

The Thermaleer

SAM 600 of Australia Newsletter, Issue No.137

April - June, 2016.



A happy Pat Keely, winner of Duration at Echuca Oldtimer, 16-17 May, 2016.

Texaco Flight Line at Cohuna
21-22 May, 2016.



NEXT COMPETITONS

Sept 17 th & 18 th	COHUNA	Saturday - 1/2A Texaco, Burford, Duration Sunday - AGM 9am. Texaco, 38 Antique, Climb & Glide
Oct 1 st & 2 nd	Wangaratta	Eastern State Gas Champs SAM 1788 Competition
Oct 22 nd & 23 rd	Echuca	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.

CuCu a Wip-MOL-DOM
= "ALA" a'ra giugno 1944

CARATTERISTICHE
 apertura alare 144,0 cm
 superficie alare 22,5 dm²
 profilo alare BAF 50 - 2
 apertura timo, m. 60,0 cm
 superficie imp. or. 7,1 cm²
 profilo imp. or. Semi Car 82 0
 lunghezza fusoliera 83,0 cm
 motore Moto 52
 peso 500 g

Disegnato da G. di M. (disegni originali 1944)
 - fusoliera a struttura mista (aluminio, balsa, legno) e di legno
 - il timo è in balsa e di legno, con nervatura in balsa e legno
 - il motore è un motore di tipo "Moto 52" di tipo "Moto 52"

Il modello è in scala 1:10 e può essere costruito in balsa e legno





FROM THE PRESIDENT

Kevin Fryer.

Hello once again. Hope the weather has been kinder to you for flying than the weather has to us. It resulted in some of our recent SAM 600 events being cancelled, including the scheduled VIC/SA State Champs. The South Australians totally agreed with and understood SAM 600 members' decision not to attend as the weather turned out to be terrible that weekend. The SA guys decided to fly the scheduled events anyway for their own enjoyment during following weekdays subject to suitable weather. Don Howie has kindly supplied a report for us.

However our recent Cohuna event finished up OK weather-wise and we all enjoyed the competitions. Thanks again goes to the Cohuna guys for a great weekend.

The electric fly-offs at our oldtimer events are good to watch. Just when you think someone has it in the bag some other more careful type pulls another few seconds of power out of his battery, usually resulting in an even closer finish.

We now have a few months before our next scheduled event to build and repair our models, so get to it chaps.

I have put forward a proposal on a fairer way to update or change the rules for our IC and Electric Oldtimer competitions. Every SAM member should have a right to vote, so read it carefully, please.

Hope you have a good time building.

Kevin Fryer

Proposal by Kevin Fryer the fairest way for all SAM members to change or add to RC and Electric Oldtimer Rules and include this in the AUSTRALIAN OFFICIAL RULES Section 5 at the next rules conference. Cut-off date for final vote is February, 2017.

* * * * *

All SAM Members must be given the opportunity to vote on changes or additions to the MAAA Oldtimer Rules. This can only be achieved in most cases with a postal vote. There should be a set time for the return of voting paperwork of about three (3) weeks. If you don't return the vote paperwork it will be taken that you chose not to vote.

The President of each state or territory SAM Chapter shall be their member for the Oldtimer Rules Change/Additions Sub-Committee. They shall be responsible to make sure that all their members have been given an opportunity to vote and that all voting paperwork is processed correctly and the results forwarded to the SUB-COMMITTEE CHAIRPERSON.

The Oldtimer Chairperson should be selected from one of the SAM Chapter Presidents.

To lodge a proposal the member must get ten (10) members to agree with him by counter-signing the proposal. They can be members from other SAM Chapters. It should then be voted on by the proposer's SAM Chapter and if a majority vote results for the proposal it should then be passed on to the Sub-Committee Chairperson.

All the proposals are collected by the Sub-Committee Chairperson and then passed on to the subcommittee members for them to circulate to their Chapter members for a final vote. The result of this voting is then passed back to Sub-Committee Chairperson to calculate the result.

