

The Thermaleer

SAM 600 of Australia Newsletter, Issue # 134

July - September, 2015.



Above: Six of the nine flyers who contested the Electric $\frac{1}{2}$ A Texaco event at Cohuna Oldtimer 19-20 September, 2015. Left to Right: Brian Laughton/Albatross (2nd), Gary Ryan/Megow Flash, Max Heap/Stardust Special (1st), Rod Carrick/Lanzo Bomber, Roger Mitchell/Red Ripper (3rd) and Steve Gullock/Stardust Special.

Below: Texaco winners at the Roy Robertson Trophy Left to Right: Kevin Fryer/Cumulus 2nd, Don Grant/Bomber 1st and Ian Robertson/Bomber 3rd.



NEXT COMPETITONS

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

** November 21st (Saturday) - VARMS & SAM600 Oldtimer "Fun" Day - 11am start - See advert herein

** November 29th (Sunday) - ECHUCA - Duration, Texaco, 38 Antique & Climb & Glide

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The Thermaleer is the official newsletter of SAM000 of Australia, Victorian R/C Old Timers Association (SAM600) Inc.



FROM THE PRESIDENT The flying season has started off with a rush where four weeks are finished. I have competed at Cohuna, West Wyalong ESGC, VMAA trophy Wallan Roy Rob Cardinia and Constellation SA. Whilst it has its pressures getting to all these events it is a great experience to meet and fly with all the different competitors, especially the inter-staters. I find it most enjoyable and well worth the effort. I would urge more SAM 600 members to do the same and join me and in my role of President I will be endeavouring to encourage all our members along this path with me.

I flew in the Oldtimer section of the VMAA Trophy. The oldtimer flyers were a great bunch of guys and this section of this event went off very well. See group photo below.

The Eastern States Gas Champs were flown at West Wyalong this year at the NSW Free Flight flying field. This is a great complex and a credit to the dedicated guys who are developing the site. There is a FF field and other areas which cater for all types of model flying. Facilities for camping are available and all modellers are very welcome.

Well that's about all for now, see you all at Cohuna in a few weeks and then Echuca after that. Do try and join us.

Safe Flying, Kevin Fryer.



SAM 600 Annual General Meeting
Meeting held on September 20th. 2015

Meeting Opened: The Meeting opened at 9.10am.

Chairman: Kevin Fryer.

Attendance: There were fourteen Members in attendance.

Apologies: Ray Hicks.

Visitors: Trevor Taylor.

Minutes of Previous Meeting:

Minutes of the Meeting held on September 21st. 2014 were accepted. The acceptance was moved by Lyn Clifford and Brian Laughton, carried.

Business Arising:

MAAA Sub-Committee

All Sub-Committee were disbanded and will be convened as a Working Group to advise on particular issues.

Contest Director

Brian Laughton gave a brief summary of the events organized in the past year. In 2014 Brian advised the meeting that if elected it would be the last time that he would accept nomination.

After considering this he agreed to stand again but a CD will be nominated on the day to run the event.

It was moved by Garry Ryan that we appoint a Sub Committee to appoint a CD on the day. Seconded by Rob Taylor, carried.

Treasurer's Report:

The Treasures reported that we finished June 30th. 2015 with a Bank balance of \$1129.63. This was accepted as presented. Acceptance moved by Brian Dowie and Garry Ryan, carried.

There was a total of 28 Members.

It was moved by Brian Laughton and Kevin Fryer that for the 2016/2017 Year our Fee will be a flat \$20. Agreed.

Anyone requiring a Hard Copy of the Newsletter will be charged an extra \$10. Moved by Brian Laughton and Kevin Fryer. Carried.

General and New Business:

ELECTIONS

Kevin Fryer vacated the chair and Rob Taylor assumed the chair for the elections.

President

Kevin Fryer was nominated by Garry Ryan and Pat Keeley.

Elected unopposed.

Vice President

Gary Ryan was nominated by Brian Dowie and Roger Mitchell.

Lyn Clifford was nominated but declined.

Elected unopposed.

Secretary/Treasurer

Brian Dowie was nominated by Steve Gullock and Lyn Clifford.

Elected unopposed.

Member

Pat Keeley was nominated by Brian Dowie and Garry

Ryan.
 Elected unopposed.

Newsletter

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

Safety Officer

Steve Gullock was nominated by Kevin Fryer and Brian Laughton.

Elected unopposed..

Contest Director

Brian Laughton was nominated by Roger Mitchell and Garry Ryan.

Elected unopposed.

Web Master

Laurie Baldwin was nominated by Gary Ryan and Roger Mitchell.

Elected unopposed.

General Business

Contest Calendar

Shepparton and Echuca will be two new venues this year.

Meeting Closed

10.05am

Victorian Old Timers Association SAM 600 Inc

Financial Statement for year ended June 30th. 2015

Bank at July 1st. 2014	1122.51
Plus Receipts	
Fees	650.00
Competitions	1104.00
Clothing	133.00
Sundry	10.00
Interest	<u>0.15</u>
	1897.15
Less Payments	
Newsletter (Thermaleer)	280.52
Trophies	497.50
Competitions	909.50
Clothing	125.76
Sundry	53.00
Postage	14.25
Bank Fees	9.50
Web Page	<u>0.00</u>
	<u>1890.03</u>
Bank Balance at June 30th. 2015	<u>1129.63</u>
Members	28

CONTEST CO-ORDINATOR'S REPORT From Brian Laughton

Here we are at the start of another summer season of old timer model competition. Let's hope we have more luck this year with the weather. So far we have only three out of six competitions flown although the last two at Cohuna were flown in near perfect weather with good results and attendances.

From now on it will be interesting as we have lost two of our old flying sites and are about to try two new sites at Shepparton and Echuca. So, in 2016, we will be going into uncharted waters although both clubs seem very enthusiastic about our competitions at their fields.

It has been very interesting to see the increase in flyers in the old timer electric events. Unlike some SAM Chapters in Australia we all seem to co-exist and get along very well, so much so that some of our I/C flyers are also flying electric. This makes for a very pleasant weekend's flying so keep it up fellas, this camaraderie makes our great hobby even greater.

The shorter engine runs and flight times seems to be to everybody's liking making our flying days much more relaxing.

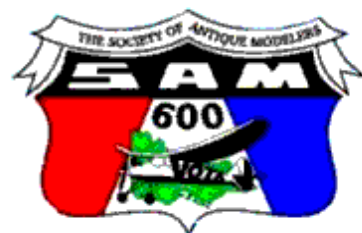
It was sad that Rob Taylor lost his shed through fire. Everything in it was destroyed including all his modelling gear and a lovely old car. All we can do is give him 100% support as it would be a dreadful setback.

I am writing this just before our 3rd attempt this year to run the Roy Robinson trophy at P & DARCS on next Sunday 11th October. The weather bureau predicts perfect weather so by the time you read this we will know whether they are right.

