Westerner	O K Super 60	120	600					600

VIC / SA STATE CHAMPS - COHUNA 2nd-3rd MAY 2015

Results from the Contest Director for ELECTRIC Power

ELECTRIC 1/2A TEXACO

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	M Heap	Stardust			600	600			920	2120
2	B Laughton	Albatross			600	600			902	2102
3	C Collyer	Playboy			600	600			860	2060
4	R Mitchell	Red Ripper			600	600			720	1920
5	S Gullock	Stardust			600	600			621	1821
6	G Ryan	Airborne			600	600			618	1818

ELECTRIC TEXACO

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	R Mitchell	Bomber			600	600			1068	2268
2	G Ryan	R C 1			600	600			906	2106
3	S Gullock	Polly			600	600			720	1920

ELECTRIC DURATION

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	Flyoff	TOTAL
1	R Mitchell	Bomber			420	420			647	1487
2	L Baldwin	Playboy			420	420			L/O	840



Dave Markwell from South Australia receiving 2nd place Texaco trophy.



Rob Taylor receiving 2nd place Duration Trophy.

Cohuna Model Flying Club INC. Club news.

From Propellor

A good number of flyers from South Australia and Victoria arrived at Cohuna flying field on the 2nd and 3rd of May 2015 to contest the Vic-SA combined state titles for eight different events - five events for internal combustion power and three events for electric power.

The weather was excellent for flying with a total of seventy-one entries with flyers from South Australia, New South Wales and Victoria.

Of the eight events the South Australian pilots won the internal combustion classes for four of these events. 1/2A Texaco was won by Chris Britcher (S.A.), Duration was won by Max Newcombe (S.A.), Burford was won by Chris Britcher (S.A.) and '38 Antique was won by Bill Britcher (S.A.)

Victorian pilots also won four events. Texaco was won by Brian Laughton (Vic), Electric Power 1/2A Texaco was won by Max Heap, Electric Texaco and Electric Duration were both won by Roger Mitchell.

We stopped for lunch on both days with the Cohuna members cooking fine food for the competitors.

The Trophies were presented on the final day with South Australia and Victoria winning four state titles each.

Results of the events.

1/2a Texaco

- 1st Chris Britcher, Stardust model plane
- 2nd Dave Markwell, Stardust model plane
- 3rd Bill Britcher, Stardust model plane

Texaco

- 1st Brian Laughton, Lanzo Bomber model plane
- 2nd Dave Markwell, Lanzo bomber model plane
- 3rd Pat Keely, Airborne model plane

'38 Antique

- 1st Bill Britcher, RC.1. model plane
- 2nd Brian Laughton, RC.1. plane
- 3rd Lyn Clifford, RC.1. model plane

Electric Duration

- 1st Roger Mitchell, Lanzo Bomber model plane
- 2nd Laurie Baldwin, Playboy model plane

Duration

- 1st Max Newcombe, Lanzo Bomber model plane
- 2nd Robert Taylor, Cumulus model plane
- 3rd Lyn Clifford, Lanzo Racer model plane

Burford Event

- 1st Chris Britcher, Crescendo model plane
- 2nd Dave Markwell, Crescendo model plane
- 3rd Brian Laughton, Dixielander model plane

Electric 1/2A Texaco

- 1st Max Heap, Stardust model plane
- 2nd Brian Laughton, Albatross model plane
- 3rd Colin Collyer, Play boy model plane

Electric Texaco

- 1st Roger Mitchell, Lanzo Bomber model plane
- 2nd Gary Ryan, RC.1. model plane
- 3rd Steve Gullock, Poly model plane

Our next SAM event will be at Cohuna on 19th and 20th of September 2015.



Enjoying the spit roast at the motel.



Lyn Clifford's Lanzo Racer at Cohuna.



Duration flight line at Cohuna.



Pat Keeling's Airborne at Cohuna.



Rob Taylor's Cumulus in Texaco at Cohuna.



The South Australia Boys.

(Left to Right)

- Chris Britcher
- Don Howie
- Bill Britcher
- R Brobridge
- Dave Markwell
- Rex Brown
- Max Newcombe

At SA/VIC
State Champs
Cohuna
2015



Duration winners at Cohuna L-R 2nd, 1st and 3rd.



Roger Mitchell receiving the Fred Stebbing Electric Trophy from Gary Ryan at Cohuna.

Communiqué No. 31

covering the 28 of Oct to 3 of Nov

Major Barker, who was on a refresher course from England with 201 Sqn, while on patrol on a Sopwith Snipe, attacked an E.A. two-seater at 21,000 feet over the Foret de Mormal, and the E.A. broke up in the air.

He was then fired at from below and wounded by a Fokker biplane, and fell into a spin, from which he pulled out in the middle of a formation of 15 Fokkers, two of which he attacked indecisively. He then got on the tail of a third, which he shot down in flames from a range of ten yards.

He was again wounded and fainted; on recovering, he regained control of his machine and was attacked by a large formation of E.A., one of which he shot down in flames from close range. He was then hit in the left elbow, which was shattered, and he again fainted, his machine falling to 12,000 feet before he recovered.

Another large formation of E.A. then attacked him and, noticing heavy smoke coming from his machine, he believed it to be on fire, so tried to ram a Fokker. He opened fire on it from close range, and the E.A. fell in flames.

Major Barker then dived to within a few thousand feet of the ground, but found his retreat cut off by eight E.A., at which he fired a few bursts and succeeded in shaking them off, returning to our lines at a few feet from the ground, where he finally crashed near our balloons.

During the latter part of this combat Major Barker was without the use of both his legs and one arm, and brought his machine back with the thumb switch.

October 27th, 1918.



Sopwith Snipe

From Brian Laughton brianlaughton@dcsi.net.au

A 65 year old woman had a heart attack and was taken to the hospital.

While on the operating table she had a near death experience.. Seeing God she asked, "Is my time up?"

God said, "No, you have another 33 years, 2 months and 8 days to live."

Upon recovery, the woman decided to stay in the hospital and have a face-lift, liposuction, breast implants and a tummy tuck.

She even had someone come in and change her hair colour and brighten her teeth! Since she had so much more time to live, she figured she might as well make the most of it.