From here the Sub-Committee Chairperson comes under Commonwealth Law. Each active state or territory gets one vote and the Chairperson has a deciding vote if he chooses to use it. The result is then passed on to the MAAA to change/add to their official MAAA Oldtimer Rules. The MAAA will accept these changes without question unless there is a safety problem.

On May 21st SAM 600 held a meeting at Cohuna and I, Kevin Fryer, put forward two (2) proposals. The first was the above proposal and the second was that Peter van de Waterbeemd would make a good Oldtimer Sub-Committee Chairperson. The following SAM 600 members supported my proposals.

Robert Taylor
Roger Mitchell
Brian McLean
Brian Laughton
Patrick Keely
Steven Jenkinson
Steven Gullock
Brian Dowie
Lyndon Clifford
Laurie Baldwin

STOP PRESS

We have just received another member for "THE SILLY OLD BUGGERS CLUB." He is Brian Dowie who successfully stuck his wrist into the rotating propeller of his Texaco model during our last Cohuna comp. In doing so he broke the band on his wrist watch which probably saved him from a worse injury than he received.

What I would like to know is did our parents, on seeing us arrive in this world, decide that we looked like we would be clumsy all our lives and named us Brian. Or is it that, as we got older, we became clumsier than people with other names, because three out of the five members of this exclusive club are named Brian. I guess we will never know ???

Cheers,
Brian L

CONTEST CO-ORDINATOR'S REPORT - JUNE 2016.

Brian Laughton.

Another three months have passed and the contest scene has had mixed weather. We had our first two day comp at Echuca after some time and we were pleased to see a very good turn up and good weather.

Our next comp was to be the VIC/SA state champs to be held at Monarto S A, but it was with agreement with the SA boys that it would be cancelled because of a bad weather forecast which turned out to be correct and it saved us traveling all that way for nothing. It is our turn to have the State Champs here next year so lets hope we have better weather. (The SA boys decided to fly the various events anyway for themselves, over a number of days when the weather permitted, and Don Howie has kindly reported the results elsewhere in this newsletter).

Our next comp was to be held at Ballarat on their new field. Again the weather forecast was not good and to their credit the Ballarat club decided to cancel this event and save us all the inconvenience of just sitting around waiting for the weather to improve which it didn't. I'm glad the decisions to cancel were the correct ones.

The next comp was Cohuna and the forecast was again good and bad, good for Saturday but not so good for Sunday, so it was decided to squeeze more events into Saturday and leave the lesser events for Sunday. This worked out well as Saturday's weather was superb and all the flyers were delighted with the day.

Sunday was windy and after one event it was decided to call it off, have lunch and go home. While we were having lunch we chatted and it was decided amongst the members that we would not pursue Shepparton as a flying site for our comps in the future and we would let Ballarat settle into its new field before we schedule any more comps there.

Something I failed to mention in the last Thermaleer was that Kevin Fryer was runner up TOP GUN at the recent SAM Champs at Canowindra. He worked very hard to achieve this and congratulations Kevin from all of us at SAM600.

Well that's all for this issue, see you all at Cohuna in September. Don't forget it is the AGM on the Sunday morning of this comp.

Cheers,
Brian Laughton



FINANCIAL PLANNING EXPLAINED BY AN IRISHMAN.

Paddy bought a camel from a farmer for \$100. The farmer agreed to deliver the camel the next day.

In the morning he drove up and said, 'Sorry son, but I have some bad news. The camel's died.'

Paddy replied, 'Well just give me my money back then.'

The farmer said, 'Can't do that. I've already spent it.'

Paddy said, 'OK then, just bring me the dead camel.' The farmer asked, 'What are you going to do with him?'

Paddy said, 'I'm going to raffle him off.' The farmer said, 'You can't raffle a dead camel!'