It is also with great sadness that one of our very good friends from South Australia, Dave Markwell, lost his daughter. We have no details but regardless of how, believe me, from personal experience, you never get over losing one of your children. Cheers, Brian L.



VARMS & SAM 600 OLD TIMER "Fun" DAY.



When: Saturday 21st November.

Where: VARMS Field, High Street, WANTIRNA SOUTH, Melways 72C1.

Open to all and any Old Timer Models, and veteran Woodies, be it I.C. , Electric, or Winch / Bunjie Gliders. Whatever. !!!

Assembly is from 11.30am. Events will Start at 12.00 pm Saturday Afternoon. and will start I.C. and Electric from the same flight line all at the same time. Subject to prevailing conditions, it is anticipated that a 1/2A competition event will be held, then an Antique Glider / Height Limited competition event, and then whatever else that can be put together as the afternoon develops, and the interest is there.

Given adequate safety provisions and subject to the CD's direction, all and any Old Timers can be flown from the Start Line during and within actual competition tasks, so that all and anybody can fly their " Old Timer " even if they don't have a competition plane with which to compete , or seek to compete. !!!

The essence of the afternoon is fun flying. !!!

DISASTER FOR ROB TAYLOR

On Thursday 10th September Rob Taylor went to the Cohuna flying field at 1.30 pm to test fly his new Texaco model and shortly after arriving he received a phone call from his daughter telling him to come home quick as his shed was on fire. He could see the smoke from the flying field.

Rob hurried home but nothing could be done. The fire brigade was there and put out the fire but there was nothing left. Rob lost his models, radio gear, engines, tools and his equipment for making his props, which, as a business, was starting to take off. He also lost a RAMBLER car that his father had bought new in 1962 which was in mint condition. Everything was destroyed, nothing was left.

When we arrived at Cohuna for our September comp he was trying to piece together enough models from the kind people that had given them to him so he could fly over weekend.

We are all terribly sorry for his loss, such as his father's car, that can never be replaced. All we can do is all pull together to help him get back on his feet again.

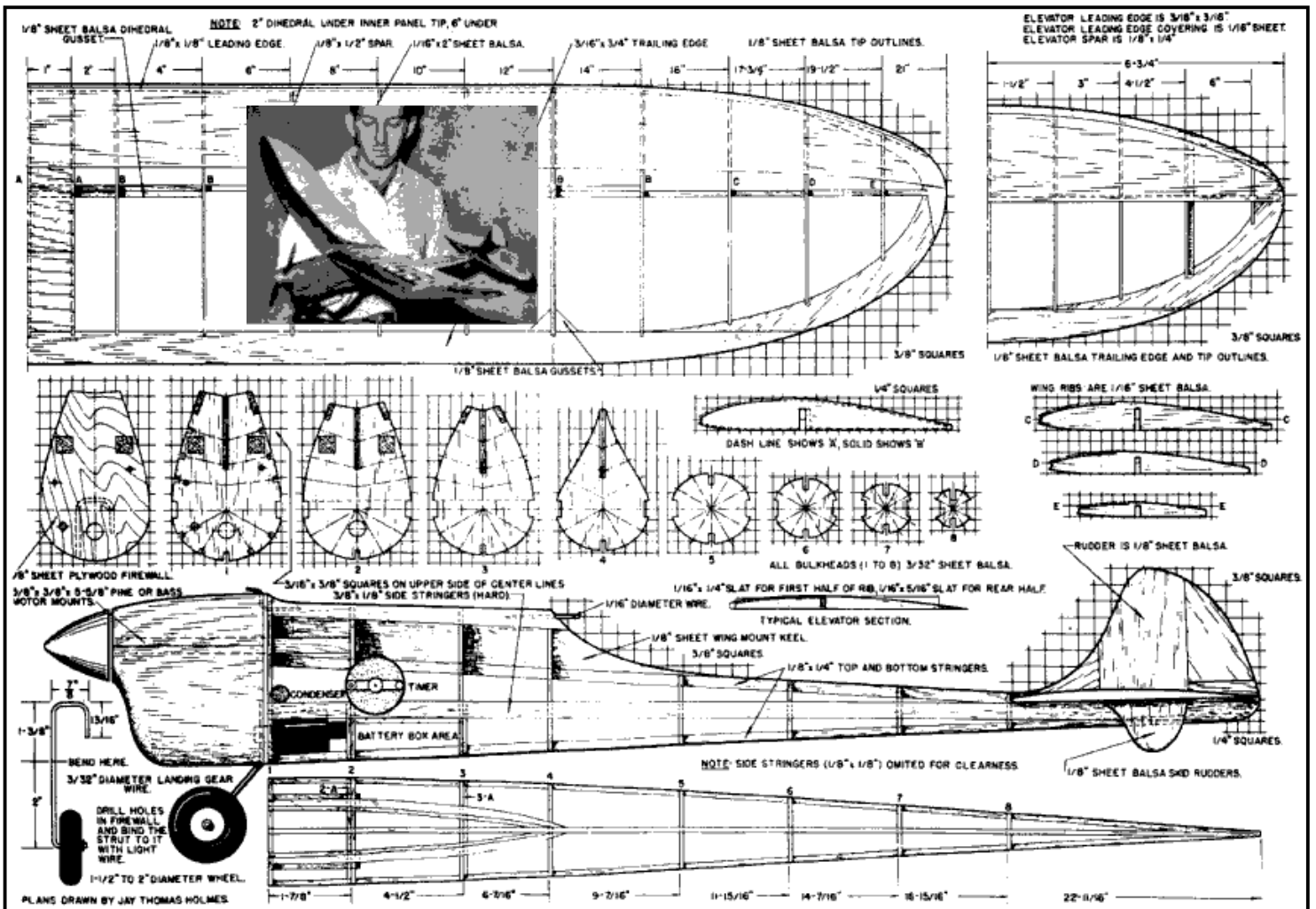
Kevin Fryer.
President SAM 600.





Above and right: Some of Rob's engines which were destroyed in the shed fire.

Below: Flying Goose (1946) wingspan 42" by Kenneth Fisher from Model Airplane News.