After her last operation, she was released from the hospital. While crossing the street on her way home, she was killed by an ambulance.

Arriving in front of God, she demanded, "I thought you said I had another 33 years? Why didn't you pull me from out of the path of the ambulance?"

(You'll love this)

God replied: "S####! I didn't recognize you."

God Loves Drunk People Too

A man and his wife were awakened at 3:00 am by a loud pounding on the door. The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.

"Not a chance," says the husband, "it is 3:00 in the morning!" He slams the door and returns to bed.

"Who was that?" asked his wife.. "Just some drunk guy asking for a push," he answers. "Did you help him?" she asks.

"No, I did not, it's 3 a.m in the morning and it's bloomin' well pouring with rain out there!"

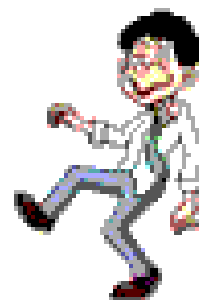
"Well, you have a short memory," says his wife. "Can't you remember about three months ago when we broke down, and those two guys helped us? I think you should help him, and you should be ashamed of yourself! "God loves drunk people too you know."

The man does as he is told, gets dressed, and goes out into the pounding rain. He calls out into the dark, "Hello, are you still there?" "Yes," comes back the answer.

"Do you still need a push?" calls out the husband. "Yes, please!" comes the reply from the dark.

"Where are you?" asks the husband.

"Over here on the swing," replied the drunk.





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ALBATROS

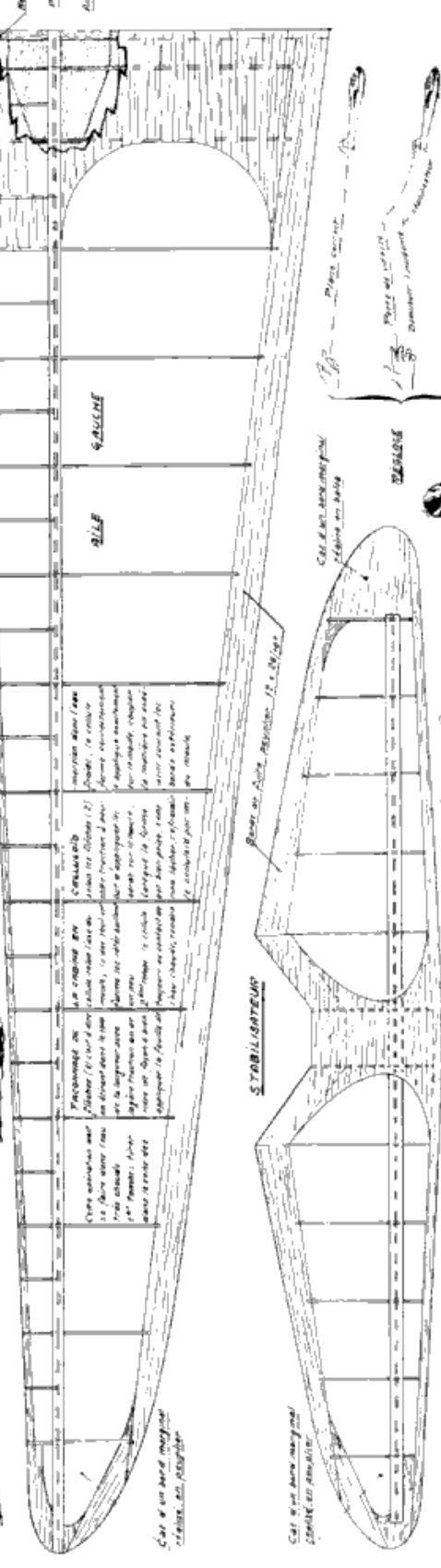
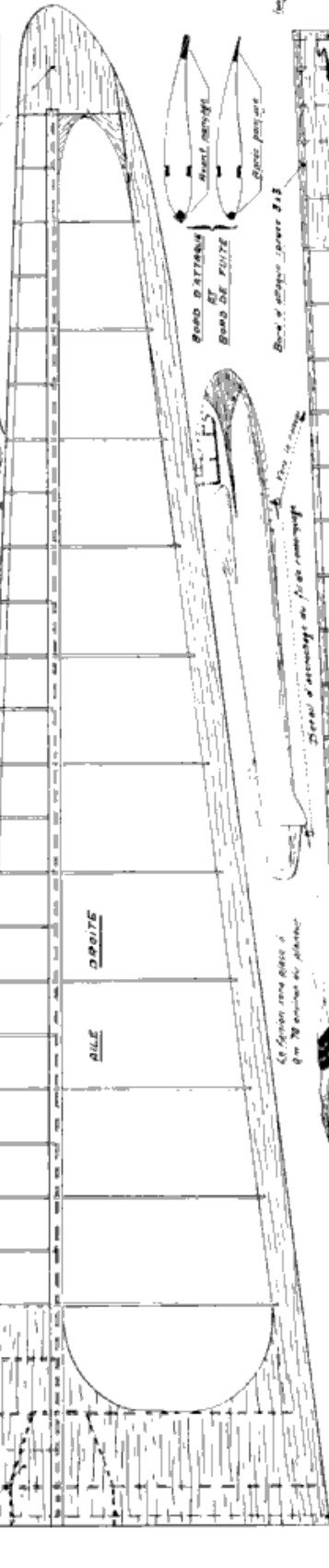
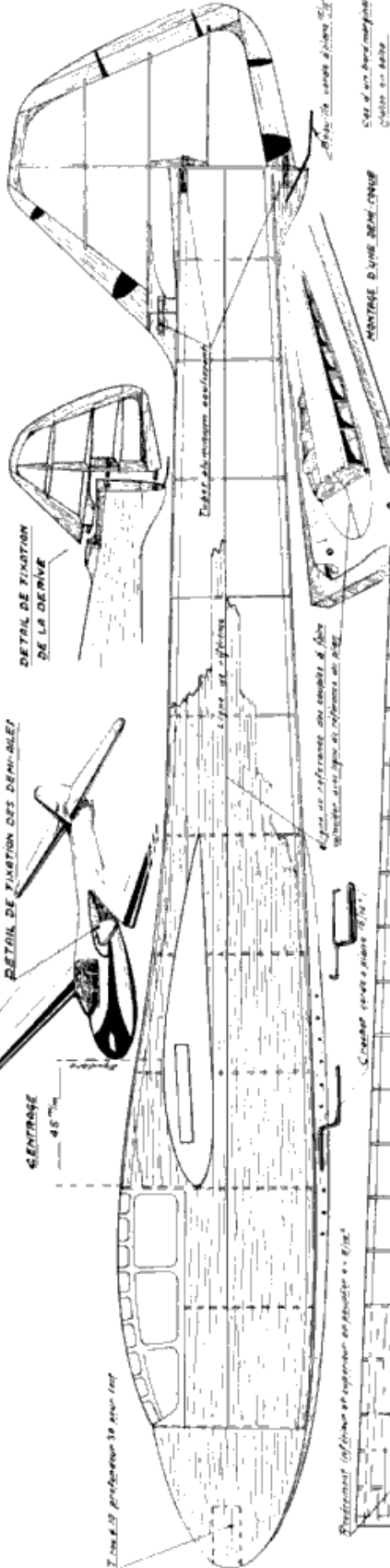
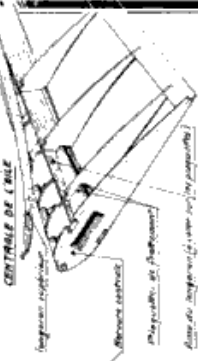
PLANEUR IN CONSTRUCTION PAI.