Paddy said, 'Sure I can. Watch me. I just won't tell anybody he's dead.'

A month later, the farmer met up with Paddy and asked, 'What happened with that dead camel?'

Paddy said, 'I raffled him off. I sold 500 tickets at \$2 each and made a profit of \$898'

The farmer said, 'Didn't anyone complain?' Paddy said, 'Just the guy who won. So I gave him his \$2 back.'

Paddy now works for the Commonwealth Bank.

THE IRISH ANGLER

The rain was pouring down. And there standing in front of a big puddle outside the pub, was an old Irishman, drenched, holding a stick, with a piece of string dangling in the water.

A passer-by stopped and asked, "What are you doing?" "Fishing" replied the old man. Feeling sorry for the old man, the gent says, "Come in out of the rain and have a drink with me."

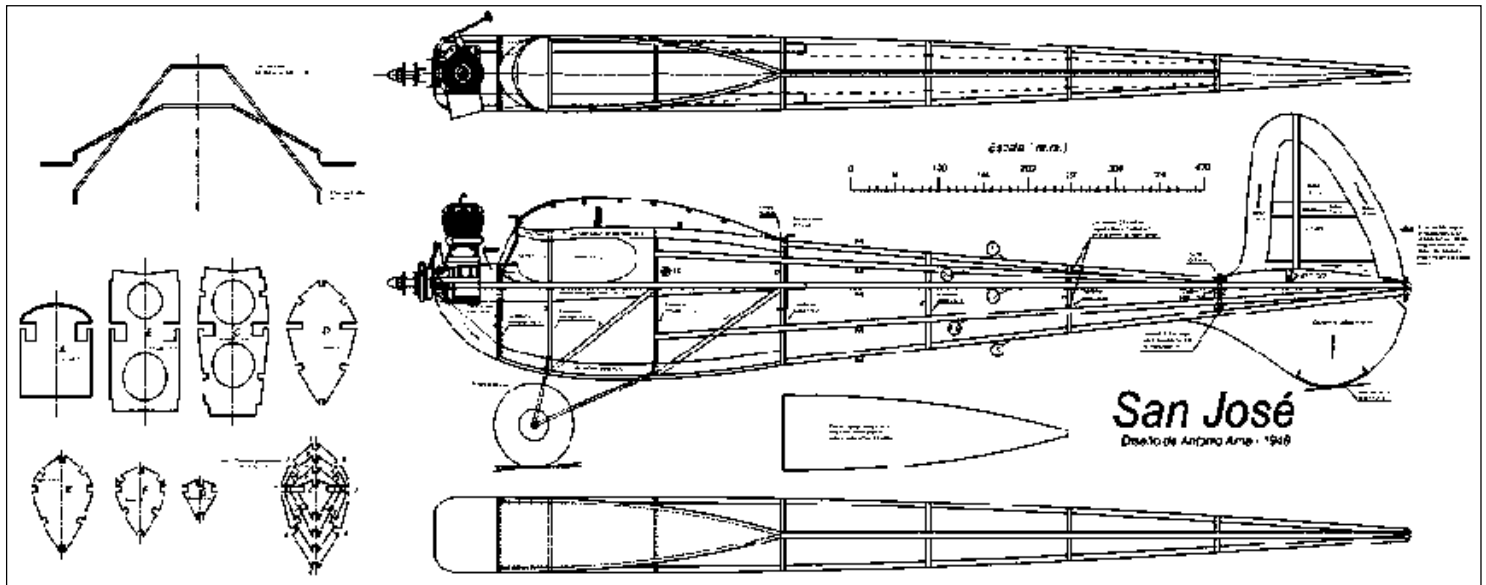
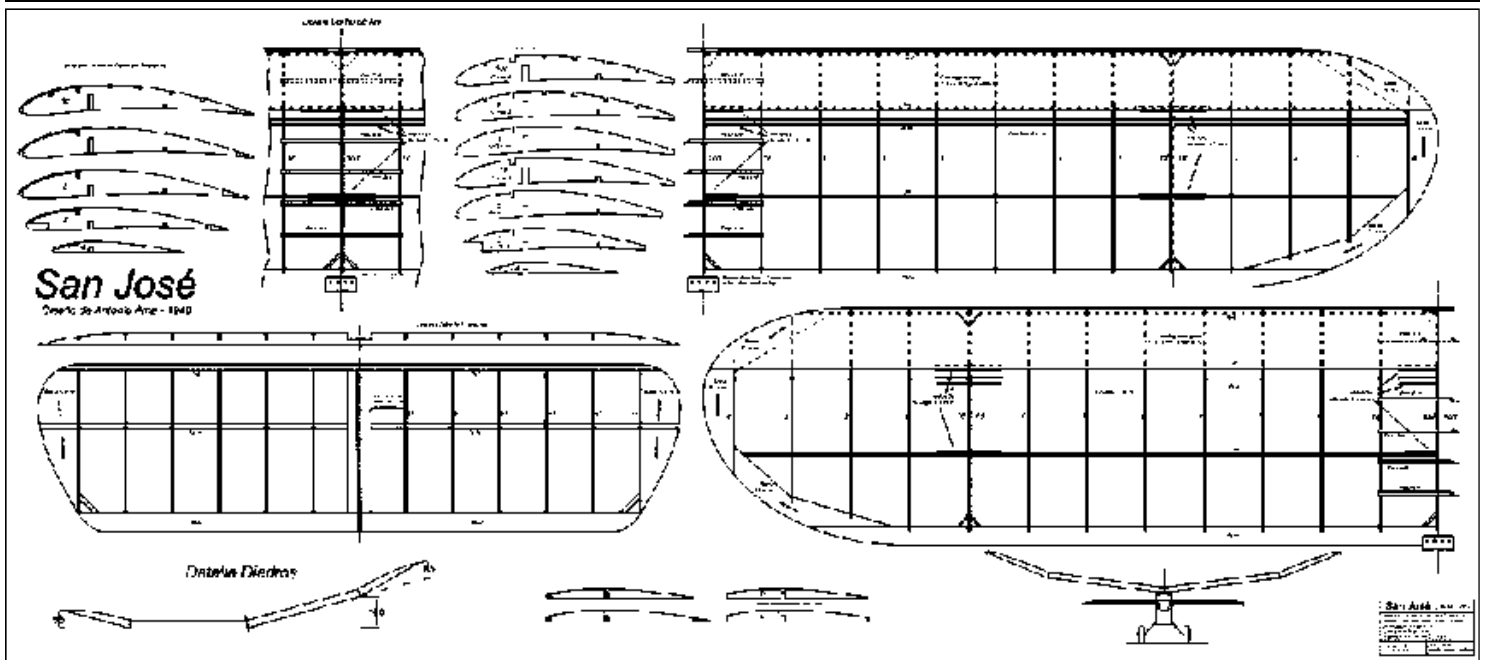
In the warmth of the pub, as they sip their whiskies, the gentleman cannot resist asking, "So how many have you caught today?" "You're the eighth" says the old man.