COHUNA 19th-20th SEPTEMBER 2015
Results from the Contest Director for IC Engines

1/2A TEXACO

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	L Clifford	Stardust	COX	420	420	420		792	2052
2	B Laughton	Albatross	COX	420	382	420	420	777	2037
3	K Fryer	Cumulus	COX	312	420	420	306		1152
4	P Keely	Stardust	COX	386	57	265	305		956

TEXACO

Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	B Laughton	Bomber	O S 60 f/s	420	420			779	1619
2	K Fryer	Cumulus	Forster 99	420	420			507	1347
3	C Collyer	Bomber	Enya 46 D	420	420			478	1318
4	R Taylor	Airborne	O S 61 f/s	420	420			475	1315
5	S Gullock	Bomber	Enya 53	420	415	420		262	1102
6	B McLean	Bomber	O S 40 f/s	304	323	333			656
7	G Gulbin	Bomber	O S 60 f/s	420	L/O				420
7	P Keely	Airborne	O S 61 f/s	420					420
8	L Baker	Berryloid	ASP 52	165					165
9	L Clifford	Racer	Enya 46	8	DNF				

DURATION

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	B Laughton	Playboy	Thunder Tiger 36	300	300	300		705	1605
2	L Clifford	Racer	YS 63	300	300	300		561	1461
3	K Fryer	Playboy	McCoy 60 spark	300	300	300		504	1404
4	R Hicks	Cumulus	YS 63	300	300	300		409	1309
5	G Gulbin	Playboy	OS 56 f/s	300	300	300		322	1222
6	B Taylor	Playboy	YS 63	220	300	300	300	320	1220
7	R Taylor	Playboy	YS 63	300	300	300		255	1155
8	C Collyer	Super Quaker	Rossi 40	300	165	277			742
9	B McLean	Bomber	ASP 61	135	208	164	238		610
10	B Dowie	Playboy	O S 40	172	182	212			566
11	P Keely	Bomber	O S 56	23	L/O				
12	S Gullock	Playboy	O S 52	23	DNF				

BURFORD

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	B Laughton	Dixielander	P/B	132	300	300			600
2	M Heap	Dixielander	P/B	233	223	298			531
3	L Clifford	Creep	P/B	300	175	226			526
4	C Collyer	Hat Trick	P/B	165	154	164			329
5	K Fryer	Dixielander	B/B	26	L/O	300	L/O		300

COHUNA 19th --20th SEPTEMBER 2015
Results from the Contest Director for IC Engines continued

'38 ANTIQUE

Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	K Fryer	Cumulus	Forster 99	135	420	420		710	1550
2	B Laughton	R C 1	OK Super 60	85	420	420		608	1448
3	L Clifford	R C 1	Atwood 49	112	383	420	420	513	1353
4	C Collyer	Trenton Terror	ED Hunter	126	318	420	420	L/O	840
5	S Gullock	Miss Polly	GB Burford	147	420	225	248		668

CLIMB & GLIDE

Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	S Gullock	Lil Diamond	Elec		615				615
2	G Ryan	Eagle	Elec		583				583
3	C Collyer	RC 1	Elec		292				292

COHUNA OLDTIMER 19th-20th SEPTEMBER 2015

Report from Brian Laughton.

Well, we have had our first comp of the summer season. From the previous Monday we kept our eye on the weather forecast, as it seemed too good to be true, with 20 odd degrees and light winds both days. As the week progressed it changed a little to 15-20kph winds abating to light in the afternoon on Sunday, so off we went on Friday with high hopes for a great weekend.

Saturday dawned perfect and remained so all day. The first event was 1/2A Texaco, both I/C and electric. It seems in this event that electric has become the more popular with only 4 entries in I/C and 9 entries in electric. Two of the flyers in I/C also flew in electric so if you take those out of I/C it would have left only 2 in I/C. Maybe people are losing patience with the temperamental Cox engines. Three of the I/C flyers got into the fly-off with Lyn Clifford being number one.

In electric all but one flyer, (who didn't make a second flight so we can only assume that something went wrong with his model) made the fly-off. So the flag dropped for the fly-off and 8 models were in the air instantly with the eventual winner being Max Heap with a time of 31 min 56 seconds, only 7 seconds ahead of 2nd place at 31min 49 seconds - a very close finish - a great comp.

By now it was lunch time and as usual the Cohuna club put on a feast with pumpkin soup for starters followed by hamburgers or sausages and finished up with fruit salad and cream. In fact, most of us wanted a nanny-nap after all of that but we had force ourselves to push on.

Next event was Burford with 5 entries, either the air was dead or the shorter motor runs are working with only one flyer qualifying for the fly-off.

The last event for the day was Duration and it had the top number of entries with 12 flyers. The lift must have improved for this event as there were 7 flyers in the fly-off, although the weather must have gone a bit dead as the fly-off winning time was only 11min 45 seconds, then dead calm and no fly-off for electrics. So ends a perfect flying day with not too much carnage.

Sunday morning dawned a little windy but still quite flyable. At 9am we held the AGM and started flying about 10.45am with Texaco being the first event with 10 entries in I/C and 3 entries in electric. As you can see from the results we had quite a few different designs, not all Bombers. We were due to have the fly-off at 12 o'clock but the wind had picked up quite a bit and it was agreed we would have lunch and see if the wind abates. Then, about 2pm the wind had dropped to a reasonable level and had swung 90 degrees so we resumed flying and held the fly-off for Texaco. Again the air was a bit dead with the winning time being 12 min 59 seconds in I/C and electric had a winning time of 14min 15 seconds.

The last event of the day was '38 Antique with 5 entries of which 4 flew in the fly-off with Kevin Fryer winning with a time of 11min 50 seconds again in calm dead air.

We were very pleased to see Brian McLean from Echuca arrive to fly even though he has now qualified to be the 4th member of the SILLY OLD BUGGERS CLUB by trying to tune his engine through a rotating propeller last week, welcome aboard Brian.

This again was a beautiful weekend. Thanks to the fellow upstairs for the terrific weather and most of all we thank the Cohuna club for all they do for SAM 600.

Cheers,
Brian L.

COHUNA 19th-20th SEPTEMBER 2015
 Results from the Contest Director for Electric Power

1/2A ELECTRIC TEXACO

Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1 M Heap	Stardust			600	600			1916	3116
2 B Laughton	Albatross			600	600			1909	3109
3 R Mitchell	Red Ripper			600	600			1185	2385
4 K Fryer	Atomizer			600	600			1091	2291
5 S Gullock	Stardust			600	600			1012	2212
6 G Ryan	Megow Flash			600	600			900	2100
7 G Gulbin	Stardust			600	95	600		885	2085
8 R Carrick	Bomber			600					600
9 C Collyer	Playboy			600	L/O				600

ELECTRIC TEXACO

Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1 L Baldwin	Bomber			600	600			855	2055
2 R Mitchell	Bomber			L/O	600	600		820	2020
3 G Ryan	R C 1			450	600	600		DNF	1200

ELECTRIC DURATION

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1 S Gullock	Lil Diamond			548	307	600			1455
2 M Heap	Kerswap			491	425	490			1406
3 G Ryan	R C 1			286	460	364			1110
4 C Collyer	R C 1			233	284	364			881
5 R Mitchell	Bomber			296	140				436



Top Left: Burford Winners - Max Heap 2nd and Brian Laughton 1st. **Above:** '38 Antique Winners - Lyn Clifford 3rd, Kevin Fryer 1st and Brian Laughton 3rd. **Bottom Left:** Duration Winners - Lyn Clifford 2nd, Brian Laughton 1st and Kevin Fryer 3rd



Clockwise from top left: 1. Lyn Clifford with his RC-1. 2. Lyn Clifford receiving his award. 3. Max Heap's Dixielander gets under way in Burford Event. 4. Fairly relaxing and layed-back at Cohuna. 5. Brian Laughton adding that last "special" drop of fuel to his Dixielander. 6. Rob Taylor releases Kevin Fryer's Cumulus, powered by a Forster 99, in the Texaco event.



