The Thermaleer

SAM 600 of Australia Newsletter, Issue No.136 January-March, 2016.

The Duration flight line at the recent SAM 1788 Championships at Canowindra, NSW, over Easter. Great weather for most days.

SAM 600 President, Kevin Fryer, with his McCoy 60 Playboy at the 2016 Roy Robertson Trophy, held at P&DARCS 50th Birthday Bash.

NEXT COMPETITONS

April 16th & 17th	Echuca	Saturday: 1/2A Texaco, Burford, Duration. Sunday: 9am General Meeting. Texaco, '38 Antique, Climb & Glide.
April 30th & May 1st	Monarto S.A.	VIC/SA Champs.
May 14th & 15th	Ballarat (new field)	Saturday: 1/2A Texaco, Burford, Duration. Sunday: Texaco, '38 Antique, Climb & Glide.
May 21st & 22nd	Cohuna	Saturday: 1/2A Texaco, Burford, 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.

VALE
Graeme Sinclair

Just before Christmas Kevin Fryer, Steve Gullock, Cliff Mc Ivor and myself went to Bendigo to attend the funeral of Graeme Sinclair, not all of you will have known Graeme although you may have heard his name.

I have known him since 1951 as we both flew in the same club in Caulfield, we flew both control line and free flight, then in 1968 when proportional radio came on the market he pestered me into getting some and taking up the hobby again, we flew together until he moved to Bendigo and we lost contact.

About 1990 I went to a Roy Robinson contest as a spectator and there was Graeme flying his playboy with the famous McCoy 60 up front going like a cut cat and I mentioned to him it was like our old days flying free flight and his reply was "yes, but you don't have to chase the buggers do you ", he then encouraged me to take up old timers and I am still doing it, so I have him to thank for getting me into this form of the hobby.

He was a fierce competitor and flew at every contest that was held and was a well known figure at the Nationals and Canowindra in the early days of that event, many times putting Victoria at the top of the score sheet.

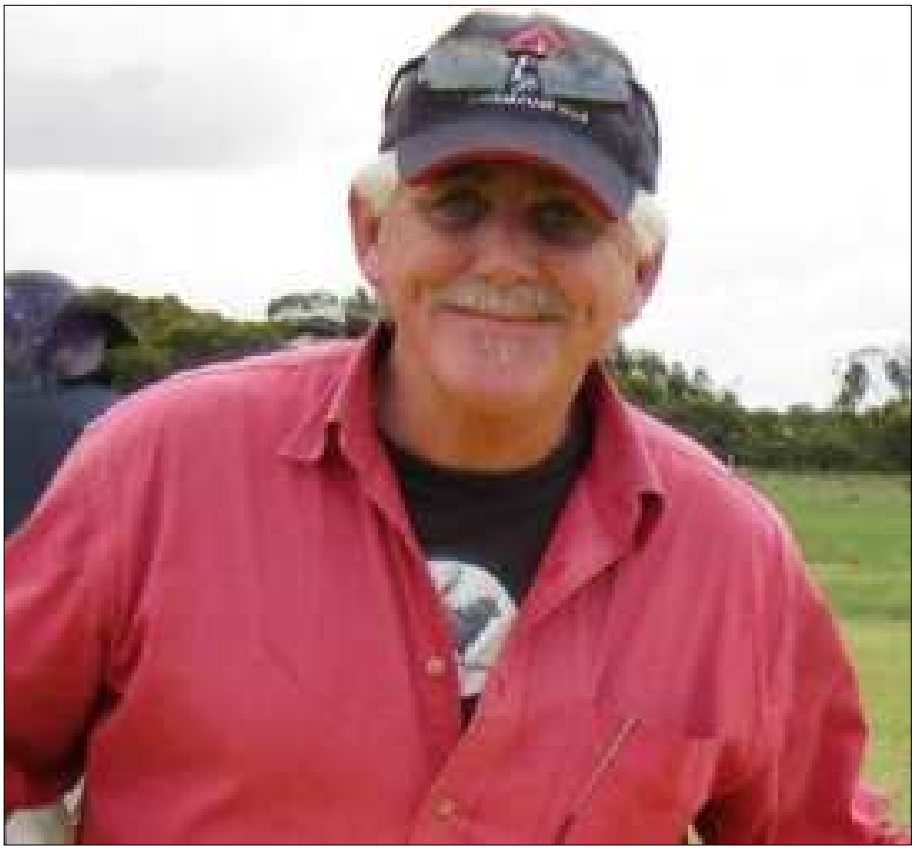
Unfortunately he got out of old timers about 15 years ago and went into ARF's, but on his death there was still his famous M G 2 in his workshop and I'm sure his son Stuart will keep it forever.

Graeme was considered by all to be one of the best builders and flyers we have ever had, even in the old days back in the 50's his models were always perfect, he is one of only 2 flyers ever to receive a Roy Robinson permanent trophy because he had won the event so many consecutive times.

I will miss calling in on him on my way up to Cohuna and having a pie and a beer for lunch and chat about old times and I will miss him as a life long friend now gone .

Brian Laughton.

VALE
Brian Leslie Stebbing



Sadly Brian passed away on 18th of February, 2016, aged 60 yrs.

He was many things to many people. We know him for his keen and competitive nature within the Society of Old Timer aeromodelling. Angela and Brian were very close and enjoyed travel. Together they established and ran a Nepalese restaurant in Adelaide and assisted the Nepalese community in South Australia. One of his distractions was to play guitar in a rock band with some mates. After retiring from the restaurant business he took up lawn bowls with great enthusiasm, and probably was working on a way to make faster bowls.

This brings us back to model engines. In his early years, his father Fred and Brian raced go-karts and with the engine tuning skills learnt, he spent many hours on his lathe and mill improving and developing. Initially, Duration class engines, and recently 2cc engines for the Phantom class at Canowindra this coming Easter. Apparently he had a faster model than in 2015, ready to go.

He was very keen on ½A and was responsible for the popularity of the Stardust Special, even consulting with Don Broginni and getting the variables in writing.

Brian was a strong competitor in Old Timer and regularly drove to Victoria for the Sam 600 competitions in order to win the Fred Stebbing Memorial Perpetual Trophy. 2015 saw Brian and Angela drive East to compete in events at Canowindra, NSW, Queensland and the Nationals.

An active member of the Willunga Vintage MAC, and South Australia Old Timer Association (SAM 1993), as well as the Victorian Old Timer Association (SAM600).

Ironically, Brian was the second youngest member in the South Australian group. He was always willing to help, and his upbeat personality will be missed.

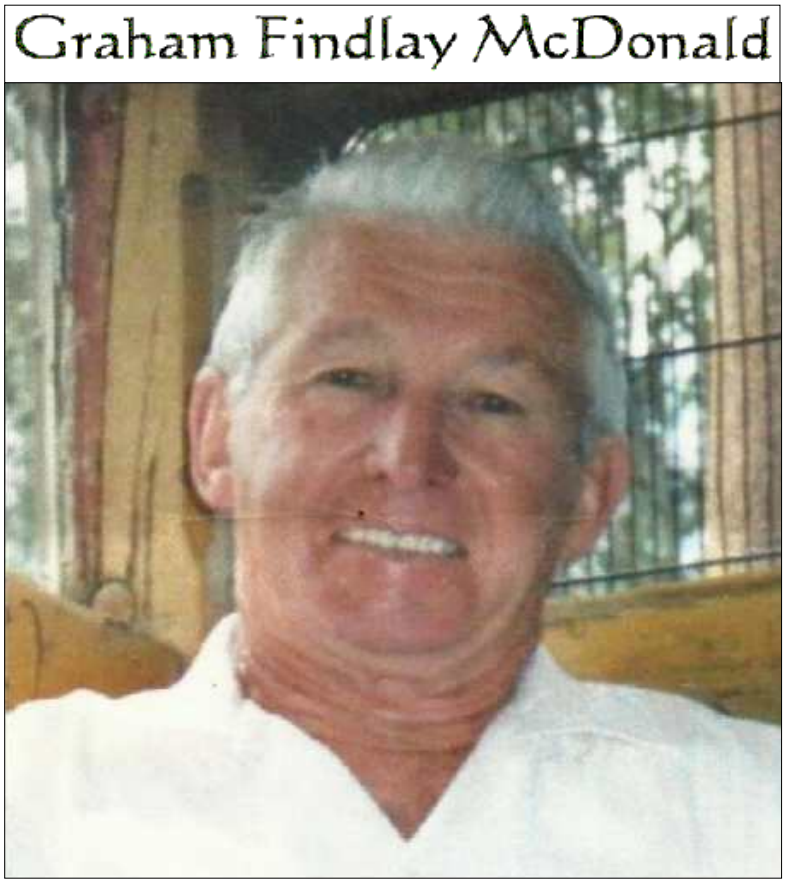
Dave Markwell SAM 1993

Above: Joint winners of the Fred Stebbing Memorial Trophy for 2014, Brian Stebbing and Kevin Fryer. Right: Brian with his ½A Stardust Special after winning the ½A event at the Queensland Oldtimer State Champs in 2014.

VALE

Graham Findlay McDonald.

Graham Findlay McDonald was Born in Dunedin, New Zealand, on 1st October, 1924, and died in Frankston, Victoria, 15th February, 2016.



Graham was a foundation member of SAM 600.

He participated in the then called "SAM Seminar" at the Laverton Air Force Base in 1984, when we were known as the "The Sam Southern Region"

This seminar was the idea of Roy Robertson, who died about this time, and it was subsequently decided that this was to be an annual event called the "Roy Robertson Memorial Trophy" which is held each year to this day.

I remember Graham's Miss America had a fly away at Laverton, Graham went to retrieve the model only to see a horse bite the fuselage in half, just as he was nearing the Model, a story told by him many times.

Graham was a fierce competitor as were his two sons, Ashley (Aero Models) and James (Yachts), and when ever he was asked about some technical detail of his model would invariably answer: I cant tell you that ---- it's a SECRET.

Graham was a man of may parts. He was the only civilian employed at HMAS Cerberus in charge of the Sea Cat training facility, he was a sailor and had owed many yachts, an early pioneer under water diving, had many early English motor bikes and Harley Davidson's.

He was an early member P&DARC'S and SWAMPS and SAM Southern Region now SAM 600.

One of his claim's to fame was to drive under the closed farm gate to the SWAMPS field in Jenny's brand new car, I believe every panel was damaged

Kind regards Trevor Boundy

Above is Graham with his Miss America, and at the right Jenny's Car.

VALE
David Owen

Sadly we have to report that David Owen passed away peacefully at home with his family around him on Thursday March 17, 2016. He was 72.

David was a highly respected member of the aero modelling and model engineering community. He was one of the rare few true gentlemen, as well as being a superb engineer, a wonderful raconteur with a keen sense of humour and blessed with an almost encyclopaedic mind. He was always so generous and willing to share his vast knowledge.

David will for evermore be remembered for his last major project, the Owen T2.5 diesel engine, based on the Mk3 Taipan 2.5cc Diesel from 1957-59 by Gordon Burford. It will be treasured by collectors and competitors alike as a truly a great engine.

The model engine fraternity has suffered a sad loss as has many relatives and friends. His name and good reputation will remain in model history for many years.

David, we will miss your fellowship. SAM 600 express their sincere condolence to Ceila, sons David, Samuel and Patrick and family.

FROM THE PRESIDENT

Kevin Fryer.

It has been a very busy start to the year. The 50th Birthday BASH at P&DARCS worked out very well. It was good to have SAM600, P&DARCS and members from VARMS all working together to make it happen.

The Cohuna gang were very disappointed that NSW didn't put on Nationals, and it was decided that the SAM Chapters should run a Nationals at Shepparton on March 4th 5th & 6th. It was left to Brian Dowie to make this happen, a Nationals usually takes 12 Months to get approvals etc from the MAAA but Brian did it in 3 months. So many thanks to Brian for the hours spent for us to have Nationals.

The temperatures at Shepparton were over 40 Degrees and many found this a bit too much. It was put forward that a cut off for a temperature of between 32 and 35 be introduced where we stop flying and go to the pub. This to be sorted out at the next meeting.

Canowindra. There were two gentlemen that were not with us this year, Brian Stebbing and David Owen. I hope you were both sitting on a nice cloud watching what was going on. David, you are responsible for me getting out of bed early in the morning, going for a walk and doing a bit of exercise to be fit enough to fly Brian's Phantoms. When I was rules chairman nothing was too much trouble for David to sort out engine classifications for me and the engines you have produced is a lasting legacy of your special talents. I for one will never forget you.

Brian it was a great honour for me to be able to fly your Phantoms for you, the engines were both set up perfectly. Twelve months hard work paid off with two wins and the PHANTOM SHIELD. I will sincerely miss our discussions on how to make these things go faster.

You will both be sadly missed by all of us and especially by Angela and Ceila, your friends and families.

See you all at Echuca.

Kevin Fryer.

CONTEST CO-ORDINATOR'S REPORT

Brian Laughton.

Hi Fellas, Well another three months have passed and I hope you all had a great Christmas and a happy new year.

Our first comp of the year was the Roy Robinson and the 50th Birthday bash by P&DARCS.

The Saturday was very well supported with several old timer and novelty events and a mass launch electric foam glider comp which was very spectacular, a good day was had by all.

Then came Sunday which was our normal Roy Rob with Antique Glider thrown in for the special occasion. Unfortunately, our events were not very well supported by our members and knowing the way that P & DARCS members don't like having their field taken over for low number events, if we don't support this comp better we may lose it. The last few events have been very poorly supported and I wonder if it is worth my efforts as CD for so few flyers.

Having said that, the Nat's were well supported by us Victorians although the rest of OZ gave us a miss. I don't know whether they didn't want to risk their models so close to Easter or whether the 38 degrees each day turned them off but only two interstate people flew in the comps, Jimmy Rae and Peter Van de Waterbeemd although you couldn't wish for two nicer people for company, they are both thorough gentlemen.

By the time you read this Easter will be over and hopefully our President will do well as he is really putting in the hard yards to succeed at Canowindra.

All the best Kevin and all the other Vic's that will be attending. See you all at Echuca in April.

Cheers, Brian L

From Australian Electric Flight Association

Laurie Baldwin laurie.baldwin@internode.on.net

Review of Electric Oldtimer Rules - Eligibility Dates and their Application

What is the Issue?

Old Timers, both Electric and IC, are categorized by the date when they were designed, kitted or their plans published. For competitions, some events are restricted to certain categories, e.g. a Playboy Senior is too 'young' to fly in Texaco. There have been international changes in these arrangements and revising them would keep the AEFA better in line with emerging trends. Also, some new entrants to EOT have found difficulty with era/event relationships and simplifying them could encourage and increase participation.