CARACTÉRISTIQUES

Envergure 270 cm
 Longueur 100 cm
 Surface alaire 17,75 m²
 Surface portante 17,75 m²
 Poids vide 10 kg
 Charge utile 10 kg

DÉTAIL DE MONTAGE DE LA PARTIE CENTRALE DE L'AILÉ



DÉTAIL DE TENSION DE LA DERIVE

DÉTAIL DE TENSION DES DÉMANGEURS

GÉNÉRAL

2.000.133 - 10 pages - 100 x 100

AILÉ DROITE

AILÉ GAUCHE

STABILISATEUR

DÉTAIL D'ASSEMBLAGE

BOIS DE COLLAGE

PLAQUE DE 20

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ADIMENSIONNEMENT DES MATERIAUX

2	Plaque alaire	1000 x 60 x 10/100	1	Bloc caudal	55 x 58 x 87
1	"	1000 x 60 x 8/100	1	"	1420 (mm) / 100 x 70 x 9
1	"	500 x 60 x 8/100	1	"	200 x 15 x 9
2	Support	1000 x 10 x 8/100	1	"	4,5 x 1,00
2	"	1000 x 5 x 8/100	1	"	4,5 x 1,00
1	"	600 x 5 x 8/100	1	"	20 x 20
1	"	500 x 4 x 8/100	1	"	2 x 20
1	"	800 x 40 x 14	1	"	180 x 100

NOTES: Pour la coupe de section la largeur de vos bords ne doit pas être inférieure à 20 mm. Les épaisseurs de bois doivent être au moins de 2 mm. Les dimensions des pièces doivent être en millimètres (mm).