Clockwise from the left:

1. Gary Ryan releases '38 Antique Trenton Terror for Col Collyer.
2. Col Collyer's Lanzo Bomber gained 3rd place in Texaco.
3. Col Collyer's Trenton Terror on approach.
4. Brian Laughton's RC-1 on approach in '38 Antique. Brian gained 2nd place in this event.



ROY ROBINSON TROPHY

11th OCTOBER 2015

Report from Brian Laughton.

At last we have been able to run this prestigious event, our third try for 2015. The weather bureau gave us so many changes of forecast during the preceding week we decided to go ahead regardless and see what Mr. Weather could throw at us.

As it happened it was a very good day with light winds and sunny skies until later in the day.

First event was Texaco with eleven entries. Unfortunately, we had a weather problem we didn't know about until we started flying. At about 400' the wind was about 180 degrees in direction to what we had at ground level.

Don Grant almost lost his model and it was only his great skill that brought it back home. Graeme Gulbin and I were not so skilled and we both lost our models UPWIND.

I believe Graeme's has been found unharmed and mine has been found with nose damage.

It was not all bad news as we managed to get five flyers into the flyoff with Don Grant coming in victorious followed by Kevin Fryer and one of the very old hands at old timers, Ian Robinson, coming third.

Laurie Baldwin had his hands full beating off his competitors in electric Texaco to come out the eventual winner.

Lunch put on by P&DARCS was very, very good with a great atmosphere in the club room.

Then to the grand prix of the old timers, DURATION, again with eleven entries and some very quick models.

Unfortunately some of us had engine troubles but we still got eight flyers in the flyoff which had a couple of spectacular break-ages in the air.

Don Grant's model broke both its wings off at the top of the climb resulting in a very quick journey back to earth.

At the same time, Trevor Boundy's model lost half its stab under power which resulted in some very fancy aerobatics on its way back to earth.

The winner of this event was Ian Robinson with his very reliable playboy, second was Rob Taylor, good to see him get a placing after his recent disaster, and third was Pat Keely with his Bomber.

Well that finished off a very eventful day. The high point of the day for me was Ian Robinson, a non- SAM600 member, winning the Roy Robinson Trophy. Congratulations Ian.

It has been a while since this has happened and the attendance of some of the old SAM600 members, we had Darryl Cope, Gra-hame McDonald, Fred Cheggwidden, Norm Campbell, Barry Barton, and of course the eventual winner Ian Robinson.

It was marvelous to see these old faces again and chew the fat over old times.

Well another Roy Rob is over. It took quite a long time to get there this year but we did it.

We would like to thank P&DARCS for their hospitality and my son Kim and his friend Ian for doing the time sheets for us.

Next year's Roy Rob will be one to remember as it is their 50th birthday and it will be a full weekend of fun.

See you all at the next comp in Cohuna early November. Cheers, Brian L.

Roy Robinson Trophy 2015

TEXACO

Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	D Grant	Bomber	Anderson Spitfire	17	420	420	420		920	2180
2	K Fryer	Cumulus	Forster 99	17	420	420	420		652	1912
3	I Robinson	Bomber	OS 60	14	420	420	420		587	1847
4	P Keely	Airborne	OS 60	10	420	420	78	420	518	1778
5	S Gullock	Bomber	Enya 53	10	420	420	420		460	1720
6	B Lawson	Bomber	OS 56	10	420	420	420		DNF	1260
7	N Campbell	Bomber	OS 60	10	L/O	420	420	296		1136
8	L Clifford	Racer	Enya 46	8	420	256	420			1096
9	T Boundy	Westerner	OS 60	8	313	210	189	161		712
10	G Gulbin	Bomber	OS 60	12	376	lost				376
11	R Taylor	Airborne	OS 61	10	ATT	133	DNF			133

DURATION

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	I Robinson	Playboy	Saito 65	23	300	300	300		520	1420
2	R Taylor	Playboy	YS 63	20	300	300	300		480	1380
3	P Keely	Bomber	OS 56	23	300	300	300		308	1208
4	K Fryer	Playboy	McCoy 60 spark	28	300	300	300		304	1204
5	N Campbell	Playboy	YS 63	20	300	300	300		110	1010
6	T Boundy	R C 1	Anderson Spitfire	28	256	300	300	300	L/O	900
6	D Grant	Bomber	West 36	18	300	300	300		L/O	900
7	G Gulbin	Playboy	OS 56 f/s	23	300	300	259			859
8	B Laughton	Playboy	Thunder Tiger 36	18	261	272	300			833
9	B Lawson	Bomber	Enya 25	18	176	300	300	204		804

ELECTRIC TEXACO

Name	Model	Motor		Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	L Baldwin	Bomber			420	420				840

ELECTRIC DURATION

Name	Model	Motor		Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	Steve Gullock	Lil Diamond			300	300				600
2	L Baldwin	Payboy			282	300				582



Above: Don Grant with his Lanzo Bomber after winning Texaco in the Roy Robertson Trophy and landing after winning the fly-off.
 Below: Getting Ready for the Duration Event at the Roy Robertson Trophy



Above: All ages compete in oldtimer events - Norm Campbell.

Above Right: Pat Keely and Kevin Fryer returning with their Duration model at the Roy Robertson Trophy.

Right: Carnage from Duration competition - it once was a Bomber.

Roy Robertson Trophy photos from Graeme Gulbin.
 Thanks Graeme.



Top Left and Right: *Robert Taylor with his Playboy and landing after the flyoff.*


Above: *Don Grant receiving his 1st Place Texaco trophy.*

Right: *Ian Robertson receiving his 1st Place Duration trophy.*



Right: *Winners in the Duration Event* Left to Right: *Pet Keely/Bomber 3rd, Ian Robertson/Playboy 1st and Robert Taylor/Playboy 2nd.*