"The Stebbings Memorial" Champ of Champs - 2016

Event	1 st Place	2 nd Place	3 rd Place	No. in F/O	PROGRESSIVE POINTS I/C		
ROY ROBINSON 24th January, 2016					Kevin Fryer	40	1 st
Texaco	Brian Laughton	Don Grant	Kevin Fryer	6	Brian Laughton	27	2 nd
Duration	Kevin Fryer	Don Grant	Brian Laughton	2	Lyn Clifford	24	3 rd
Electric Texaco	Laurie Baldwin	B Wilson		2	Don Grant	16	4 th
Electric Duration	Bob Wilson	Laurie Baldwin		2	Pat Keely	13	5 th
NATIONALS (SAM 600Members placings)					Steve Jenkinson	12	6 th
Duration	Kevin Fryer	Don Grant	Lyn Clifford	2	Steve Gullock	8	7 th
Electric Duration	Bob Wilson	Max Heap	Steve Gullock	1	Graeme Gulbin	5	8 th
$\frac{1}{2}$ A Texaco	Steve Jenkinson	B Laughton	Kevin Fryer	2	Robert Taylor	4	9 th
$\frac{1}{2}$ A Electric Texaco	Bob Wilson	Steve Gullock	Brian Laughton	5	Max Heap	2	10 th
'38 Antique	Lyn Clifford	Kevin Fryer	Robert Taylor	0	Col Collyer	1	11 th
Burford	Don Grant	Lyn Clifford	Steve Jenkinson	4			
ECHUCA 16th - 17th APRIL 2016							
$\frac{1}{2}$ A Texaco	Brian Laughton	Kevin Fryer	Lyn Clifford	5			
$\frac{1}{2}$ A Electric Texaco	Max Heap	Brian Laughton	Graeme Gulbin	5			
Burford	Steve Jenkinson	Kevin Fryer	Max Heap	6			
Duration	Pat Keely	Lyn Clifford	Brian Laughton	4	PROGRESSIVE POINTS - ELECTRIC		
Electric Duration	Steve Gullock	Roger Mitchell	Max Heap	0	Bob Wilson	15	1 st
Texaco	Graeme Gulbin	Kevin Fryer	Lyn Clifford	7	Laurie Baldwin	14	2 nd
Electric Texaco	Max Heap	Roger Mitchell	Steve Gullock	4	Steve Gullock	12	3 rd
'38 Antique	Kevin Fryer	Lyn Clifford	Steve Gullock	1	Max Heap	11	4 th
MONARTO VIC / SA State Champs 30th April - 1st May, 2016 - Cancelled					Roger Mitchell	10	5 th
BALLARAT 14th-15th May, 2016 - Cancelled					Brian Laughton	9	6 th
COHUNA 21st-22nd MAY 2016					Graeme Gulbin	2	7 th
Texaco	Brian Laughton	Pat Keely	Kevin Fryer	5			
Electric Texaco	Roger Mitchell	Laurie Baldwin	Steve Gullock	3			
Duration	Pat Keely	Brian Laughton	Robert Taylor	5			
Electric Duration	Laurie Baldwin	Roger Mitchell	Steve Gullock	3			
$\frac{1}{2}$ A Texaco	Kevin Fryer	Brian Laughton	Lyn Clifford	4			
$\frac{1}{2}$ A Electric Texaco	Brian Laughton	Laurie Baldwin	Roger Mitchell	4			
Burford	Kevin Fryer	Lyn Clifford	Brian Laughton	5			
'38 Antique	Steve Gullock	Kevin Fryer	Lyn Clifford	0			





Full size PDF plan available on Outerzone: <http://www.outerzone.co.uk/plan_details.asp?ID=2038>



Echuca Oldtimer 16th & 17th April 2016

Report from SAM 600 Contest Director Brian Laughton. Photos from Graeme Gulbin.

Hi Fellas,

The weatherman forecast was not too bad for the weekend so off we all went to Echuca. Saturday dawned sunny with light winds and it looked like a pleasant day ahead.

We started the day with 1/2A Texaco with both I/C and Electric to be flown at the same time. It was good to see our new member Steve Jenkinson and Lyn Clifford's son in law Gavin Dunn, lining up to fly. In all 13 flyers participated in both events. It was good to see 1/2A I/C have a good number of entries as it has been a bit down recently in favor of electric. The events went off well with 5 in each class getting into the flyoff.

We then called a break for lunch and the Echuca club again surpassed the last catering with sausages in bread, hot dogs, dim sims and fruit salad and cream along with tea coffee and soft drinks. As I have said before nobody leaves their table hungry.