Burford



Duration



1/2 A Texaco



Team Stebbing

Burford

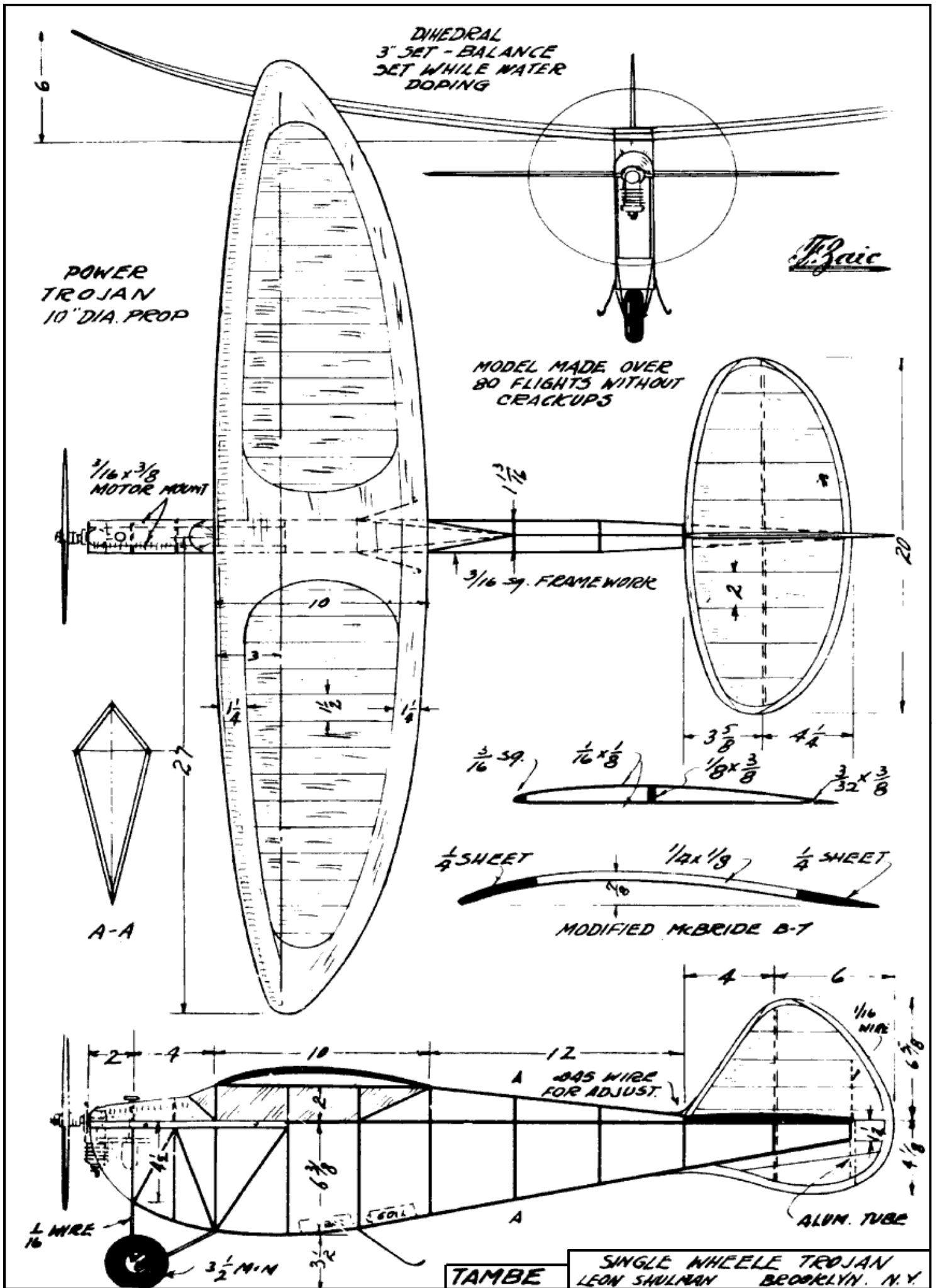


Sunshine State Champs 2015 SAM 84 Vintagents.

SAM 600 Member Brian Stebbing, from South Australia, attended the recent Sunshine State Oldtimer Championships held at Calvert Field on 6,7,8 June, 2014, flying and placing in four events. See photos above. The fourth event was Texaco, see picture on front page.

Left: On the following weekend, on the way home to South Australia, Brian called into the New England Gas Champs at Tamworth and flew in the Texaco event taking 2nd place. Dave Brown 1st and Basil Healy 3rd.

Photos courtesy Karen Paton.



A Different World

cuttings from the Great War

When you stood up to shoot, all of you from the knees up was exposed to the elements. There was no belt to hold you. Only your grip on the gun and the sides of the nacelle stood between you and eternity. Toward the front of the nacelle was a hollow steel rod with a swivel mount to which the gun was anchored. This gun covered a huge field of fire forward. Between the observer and the pilot a second gun was mounted, for firing over the F.E.2b's upper wing to protect the aircraft from rear attack ... Adjusting and shooting this gun required that you stand right up out of the nacelle with your feet on the nacelle coaming. You had nothing to worry about except being blown out of the aircraft by the blast of air or tossed out bodily if the pilot made a wrong move. There were no parachutes and no belts. No wonder they needed observers.



The arrangement as described by Frederick Libby an American ace who served as an F.E.2b observer in 1916

Tip - Off With the Head.

By Bob Beecroft.

An article published in the May 1999 issue of the NFFS Digest, Chris Weinrich, editor from El Torbellino, the newsletter of the San Diego Orbiters Free Flight Club, Feb. 1999, Howard Haupt, editor.

Engine tricks, - Old, old, old, but new to me. Don't want to plier mark that old Cox, Fox, OK head trying to remove it from the cylinder? When other means fail, try this: Get some low temperature alloy, such as Cerrobend, melt it using boiling water, then immerse the (cleaned) cylinder and let it cool. Now simply unscrew the cylinder and the plier marks will be on the alloy. Re-melt the alloy and remove it. There will be no transfer of alloy to the cylinder at all.

I melt the alloy in a glass container set in a pan of water. Anything able to with stand boiling water is good for a container. These alloys can be purchased from Micro-Mark, part number 80962. Type 160 (for 160° -the melt temperature) works just great. It is about \$15 for an 11.4 oz bar. I bought two but one is probably enough to do small engines. Micro Mark can be reached at 1-800 -225-1066.

Drilling Holes in Round Things

A tip from the Scale Staffel of San Diego of long ago.

Here's how Don Wasson of Ottumwa, IA solves the problem of the drill bit slipping off the side of round things he's drilling, like dowels, push rods, or arrow shafts. Simply clamp the piece to be drilled into a spring clothespin and drill right through the clothespin. Simple, cheap and effective!

A Couple of Building Hints.

From the Tingalpa Transmitter in Australia. How many times have you used the household iron and been jumped on for leaving sticky stuff on it? Have you used iron-on film and had the colour pigment stick to the iron and bleed to another section leaving streaks and marks on the second colour (red on white, for instance)?

Solution: Heat the iron, put some salt on any sheet of paper and rub the iron over the salt. PRESTO! Iron face back in pristine condition.

From the Windy Flyer newsletter, Downers Grove, Illinois. When drilling a hole in balsa, the wood has a tendency to splinter out and make a nasty mess where the drill bit exits. Drip a few drops of thin Hot Stuff around the exit area of the drill bit and let it cure. You can now drill a hole and the wood will hold together much better. It may still splinter out some, but not nearly as much. This method also works great when drilling wing hold-down holes on built-up wings.

Laser Burnt Edges - good or bad?

Most people don't like them, but do like the precision cuts produced.

Some folks sand or bleach the brown off, especially if it's going to be visible. I'm sure tests have been run as to whether the brown edge provides a better gluing surface than clear balsa. But I don't recall seeing any published results. Input here would be welcome.

A recent quote from Don Wilson, a commercial balsa cutter indicates he even cuts small sticks by laser because it doesn't apply any pressure on the wood, and he says that the burnt edge actually makes the wood stronger than the same size cut with blades. I suppose it also gives better yield with a narrower kerf.

But that burnt edge along the length of a stick would be impractical to remove. So those sticks would normally be used only where they're to be covered with opaque material.

Still, someone might find the brown attractive on a scale type antique model to simulate dark hardwood.