What the Rules say

There are three categories of EOT, namely:

Antique, before end 1938,
Old Timer, before end 1942, and
Nostalgia, between 1943 and 1956.

For events flown at AEFA gatherings, the relationships are:

Texaco, only Antique, i.e. only up to 1938
Duration, Antique and Old Timer, i.e. up to 1942
Height Limited, Antique and Old Timer, i.e. up to 1942
1/2A Texaco, Antique and Old Timer, i.e. up to 1942
Coota Class, only Nostalgia, i.e. after 1943, up to 1956.

Why raise the matter?

The Society of Antique Modelers, based in the US, is regarded as the founding organization for the vintage aircraft movement. This year, SAM's rules have been changed to include more recent designs. Other national bodies have taken similar action. Australia is now lagging the rest of the world.

Under current rules, any new participant in EOT who wishes to fly in more than on event (e.g. Texaco, Duration and Height Limited) needs to acquire multiple aircraft or select an Antique era model. This subtlety can be overlooked or used as reason for not taking up the discipline. If overlooked, a CD may allow that model to fly but the concession raises the issue of fairness to other competitors. If recognized, some don't want to acquire and transport numerous aircraft but also don't want to be limited to flying in a single event. In essence, the classification system is a complication that may deter new entrants and is a hurdle in model selection.

What do other Bodies say?

SAM

Old Timers designed prior to 1939 are called Antiques.
Gas Powered model airplanes designed prior to 1951 plus those designed prior to 1957 showing installation of spark ignition on the original plans are defined as Old Timers.
Electric Limited Motor Run (LMR) - Gas Powered Old Timer
Electric Texaco – same as LMR

UK (BMFA nominates SAM35)

Vintage - prior to 1951
Classic or Nostalgia - after Jan 1951, before end 1960
Any contest can be run as Vintage or Classic/Nostalgia

NZ (MFNZ)

Vintage - pre 1 Jan 51
Classical - 1 Jan 51 to 31 Dec 75
E Texaco - Vintage and Classical – with age and landing bonuses for Vintage
E Duration - Vintage and Classical – with age and landing bonuses for Vintage
1/2E Texaco - Vintage and Classical – with age and landing bonuses for Vintage

AEFA/SAM/MAAA Harmonization

In many fields, organisations attempt to harmonize some standards while maintaining independence in other areas. Perhaps railway operations and the 'standard' gauge is a good example. For EOT, the MAAA and the state SAM chapters, are organization with rules about old timers and that aspect should not be overlooked when contemplating changes. Issues associated with harmonizing rules for contests, and models is one that will continue to surface and could be debated at length. Without trying to oversimplify the subject, the following brief discussion touches on some keys matters.

One position that might be taken is to follow the lead of these organisations and only adopt changes that are agreed by them. The objective would be to preserve compatibility with IC regulations, contests and models. For MAAA, rule changes involve a five year cycle.

An alternative position is to accept that the AEFA is independent and has the flexibility to explore news ways to maximize participation and enjoyment of EOT. The AEFA's pioneering effort in introducing F5J to the glider community is a prime example of how new ideas and overseas trends were discovered, demonstrated and then formally accepted.

An argument for maintaining compatibility between IC and electric models is that commonality will enable them to compete with each other at some time in the future. Allowing build standards and the format of contest to diverge would diminish that possibility. However, experience to date suggests that few IC flyers accept electric models, and EOT tasks, as being equivalent to theirs and therefore they cannot compete with each other. However, there is some acceptance of the same type of contest (e.g. Texaco) being run simultaneously.

While accepting that members of the AEFA may have different views on the organisation's role and relationships in the EOT field, this harmonization aspect has broader implications and may merit further separate discussion.

Why Not Do It?

The idea diverges from current MAAA Electric and IC rules.
Newer designs may make many current models uncompetitive and their owners feel disadvantaged.

Why Do It?

Extending the cutoff dates is in line with international practice and the AEFA has been a leader in testing and trialing new ideas.

Changes have the potential to refresh and stimulate the current EOT community by approving access to a new range of designs.

Simplifying the era/event relationship could encourage new participants by removing a perceived obstacle to entry.

A Contest Director's role would be a little easier.

Applying an 'age bonus', like the NZ arrangement, could offset potential performance advantages of newer designs over earlier ones.

Should the rules be changed?

There are significant potential benefits to the old timer community by accepting newer designs and simplifying era/event relationships.

Recommendations

Open events to pre January 1956 designs but maintain Coota as currently defined (i.e. Nostalgia era).

If Recommendation 1 is agreed, develop an 'age bonus' formula similar to that used by NZ.

Monitor NZ experience with their Classical category (up to 1975) and review in 12 months.

Supplementary Information

Extracts from NZ Rules

Bonus points are added to the flight time score for each flight.
One point per full year the model predates the cut-off date, up to a maximum of 20 points.
1950 - 0 points
1949 – 1 point
1948 – 2 points
1947 – 3 points
etc
1930 – 20 points (maximum)

Electric Texaco flyers at Cohuna Oldtimer September 2014 prior to the fly off.

ROY ROBINSON TROPHY 2016.

Report from Brian Laughton. Photos from Graeme Gulbin.

Hi Fellas,

Well we have completed another successful Roy Robertson. This year was special as it was P & DARCS's 50th birthday and Saturday had some very good novelty events and this is reported elsewhere.

Our day on the Sunday was very good. Not only did we have Texaco and Duration but we were asked by P & DARCS to run a Vintage Glider event. The first comp of the day was Texaco and we flew this in some drizzly rain and the wind varied when the rain was on its way. The wind went from dead calm to about 15 kmh but we had good lift all morning.

The attendance was not good with no members from the north of Victoria venturing down, and subsequently we only had 9 entries in Texaco and 2 in electric Texaco, 8 entries in Duration and 2 entries in electric Duration.

Because of the lift in the morning we had 8 flyers in the flyoff for Texaco which did tend to fill the air with Bombers. The flyoff went for 24 minutes with Graeme Gulbin and myself fighting it out for 1st place, we were both landing at the same time, unfortunately Graeme did a RH turn on his approach instead of a LH turn and went down wind and landed out.

Then it was lunch time and Peter Harris and his kitchen team produced their magnificent hamburgers, thanks Peter.

Then it was Duration and the earlier weather continued but without the lift. Subsequently only 2 fliers got in the flyoff, Kevin Fryer and Don Grant, both models left the ground almost together and both climbed to the same height with Kevin being the victor by 47 seconds.

Next was the additional event requested by P & DARCS, Antique Glider, and to our surprise we had 7 entries, all flying well off the winch supplied by VARMS and brought to the field and operated by Col Collyer, thanks Col. This event was run by Darryl Cope from P & DARCS and was most successful with all fliers seeming to have a lot of fun.

This event, of course, was won by MR GLIDER himself Col Collyer but being chased by our ever competitive President Kevin Fryer in 2nd place and our old friend from way back Trevor Boundy in 3rd place.

All in all it was a super weekend and we are sorry that more SAM600 members chose not to attend as it would have made a fantastic weekend and the people that chose to attend were certainly the winners and the others don't know what they missed.

I would like to thank Roly and Darryl from P & DARCS, Brian Dowie and Col Collyer from SAM 600 and my son Kim for doing all the work on the day and leaving me free to enjoy myself. SAM600 would like to thank P & DARCS and their canteen for keeping us well looked after all weekend.

Cheers, Brian Laughton.

Texaco winners LtoR: 2nd Don Grant, 1st Brian Laughton and 3rd Ian Robertson

ROY ROBERTSON TROPHY 24th JANUARY 2016

P & DARCS Field, Cardinea

Results from the Contest Director

TEXACO

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Brian Laughton	Bomber	O S 60	15	600	600	600		1452	3252
2	Don Grant	Bomber	Anderson Spitfire	24	600	600	600		1180	2980
3	Ian Robertson	Bomber	O S 60	18	600	600	600		1106	2906
4	Kevin Fryer	Cumulus	Forster 99	24	600	600	600		974	2774
5	Graeme Mitchell	Bomber		15	600	600	600		948	2748
6	Col Collyer	Bomber		10	600	447	600	600	620	2420
7	Steve Gullock	Bomber	Enya 53	15	600	600	600		L/O	1800
7	Graeme Gulbin	Bomber	O S 60	18	600	L/O	600	600	L/O	1800
8	Trevor Boundy	Westerner	O S 60	18	L/O	260	334			594

DURATION

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Kevin Fryer	Playboy	McCoy 60 spk	40	420	420			476	1316
2	Don Grant	Playboy	Y S 63	28	420	L/O	420		429	1269
3	Brian Laughton	Playboy	Thunder Tiger 36	25	L/O	420	407			827
4	Ian Robertson	Playboy	Saito 65	32	354	389	329			743
5	Graeme Mitchell	Playboy	A S P 61	32	323	281	316			639
6	Graeme Gulbin	Playboy	O S 56	32	310	293				603
7	Steve Gullock	Playboy	O S 52	32	299	296				595
8	Trevor Boundy	R C 1		D N F						

ANTIQUE GLIDER

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Col Collyer	Kane 1946			300	314	275			889
2	Kevin Fryer				133	159	360			652
3	Trevor Boundy	Trooper			146	256	169	95		571
4	L Rodman	Nimbus			80	236	128	107		471
5	Brian Laughton	Fillons Champion			256	200				456
6	Cliff McIvor				76	127	220			423
7	G Hearn	Eagle 2			83	155	36			274

ELECTRIC TEXACO

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Laurie Baldwin	Bomber			600	600	600		810	2610
2	Bob Wilson	Bomber			L/O	600	600	600	L/O	1800

ELECTRIC DURATION

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Bob Wilson	Playboy			420	420				840
2	Laurie Baldwin	Westerner			420	420				840

Top Left: *Duration Winners LtoR 2nd Don Grant, 1st Kevin Fryer and 3rd Brian Laughton.*

Top Right: *Duration flyoff with some interested onlookers.*

Middle Left: *Brian Laughton's stylish vintage glider the Fillons Champion.*

Middle Right: *Col Collyer launches his vintage glider the Kane 1946. Col went on to win the vintage glider event.*

Left: *Brian Laughton, winner of the Roy Robertson Trophy for 2016, receiving his trophy from P&DARCS President Bill Reynolds and SAM 600 President Kevin Fryer.*

P&DARCS 50th ANNIVERSARY

Report from Australian Model News E-Magazine
Courtesy of John Lamont.
Photos from Graeme Gublin.

This promised to be a good weekend of flying but for some reason it was not very well attended, even by the local members. It may have been the dubious weather report for the weekend but after a few early showers on Saturday morning the rest of the day was fine, although a little windy. Sunday was an excellent day and the turnout was even less than Saturday. Maybe the enticement of a possible four day break from work took them away?

Those that came had an enjoyable time and many early model designs were on display. Saturday had a good assortment of vintage aerobatic and old time designs together with vintage gliders and a fleet of modern foam gliders, all taking part in the classic display and flying throughout the day.

Sunday was very quiet and without the presence of the SAM600 members flying in the Roy Robertson Memorial competition the field would have been almost deserted.

It was not a great reward for Roly Gaumann, Darryl Cope and others who went to some lengths to promote and present the event. A 50th Anniversary is a milestone in the life of any club and deserved better support than was received.

Saturday results were –

Classic Aerobatics (6 entries)

1st Cliff McIvor, 2nd David Gibbs, 3rd Norm Morrish.

Classic Kit Models (14 entries)

1st Cliff McIvor (Mamselle),

2nd Roly Gaumann (Lazy Bee),

3rd Peter Harris (Super Sportster).

Foam Gliders (11 entries)

1st Cliff McIvor, 2nd Kevin Fryer, 3rd Peter Timms.

Roly Gaumann's "Lazy Bee" classic kit model.

Cliff McIvor's "Mamselle" classic kit model.

Col Collyer launching his "Tomboy" classic kit model.

Contestants in classic aerobatics.

Classic kit model display.

Peter Harris' "Super Sportster" classic kit model.

Contestants in foam glider and below Mass launch of foam gliders. .

Robin Hiern's display of vintage models and engines.

"Miss America" vintage model built by Monty Tyrrell and flown by John Pond of the USA when visiting Australia.

Vintage models by Robin Hiern.

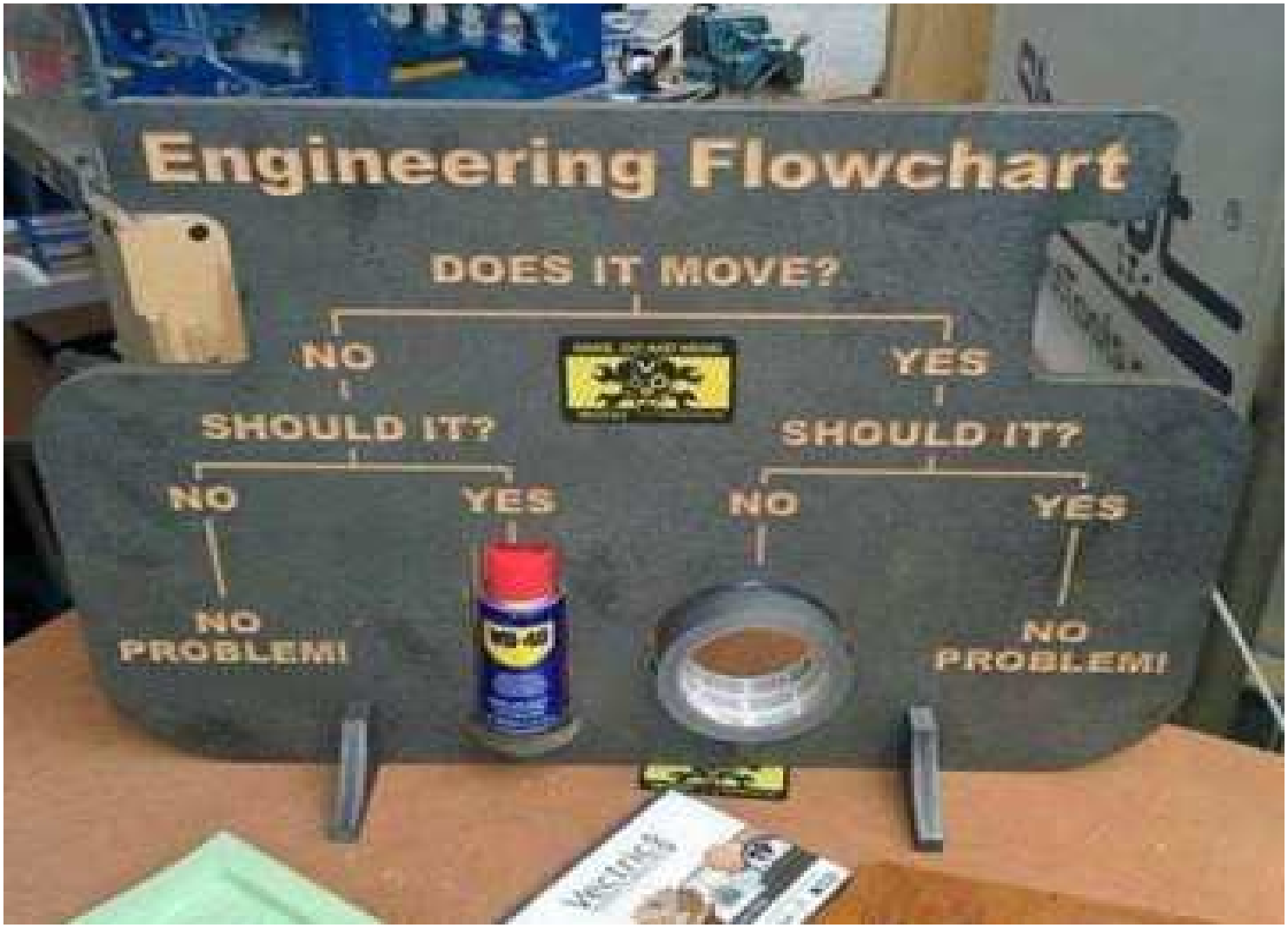
P&DARCS members relaxing and enjoying the flying.