The next event Duration was held a little out of the program order, before Burford, as some of the Duration flyers had to get home to Cohuna for a family function. Again the weather for this was good although the wind was starting to pick up.

Unusual for electric Duration there were no flyers that qualified for the flyoff. Therefore the winner of this event was Gavin Dunn with his Hayseed having scored the best 2 out of 3 flights. The air must have been a bit dead during this period as only 4 got into the I/C flyoff and we were pleased to see for the first time for a while Pat Keely came out the winner.

The next event was Burford and by now the wind was getting quite strong, so much so that a vote was taken whether to postpone it until Sunday, but the flyers decided to keep going and fly on the Saturday afternoon. The conditions turned out to be OK as 6 out of the 8 flyers got into the flyoff with Steve Jenkins coming in first by a margin of 18 seconds with third a further 15 seconds later, a close comp!! The model that seems to be the best at the moment is the Dixielander, filling all 3 placings.

Sunday dawned cold and windy and at 9 am we held our business meeting and it was felt a lot of good things came out of it.

At about 10.30 am we looked at the weather and all agreed to wait about an hour to see if the wind had subsided. We eventually chose to have lunch about 12.30 and see what it was like after that.

Again the lunch was terrific and when all our bellies were full we decided to fly as the wind was starting to drop. The first event was Texaco and we flew 2 out of 3 rounds as time was getting on. We had 11 entries in I/C and 4 in electric, the best turn up for quite some time. There must have been some good thermals as 7 got in the flyoff of I/C and all flyers in electric in the Electric flyoff.

The winner in I/C, I am pleased to say, was Graeme Gulbin. I may be wrong but I think this is the first Texaco comp that Graeme has won, congratulations Graeme. In electric Texaco "Mr Electric Old Timer" Max Heap took out the trophy for first place.

The last event for the weekend was '38 Antique with 6 entries and I think the thermals were starting to disappear as only 1 person got 2 maxes to qualify for a flyoff and that was "Mr. President" Kevin Fryer.

Well that was the end of a very good weekend put on by the terrific Echuca club. We were all well catered for and the members were all very pleasant and you couldn't wish for a better location. Thank you Fred West and all your helpers, it was great.

I would also like to thank all the flyers who turned up. Without flyers we have no SAM600 and lastly I would like to thank our Secretary/Treasurer Brian Dowie for all his help on the field as I couldn't enjoy myself as much without that help.

Thanks Guys.