Auszac Sheet Balsa wood Density Chart

Stock density categories in kg/m³ (lb/ft³)
Sheet weight in grams

SIZE 915mm (36") x	kg/m ³ (lb/ft ³)	Super Light	Light	Medium	Heavy	Very Heavy		
0.8mm (1/32")	75mm (3")	4	5	7	9	10	12	14
	100mm (4")	5	7	9	10	14	16	18
1.0mm (3/64")	75mm (3")	4	7	9	11	13	15	18
	100mm (4")	6	9	12	15	17	20	22
1.5mm (1/16")	75mm (3")	7	10	12	16	18	19	20
	100mm (4")	10	13	18	22	26	30	35
2.0mm	75mm (3")	9	13	18	22	26	31	35
	100mm (4")	12	18	23	30	36	43	47
2.5mm (3/32")	75mm (3")	11	16	22	28	33	38	44
	100mm (4")	15	22	30	37	44	51	58
3.0mm (1/8")	75mm (3")	13	20	28	33	40	46	53
	100mm (4")	18	26	35	44	53	61	70
5.0mm (3/16")	75mm (3")	22	33	44	55	66	77	88
	100mm (4")	30	44	59	73	88	102	117
5.5mm (1/4")	75mm (3")	29	43	57	71	86	100	114
	100mm (4")	38	57	76	95	114	133	152
8.0mm (5/16")	75mm (3")	35	53	70	88	105	123	140
	100mm (4")	47	70	93	117	140	164	187
9.5mm (3/8")	75mm (3")	42	62	83	104	125	146	167
	100mm (4")	56	83	111	140	167	196	222
12.5mm (1/2")	75mm (3")	55	82	110	137	165	192	220
	100mm (4")	73	110	146	183	220	256	293
16.0mm (5/8")	75mm (3")	70	105	140	175	210	246	281
	100mm (4")	94	140	187	234	281	328	375
19.0mm (25/32")	75mm (3")	83	125	167	208	250	292	334
	100mm (4")	113	167	222	278	334	389	445
25.0mm (1")	75mm (3")	110	165	220	275	330	384	440
	100mm (4")	146	220	293	366	439	512	586

Sorting Balsa Wood.

Thermals, Gene Wallock velinak@sbcglobal.net

The density of a piece of balsa is the least critical feature in the selection process. Wind checks and variable hardness within the piece are much more critical.

Remember this: strip wood comes from sheet wood that's not sale-able. It's difficult to spot wind checks in strip wood but not impossible. Gently running the piece between 3 fingers will identify "GIVE" spots that are wind checks. This type of wood is relegated to short pieces, like uprights. Setting up a fulcrum, like a teeter-totter, and putting the piece centre on the fulcrum will quickly identify heavy ends to aide longeron orientation.

Thin sheet wood(1/16 and thinner) is easy to scan under a florescent tube. Heavy areas show up dark. These areas may be side, length or spot oriented. It helps to know where these areas are for orientation for LE Sheeting, as an

example.

When you're scanning thicker sheets hold the sheet at an angle to the light and the wind checks will show up as a spider web strand. Wind checked wood is broken wood that hasn't fallen apart yet. In the event you accidentally use the checked wood, CA the area to stiffen it up.

After you've identified the usable wood in your balsa arsenal, you can heft the wood and quickly identify the lightest piece. After that, sort the identical pieces in easily identifiable bundles for future use. I use "Heavy, Medium and Light" as classifications.

TROUBLESHOOTING THE FOUR STROKE.

The curious crowd gathered around to troubleshoot Jim's four stroke engine that refused to run. It popped and kicked, and sounded badly out of time.

We checked the valve clearance and it seemed OK. But there was suspicion that somehow the valve timing had gotten messed up, or maybe a timing gear had lost a tooth, due to the odd backfiring behaviour. Even with all that gathered expertise, we weren't able to solve the problem.

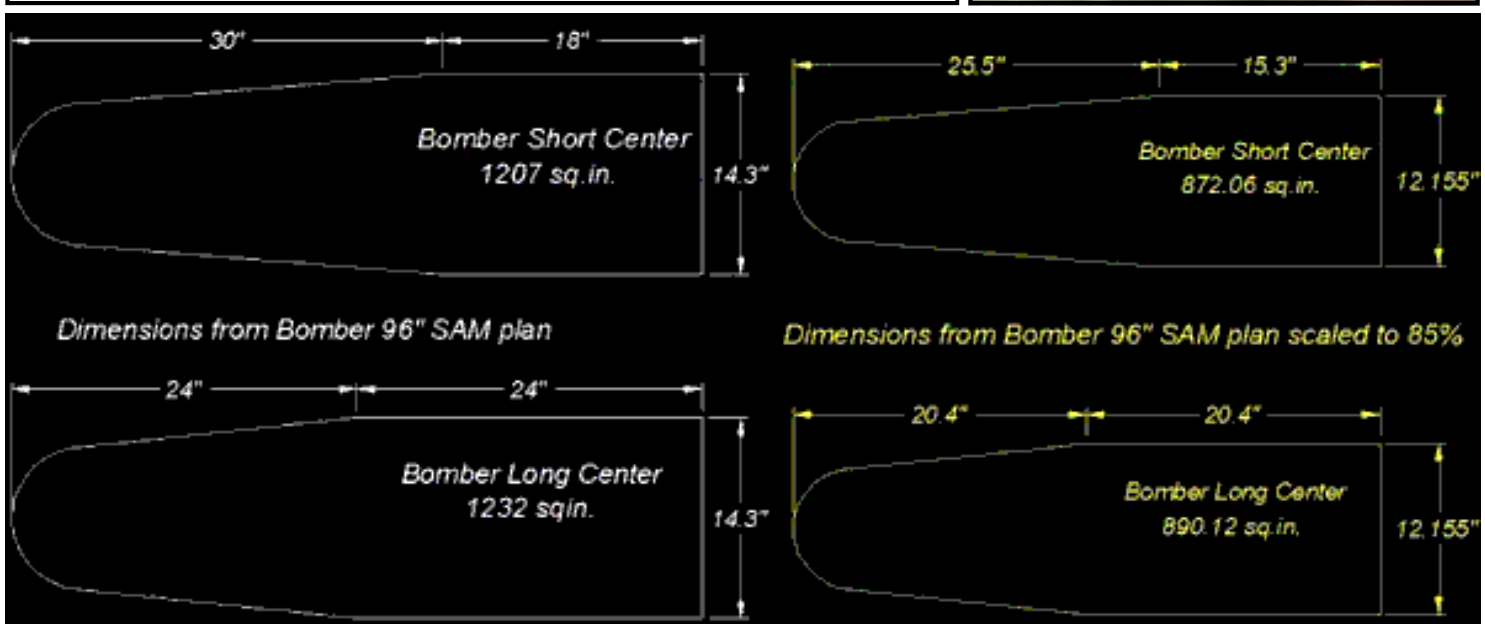
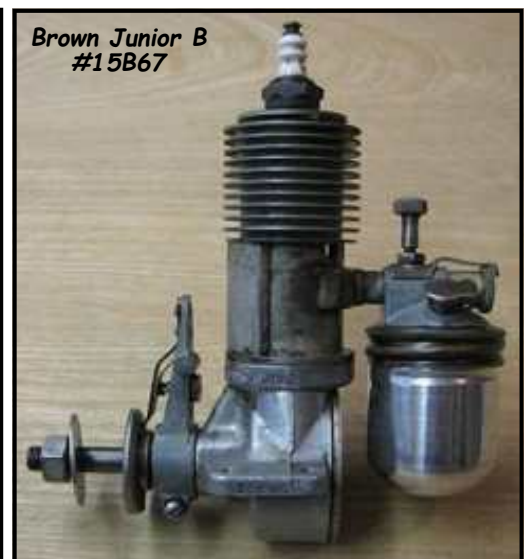
The following week Jim showed up with the problem solved. The actual fix had been amazingly simple. Tighten the prop!