"Fred Stebbing Memorial" Champ of Champs - 2016

Event	1st Place	2nd Place	3rd Place	No. in F/O
ROY ROBINSON 24th January, 2016				
Texaco	B Laughton	D Grant	K Fryer	6
Duration	K Fryer	D Grant	B Laughton	2
Texaco Elec	L Baldwin	B Wilson		2
Duration Elec	B Wilson	L Baldwin		2
MAAA NATIONALS {SAM 600 Members placings} 4th-6th March, 2016				
Duration	K Fryer	D Grant	L Clifford	2
Duration Elec	B Wilson	M Heap	S Gullock	1
1/2A Texaco	S Jenkinson	B Laughton	K Fryer	2
1/2A Tex Elec	B Wilson	S Gullock	B Laughton	5
38 Antique	L Clifford	K Fryer	R Taylor	0
Burford	D Grant	L Clifford	S Jenkinson	4
ECHUCA 15th-16th April, 2016				
MONARTO VIC / SA State Champs 30th April - 1st May, 2016				
BALLARAT 14th-15th May, 2016				
COHUNA 21st-22nd May, 2016				
COHUNA 17th-18th September, 2016				
ECHUCA 22nd-23rd May, 2016				
COHUNA 5th-6th November, 2016				

PROGRESSIVE POINTS I/C		
D Grant	13	1st
K Fryer	13	1st
B Laughton	8	2nd
L Clifford	7	3rd
S Jenkinson	6	4th
G Gulbin	1	5th
C Collyer	1	5th
S Gullock	1	5th
R Taylor	1	5th

PROGRESSIVE POINTS ELECTRIC		
B Wilson	15	1st
L Baldwin	7	2nd
S Gullock	4	3rd
M Heap	2	4th
B Laughton	2	4th



Everyone seems to be in such a hurry to scream 'racism' these days.
A customer asked, "In what aisle could I find the Irish sausages?"
The assistant asks, "Are you Irish?"
The guy, clearly offended, says, "Yes I am, but let me ask you something... If I had asked for Italian sausage, would you ask me if I was Italian? Or... If I had asked for German Bratwurst, would you ask me if I was German? Or if I had asked for a kosher hot dog would you ask me if I was Jewish? Or if I had asked for a Taco, would you ask if I was a Mexican? Or if I asked for Polish sausage, would you ask if I was Polish?"
The assistant says, "No, I probably wouldn't."
The guy says, "Well then, just because I asked for Irish sausage, why did you ask me if I'm Irish?"
The assistant replied, "Because you're in Bunnings."

VALE DAVID BOWIE - AEROMODELLER

A desperate looking woman stood poised on the edge of a high cliff about to jump off. A filthy tramp wandering by stopped and said, "Look, since you'll be dead in a few minutes and it won't matter to you, how about a kiss before you go?"
She screamed, "No! You filthy old bugger!"
He shrugged and turned away, saying "Okay, I'll just go and wait at the bottom then."

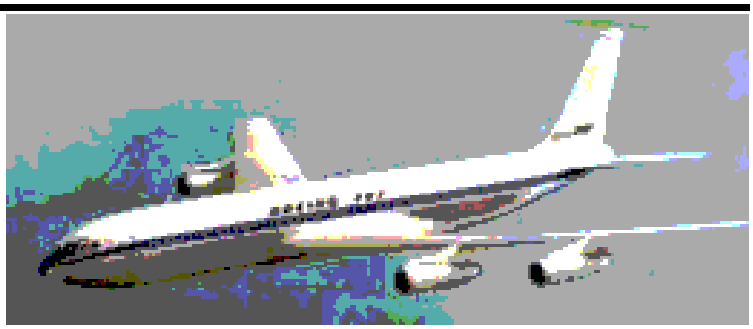
TRIVIA

Why do Boeing passenger planes start and end with the number 7 ?

From the angle of the aircraft's wing?	An affinity for the lucky number 7?
A method to the numbering "madness"?	Just to be different?

Answer ⟶

Answer: A method to the numbering "madness".



The Boeing 707 got its numerical name in part because marketing executives felt that the number 707 was catchier than 700.

One of the most frequently asked questions posed to Boeing company historians is, "How did Boeing come up with the 7-7 name for its commercial jets?" There are many myths about the Boeing 7-7 name, one of the most famous brands in history.

People who lean toward math and engineering are certain that 707 was chosen because it is the sine of the angle of wing sweep on a 707. It's not, since the wing sweep is 35 degrees and not 45. However, more people lean toward superstition and feel that the positive connotation of the number seven was the reason it was selected.

The truth is a bit more mundane. Boeing has assigned sequential model numbers to its designs for decades, as have most aircraft manufacturers. Boeing commercial aircraft use their model number as their popular name: Model 40, Model 80, Model 247, Model 307 Stratoliner and Model 377 Stratocruiser.

Boeing planes built for the military are best remembered by their military designations, such as the B-17 Flying Fortress or the B-52 Stratofortress. These airplanes also had Boeing model numbers assigned to them, the B-17 is the Boeing Model 299 and the B-52 is the Boeing Model 454.

After World War II, Boeing was a military airplane company. William Allen, Boeing president at the time, decided that the company needed to expand back into commercial airplanes and pursue the new fields of missiles and spacecraft. To support this diversification strategy, the engineering department divided the model numbers into blocks of 100 for each of the new product areas: 300s and 400s continued to represent aircraft, 500s would be used on turbine engines, 600s for rockets and missiles and 700s were set aside for jet transport aircraft.

Boeing developed the world's first large swept-wing jet, the B-47. That aircraft sparked interest with some of the airlines. One in particular, Pan Am, asked Boeing to determine its feasibility as a commercial jet transport. At the same time, Boeing began studies on converting the propeller-driven model 367 Stratotanker, better known as the KC-97, into a jet-powered tanker that would be able to keep pace with the B-52 during in-flight refueling.

Boeing product development went through several renditions of the model 367, and finally a version numbered 367-80 was selected. It was soon nicknamed the "Dash 80."

Boeing took a calculated risk by financing the development and construction of the Dash 80 prototype with its own funds. The goal was to put the airplane into production as both an Air Force tanker/transport and a commercial jet transport.

Since both of these offspring of the Dash 80 would be jet transports, the model number system called for a number in the 700s to identify the two new planes. The marketing department decided that "Model 700" did not have a good ring to it for the company's first commercial jet. So they decided to skip ahead to Model 707 because that re-iteration seemed a bit catchier. Following that pattern, the other offspring of the Dash 80, the Air Force tanker, was given the model number 717. Since it was an Air Force plane, it was also given a military designation of KC-135.

After 717 was assigned to the KC-135, the marketing department made the decision that all remaining model numbers that began and or ended in 7 would be reserved exclusively for commercial jets. (After the Boeing-McDonnell Douglas merger in the late 1990s, the model number 717 was reused to identify the MD-95 as part of the Boeing commercial jet family.)

Other than the 717, the only anomaly to the Boeing commercial jet numbering system was the Boeing model 720. The 720 was a short-range, high-performance version of the 707 and was first marketed to the airlines as the model 707-020. United Airlines was very interested in the 707-020 but had previously decided to go with Douglas and the DC-8. To help United avoid any negative public relations for going back to the 707, Boeing changed the name of the 707-020 to the 720.

Since the naming of the initial 717, all Boeing commercial jets have been named in succession based on the 7-7 formula: 727, 737, 747 . up to the latest Boeing commercial jet transport, the 787.

The latest version of the 747, Boeing 747-8 Intercontinental. shortly after take-off.

The airline's workhorse, the Boeing 737, on landing approach.

SOARING CHAMP

An easily constructed plane that gives out of sight flights with no motor trouble

By RAY BEAUMONT

Ray Beaumont with his Soaring Champ glider.

The airplane was developed from research with gliders and owes much of its subsequent success and high efficiency to tests made with soaring planes in many countries. The true aerodynamic efficiency of a plane can be easily determined when flown without a motor, for power is often substituted for efficiency - and makes inefficiency less evident.

Model soarers provide a simple, inexpensive and interesting means of experiment and the flight time of a well- designed ship is seldom inferior to power driven craft. They also eliminate the disadvantages of motor trouble, fire, breaking rubber and complication.

This model soarer is no exception and provides out of sight flights when the slightest thermal is present: it has demonstrated such ability in a thrilling manner on many occasions.

The construction is simple and similar to powered planes, and only a few hours are required to complete it. Building instructions follow.

FUSELAGE - The first step is to scale the plans to full size; all the necessary dimensions are given on the plans as well as the scales. Fuselage formers and wing ribs are given full size for convenience. When the plans are completed you are ready to begin construction by first building the two sides of the fuselage directly on top of one another so as to insure two equal sides. If you are particular, cover them with wax paper as this is a great aid in preserving them. Be sure to do all your building on a perfectly flat board to secure a perfect model.

All longerons and stringers are made of 1/8" x 1/8" balsa, also the uprights between stations 1 and 10. The uprights between stations 11 and 18 as well as all diagonals are 1/8" x 1/16".

When the sides are dry remove from the plans and separate them with a razor blade. Then wrap a piece of sandpaper around a block of wood and sand both sides of the fuselage lightly to remove all glue lumps. This will also make poorly fitted joints smooth.

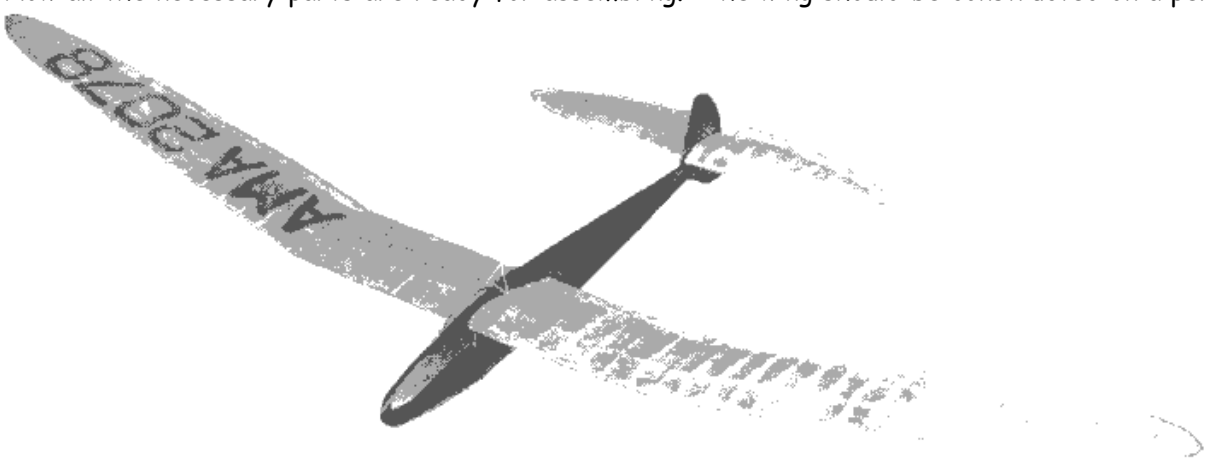
Now join the two sides together starting at station 19; then join at stations 11-9-7-5-3-2, respectively. This will automatically give the fuselage proper top view shape.

Next step is to add the remainder of the cross braces. Then follow by adding the fuselage formers which are 1/16" sheet balsa. Cut the landing skid to proper shape and add to the fuselage. When this is thoroughly dry add nose block and sub-rudder, then add top and bottom stringers which are 1/8" x 1/8" balsa.

Now make the ballast box in the front of the ship between stations 2 and 3 of 1/8" sheet balsa. Add the 1/8" x 1/8" diagonals between "H" and "J" and then insert the 1/16" sheet. Follow this by sanding the fuselage thoroughly. Fuselage is now ready to apply the 1/16" sheet planking in 6 pieces; first the two sides of the formed hexagon, then the two top sides of the hexagon and then the two bottom sides. When planking has dried sand the fuselage thoroughly and add the tow-line hooks which are screwed in the skid and glued. Now insert the 3/16" dowel sticks to hold the wing in position. No further work can be done on the fuselage until the wing has been completed.

WING CONSTRUCTION - There should be no great difficulty in constructing the wing, as all wing ribs are given full size. First step is to cut the leading edge from 1/4" sheet balsa. This is 1/4" x 3/8" for the centre section and 1/4" x 3/8" tapered to 1/4" x 3/16" at the tip. Now cut the centre spar from 3/16" sheet. This is 3/16" x 1/2" tapered to 3/16" x 1/8" at the tips. Now cut the tips and trailing edge from 3/16" sheet, making them 3/16" x 1-1/8". Be sure to notch the trailing edge at each place a rib is to be inserted. Follow this by cutting out all wing ribs. The centre section requires 17-C-1 and tips require 2 ribs each from T-1 to T-17.

Now all the necessary parts are ready for assembling. The wing should be constructed on a perfectly flat board to prevent warps. When cement has dried, sand thoroughly and put 6" dihedral in each tip. Be sure to add gussets at dihedral joints. Next apply the 1/16" sheeting to the leading edge of the wing. ***This sheeting proved as necessary as the paper cover-***



ing after a few flights with the original model. The extra weight did not affect the ship in any way; performance was improved. When the cement is dry, sand the wing thoroughly and cover.