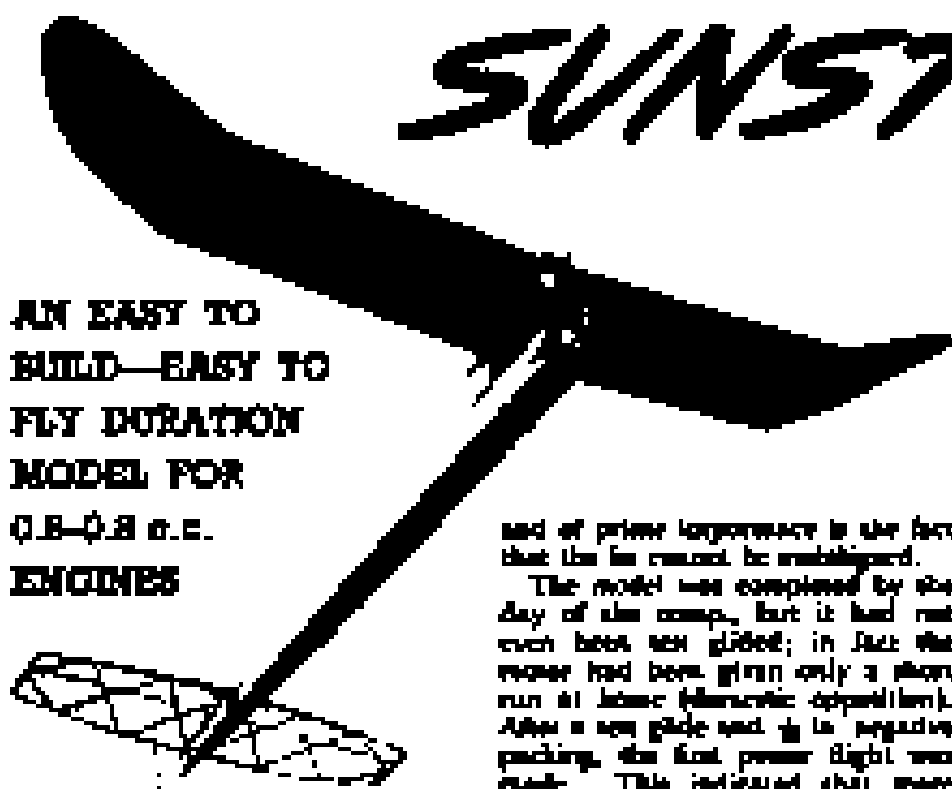
"Fred Stebbing Memorial" Champ of Champs - 2015

Event	1 st Place	2 nd Place	3 rd Place	No. in F/O	PROGRESSIVE POINTS I/C		
ROY ROBINSON 11th October, 2015					B Laughton	35	1st
Texaco	D Grant	K Fryer	P Keely	4	L Clifford	24	2nd
Duration	R Taylor	P Keely	K Fryer	6	K Fryer	22	3rd
Texaco Elec	L Baldwin			1	R Taylor	21	4th
Duration Elec	S Gullock	L Baldwin		1	P Keely	18	5th
BENDIGO 22nd FEBRUARY, 2015					D Grant	10	6th
Duration	R Taylor	D Grant	L Clifford	6	M Heap	6	7th
Duration Elec	R Mitchell	G Ryan	L Baldwin	1	B Stebbing	5	8th
1/2A Texaco	K Fryer	P Keely	L Clifford	4	C Collyer	4	9th
1/2A Tex Elec	M Heap	L Baldwin	R Mitchell	3	S Gullock	3	10th
Texaco	B Stebbing	L Clifford	P Keely	8	G Gulbin	2	11th
Texaco Elec	R Mitchell	L Baldwin	G Ryan	1	R Hicks	1	12th
					R Yates	1	12th
HADDON - CANCELLED DUE TO BAD WEATHER					T Boundy	1	12th
					N Campbell	1	12th
VIC / SA STATE CHAMPS { SAM 600 Members placings }							
Texaco	B Laughton	P Keely	R Taylor	5			
Texaco Elec	R Mitchell	G Ryan	S Gullock	3			
Duration	R Taylor	L Clifford	P Keely	5	PROGRESSIVE POINTS ELECTRIC		
Duration Elec	R Mitchell	L Baldwin		2			
1/2A Texaco	B Laughton	P Keely	L Clifford	3	R Mitchell	23	1st
1/2A E Texaco	M Heap	B Laughton	C Collyer	6	L Baldwin	22	2nd
Burford	B Laughton	M Heap	S Gullock	2	S Gullock	14	3rd
38 Antique	B Laughton	L Clifford	R Taylor	3	G Ryan	12	4th
COHUNA 19th-20th September 2015					M Heap	10	5th
1/2A Texaco	L Clifford	B Laughton	K Fryer	0	B Laughton	6	6th
1/2A Electric	M Heap	B Laughton	R Mitchell	7	C Collyer	3	7th
Duration	B Laughton	L Clifford	K Fryer	7	G Gulbin	1	8th
Duration Elec	S Gullock	M Heap	G Ryan	0	K Fryer	1	8th
Burford	B Laughton	M Heap	L Clifford	1			
Texaco	B Laughton	K Fryer	C Collyer	5			
Texaco Elec	L Ballwin	R Mitchell	G Ryan	3			
38 Antique	K Fryer	B Laughton	L Clifford	4			
Climb & Glide	S Gullock	G Ryan	C Collyer	0			

SUNSTREAK

by
**BRIAN
PAULNER**

**AN EASY TO
BUILD—EASY TO
FLY DURATION
MODEL FOR
0.8-0.8 c.c.
ENGINES**



THIS little 1/4 A F/F model was built as a rush and crunched in a rush—on a good procedure perhaps, but necessary in view of an intention to participate in a competition. The competition started with the U.S.A.F. International, Lasca, where each year they hold a model competition. Having acquired a Wasp 0.49, I decided to build a model over Michael Ward, an P.A.S. power design for the S.E. 0.49, with which I have made many flights. Success was the result.

Flighting is the big feature of the Sunstreak, with its all three flaps and its. The large being behind the tailplane, the model has a longer moment arm than is usual and the fin has a remarkable stabilizing action. When tried as a glider it was found that by moving the fin to this rearward position the pull was from the end of the chord was striking. The model would recover like the glider with the loss of height; this has a direct application to power models and at the end of the power run the recovery of the Sunstreak will be found to be perfect. A second advantage is power stability,

and of power longevity is the fact that the fin cannot be stabilised.

The model was completed by the day of the comp., but it had not even been test glided; in fact the motor had been given only a short run at lower electric opposition. After a few glides and a little negative packing, the first power flight was made. This indicated that more right rudder was required and after adjustment, the second flight was perfect. Flights three and four were in the crowd and were good enough to win first place. Incidentally, the second flight was a 3 min. minimum, and would have been a goodbye flight except for the disconnection, which is essential. The model will easily get off ground by resting it on its tail at 30 deg., where it will climb away in a steep spiral climb.

Wings

Start first with the wings; they may look complicated but in fact this type of construction, known as gundee, is quite easy to build, and pays off big dividends in being warp free under all wet or hot conditions. The inboard right hand wing panel has 1/2 in. wrap-on balsa into it, to stabilize the climb by holding up the right hand wing in a right climb. It is essential to build this line the wing as it cannot be warped in afterwards.

After cutting out the ribs, lay out on one diagonally and square up the leading and trailing edges. The other ribs running crosswise will have to be cut at the centre and connected

in place to the trailing ribs as well as the leading and trailing edges. The slot for the main spar is built out and such also ribs in position, by carefully laying a ruler over the top of the wing and nicking the ribs with a sharp razor blade. Cover with jap or similar tissue and give two coats of clear dope. The wing should weigh 1/2 oz.