Brian L



Electric Duration winner and new member Gavin Dunn with his Hayseed

ECHUCA 16-17 APRIL 2016

Results for IC Engines

1/2A TEXACO										
Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	Brian Laughton	Albatross	Cox		420	420	420		855	2115
2	Kevin Fryer	Cumulus	Cox		420	420	420		738	1998
3	Lyn Clifford	Stardust	Cox		420	420	420		564	1824
4	Don Grant	Anderson Pylon	Cox		420	420	420		480	1740
5	Steve Jenkinson	Stardust	Cox		420	420	420		41	1301
6	Robert Taylor	Stardust	Cox		264	420	DNF	226		910
7	Pat Keely	Stardust	Cox		241	330	DNF	192		763
8	Brian Dowie	Bomber	Cox		DNF					
TEXACO										
Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	Graeme Gulbin	Bomber	OS 60	18	600	L/O	600		1089	2289
2	Kevin Fryer	Cumulus	Irvine 40 D	10	600	600			1996	2196
3	Lyn Clifford	Racer	Enya 46	12	600	600			858	2058
4	Don Grant	Bomber	Anderson Spitfire	24	600	600			825	2025
5	Steve Gullock	Bomber	Enya 53	15	600	600			677	1877
6	Brian Laughton	Bomber	OS 60	15	600	600			658	1858
7	Pat Keely	Airborne	OS 61	15	501	600	600		295	1495
8	Robin Yates	Bomber	OS 48	12	358	600	595			1195
9	Robert Taylor	Airborne	OS 61	18	551	600	449			1151
10	Brian Dowie	Bomber	OS 60	15	DNF					
11	Brian McLean	Bomber	Saito 50	15	DNF					
DURATION										
Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	Pat Keely	Bomber	OS 56	32	347	420	420	420	522	1782
2	Lyn Clifford	Racer	YS 63	28	420	420	417	420	404	1664
3	Brian Laughton	Playboy	Thunder Tiger 36	25	280	420	420	420	359	1519
4	Kevin Fryer	Cumulus	OS 40	25	420	420	420		334	1594
5	Brendan Taylor	Playboy	YS 63	28	302	420	411	420		1251
6	Robert Taylor	Playboy	YS 63	28	420	420	315			1155
7	Graeme Gulbin	Playboy	OS 56	32	290	420	409			1119
8	Don Grant	Playboy	YS 63	28	420	420				840
BURFORD EVENT										
Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL	
1	Steve Jenkinson	Dixielander	BB	38	300	300			468	1068
2	Kevin Fryer	Dixielander	PB	40	300	300			450	1050
3	Max Heap	Dixielander	PB	40	300	300			435	1035
4	Steve Gullock	Ciclone	BB	38	300	300			413	1013
5	Don Grant	Creep	BB	38	300	300			348	948
6	Lyn Clifford	Creep	Owen	38	300	300			343	943
7	Brian Laughton	Dixielander	PB	40	L/O					
8	Brian Dowie	Lil Diamond	PB	40	DNF					

'38 ANTIQUE									
Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Kevin Fryer	Cumulus	Forster 99	192	600	600			1200
2	Lyn Clifford	Cadet	Atwood 60	114	481	600	528		1128
3	Steve Gullock	Sticulus	G B 5 cc D	164	342	600	452		1052
4	Max Heap	Californian Chief	E D 3.46 D	180	354	482	470		962
5	Brian Laughton	RC 1	O K Super 60	120	488				488
6	Don Grant	RC 1	Anderson Spitfire	62	310				310

ECHUCA 16-17 APRIL 2016
Results for Electric Power

ELECTRIC 1/2A TEXACO									
Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Max Heap	Stardust		600	600			1232	2432
2	Brian Laughton	Albatross		600	600			1196	2396
3	Graeme Gulbin	Stardust		600	600			1186	2386
4	Roger Mitchell	Red Ripper		600	600			680	1880
5	Steve Gullock	Lil Diamond		600	600			675	1875
6	Gavin Dunn	Stardust		DNF					

ELECTRIC TEXACO									
Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Max Heap	Bomber		600	600			1192	2396
2	Roger Mitchell	Bomber		600	600			1135	2335
3	Gavin Dunn	Bomber		600	600			1077	2277
4	Steve Gullock	Dallaire		600	600			859	2059

ELECTRIC DURATION									
Name	Model		CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Gavin Dunn	Hayseed	35	473	600	547			1073
2	Steve Gullock	Lil Diamond	35	538	472	55			1000
3	Roger Mitchell	Bomber	35	312	598				910
4	Max Heap	Kerswap	35	344	502				846

1/2A Texaco Flight Line at Echuca.





Above: Duration placings at Echuca Oldtimer in April, L to R: 2nd Lyn Clifford, 1st Pat Keely, 3rd Brian Laughton.
Below: Adding up the results at Echuca.



Above: Burford placings at Echuca Oldtimer in April, 2nd Kevin Fryer, 1st Steve Jenkinson, 3rd Max Heap
Below: Kevin Fryer's Dixielander coming home to 2nd place in the Burford Event at Echuca.



Below: Roger Mitchell is presented his Fred Stebbomgs Memorial Electric trophy by SAM600 President Kevin Fryer.

OLD TIMER LANDING AREA

Hi guys

I would like to explain the landing area for Old Time flying.