STABILIZER CONSTRUCTION - The stabilizer should be made in similar manner to the wing except all tapering should be done from centre of stabilizer to tips. The sizes of material are given on the plans. Be sure to add the 1/16" sheet balsa in the centre of stabilizer on the bottom as shown on the plans for a gluing surface when applying stabilizer to fuselage. When completed sand and cover.

RUDDER - The rudder is simply cut from 1/16" sheet balsa, the grain running in a vertical position as shown in the plans. It should be sanded and covered with tissue.

INSERTING WING IN FUSELAGE - Lay a template of the airfoil section on the top part of the hexagon of the fuselage, with the bottom of the airfoil section resting on the top longeron, between stations 5 and 9 and then outline with a pencil. Next remove template and cut away the 1/16" sheeting outlined by the template.

Do this on both sides of the fuselage and slide the wing through the fuselage and strap in place with rubber bands. When the wing is in proper position glue the top of the wing to the fuselage. When dry cut the top of the fuselage out between formers D-TD and back along the top longerons to former H. Then cut diagonally up to top of fuselage, between the 1/8" diagonals located between formers H and J, which will make the wing look as if it slides through the fuselage when it is ready to fly.

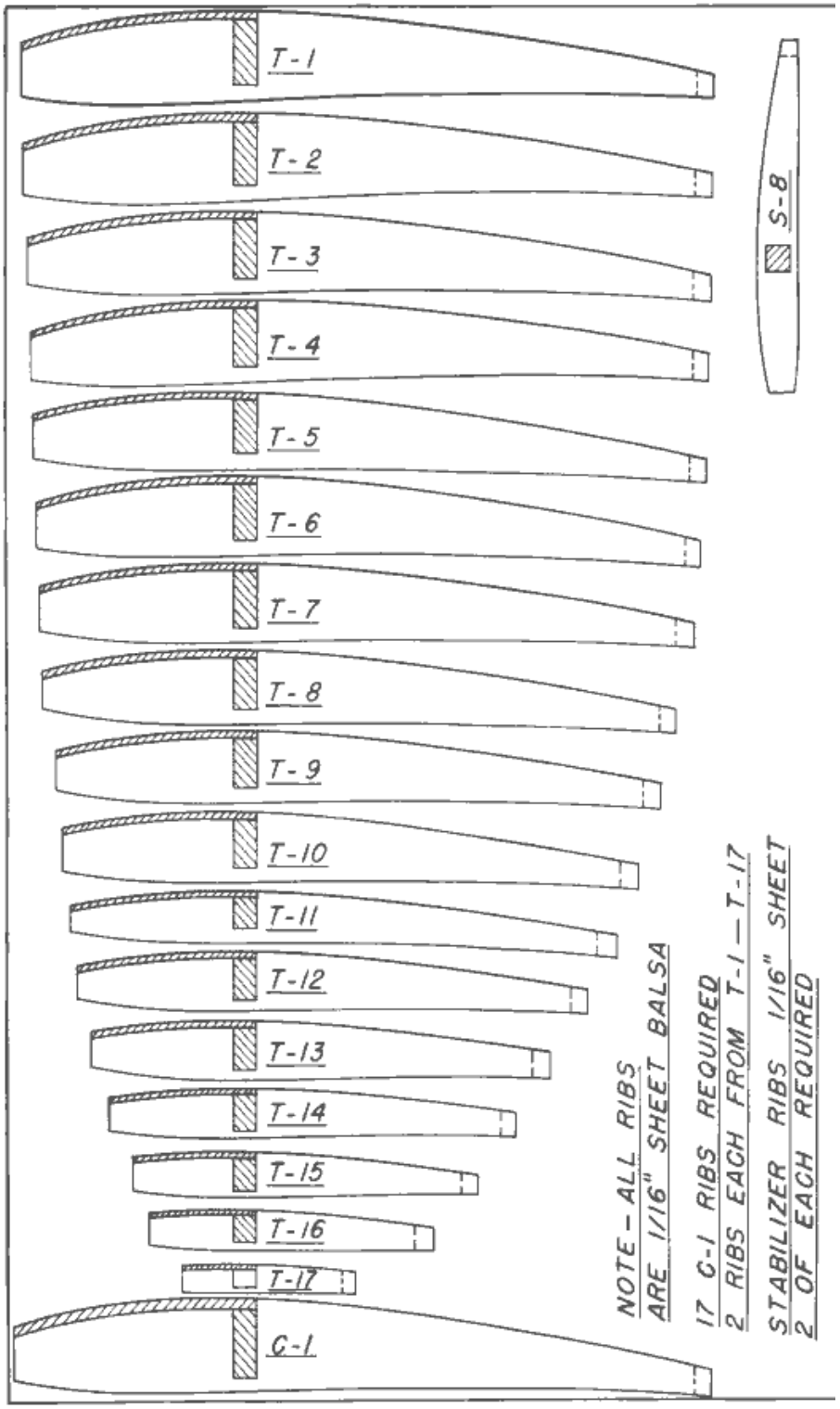
COVERING, DOPING, ASSEMBLING - Fuselage and rudder should be covered with tissue, in order to prevent the planking from splitting. Wing and stabilizer is covered with silkspan, the grain of the paper, running in the direction of the span. Then spray the entire ship with water to shrink the paper. When dry give the ship three light coats of dope, taking special care to prevent warps.

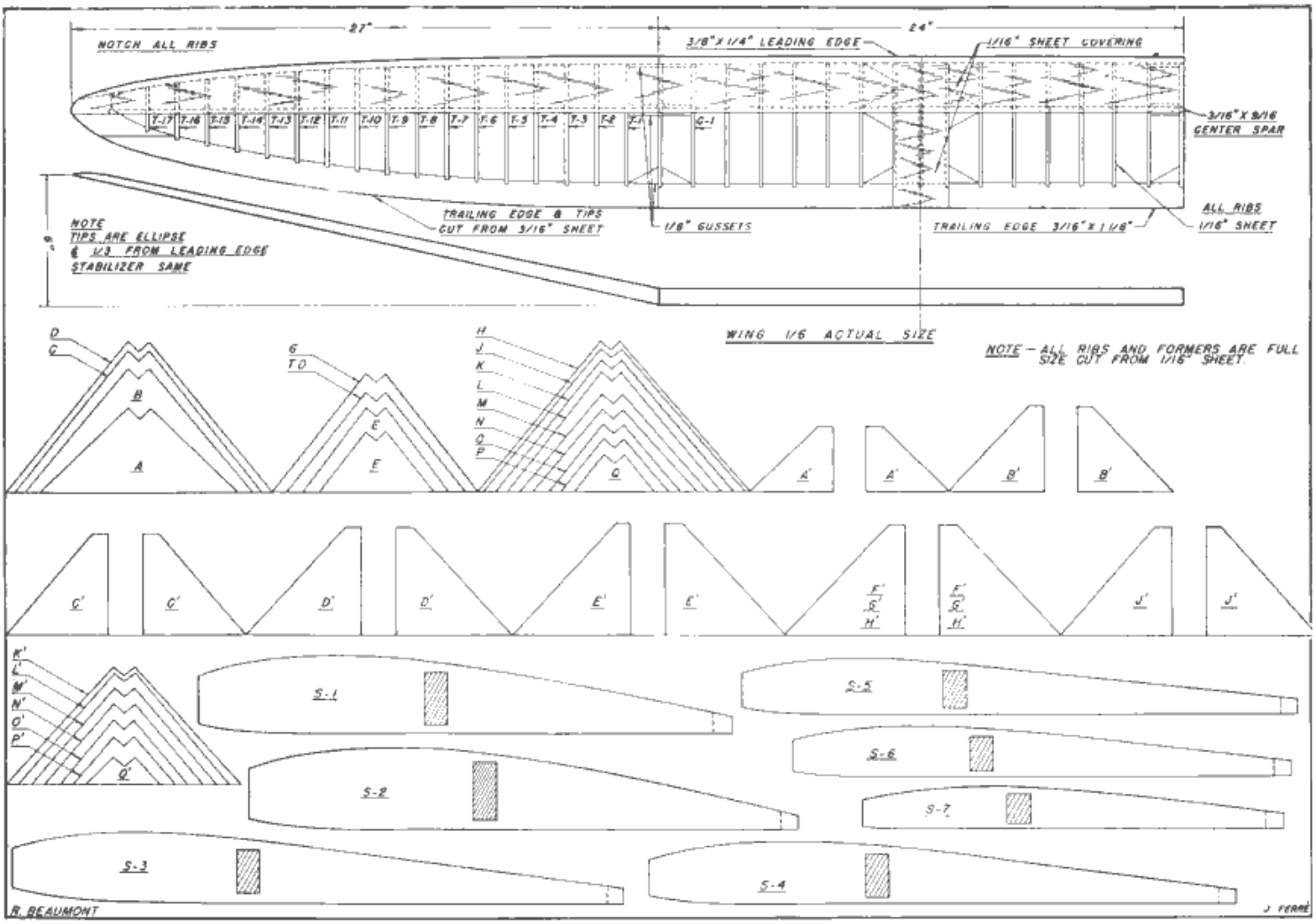
BALANCING AND FLYING - Before gliding, balance by hand, adding air-rifle shot in the ballast box, which is in the nose of the plane, (about 1½ boxes should be plenty, depending upon weight of the wood used). The plane should be balanced at approximately 50% of the wing chord. When you have your model balanced by hand give it a few hand glides to see if any more ballast should be added. Now add a short length of towline to the ship until the plane is gliding properly.

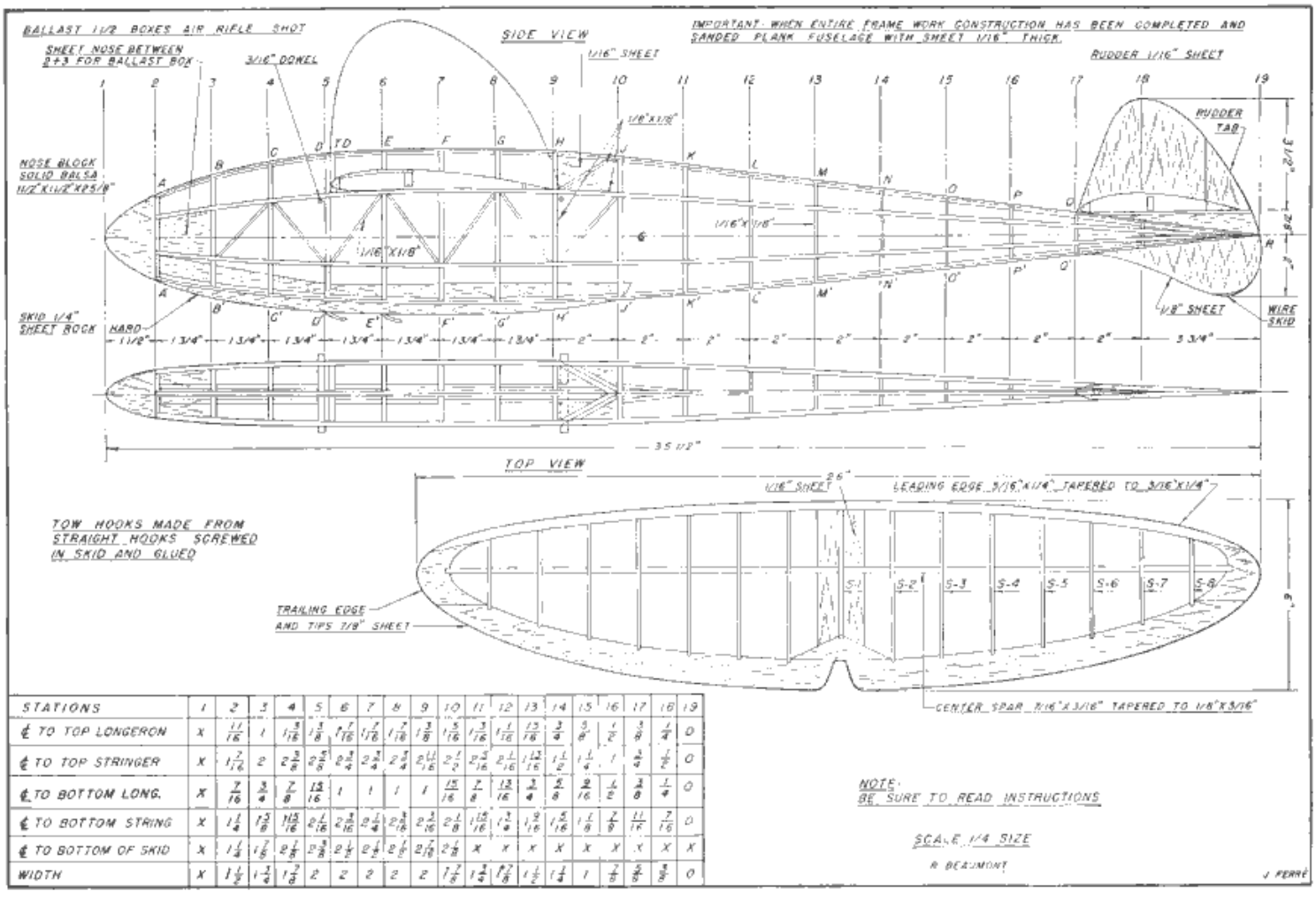
The towline should be light but very strong; a lightweight fishing line is often used. Contest rules do not permit a line longer than one hundred feet.

There are two methods of making a towline: 1- Bend a hook from piano wire and attach directly to tow line; 2 - 75% of towline can be string and the balance rubber with the hook attached. With No.1 the plane must be drawn completely overhead before the towline will release itself. No.2 has the advantage that you can release the glider at any time, just by giving the towline a quick jerk which releases the hook.

Two hooks are placed in the glider, one in front used in windy weather and a rear hook for calm weather. When adjusting your glider to circle you do not have any torque problems, so it makes little difference which way the plane circles. The rudder should be set so that the ship flies in about 100 ft. circles. Flights average between three and four minutes on a hundred feet of towline without the aid of thermals. Proper care and patience will give you hours of pleasure and valuable experience, so get in the swing and "start 'em flying."