Fairings

The two sides are cut from balsa 1/2 in. sheet and the corners connected to them. Make the pylons from trailing edge stock. The front fairing is cut from 1/2 in. ply and connected to position with the engine bolts already in place. Add the 1/32 in. sheet top and bottom, sand up smooth, and then cover with lightweight tissue, doped on. Finally, apply a coat of clear proofer.

Tailplane

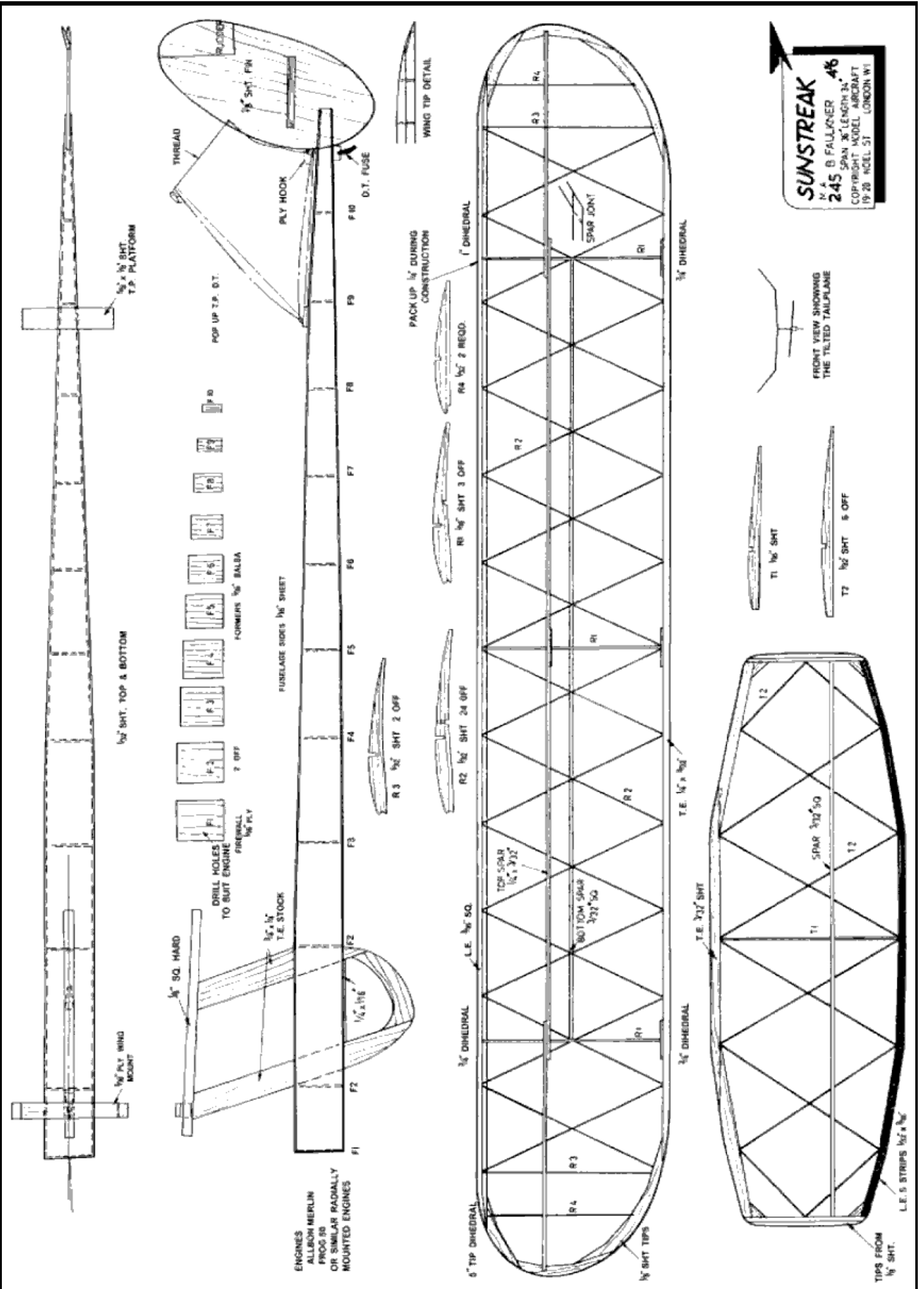
The tailplane is a little unusual. The leading and trailing edges are laminated, i.e. made up from strips cemented together to form the curve. Cement the propeller ribs in place and add the 1/2 in. spar at with the wing. Cover with jap dope and give one thin coat of dope and one of clear proofer. This tail construction is really warp proof. The model was gone to a test for three days—and it returned—but the tail did not warp at all.

Tribunals

The nose should have 1/2 in. balsa. Add right rudder in right glide. The power down is also up the right, then giving perfect recovery. Although originally powered with an 0.49 Wasp, the 0.8 c.c. Alton Merlin or any 0.8 c.c. motor that can be readily mounted would be suitable.

★ **More Than
Two Hundred**

plans are listed in the MODEL AIRCRAFT PLANS CATALOGUE—rubber and power driven models, gliders, solids, control line and free flight, etc. Just send 3d. in stamps to "PLA" Sales Dept., 18-20 Broad St., W.I.



SUNSTREAK
 N.A. 245
 8 FALKNER 46
 SPAN 36"
 LENGTH 34"
 COPYRIGHT MODEL AIRCRAFT
 1928 NOEL ST LONDON W1



Announcement and Invitation

Come fly with us in the

2015 International 1/2 A Texaco Postal Challenge

The Old Timers, SAM 2001 of Italy, invite all SAM Chapters to compete for the Frank Ehling International 1/2A Postal Texaco Challenge for 2015. This model airplane event has been flown annually since 1985.

Your team can pick any day for flying during the thirty day window, Sept. 20th through Oct. 25th. Once you start flying do not change to another day. If a team member is unable to participate at the team site he may fly at his location on the same day and report results to you.

The results should be recorded as follows: Members name, Model, wing area, weight, and times of Fit 1, Fit 2, Fit 3 and total. Please list the results for all team members. The sum of the times of the three highest scoring fliers will be the team score (see note).

Team managers are asked to comment on the weather and flight conditions, the date and location flown. Please include your SAM Chapter number, address, telephone number and e-mail address. Send results to: Santoni Curzio - E-mail: cusanton@tin.it The results are due by Oct. 30th, 2015.

All SAM chapters are encouraged to join the fun and make it a very competitive event. We look forward to receiving your results and a photo of your team.

Note: SAM 2001 1/2A Texaco rules apply (15 min. max, best two of three flights). See SAM's Web site for complete rules.



ENTRY FORM

2015 International 1/2 A Texaco
Postal Challenge
Jan. 2015
SAM 1/2 A Texaco Rules Apply



SAM Chapter: _____

Participants Name	Model	Wing Area (sq. in.)	Weight (oz)	Flight 1 (sec)	Flight 2 (sec)	Flight 3 (sec)	Total Time (sec)
1.							
2.							
3.							
4.							
5.							
6.							
7.							