When he got it home he'd removed the prop, and in so doing, noticed that it was fairly loose. The back of the prop showed signs of spinning against the face of the drive washer. The problem was simply a wood prop that was just tight enough to turn the engine through, but slipped and misfired at combustion. High torque of a four stroke is more likely to cause this. The wood prop had been left on from the previous week when the no-start occurred. Wood props compress when left on for a period of time.

So the lesson is clear: Always loosen or remove the prop after flying for the day. Plastic props don't usually have that problem. Oddly enough that same engine on that same airplane had that same problem a couple of years ago, and we'd solved it at the field. But this time the collection of geniuses had all completely forgotten the event. Possibly had a spinner not been present we might have routinely checked the prop nut.

BROWN JUNIOR ATTRIBUTES										
MODEL	YEAR	SERIAL	CYLINDER	CRANKCASE	CRANK	PISTON	CONROD	INTAKE	TIMER	TANK
A	1932-33	A1-A50		Sandcast	Steel	Steel	Steel	Flared	Under	Metal (Horiz.)
B	1934	B1-B1000		**Die .095"	Steel	Steel	Steel	Chokenuit	Under	Metal (Horiz.)
B	1935-36	B1001-B4000		Die .125"	Steel	Steel	Steel	Chokenuit	Under	Metal (Horiz.)
B	1937	B4000-B5530	*SBF	Die .165"	Steel	Steel	Steel	Chokenuit	Under	Metal (Vert.)
B	1938	B5531-B7600	SBF-CAD	Die .165"	Steel	Steel	Steel	Chokenuit	Under	Metal (Vert.)
B	1939-41	B7601-3B999	SBF-CAD	Die .165"	Steel	Steel	Steel	Chokenuit	Upright	Plastic
B	1941-End	10B00-22B00	SBF-CAD	Die .165"	Steel	Steel	Steel	Chokenuit	Upright	Plastic
C	1937	C10000-C12500	SBF	Die .165"	Steel	Al-Ring	Steel	Straight	Under	Metal (Vert.)
C	1938	C12501-C13000	SBF-CAD	Die .165"	Steel	Al-Ring	Steel	Chokenuit	Under	Metal (Vert.)
C	1939-41	1C1-24000	SBF-CAD	Die .165"	Steel	Al-Ring	Steel	Chokenuit	Upright	Plastic
C	1941-End	40C0-40C99	SBF-CAD	Die .165"	Steel	Al-Ring	Steel	Chokenuit	Upright	Plastic
D	1938	D1-D1350	SBF-CAD	Die .165"	Z-Metal	Al-Ring	Alum.	Chokenuit	Under	Metal (Vert.)
D	1939-41	1D1-65D99	SBF-CAD	Die .165"	Steel	Al-Ring	Alum.	Straight	Upright	Plastic
D	1941-End	80D1-97D99	SBF-CAD	Die .165"	Steel	Al-Ring	Steel	Chokenuit	Upright	Plastic
D	1945	92D51	Same as pre-war engines. A brief resumption of production							

*SBF = Small Bottom Fin **Die. = Diecast
 CAD = Cadmium Plated Dimension (.095, .125, .165) = thickness of mounting lugs



From Alfredo Herbon <herbonalfredo@fibertel.com.ar> Bomber wing areas calculated in CAD.



By WIDE WALLEWAY

HOT SHOT

A sailplane designed for top performance in the winds of Kansas

HERE is a world sailplane (not a glider) designed to combine beauty and efficiency. This plane was designed and built well over a year ago and is still going strong, a fact which speaks for itself in windy Kansas.

The first man to whom the ship was offered was the 1949 Nationals. In two hot flights in the early morning the ship logged thousands of feet for flights of almost 5 with 4 hrs. duration. During the mild conditions which occur later, one wing panel was disconnected when the ship reached a spot near the ship. The plane was rebuilt and has been found capable of many five flights under any conditions.

Construction is conventional throughout. Start with the fuselage, which is the only part that offers any difficulty. The two fuselage sides are built one over the other to assure identity. When dry, these are joined by 1/8" square members which are located on the ends to allow the fuselage to assume its tapered construction. Start by marking the construction at the center of the fuselage, working from toward the tail, then the nose of the plane. Keep the work aligned at all times.

When the fuselage has dried, add the 1/8" bulkhead sheet materials and make the space between bulkheads I and 2 into a bulkhead box. Do not to glue in two ends of bulkheads IT and IV. Add the central member of 1/8" square hard balsa stringers, spacing them evenly around the fuselage in sections cut for them. The original model has 22 full length stringers. Sealup the bulkheads as they will not keep the covering.

Next, glue the overhead, rubber and top-rubber in place and sand all parts with a smooth covering is secured. Cut the elevator out in the rubber base and glue in the elevator platform. To complete the fairings, add the three iron wire (paper strip wire is best) one-half of the plane above the plane.