STATIONS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
℄ TO TOP LONGERON	X	11/16	1	1 5/16	1 3/8	1 7/16	1 7/16	1 7/16	1 3/8	1 5/16	1 3/16	1 1/16	1 3/16	3/4	5/8	1/2	3/8	1/4	0
℄ TO TOP STRINGER	X	1 7/16	2	2 3/8	2 5/8	2 3/4	2 3/4	2 3/4	2 11/16	2 1/2	2 3/16	2 1/16	1 13/16	1 1/2	1 1/4	1	3/4	1/2	0
℄ TO BOTTOM LONG.	X	7/16	3/4	7/8	15/16	1	1	1	1	15/16	7/8	13/16	3/4	5/8	9/16	1/2	3/8	1/4	0
℄ TO BOTTOM STRING	X	1 1/4	1 3/8	1 15/16	2 1/16	2 3/16	2 1/4	2 3/16	2 3/16	2 1/8	1 11/16	1 3/8	1 9/16	1 5/16	1 1/8	7/8	11/16	7/16	0
℄ TO BOTTOM OF SKID	X	1 1/4	1 1/8	2 1/8	2 3/8	2 1/2	2 5/8	2 5/8	2 7/8	2 3/4	X	X	X	X	X	X	X	X	X
WIDTH	X	1 1/2	1 3/4	1 7/8	2	2	2	2	2	1 7/8	1 3/4	1 5/8	1 1/2	1 1/4	1	7/8	5/8	3/8	0

Nice short story from WW 2

This story is confirmed in Elmer Bendiner's book, 'The Fall of Fortresses.'

Sometimes, it's not really just luck.

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi antiaircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit.

Later, as I reflected on the miracle of a 20 millimetre shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. "On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck.

The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.

Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.
"He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.

Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marvelling. Translated, the note read: "This is all we can do for you now… Using Jewish slave labour is never a good idea."

The Queen and Dolly go to Heaven.

Queen Elizabeth and Dolly Parton die on the same day and they both go before an Angel to find out if they'll be admitted to Heaven.

Unfortunately, there's only one space left that day, so the Angel must decide which of them gets in. The Angel asks Dolly if there's some particular reason why she should go to Heaven.

Dolly takes off her top and says, 'Look at these, they're the most perfect breasts God ever created, and I'm sure it will please God to be able to see them every day, for eternity.'

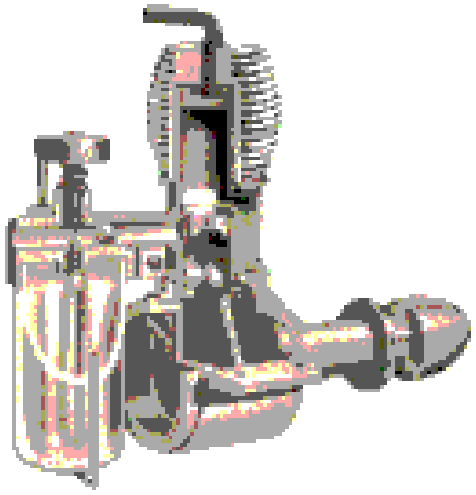
The Angel thanks Dolly and asks Her Majesty the same question.

The Queen takes a bottle of Perrier out of her purse, drinks it down then, pees into a toilet and pulls the lever. The Angel says, 'OK, your Majesty, you may go in.'

Dolly is outraged and asks, 'What was that all about? I show you two of God's own perfect creations and you turn me down. She pees into a toilet and she gets in! Would you explain that to me?'

'Sorry, Dolly,' says the Angel, 'but even in Heaven, a Royal Flush, beats a Pair - No matter how big they are!

AMCO .87 Mk. II engine test from Model Aircraft January 1951



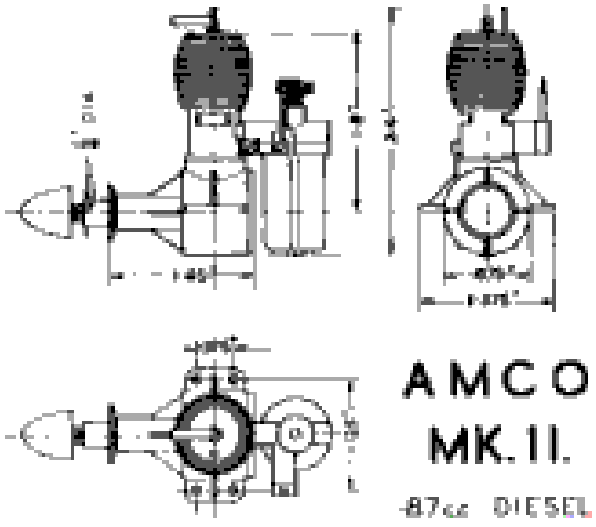
The original Amco was probably the first really successful small diesel of under 1 c.c. to be produced in quantity. Built by the Ancher Motor Company, of Chester, a well established firm of automobile engineers, the original Mk. I was noted for good performance, light weight, easy handling and good finish. Of moderate price, the engine was supplied complete with airscrew, combination wrench and even a capsule of fuel. Its introduction was immediately followed by a number of low-price kits from leading manufacturers.

Late in 1948, a Mk. II version was introduced and it is this model which is the subject of this month's test. Principal modifications found in the Mk. II type are in the cylinder, which now features a separate finned barrel and head threaded on to a liner, with groove type transfer passages, in place of the integral turned fins and separate transfer passage of the earlier model. A slightly heavier crankshaft and thicker cylinder walls are also used, while a new die-cast carburettor assembly is featured in place of the built up brass assembly used formerly.

The test engine was purchased in the normal way from a retail model shop and can be considered as a perfectly normal production unit—in fact, it is the writer's opinion that this particular example may have been slightly below average, since its performance, even after two hours' running, did not appreciably differ from that of a Mk. I version tested earlier. As has been emphasised before, production diesels, especially the smaller types do vary considerably in torque developed and thus final b.h.p. figures.

Specification

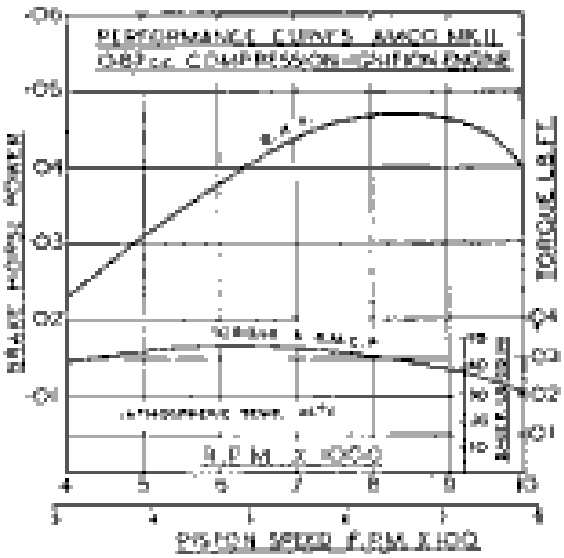
Type : Single cylinder, air-cooled three-port, two-cycle, compression-ignition. Twin exhaust ports. Flat top piston. Swept Volume : 0.854 c.c. Bore : 0.375 in. Stroke : 0.472 in. Compression ratio : Variable. Stroke/bore ratio : 1.26 : 1. Weight : 2 oz..



General Structural data : Pressure die-cast crankcase and main bearing in LAC. 112 alloy. Detachable screw-in rear cover, die cast in LAC. 112. Cylinder of S.14 steel, hardened and ground, screwed to crankcase. Separate screwed on finned barrel head. Piston and contra-piston of S.14 material, hardened and ground. Connecting rod of S.11, tempered, unbushed eyes. Die-cast one-piece carburettor body and fuel container with built-in positive action plunger type cut out. Detachable transparent fuel container. Entire assembly clamped to intake pipe and may be rotated and locked in position for inverted or side mounted operation. Beam type mounting lugs.

Test Engine Data

Total time logged prior to test : 2 hours. Fuel used : Mercury No. 3.

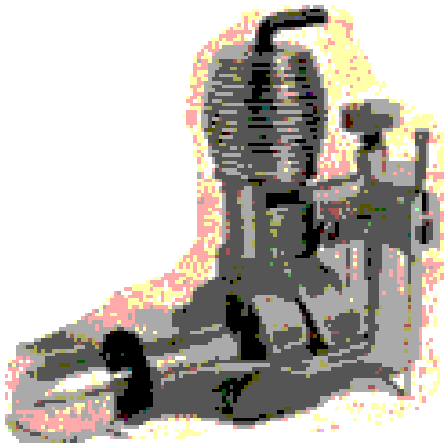


Performance. The Amco 0.87 starts very easily indeed. No priming is necessary ; one simply chokes the intake for a couple of flicks and the engine will then start easily from cold. The cylinder head and needle-valve adjustment are numbered for easy reference, although neither compression, nor carburettor adjustment, is in the least critical and the average power model enthusiast would have no difficulty in starting the Amco within a few flicks without prior knowledge of the precise settings.

Little readjustment of controls is necessary between starting from cold and attaining normal running temperature and, on the

free-flight propeller supplied, a warm engine can be easily re-started with one choked flick, without touching either compression lever or needle-valve.

During the test, the Amco was run at speeds ranging from 3,000 to a little over 10,000 r.p.m. It behaved well at all speeds, running smoothly and holding even revolutions. The cut-out works well and needs a minimum of effort from the tuner to operate it. Maximum torque was found to be at approximately 6,500 r.p.m. The decline was steady and resulted in a very flat peak to the power curve, little variation in b.h.p. being evident between 8,000 and 9,000 r.p.m. Actual output reached was 0.047 b.h.p. This compares quite closely with the figures claimed by the manufacturers for this model. The Amco 0.87 is primarily an engine for free-flight work and, as such, is well suited to both power-duration models and scale or semi-scale types. For the former type a 4-in. pitch propeller of 7 to 8 in. diameter is favoured, the smaller diameter allowing the engine to approach its peak output and being generally suitable for small fast-climbing models, while a diameter nearer to 8 in. can be used with models of over 200 sq. in. wing area. The writer's engine has been used with success in two power duration models, one of 160 sq. in. and another of 220 sq. in. The Amco is, however, quite capable of flying a lightweight scale or semi-scale model of up to a maximum of 300 sq. in. wing area. In general, the Amco 0.87 can be regarded as a thoroughly practical engine for general purpose or competition flying, as many contest successes show, and is also strongly recommended to the beginner acquiring his first engine. Power/weight ratio : (As tested) 0.376 b.h.p./lb.



Power/displacement ratio : (As tested) 55 b.h.p./litre.

MAAA OLDTIMER AUSTRALIAN NATIONALS 4th, 5th & 6th March, 2016.

Report from Brian Laughton. **Photos from Graeme Gulbin and Brian Laughton.**

The nationals this year were run by SAM600 at Shepparton. The forecast was for 38 degrees and light winds for the three days.

The first event on Friday was Antique Glider and our thanks go out to Col Collyer for helping us by bringing along his power winch. Surprisingly we had six entries and they all flew very well with a flyer from Wangaratta, who was a member of SAM600 many years ago, John Quigley, taking out 1st place. His helper was Ted Hall, also a flyer from way back now based in Benalla. Welcome back fellas it was a pleasure having your company. 2nd place went to our ever competitive President Kevin Fryer flying a Kane, kindly lent to him by Col Collyer and 3rd place flying his ever reliable Satyr was Mr. Glider himself Col Collyer, it was a nice morning's flying!

Then came 2cc and the hot weather. We had four entries in this event and no flyoff and my purple patch continued with me winning this event with the NSW boys right on my tail.

Now the weather was getting really hot and it was Standard Duration's turn to fly. This event was taken out by SAM 600's Steve Gullock with his OS powered Playboy and again there was no flyoff in this event. You can see by the scores that, although it was very, very hot, there were not many thermals. That finished Friday.

Saturday dawned very hot and we flew the first event, ½A Texaco. Both I/C and electric were flown concurrently in light winds and we had nine entries in I/C and eight entries in electric. Again very patchy for thermals although we did get a flyoff with five flyers qualifying in both I/C and electric. These events were both won by new SAM 600 members, Steve Jenkinson won I/C and Bob Wilson won electric. Congratulations, well done fellas.

Next event was Burford and by now it was getting very, very hot with light winds. The temperature under the veranda of the clubhouse, in the shade, was 43 degrees, but the event still went ahead with ten entries, but only seven flew. The heat was taking its toll on us old blokes, again there were five in the flyoff with SAM 600's Don Grant coming home with the top score.

The next event was Duration and it had top numbers with twelve in I/C and five in electric. In I/C only eight flew and only three got into the flyoff with the SAM 1788 President, Peter Van de Waterbeemd, taking first place from Kevin Fryer 2nd and Don Grant 3rd. In electric surprisingly only two in the flyoff with Bob Wilson taking 1st place from Max Heap 2nd and Steve Gullock 3rd, and that was the end of day two.

Day 3, bloody hot and calm for our first event, '38 Antique, but shortly after the event commenced there was a wind squall that took out many models, breaking wings in the air and forcing out-landings. Of the ten entries only three finished their flights with Lyn Clifford taking 1st place from Kevin Fryer and Rob Taylor. The weather then was so bad that all present agreed to call it off and go home.

On speaking to other members everybody was absolutely buggered when they got home as was I.

We should also thank our treasurer/secretary, Brian Dowie, for running this comp as it takes a lot of organizing, thanks Brian.

Brian Laughton

RESULTS MAAA 2016 AUSTRALIAN NATIONALS

SHEPPARTON Vic. 4th, 5th & 6th MARCH, 2016.

ANTIQUE GLIDER

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	John Quigley	D G 42			268	360	241	360		988
2	Kevin Fryer	Cane			360	275	268	204		903
3	Col Collyer	Satyr			253	360	221	208		834
4	Jim Rae	Fugitive			277	166	103	216		659
5	Brian Laughton	Fillons Champion			108	153	148	320		621
6	Peter Van de Waterbeemd	Hyperion			80	55				135

2cc DURATION

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Brian Laughton	Dixielander	Tyro	30	300	293	283			876
2	Jim Rae	Zero	Tyro	30	208	269	233			710
3	Peter Van de Waterbeemd	Tomboy	Tyro	30	180	168	157	178		526
4	Steve Gullock	Stardust	Tyro	30	DNF					
5	Kevin Fryer	Stardust	MVVS	30	DNF					

STANDARD DURATION

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Steve Gullock	Playboy	O S 40	25	257	300	300	300		900
2	P Van de Waterbeemd	Bomber	K B 40	25	300	L/O	300	294		894
3	Kevin Fryer	Cumulus	O S 40	25	152	300	300	237		837
4	Don Grant	Bomber	Irvine 40	25	L/O					

½A TEXACO

	Name	Model	Engine		Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Steve Jenkinson	Stardust	Cox		420	420	384	420	724	1984
2	Brian Laughton	Albatross	Cox		420	420	405	420	570	1830
3	Jim Rae	Pine Needle	Cox		420	420	420		L/O	1260
4	Kevin Fryer	Stardust	Cox		420	314	415	420		1255
5	Lyn Clifford	Stardust	Cox		420	420	410	374		1250
6	Don Grant	Anderson Pylon	Cox		420	247	366	420		1206
7	Pat Keely	Stardust	Cox		420	301	406	212		1127
8	Peter Van de Waterbeemd	Stardust	Cox		138	420	269	50		827
9	Steve Gullock	Stardust	Cox		DNF					

BURFORD EVENT

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Don Grant	Creep	BB	38	300	300	300		320	1220
2	Peter Van de Waterbeemd	Ollie	BB	38	300	300	194	300	247	1147
3	Jim Rae	Amazoom	BB	38	300	300	300		167	1067
4	Lyn Clifford	Creep	Owen	38	300	300	300		159	1059
5	Steve Jenkinson	Dixielander	BB	38	300	300	300		L/O	900
6	Col Collyer	Hat Trick	PB	40	300	300	L/O			600
7	Steve Gullock	Ciclone	BB	38	300					300
8	Max Heap	Dixielander	PB	40	L/O					
9	Kevin Fryer				DNF					
10	Brian Laughton				DNF					

RESULTS MAAA 2016 AUSTRALIAN NATIONALS

SHEPPARTON Vic. 4th, 5th & 6th MARCH, 2016.