Total time is sum of best two flights, 15 minute maximum.

Grand total:

Flying date:
Weather :

TEAM MANAGER:

Signature: _____

Address: _____

Replies to:
Santoni Curzio - SAM 2001
Via A.Zanetta, 118 2 11
00143 - ROMA
ITALY
Email: cusanton@tin.it

Telephone: _____

Email: _____

CLASSIC AND VINTAGE WEEKEND

(Incorporating the Roy Robertson Trophy)

23rd & 24th January 2016

9.30am to 5.30pm

P&DARCS, Burley Field, Cardinia

Join us in celebrating our 50th Anniversary



Classic Aerobatics



Foam gliders mass launch



Classic kit models

Saturday, 23rd January



Texaco and Duration



Vintage Gliders

Sunday, 24th January



Classic kit models

Saturday Night Anniversary BBQ, cutting of P&DARCS Birthday cake and night flying.

Entry Fees: \$5.00 per model to a maximum of \$20.00

Saturday night BBQ at canteen prices. BYO drinks.

Free camping - tents or caravans.

Check our website for more details - www.pdarcs.com.au

CLASSIC AND VINTAGE WEEKEND

23rd & 24th January 2016

9.30am to 5.30pm

P&DARCS, Burley Field, Cardinia

Classic Kit Models

The models we have grown up with and loved are growing in popularity again. You may still have a dusty one in the back of your workshop. Dust it off or build a new one. Plans are available for download in a lot of cases and due to the mostly small size can be built out of your scrap box in no time at all. Go on, build your childhood dream and take part!

Eligibility

Any kit or plan model designed or produced between 1950 and 1980 approx. in other words, the hey-day of traditional modelling. Think of Hearn's Hobbies, Aeroflyte, Carl Goldberg, Top Flite, Sterling, Pilot, Graupner etc. and you will get the idea. Gliders or power models, winch, i.c. or electric are welcome in this class.

Competition

Nominate a flying time in minutes.

Take off, ROG or hand launch. To make it easier, all full minutes in the air will be announced for you.

Land as close to the nominated time as possible. Penalty points for any seconds over or under time.

Landing points are awarded for touching down in inner or outer circle. (Remember them?)

A judge will also award a score for flight performance befitting the model presented.

Foam Gliders

A classic in its own lifetime, the foamy is at home in large numbers in every club all over the country and the world. So, why not include it in this event and have some fun? P&DARCS is celebrating its 50th anniversary, let's see if we can get fifty foamy's in the air in round 1. That, surely, would also have to be a record. It's all up to you, we depend on you to make it happen!

Eligibility

Any electric powered foam glider, any size, no restriction on power system as long as it's flying safely.

Competition

Mass launch on count of three.

20 seconds motor run terminated by air horn signal.

The first three* models landing are eliminated from the second round.

Last one landing wins!

The contest director can, at his discretion, award 'Wildcard entries' into the next round to eliminated competitors.

(* actual number of eliminated models will depend on the number of entries.)

RESULTS

38 Antique				
Kevin	FRYER	Cumulus	Forster 99	1800 380
Peter	SCOTT	Rec Breaker	Forster 99	1800 511
Peter	J.SMITH	Westerner	Madewell 49	1800 454
Grant	MANWARING	RC1	Burford 5cc d	1800 392
David	BEAKE	Westerner	Anderson Spitfire	1800 208
Colin	COLLYER	Trenton Terror	Ed 3.46 d	1784
Peter	Van de WATERBEEEMD	Long Cabin	6B 5cc d	1781
Jim	RAE	Rambler	Forster 29	1770
Basil	HEALY	RC1	Sparey 5cc d	1260
Dave	BROWN	Fiamingo	O&R 60	600
Gordon Burford Event				
Peter	SCOTT	Zoot Suit	Taipan plain	900 354
Grant	MANWARING	Dixielander	Taipan plain (T)	900 261
Peter	J.SMITH	Spoofem	Taipan plain	900 250
David	BEAKE	Ollie	Taipan plain (T)	900 244
Bob	MARSHALL	Zoot Suit	Taipan plain	900 185
Basil	HEALY	Dixielander	Taipan Plain	860
Jim	RAE	Amazoom	Taipan BB	847
Geoff	POTTER	Spacer	Taipan plain	832
Peter	Van de WATERBEEEMD	Tomboy	Taipan BB	719
Kevin	FRYER	Dixielander	Taipan B/B	289
Duration				
Peter	J.SMITH	Playboy 115%	McCoy 60	1260 880
Kevin	FRYER	Playboy 112%	McCoy 60 spk	1260 845
Dave	BROWN	Bomber 85%	Saito 56 4/	1260 769
Paul	FARTHING	Playboy	YS 53 4/	1260 720
Peter	Van de WATERBEEEMD	Stardust Spl 170%	Saito 62 4/	1260 117
Geoff	POTTER	Playboy 105%	Nelson 40	1260
Grant	MANWARING	Bomber 85%	Saito 62 4/	1254
Jim	RAE	Lion Cub 130%	Saito 56 4/	1190
Brian	DOWIE	Playboy 105%	OS 40 2/	902
David	BEAKE	Bomber	McCoy 60	769
Peter	SCOTT	Playboy 112%	McCoy 60	291
Colin	COLLYER	Super Quaker	Rossi 40	L/O
1/2a Texaco				
Jim	RAE	Pine Needle	402	
David	BEAKE	Stardust Spl	290	
Peter	Van de WATERBEEEMD	Lil Diamond	269	
Peter	J.SMITH	Lil Diamond	258	
Kevin	FRYER	Cumulus	241	
Peter	SCOTT	Stardust Spl	222	
Basil	HEALY	Stardust Special	L/O	
Cabin Scramble				
Peter	J.SMITH	1414 sec.		
Kevin	FRYER	1084 sec.	ESGC Top Gun - 2015	
Peter	Van de WATERBEEEMD	1027 sec.	Peter J. Smith	
Jim	RAE	998 sec.		
Basil	HEALY	917 sec.		

**EASTERN STATES GAS CHAMPS
WEST WYALONG**

3-4 October, 2015.

Report and Photos from Kevin Fryer.

West Wyalong was a long way but was well worth the effort.

I met a great bunch of free flight guys plus their wives. Their models were high tech and very enjoyable to watch.

SAM events on Saturday were close events and the weather was excellent.

Sunday was very windy unfortunately and the brave flew Cabin Scramble, which was suited for the windy conditions.

1/2 A Texaco was started, however, finished after the 2nd round.

Saturday night included a spit roast a few reds and long chats around the camp fire where very enjoyable.

I will have three weeks to recover before Cohuna on November 7th - 8th.

Good Flying, Kevin Fryer.



Above: Steve White and Dave Brown take it easy between comps.