The wing is of simple construction and should present no difficulties. A line construction combined with the dihedral of 2' produces excellent results. Be sure to make the dihedral joint very strong. The construction of the wing is covered with 1/8" sheet balsa.

The single curved spar in the elevator has proved sufficient for the thin airfoil. Glue all joints and use hot dry overnight to prevent warping. Finish the construction with 1/8" sheet balsa, for the elevator is held over the fuselage only by a wing fit with the spar in the rubber base.

To make the removable wing-fuselage junction, start now by cutting the top stringers through at bulkheads IV and IV. Remove these sections of stringers and bulkheads IV, IV, IV and IV. Cut the leading and trailing edges of the wing until it will fit snugly in the space provided.

Put the stringers and bulkheads back the removed sections into assembly on the wing and line up properly with the rest of the fuselage. Before gluing the unit together, check to see that the wing has the correct incidence and is in alignment with the rest of the ship.

On the original model the wing is held in place with springs inside the fuselage attached to hooks in the bottom of the wing, and is locked with four steel strips glued on the outer surface of the wing and fuselage sides. This treatment allows a perfectly clean outer surface with

no drag inducing rubberbands in evidence.

The curved surfaces of the fuselage may be most easily covered if small pieces of wet Silkspan are used. The bottom of the fuselage is double covered to combat the puncturing effect of landings in sharp stubble. The wing and elevator should be fastened to a flat surface when being doped to prevent warping.

Three coats of thinned clear dope on the wing, rudder and elevators are sufficient to completely seal the covering. Two coats of clear dope and two of pigmented on the fuselage will produce a smooth finish, yet will not cause the covering to shrink so much as to bend the stringers between bulkheads.

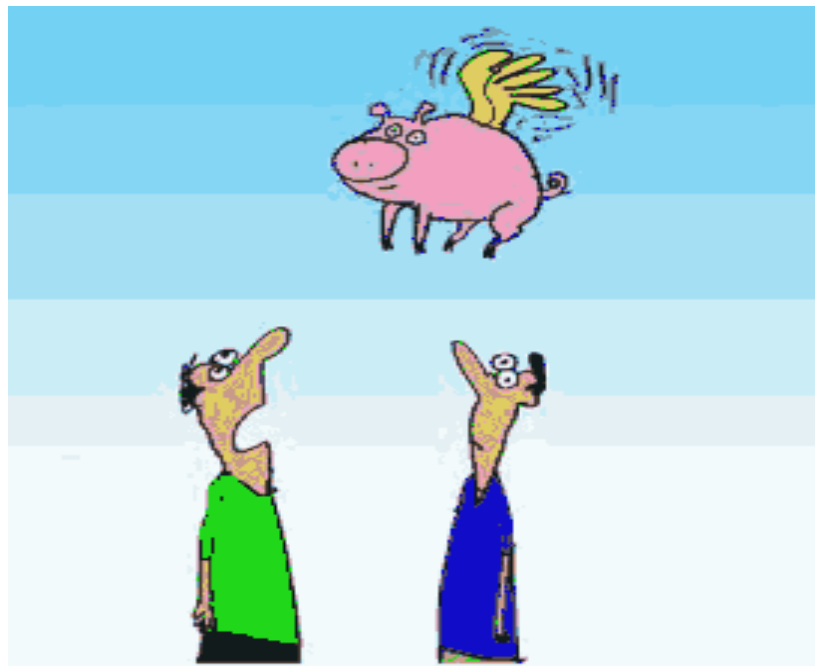
Select a large field and a calm day for testing and adjusting the finished plane. Balance the ship by adding buckshot to the ballast box until a flat, slightly stalling glide is produced. Then adjust the ship to fly in left circles until it no longer stalls. All rudder changes should be made gradually, as the large rudder is quite effective.

When the plane is correctly adjusted for circling the first towed flights may be attempted. Use a towline of less than 100 ft. in length for the first flights (100 ft. is the A.M.A. contest length). Attach a tow-hook (a paper clip will do) to the end of the line and a small paper streamer about 6" from the hook. Engage the second tow-hook on the plane and have a helper hold the plane high and head it into the wind. Pull the ship out of the helper's hands and tow it up slowly, so that you can get the feel of it.

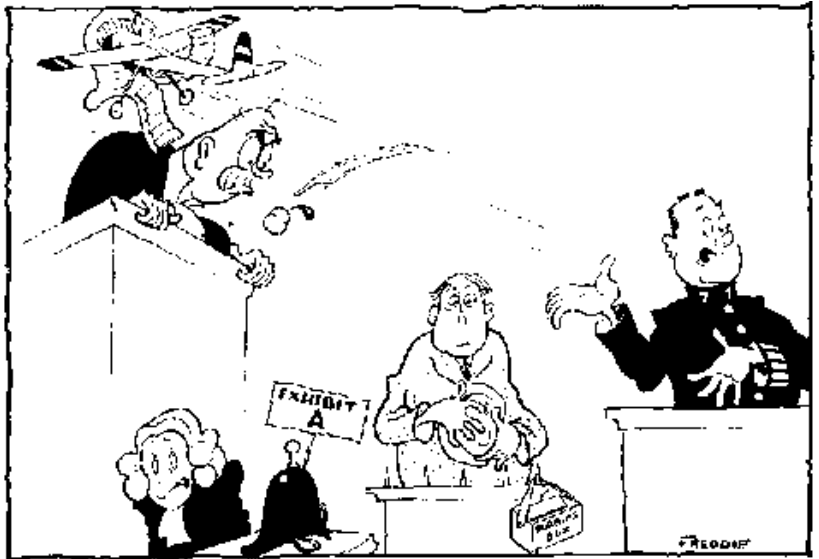
On quiet days the rear tow-hook may be used to produce a rocket-like climb, while on windy days the front hook should be used for best control. With practice the ship can be towed directly overhead before releasing. The best method of release is to slacken the towline and let the ship fly off the tow-hook.

Another method of launching involves the use of a high-start. Contrary to common belief, a high-start may be used very successfully on large models such as this one. An excellent high-start may be made of two strands of 1/8" or 3/16" rubber, each 25 ft. long, attached to a 75 ft. towline.