DURATION

	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Peter Van de Waterbeemd	Bomber	McCoy 60 ign	40	420	420	L/O	420	463	1723
2	Kevin Fryer	Playboy	McCoy 60 ign	40	301	420	420	420	449	1709
3	Don Grant	Playboy	Y S 63	28	286	420	420	420	334	1594
4	Lyn Clifford	Racer	Y S 63	28	286	420	420	400		1240
5	Pat Keely	Bomber	O S 56 f/s	32	327	420	392			1139
6	Jim Rae	Loin Cub	Saito 56	32	284	420	256			960
7	Brendan Taylor	Playboy	Y S 63	28	L/O	420	420	L/O		840
8	Graeme Gulbin	Playboy	O S 56 f/s	32	176	420				596
9	Robert Taylor	Playboy	Y S 63	28	272					272
10	Brian Laughton	Playboy	Thunder Tiger 36	25	263					263
11	Steve Gullock	Playboy	O S 52 f/s	32	48					48
12	Col Collyer				D N F					

'38 ANTIQUE

	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Lyn Clifford	Cadet	Atwood	116	446	600	L/O			1046
2	Kevin Fryer	Cumulus	Foster 99	192	L/O	L/O	560			560
3	Robert Taylor	R C 1	Super Cyclone	95	290	239	233			523
4	Col Collyer	Flamingo	O K Super 60	144	L/O					
5	Peter Van de Waterbeemd	Log Cabin	GB Diesel	164	L/O					
6	Steve Gullock			D N F	Too	Hot				
7	Pat Keely			D NF	Too	Hot				
8	Don Grant			D N F	Too	Hot				
9	Brian Laughton			D NF	Too	Hot	Went	Home		

ELECTRIC ½A TEXACO

	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Bob Wilson	Bomber			600	600	600		2210	4010
2	Steve Gullock	Lil Diamond			600	600	600		2146	3946
3	Brian Laughton	Albatross			600	600	600		1612	3412
4	Col Collyer	Playboy			600	600	600		1590	3390
5	Max Heap	Stardust			600	600	600		1582	3382
6	Graeme Gulbin	Stardust			L/O	L/O	600			600
7	Keven Fryer				DNF					
8	Mal Pring				DNF					

ELECTRIC DURATION

	Name	Model		CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Bob Wilson	Playboy		35	600	600	600			1800
2	Max Heap	Kerswap		35	483	600	376			1459
3	Steve Gullock	Lil Diamond		35	600	227	600			1427
4	Bill Coombs	Airborne		35	148	389	L/O			537
5	Mal Pring				D N F					

Clockwise from bottom left: *Col Colyer with his ½A Playboy.*
The pits - it was hot in the sun!
Bob Wilson with his ½A Electric Texaco winning Lanzo Bomber.
Brian Laughton's Fillon Champion antique glider with Col Colyers's Satyr behind.
Col Colyer launching his Satyr on his electric winch.
Burford Winners, 2nd Peter Van de Water-beemd, 1st Don Grant, 3rd Jim Rae.
Std.Duration Winners, 3rd Kevin Fryer, 1st Steve Gullock, 2nd Peter Van de Waterbeemd.
Brian Laughton and Kevin Fryer at the Office.

Clockwise from bottom left:

Bill Coombs' electric Airborne flown in electric Duration.

Sam 600 President Kevin Fryer presenting Jim Rae with 3rd Place ½A Texaco certificate.

Steve Gullock receiving 1st Place certificate for Standard Duration from Kevin Fryer.

Lyn Clifford receiving 1st Place certificate for '38 Antique from Kevin Fryer.

Peter Van de Waterbeemd launches Jim Rae's Amazoom in the Burford Event.

From Peter Lambert, Tasmania.

Those active in modelling during the late 40's and early 50's might recall or even have built the Frog Vanda, a 40 inch (1200mm) wing span free flight glider.

The kit which first appeared in 1947, selling for 9 shillings and 6 pence set a new benchmark in that all parts were die cut and tissue and dope (orange) were included.

The model when completed flew extremely well both off the tow line or hand launched from a convenient hill. That in my case was Parliament Hill adjoining Hampstead Heath, London. It outflew many other kitted gliders available at that time, none of which offered pre-cut parts which with the Vanda, simplified accurate construction for the ham fisted (as in my case) especially when building aids were often limited to a razor blade, a few pins and some sandpaper.

My latest version which has been enlarged to 2.5 metres span has all the stable flying characteristics of the original. A few cosmetic changes include an open cockpit, pilot and decor similar to that used on the full size Slingsby gliders used by the Air Training Corps during 1940 - 50's period and which I often saw flying from Hendon aerodrome, just outside London. For flat field flying, an electric motor (outrunner) has been fitted which turning an 11x7 folding prop powered by a 3 cell 2200 M/Ah Lipo pack gives more than sufficient power for several brisk climbs to altitude. A simple to build Eppler 205 wing section ensures that the glide is both flat and stable requiring minimal input from the rudder and elevator controls showing that it has lost none of the excellent characteristics which made original design so successful.

A number of these post war glider designs (Keil Kraft and Veron etc) are available on line and the 40 inch free flight Vanda plan is still available from Airborne magazine (Australia). Nowadays it is a simple matter to enlarge the original plans to any desired size and like so many vintage models, most have that inbuilt stability which ensures relaxing and trouble free performance, unlike some of the modern sleek designs which require control inputs every inch of the way.

Critical Thinking - At Its Best!

Woman: Do you drink beer?

Man: Yes.

Woman: How many beers a day?

Man: Usually about 3.

Woman: How much do you pay per beer?

Man: $5.00 which includes a tip.

(This is where it gets scary !)

Woman: And how long have you been drinking?

Man: About 20 years, I suppose.

Woman: So a beer costs $5 and you have 3 beers a day which puts your spending each month at $450. In one year, it would be approximately $5,400 correct?

Man: Correct.

Woman: If in 1 year you spend $5400, not accounting for inflation, the past 20 years puts your spending at $108,000, correct?

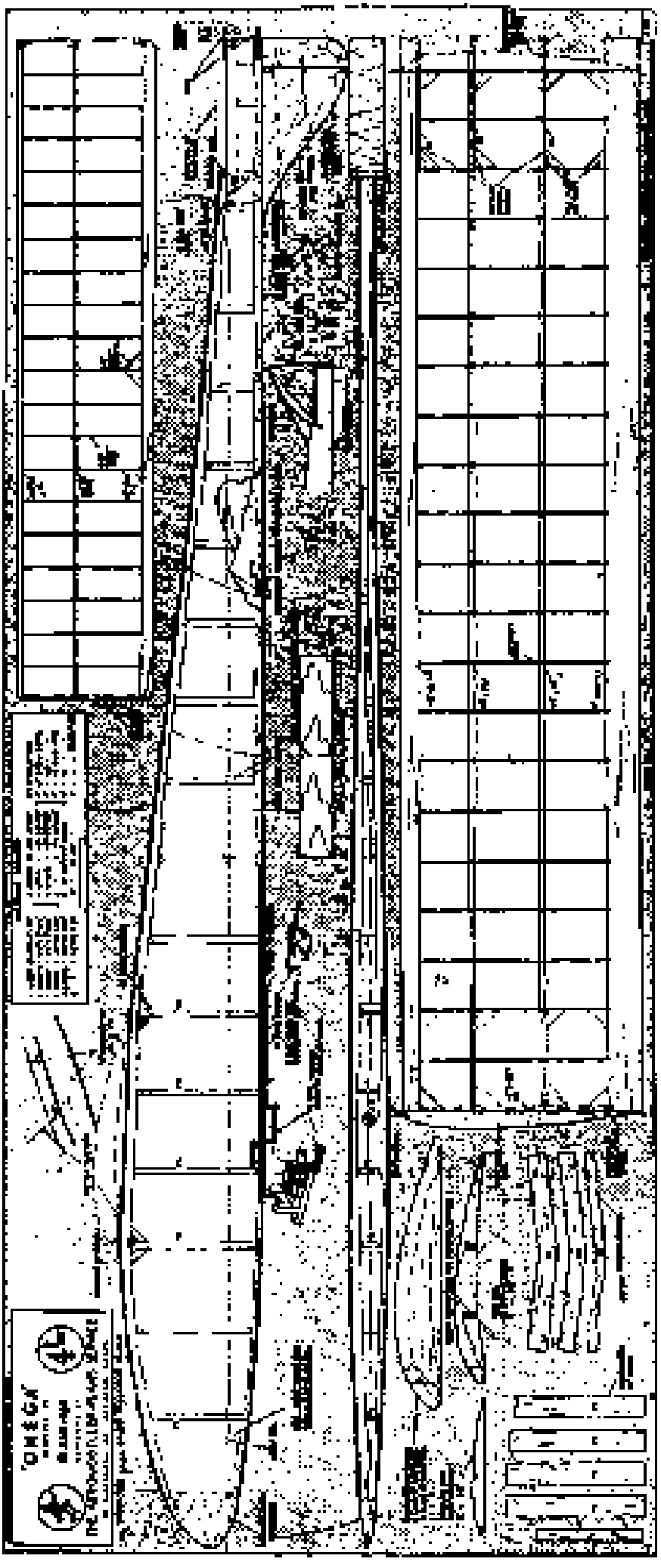
Man: Correct.

Woman: Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought a Ferrari?

Man: Do you drink beer?

Woman: No.

Man: Where's your Ferrari?



Omega by D Aldridge

from Aero Modeller January 1956

Omega Winner of "Queen Elizabeth" cup 1955 is the A/2 model becoming too complicated ? This ultra simple approach scored top points at the Northern Heights Gala & club events.

This model was designed early in 1954, primarily as an open contest glider. The emphasis was placed on simplicity of lines and construction, cutting down both building time and cost. Even so the model had to be rugged enough to take hard knocks,—which it has done on many occasions.

During the '54 season this model flew consistently well and won for the Letchworth Club's "Open Glider Competition" which consists of three rounds, three flights per round. This success owed a lot to the towline stability of the model. Even in windy weather Omega could be relied upon to tow straight without any undue effort on part of the flier. After the season had ended, it was decided to ballast the model with a view of flying in A/2 comps. Wing area was already just above the minimum permitted and so no alteration was made to the wings at this point.

Early in '55 a new model was built, this time with increased wing area and with a stronger, heavier fuselage to make up for some of the ballast on previous models. This model was entered for our club open glider comp. and in the two rounds enabled Don be slightly in front of his nearest rival. After this round extra ballast was added to bring the model up to A/2 weight, this appeared to make no difference to the flight pattern apart from increase in speed of glide. It was then decided to enter Omega for the "Queen's Cup" - which it eventually won. This success was followed by winning the final round of the club's Trophy in rainy weather. Thus clinching victory for second year running.

Unfortunately during the following week, it was lost out of sight, owing to a faulty D/T and the model was never recovered.

Construction of the model is quite straightforward and only the fuselage requires a few points of instruction. A basic fuselage framework is built, afterwards covered with 1/16 in. sheet. Care should be taken over the position of towhook, which must be securely bound with nylon thread and smeared with a liberal coating of cement. The front ballast box should also be bound with a strip of nylon material to prevent it collapsing in the event of a hard landing. Underfin is made as per plan and then cemented in position. Hold a short length of brass tube against the fuselage bottom with a silk patch and bend the 18-gauge auto-rudder trigger so that it is an easy sliding fit. Adjustment of the amount-of rudder applied for the turn can be set by a small limiting block stuck to the in at the hinge line.

The constant chord wing and tail surfaces are very simple to make, and the straight wing dihedral of 3 1/2 in. lift under each tip will be appreciated - especially by modelling begin-

ners. The original has been flown with, and without the tip endplates; but performance improves when they are fitted - in calm weather. For robust all-weather flying the soft block tips are preferable.

The fuselage should be given a coat of grain filler and three coats of thinned -colour dope. Wings are covered in light weight Modelspan and given two coats of clear dope and one coat of banana oil.

The tailplane has one coat of clear dope and one of banana oil. Make sure that the model balances exactly on the designed C.G. position. Trim to turn to the left on the glide as after many experiments this proved the more favourable way with the original.

1/2A Tuning Tip #27: Fuel Leaks. By Bob Angel

(Published in the December 2005 issue of the Central Coast Flyer, the newsletter of SAM 26, Bob Angel, Editor)

Part of a loss in run time can be attributed to fuel leaks. Whenever you've had the tank off it's always a good idea to check for leaks after replacement. The most frequent leaks occur around the four tank screw heads. Fill the tank, blot the area dry and look for seepage around those screw heads. Leaks will show up even better if you close the needle and pressurize the tank.

If there's a leak, don't just overtighten the screws. Find the cause rather than cave in the backplate with too much torque. The designed sealing area is between the bottom of the screw heads and the countersunk backplate holes. There can be a burr in the hole, or I've seen cheap replacement screws made with ridges under the heads, possibly made by a thread rolling process, rather than die cutting. If replacements, the screws can be a touch too long, or the threaded holes in the case too short.

I usually countersink those holes a little with a hand held drill bit and "chase" the threads with a 2-56 tap. Just don't punch through into the case.

Oddly enough, I've never seen a leak in that "Y" groove between the tank and backplate/needle assembly, unless that's what occurred just last week. I'd checked the screw head area before mounting an engine in my plywood quick mount. But when clamped in the mount, fuel was seen running down the face of the plywood. No leak visible when un-clamped. I just removed the tank and replaced it, maybe to be checked out later if I ever get a "round tu-it". The tiny 0 ring is another possible leak source, although in my experience it doesn't happen very often, even when the ring is re-used after takedown.

And finally fuel siphoning occurs frequently from the prop wash over the fill and/or vent tubes.

I cap-off the right hand tube after filling, and if there's a second tube rather than a tiny vent hole, use a short extension of fuel tubing cut on a slant at the top.