Left:
At the Eastern States Gas Champs at West Wyalong. Cabin Scramble competitors
L to R:
Jim Rae 4th,
Kevin Fryer 2nd,
Peter Van de-Waterbeemd, 3rd,
Peter J Smith 1st,
Basil Healy 5th.



Left:
Gordon Burford Event winners

L to R:
Grant Manwaring 2nd
Peter Scott 1st
Peter J Smith 3rd



Right: *Three Oldtimers comparing notes : Jim Rae, Don Southwell and Brian Dowie.*



Left:
'38 Antique Winners
L to R:
Peter J. Smith 2nd
Kevin Fryer 1st
Peter Scott 3rd.

Childbirth at 65

With all the new technology regarding fertility recently, a 65-year-old friend of mine was able to give birth. When she was discharged from the hospital and went home, I went to visit. 'May I see the new baby?' I asked. 'Not yet,' She said 'I'll make coffee and we can visit for a while first.' Thirty minutes had passed, and I asked, 'May I see the new baby now?' 'No, not yet,' She said. After another few minutes had elapsed, I asked again, 'May I see the baby now?' 'No, not yet,' replied my friend. Growing very impatient, I asked, 'Well, when can I see the baby?' 'WHEN HE CRIES!' she told me. 'WHEN HE CRIES?' I demanded. 'Why do I have to wait until he CRIES?' 'BECAUSE I FORGOT WHERE I PUT HIM, O.K.....?!!'

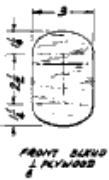


Constructional drawings for Rebel III. Note that the Best Official Times quoted are slightly at variance with Peter Bowers' own records used in the text.

BEST OFFICIAL TIME
30s. M.R.
AUG. 38 - 19m 40s
SEPT. 38 5m 10s
AND 7m 34s

MODEL FLIES
TO RIGHT
GLIDES LEFT
RIGHT THRUST
LEFT WASHOUT
SLIGHT LEFT
RUDDER

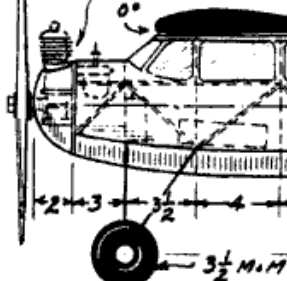
3° RIGHT
THRUST



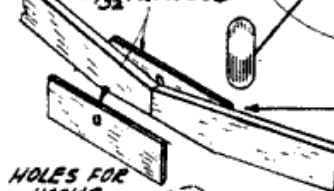
OHLSSON POWERED
14" DIA. PROP

4-1/16" STRIPS
STEAMED TO SHAPE

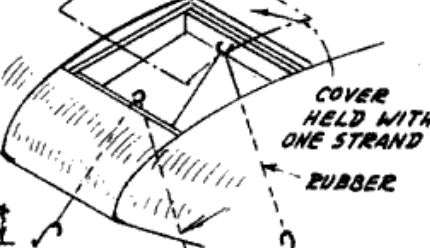
1/8 PLYWOOD
BLEND
0°



SPAR SPLICE
3/32 PLYWOOD



HOLES FOR
HOOKS



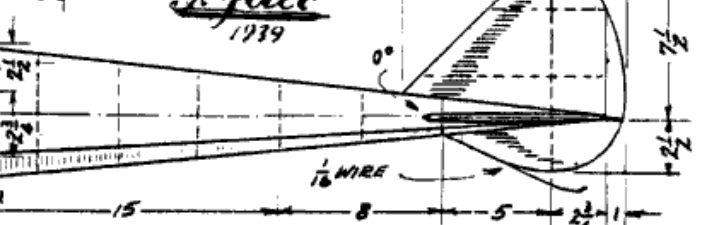
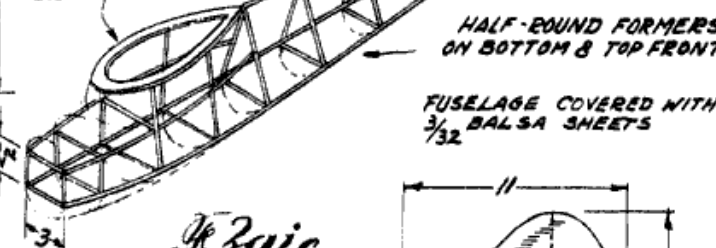
1/16 SHEET



TAIL SURFACES
COVERED WITH 1/16 Balsa-Ribs
AND SPAR FOR STIFFENING



1/16 PLYWOOD



THE REBEL PETER BOWERS
LOS ALTOS CALIF

2° WASHOUT

1/8 WIRE

1/16 DURAL

RUDDER ADJ.

28

4

2 1/2

9

33

2 1/2

3

3

3

3

3

3

3

3

3

3

3

3

3

3

3



GOTTENBERG 497-1/2 Balsa Rib

The Rebel
1939

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.

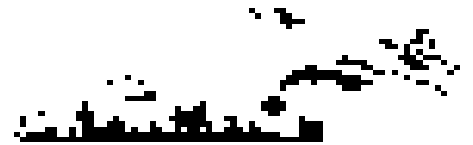
November 7th-8th	COHUNA	Saturday 1/2A Texaco, Burford / Electric Coota & Duration Sunday Texaco, 38 Antique & Climb & Glide
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November 21st (Sat)	VARMS & SAM600 - Old Timer "Fun" Day - 11am Start	
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November 29th	ECHUCA	Sunday Duration, Texaco, 38 Antique & Climb & Glide
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Got a Problem? Just Ask Willie

Write to Willie Washout, the famous, self-appointed authority on all things R/C, care of your CAM Editor, Marvin Hinton.



Dear Willie,

There are many things that frustrate us R/C flyers but I think the most aggravating to me is when my engine quits on the runway just seconds before I am ready to start my take off run. It seems like the more trouble I have in tuning my two stroke engine to run properly in the pits, the more often it will quit just after I go out and am ready to take off. Is this thing trying to tell me something or is it just testing me to see how far it can push me before I stomp it into oblivion?

Frustrated Pete.

Dear FP,

Hey Mate, better it should quit on the runway instead of four or five seconds later, huh? But that's not answering your question is it?

Yes, I think your engine is trying to tell you something. It is trying to tell you to stop fiddling with it every time you get ready to fly. Some guys just won't leave those little air mixture knobs alone. You sound like one of them.

I once had a friend named Harvey who bought a foreign car. He was always fiddling with it and it never really ran well. One day he came to me and asked me for some advice. I told him, "Harvey, go out in the back yard and dig a big hole. When you get the hole dug, take all of your tools and throw them in the hole and bury them.

Then go out and find yourself a good foreign car mechanic."

Now here's my advice to you, Pete. Ask the best engine guy in your club to adjust that thing for you and then leave it alone. If it is still unreliable, you've got more problems than the air/fuel mixture.

Just between you and me Mate, I'd dump the thing and buy a four stroke, adjust it a tad rich and then forget about it.

Willie.

(From Marvin Hinton; Newsletter of the CAM)