The first few launches should be made with only a slight amount of tension in the rubber. By stretching the line farther each time, flights of maximum efficiency may be obtained. And the beauty of it is that you don't have to run to do it.



"I sure hope that's some kind of drone."

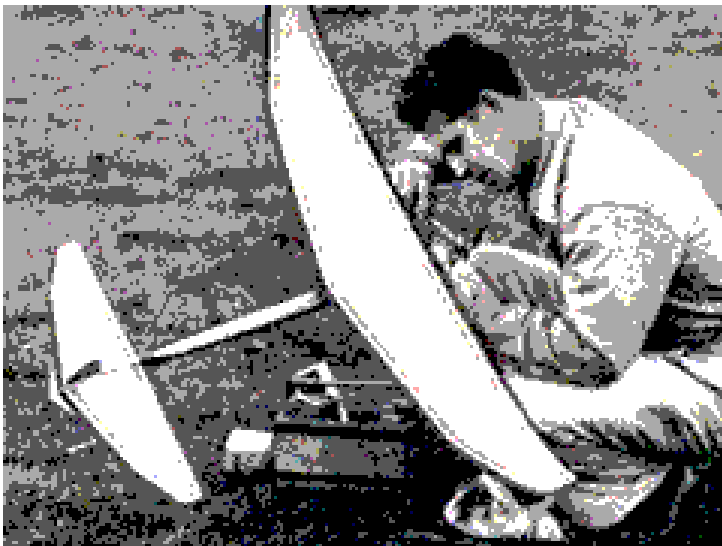
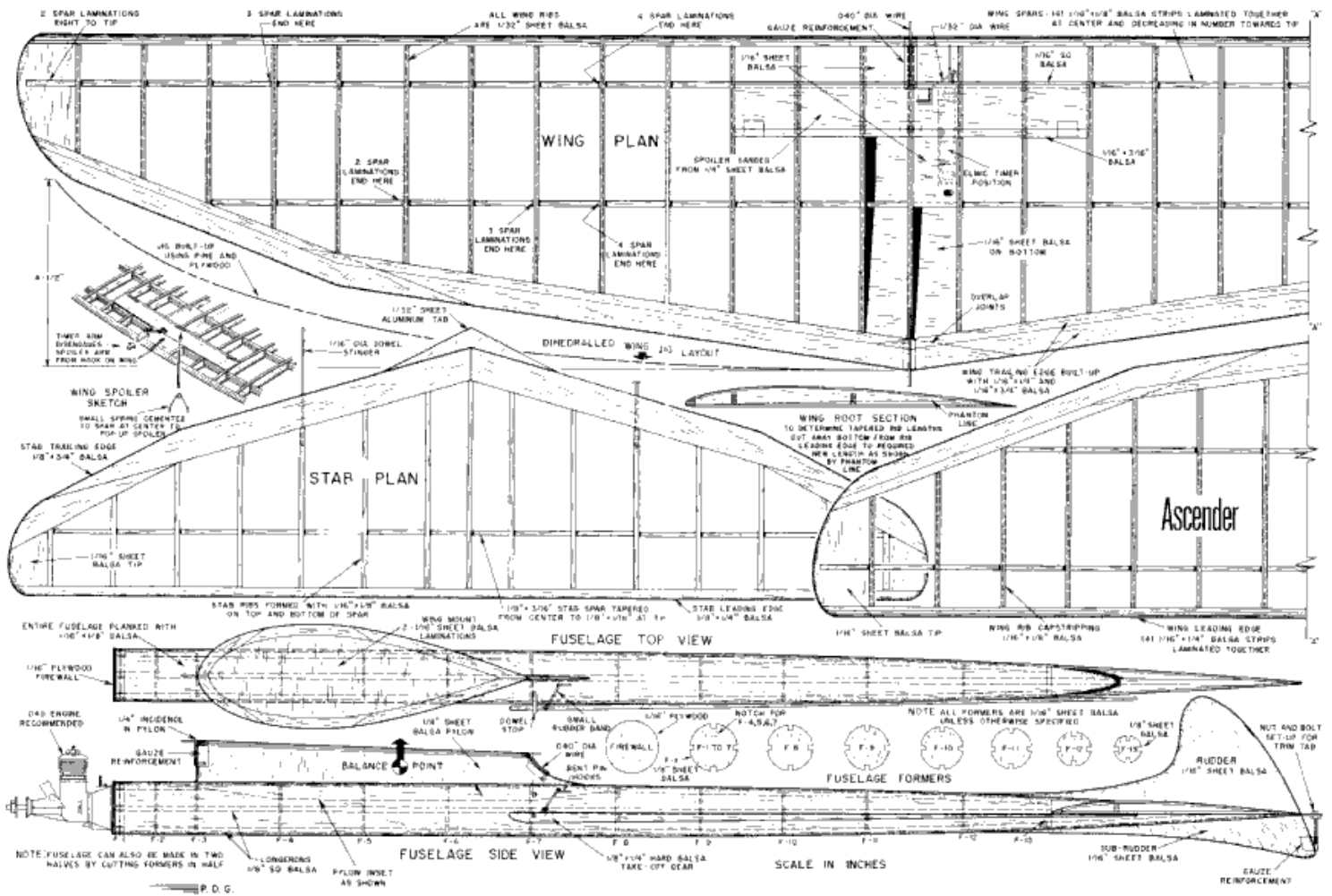


"AND THEN HE LETS IT GO AND KNOCKS ME FLIPPIN' 'ELMIT OFF."



Chauncey has knocked down another drone.

It happens every time he watches "King Kong."



Ascender
 Free flight model for .049 power.
 The wing tips have curved elliptical dihedral,
 and the complete wing was built on/in a one-off jig.

Ascender
 by Hal Roth, Fred Morton.
 From Model Airplane News August 1956
 43in span

Plan from Outerzone:
http://www.outerzone.co.uk/plan_details.asp?ID=4749



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}
October 11th	P & DARCS CARDINA - Roy Robinson Trophy SUNDAY: Texaco, Duration, Antique Glider
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



*Electric Texaco winners
at Cohuna
L-R 3rd, 1st and 2nd*