1/2A Texaco Tinkering

(Published March/April 2004 issue of "High Flight," the newsletter of the Sooner Antique Modellers of Tulsa, Oklahoma, Dan Hodges, Editor)

These tips might be worth remembering.

An article has been circulating lately about the care and feeding of Cox 1/2A Texaco engines. It was written by Norm Rosenstock several years ago and contains some good advice.

However, nothing in the original article mentioned the importance of filtering the fuel for those little rascals.

Bill Schmidt is a strong advocate of fuel filtering, even each time you go to the flying field. So do it. Put a coffee filter in a funnel and then add two folded Kleenexes. Pour the fuel through this slowly, and I betcha you will have a happier Cox.

The article did mention the problem with exhaust gunk being sucked into the air intake and hampering the running efficiency.

Marcy Martin has this to say: "Regarding that article about Texaco 049's sucking exhaust residue into the air intake, the solution offered, the use of spacers behind the engine, would only compound the problem. Without the spacers the exhaust residue must pass over the top of the engine then down the sides and back up to the intake.

With the spacers the residue goes right over the top of the engine and straight down to the intake, a much easier path.

Thousands of 049's have been run without spacers. I would suggest that the author had some other situation that was relieved by spacers. Another clue for a happy 049.

How many of us have examined the screen of the air intake on back of the engine? If clogged it will restrict the air supply.

Cleaning Sparkplugs

(Published in the Fall 2005 issue of the Capital Area Antique Modellers Association Newsletter, Jim Coffin, Editor)

A tip from Don Blackburn: Put them in a plastic container and fill with household vinegar. Let them sit overnight then use a toothbrush, scrub the electrodes then blow them dry. Then give them a shot of WD-40.

Jean Guillemard's World Record holder

On 16th June 1945, Jean Guillemard, a Great French aeromodelling pioneer, set French national duration and distance records, and an FAI World Record for altitude (1770 m), using the plane shown, powered by a Delmo 2.65 cm³ diesel like this one. The aircraft, a D.A.D (durée, altitude, distance), was developed through several versions, from 1940 to 1960. This 1945 version was the third.

BEST EVER SENIOR CITIZEN JOKE A little silver-haired lady calls her neighbour and says, "Please come over here and help me. I have a killer jigsaw puzzle, and I can't figure out how to get started."

Her neighbour asks, "What is it supposed to be when it's finished?" The little silver haired lady says, "According to the picture on the box, it's a rooster."

Her neighbour decides to go over and help with the puzzle. She lets him in and shows him where she has the puzzle spread all over the table. He studies the pieces for a moment, then looks at the box, then turns to her and says, "First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster." He takes her hand and says, "Secondly, I want you to relax. Let's have a nice cup of tea, and then," he said with a deep sigh .....

→

"Let's put all the Corn Flakes back in the box."

SAM1788 CHAMPS, CANOWINDRA. EASTER 2016.

Report from Kevin Fryer.

Canowindra, I would like to thank Kim, Paul, Peter, Jim, Grant, for running the best champs ever.

The weather was very good apart from the last day, which was a bit windy, but did not stop us flying.

It was good to see a lot more spark engines used across a varity of classes, I hope to see a lot more next year. If you need help with these engines please give me a call.

Vintage gliders have got a lot busier which was pleasing to see. It was the first time I have flown glider at Canowindra and was a bit surprised to finish third. I would like to thank Colin Collyer for the use of his glider, Bob Marshall came in second and Colin Collyer first.

Cabin Scramble was next. Condo was first closely followed by Peter Scott and SAM1788 President, Peter Van de Waterbeemd.

Friday started with model scrutinizing and registrations. Many thanks to Dave Brown, Entries Co-Ordinator.

The first event was Nostalgia. Winner was Kevin Fryer, me, followed by that young ACE from the north Michael Walsh and then Peter Van de Waterbeemd.

Next was ½ A Texaco. Condo cleaned up again with a convincing win, next was Rex Brown flying Brian Stebbing's Stardust Special. This was a great effort considering it was untested. Look out next year. Third was that visitor to Cane Toad Hall Mick Rankin. Note, we have to keep a close look on this guy as he builds a nice model.

Saturday started with Gordon Burford. Peter J. Smith, (Condo), assisted by May, finished first, Cane Toad Walsh slipped into second while Jim Hardy, assisted by me who was running 3rd by a big margin and then landing out with a flat receiver battery, finished third. Digital servos suck up a bit of power.

Texaco. Cane Toad Hall starred in this event. John Urry finished second and Gary De Chastel finished third and a Toad called Mick did finish first.

Sunday, '38 Antique. This event was dominated by spark ignition engines. The most common engine used was of the Forster brand. We had 99's and 29's. Jim Rae's 29 did have a few technical problems early on, but did you see it go when this was sorted. The end result was that I landed out again. Condo, with a Madwell 49, came in third, Peter Scott, with a FORSTER 99, came in second and Mick Walsh, with an OK Super 60, came in first. Grant Manwaring did come in next with a GB5cc diesel and Bob Marshall came next with a ED Hunter diesel.

Duration. Mick Walsh came in first with a SPARK ignition engine McCoy 60, Grant came in next with a YS53 and Bob Marshall got third with something I have never heard of, a Thunder Tiger 46.

Monday, Standard Duration. NSW flyers first and second. Condo with a Magnum 36 and then Don Southwell with an OS40H. Third was Mick Walsh with an OS32.

Then 2cc Duration. Grant Manwaring was first followed by Rex Brown from South Australia and third was Jim Rae, all using Taipan Tyro diesels. Fourth, sixth and seventh also used Tyro's whilst fifth, Me, and eighth used MVVS engines. The wind didn't help with these two events.

At the end of all this it was Grant Manwaring who came out on top to be Champ of Champs. It must be noted that the boys from Cane Toad Hall had three wins, two seconds and two thirds between them. Next year we will have the King Toad back - Warren Hathaway.

Many thanks to 1788.
Regards Kevin Fryer.

Grant Manwaring
Champ Of Champs
1788 SAM Champs Canowindra Easter 2016

From Toad Hall - Texaco Winners L to R: 2nd John Urry, 1st Mick Walsh and 3rd Garry de Chastel - A Queensland whitewash!

RESULTS - SAM1788 CHAMPIONSHIPS - CANOWINDRA - EASTER 2016

From Dave Brown.

FF Vintage Power

Peter	SCOTT	361
Basil	HEALY	337
Jim	RAE	190
Bob	MARSHALL	25

FF Vintage Power Ratio

Mark	NELSON 2.25

Champ of Champs
1. Grant MANWARING
2. Kevin FRYER

O/T Glider

Colin	COLLYER	Satyr 200%	1280
Bob	MARSHALL	Frog Prince	959
Kevin	FRYER	Kane	859
Grant	MANWARING	Odenmans A2	857
John	QUIGLEY	DG 42	836
David	BEAKE	Thermalist	697
Jim	RAE	Fugitive	573
Rex	BROWN	Satyr 150%	541
Mike	RANKIN	Soaring Champ	527
Basil	HEALY	Balestruccio	474
Peter	Van de WATERBEEMD	Hyperion	394
Don	SOUTHWELL	Thunderking	166
Peter	SCOTT	Vega Gull	66

Cabin Scramble

Peter J.	SMITH	Indian Mills	1560
Peter	SCOTT	Mills .75	1410
Peter	Van de WATERBEEMD	MP Jet	1398
Colin	COLLYER		1385
Michael	WALSH	MP Jet	1353
Jim	RAE	Mills .75	1293
Kevin	FRYER	Irvine Mills .75	1242
Don	HOWIE	Boddo Mills .75	1208
Jim	HARDY		1127
Geoff	POTTER	MP Jet	866

Nostalgia

Kevin	FRYER	Spacer/OS40H	1260	802
Michael	WALSH	Hyphen/K&B40	1260	746
Peter Van de	WATERBEEMD	Swayback/K&B40	1260	638
Steven	GULLOCK	Playboy/OS40H	1260	620
Grant	MANWARING	Spacer/OS40H	1260	589
David	BEAKE	Swayback/K&B40	1260	535
Peter J.	SMITH	Swayback/K&B40	1260	523
Peter	SCOTT	Dreamweaver/K&B401	260	492
Peter R.	SMITH	Ollie/K&B40	1260	397
Rex	BROWN	Jumping Bean/OS40H	1260	
Jim	HARDY	Playboy/OS40H	1184	
Bob	MARSHALL	Spacer/OS40H	1172	
Mike	RANKIN	Zoot Suit	1170	
Jim	RAE	Mercury Teal/OS40H	1084	
John	URRY	Sunstreak	1038	
Geoff	POTTER	Swayback/K&B40	899	
Grahame	MITCHELL	KV62/OS25	840	

1/2a Texaco

Peter J.	SMITH	Lil Diamond	1260	1501
Rex	BROWN	Stardust Spl	1260	1364
Mike	RANKIN	Stardust Spl	1260	1080
Dave	PATON	Stardust Spl	1260	1025
John	URRY	Bomber	1260	987
Michael	WALSH	Stardust Spl	1260	936
Peter	SCOTT	Baby Burd	1260	899
David	BEAKE	Stardust Spl	1260	889
Don	HOWIE	Atomiser	1260	811
Paul	FARTHING	Stardust Spl	1260	L/O
Anthony	VICARY	Stardust Spl	1241	
Grant	MANWARING	Playboy Cabin	1232	
Basil	HEALY	Stardust Spl	1230	
Garry	WHITTEN	Lil Diamond	1194	
Kevin	FRYER	Cumulus	827	
Grahame	MITCHELL	Stardust Spl	657	
Don	SOUTHWELL	Stardust Spl	420	
Jim	RAE	Pine Needle	353	
Peter	Van de WATERBEEMB	Lil Diamond	23	

Gordon Burford

Peter J.	SMITH	Faison/PB(T)	900	2351
Michael	WALSH	Calypso/PB(T)	900	2096
Jim	HARDY	Blazer/BB	900	888
Grant	MANWARING	Dixielander/PB(T)	900	763
John	URRY	Swiss Miss/PB(T)	900	719
Peter Van de	WATERBEEMB	Ollie/BB	900	684
Geoff	POTTER	Spacer/PB	900	659
Peter	SCOTT	Jaided Maid/BB	900	578
David	BEAKE	Ollie/PB(T)	900	316
Steven	GULLOCK	Ciclone/BB	900	244
Don	HOWIE	Eureka 19/PB	900	210
Rex	BROWN	Jumping Bean/PB	900	202
Basil	HEALY	Creep/PB	900	187
Kevin	FRYER	Dixielander/PB	900	
Grahame	MITCHELL	Dream Weaver/PB	900	
Geoff	BLACK	Dixielander/PB(T)	879	
Wayne	HARRIS	Eliminator/PB	868	
Herbert	REICH	Dixielander/PB	868	
Dave	PATON	Stardust Spl/PB	861	
Anthony	VICARY	Dixielander/PB	817	
Bob	RAADTS	Bomber/PB	798	
Peter	CUTLER	Dixielander/PB(T)	712	
Kent	URRY	T Bird/BB	701	
Ray	MORGAN	Dixielander/PB	643	
Garry	De CHASTEL	Dixielander/PB(T)	630	
Donald	McKENZIE	Dreamweaver/PB	600	
Bob	MARSHALL	Spacer/BB	L/O	
Mike	RANKIN **	Spacer/BB	900	848

Texaco

Michael	WALSH	Racer/Anderson Spk	1800	2537
John	URRY	Bomber/Saito65 4/	1800	2096
Garry	De CHASTEL	Bomber/Saito65 4/	1800	1977
Peter Van de	WATERBEEMB	Bomber/Saito65 4/	1800	1975
Basil	HEALY	Lanzo Stick/Enya 60 4/	1800	1973
Peter J.	SMITH	Bomber/OS61 4/	1800	1954
David	BEAKE	Bomber/OS60 4/	1800	1952
Kevin	FRYER	Cumulus/Irvine40 D	1800	1859
Herbert	REICH	Bomber/Saito65 4/	1800	1800
Grant	MANWARING	Bomber/OS60 4/	1800	1756
Dave	BROWN	Flamingo/O&R60	1800	1478
Mike	RANKIN	Bomber/OS61 4/	1800	916
Paul	FARTHING	Bomber/OS60 4/	1800	835
Kent	URRY	Bomber 85%/Saito56 4/	1800	756
Steven	GULLOCK	Bomber 85%/Enya53 4/	1800	733
Geoff	BLACK	Flamingo/Saito65 4/	1800	L/O
Dave	PATON	Bomber/OS61 4/	1800	L/O
Geoff	POTTER	Bomber/OS61 4/	1800	DNF
Anthony	VICARY	Bomber/OS61 4/	1772	
Donald	McKENZIE	Bomber/Saito56 4/	1708	
Dave	SAMPSON	Bomber/OS60 4/	1674	
Peter R.	SMITH	Bomber/OS60 4/	1634	
Wayne	HARRIS	Bomber/OS60 4/	1586	
Peter	SCOTT	Bomber/Cunningham 64	1362	
Mike	MASTERS	Bomber/OS60 4/	1056	
Jim	RAE	Krupp/O&R60	861	
Peter	CUTLER	Bomber/Saito65 4/	600	
Garry	WHITTEN	Bomber/OS61 4/	287	
Rex	BROWN	Racer/OS 60 4/	217	
Bob	RAADTS	Bomber 85%/OS 40 4/	L/O	
Roy	BRAY	Bomber/TTiger54 4/	L/O	

'38 Antique

Michael	WALSH	Westerner/OK60	1800	1362
Peter	SCOTT	Rec Breaker/Forster 99	1800	1283
Peter J.	SMITH	Westerner/Madewell 49	1800	535
Grant	MANWARING	RC1/Burford 5ccd	1800	430
Bob	MARSHALL	Tren Terror/ED Hunter	1800	L/O
Kevin	FRYER	Cumulus/Forster 99	1800	L/O
Rex	BROWN	RC1/OK Super 60	1588	
Peter Van de	WATERBEEMB	Long Cabin/GB5ccd	1582	
Jim	RAE	Rambler/Forster 29	1579	
Basil	HEALY	RC1/Sparey 5ccd	1549	
David	BEAKE	Westerner/Anderson Spit	600	
Don	SOUTHWELL	Eaglet/GB5ccd	514	

Duration

Michael	WALSH	S'dust Spl/McCoy60 Spk	1260	468
Grant	MANWARING	Playboy 105%/YS53 4/	1260	305

Bob	MARSHALL	Playboy/T Tiger46	1260	304
Grahame	MITCHELL	Playboy/Sup.Tiger34	1260	276
Dave	PATON	Playboy 105%/YS63 4/	1260	268
Peter	SCOTT	Playboy 112%/McCoy60	1260	55
Rex	BROWN	Bomber 85%/Dubjet40	1260	DNS
Kent	URRY	Bomber 85%/Saito56 4/	1232	
Anthony	VICARY	Playboy 105%/Saito62 4/	1213	
John	URRY	Bomber/YS63 4/	1192	
Donald	McKENZIE	Bomber 85%/YS53 4/	1187	
Garry	De CHASTEL	Playboy/YS63 4/	1168	
Jim	HARDY	Playboy 105%/YS53 4/	1165	
Dave	BROWN	Bomber 85%/Saito56 4/	1118	
Peter	CUTLER	Bomber/YS63 4/	1105	
Jim	RAE	Lion Cub 130%/Saito56 4/	1012	
Steven	GULLOCK	Playboy/OS52 4/	1010	
Peter J.	SMITH	Playboy 112%/McCoy60	816	
Peter Van de	WATERBEEMB	Bomber91%/McCoy60	782	
Kevin	FRYER	Playboy 112%/McCoy60 spk	420	
Don	HOWIE	Bomber 85%/Saito56 4/	290	
David	BEAKE	Playboy/Dooling61	289	
Basil	HEALY	Red Ripper/Saito56 4/	L/O	
Geoff	POTTER	Playboy 105%/Nelson40	L/O	

Standard Duration

Peter J.	SMITH	Playboy/Magnum 36	900	310
Don	SOUTHWELL	Airborne80%/OS40H	900	188
Michael	WALSH	Stardust/OS32	900	DNS
Dave	PATON	Playboy/OS40H	882	
Steven	GULLOCK	Stardust Spl/OS40H	876	
Grahame	MITCHELL	Playboy/OS40H	856	
David	BEAKE	Lanzo Racer/OS35	834	
Grant	MANWARING	Playboy Cabin/OS40H	831	
Paul	FARTHING	Playboy/OS40H	827	
Peter Van de	WATERBEEMB	Bomber85%/K&B40	779	
Peter	SCOTT	Stardust Spl/OS40H	770	
Kevin	FRYER	Cunulus/OS40H	758	
Jim	HARDY	Playboy/OS37	642	
Rex	BROWN	Lanzo Racer/K&B40	623	
Geoff	POTTER	Playboy/OS40H	600	
Bob	MARSHALL	Playboy/OS40H	600	
Dave	SAMPSON	Playboy/OS40H	561	

2CC Duration

Grant	MANWARING	Eliminator/Taipan Tyro	900
Rex	BROWN	Jumping Bean/Taipan Tyro	896
Jim	RAE	Zero/Taipan Tyro	773
Peter Van de	WATERBEEMB	Bomber/Taipan Tyro	538
Kevin	FRYER	Stardust Spl/MVVS	481
Paul	FARTHING	Pencil100%/Taipan Tyro	300
Basil	HEALY	Creep/Taipan Tyro	300
Peter	SCOTT	Eureka/MVVS	1 Attempt

C/L Phantom Shield flown at 2016 SAM 1788 Champs

From CD Jim Rae

Numbers were down on previous years, however there were more models in attendance than feature in the results as quite a few did not make qualifying flights.

Class I……2 qualifiers	***Record 54.00mph (2011)***		
1st Peter (Condo) Smith	MPJ Super Atom	53.84	mph
2nd Peter (Condo) Smith	Deezil	49.19	mph
Class II…..3 qualifiers	***Record 72.23mph (2012)***		
1st Peter (Condo) Smith	MVVS 2cc	69.47	mph
2nd Kevin Fryer	MVVS 2cc	67.77	mph
3rd Don McKenzie	MVVS 2cc	57.71	mph
Class III…2 qualifiers	***Record 77.32mph (2013)***		
1st Peter (Condo) Smith	Jena 2cc RV	60.77	mph
2nd Gary De Chastel	CS Oliver 1.5cc	59.88	mph
Class IV….1 qualifier	***Record 79.02mph (2015)***		
1st Kevin Fryer (Proxy for Brian Stebbing)	Enya CX 11 **NEW RECORD**	80.75	mph
KK Champ…..4 qualifiers	***Record 47.02mph (2015)***		
1st Kevin Fryer (Proxy for Brian Stebbing)	MP Jet .040 **NEW RECORD**	49.32	mph
2nd Jim Rae	MP Jet .040	47.29	mph
3rd Peter Scott	Mills .75	37.68	mph
4th Peter Cutler	Irvine Mills .75	34.41	mph

Steve Gullock (VIC) prepares his Playboy in Nostalgia.

Nostalgia winners L to R: 3rd Peter Van de Waterbeemb (NSW), 1st Kevin Fryer (VIC) and 2nd Mick Walsh (QLD)

Kevin Fryer tunes his ½A Texaco Cumulus assisted by Brian Dowie.

Part of the ½A Texaco flight line.

½A Texaco winners L to R: 1st Peter (Condo) Smith (NSW), 2nd Rex Brown (S.A.) and 3rd Mike Rankin (QLD)

Toad Mick Walsh contemplating his Calypso Burford model, "I wonder if it will go?" Don Howie S.A. wonders the same thing.

Queensland Burford models, top Dreamweaver and two Dixielanders.

Burford Winners L to R: 2nd Mick Walsh (QLD), 1st Peter (Condo) Smith (NSW) and 3rd Jim Hardy (QLD).

Kevin Fryer preparing for Burford, Don Howie (SA) looking on.

Texaco gets underway.

Brian Dowie and Kevin Fryer (VIC) at the Office in Burford event.

Torpedo by Les Adams from the 1937 Zaic Yearbook for '38 Antique by Geoff Potter powered by Madewell 49 on spark.

Eaglet by Ben Shereshaw, built by Don Southwell for '38 Antique. Powered by a GB5cc diesel. This model won the Concurs de Elegance Award, sponsored by SAM Queensland.

Forster 99 powered Cumulus on spark by Kevin Fryer. Engine well sorted out and a very smooth and reliable runner.

'38 Antique winners L to R: 3rd Peter (Condo) Smith (NSW), 1st Mick Walsh (QLD) and 2nd Peter Scott (NSW)

The Nostalgia flight line at Canowindra SAM Champs.

The winning control line models. Kevin Fryer flew the late Brian Stebbing's KK Phantom and KK Champ to their class wins. Brian had prepared and test flown both models for the Easter SAM 1788 Champs before his sudden passing on 16 February, 2016.

Garry de Chastel (QLD) prepares his Playboy for Duration.

Oldtimer Glider winner Col Collyer's 200% Satyr with Jim Rae's 7th placed Fugitive glider in the background.

A MECHANICAL RELEASE STOOGE for R/C OLD TIMER AIRCRAFT

By Roy Bourke, Toronto. Canada.

When I showed up at the SAM 89 spring warm-up on 13 May 95, I was using a homemade mechanical release stooge to launch my R/C Old Timer aircraft. Art Lane threatened to put sugar in all my gas tanks if I didn't do a short construction article on it for the S.W.O.O.T. Newsletter.

I built the stooge from some old aluminum drape track and other odds and ends that I had lying around my shop, so I find it rather senseless to specify the exact sizes and materials to accurately duplicate it. Instead I present a series of sketches to illustrate the basic operation of the stooge, and leave it to the builder to modify the design to suit the materials on hand.

The body of my stooge was made from aluminum channel (drape track) approx. 5/8" wide x 3/4" high x 10" long, with 1/16" wall thickness. The treadle was made from narrower channel (approx. 1/2" wide) that fit within the sides of the body. A small aluminum foot plate (1/16" x 3/4" x 2") was pop-riveted to the treadle, and a 1/16" aluminum horn attached to pull the release cable as the treadle is stepped upon. The treadle axle is an 8-32 screw, with a piece of brass tubing as a bearing spaced between the walls of the body.

The bellcrank was made from .032" stainless steel (brass, or steel would work), with a curved pin of .078" music wire silver brazed to it. A tension spring fastened between one side of the bellcrank and a bracket on the treadle axle provides the return tension, and a flexible 1/32" pull cable between the other end of the bellcrank and the treadle horn provides the release action.

Figure 2 illustrates the action of the bellcrank. The bellcrank pivots around a short spacer of brass tubing (slightly longer than the thickness of the bellcrank), and is held about 3/16" above the floor of the body by a wide spacer. The .078" wire pin is bent to an arc whose centre is the bellcrank pivot, and operates through clearance holes in the sides of the body. On release, the bellcrank pulls the curved pin out of the body, and the aircraft is free to move forward.

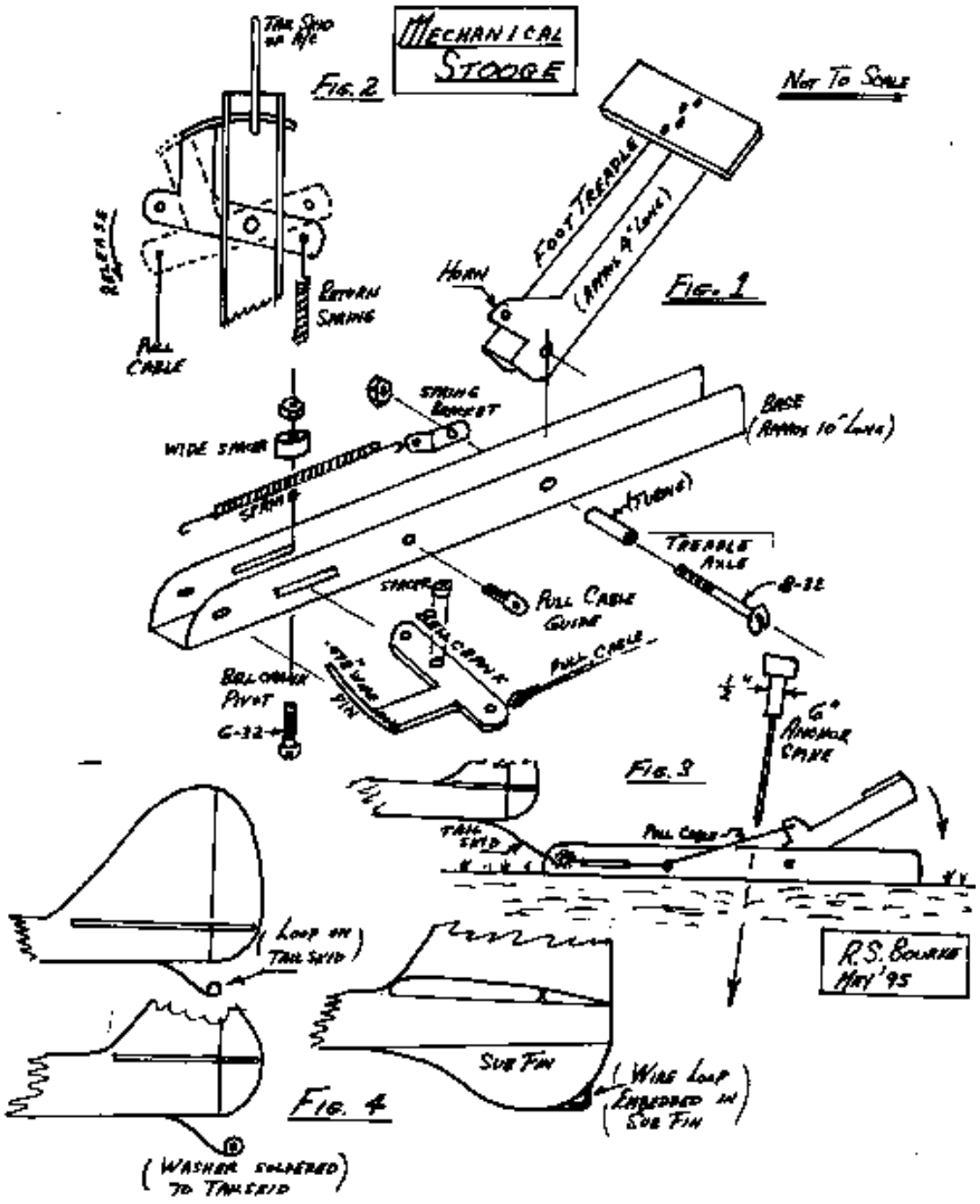


Figure 3 illustrates the method of anchoring the stooge to the ground, using a 1/8" music wire spike about 6" long. The handle of the spike is made of wooden dowel to fit snugly between the walls of the body, so that when the spike is pushed fully into the ground, the dowel will prevent the body from tipping sideways when the treadle is pressed.

All that is required on the aircraft is a loop or washer on the tailskid, with a hole large enough to encircle the wire pin on the bellcrank. Figure 4 shows three configurations of tailskids that work well with the stooge.

So far I have found the stooge to be strong enough to hold back my largest aircraft (.60 powered), and to work perfectly in light to moderate winds. For very heavy winds, or for winds varying in direction rapidly, it may be better to resort to a human stooge who can steady the wing as the aircraft is released.

Contest Calendar 2016

SAM 600 Australia
Victorian Old Timers Association Inc.
10 Cunningham Drive
Endeavour Hills
Vic 3802

Contests commence at 10 am, unless otherwise stated.
The MAAA 2013 Rules apply.
The CD for all SAM600 events will be nominated on the day of the event.
General Meeting Echuca 9am April 17th / AGM Cohuna 9am September 18th
All 1/2A, Duration & Texaco events will have the electric equivalent

April 16th & 17th	**Echuca**	Saturday - 1/2A Texaco, Burford, Duration Sunday - General Meeting 9am.Texaco, 38 Antique, Climb & Glide
April 30th & May 1st	**Monarto S.A.**	VIC/SA Champs
May 14th & 15th	**Ballarat** (new field)	Saturday - 1/2A Texaco, Burford, Duration Sunday - Texaco, 38 Antique, Climb & Glide
May 21st & 22nd	**Cohuna**	Saturday - 1/2A Texaco, Burford, Duration Sunday - Texaco, 38 Antique, Climb & Glide
Sept 17th & 18th	**Cohuna**	Saturday - 1/2A Texaco, Burford, Duration Sunday - AGM 9am. Texaco, 38 Antique, Climb & Glide
Oct 1st & 2nd	**Wangaratta**	**Eastern State Gas Champs** SAM 1788 Comp
Oct 22nd & 23rd	**Echuca**	Saturday - 1/2A Texaco, Burford, Duration Sunday - Texaco, 38 Antique, Climb & Glide
Nov 5th & 6th	**Cohuna**	Saturday - 1/2A Texaco., Burford, Duration Sunday - Texaco, 38 Antique, Climb & Glide
Nov 27th	**Ballarat**	Sunday - 1/2A Texaco, Texaco, Duration, Climb & Glide