The rule in the MAAA rule book states 100 x 100 meters square minimum NOT just 100 square meters, so the area is 1 Hectare or 10,000 square meters or it can be the paddock size you are flying in so long as pit area is defined with safety areas front & back.

Front line of landing area has an imaginary line running parallel both ways if applicable, landing forward of this line deems the flight cancelled.

Hope this helps.
Steve Gullock.
SAM 600 Safety Officer.



FOR SALE

Ignition coil assemblies with transistor - ready to go. \$70

Peter Scott

(02) 9624 1262. qualmag@optusnet.com.au

FOR SALE

Ignition System Information - As received from Bill Schmidt.

From SAM 26 Newsletter, Editor Bob Angel.

Don't know if you are interested but my ignition quick box hadn't been working lately and I couldn't get any ignition engines to run. When I touched the two leads together near the HT lead it would spark like crazy. When hooked up to the engine and holding the HT lead near the cylinder and flipping the prop - nothing! Really had me puzzled. I laid the assembly upside down and out of the box and found that the spark was jumping from the coil HT terminal to the safety spark gap pin I had installed off of the one low tension attach points. When subjected to the high pressure atmosphere of the engine combustion chamber the spark took the path of least resistance. The safety pin was TOO close to the HT post. I widened the gap and was back in business again with 1st flip starts. You do know what I am talking about regarding the safety gap don't you? Bill Schmidt.

Then Bill received this response from Ed Salguero: "It is interesting that I hadn't used my starter box in quite awhile, but the batteries still gave a good spark. I then checked each battery separately (4 C cell Copper Tops), and they were all were fine even though they have a 2009 date on them.

However, I am puzzled why you have a spark gape on your box. Are you trying to limit the amount of spark getting to the sparkplug? I always thought if I didn't get at least a quarter inch spark I needed to fix something. I've seen sparks going down the side of a plug before, but it is usually a bad plug or crud on the outside of the plug." Ed.

And Bill's further response: "I really wondered if folks would understand the term. When test running an ignition engine(s) one sometimes changes spark plugs as a matter of course. When doing so one also forgets to reconnect the high tension lead to the plug before flipping the prop or worse yet putting a starter to it.

Where does the spark energy go? This energy with no place to go finds the weakest point in the secondary winding and breaks across the insulation there. This location in the coil is now a permanent fault and when the increased atmosphere in the combustion chamber of the engine becomes excessive in the choice of paths to follow the spark energy will relieve itself in this fault in the coil. The coil is now faulty.

Have you ever seen a coil with a small brass arrow strip emanating from one of the primary lugs up and to within about 3/8" from the HT post? The O.K. twin coil comes to my mind as it comes with two of these arrow strips aimed at the HT posts. These are to provide a spark relief in case of an unattached or fallen HT lead. These will save the expensive coil from destruction in this case.

I solder a paper clip piece on the coil in my test box for this function - to save the coil when I forget to reconnect the HT lead when fooling with various engines. I forget a lot too. In the case of not being able to get a spark to my engines I had just placed the safety breaker TOO close to the HT post. I moved it farther away and my Baby Cykes start on the 1st flip now. You may not know it but all automotive coils are manufactured with this spark safety breaker inside them. Yep! Running an ignition engine into night darkness will surprise you. Corona, or the spark running down the outside of the spark plug is not unusual to see. Ribs on the ceramic insulation of the plug are a design attempt to preclude this phenomenon. Champion plugs have these ribs but AC and most other brands do not. Funny, but as this corona is happening the engines continue to run smoothly. Back to having fun." Bill.

Editor's (Bob Angel) note: I remember Bill publishing his self-contained ignition starter box some years ago. I'd just built one myself at the time with some minor differences. I don't recall the spark gap being part of Bill's box, so he must have since updated it with the gap feature. These boxes are really handy when bench running a spark ignition engine, or to troubleshoot a baulky engine in an airplane.

"That nothing failed them" - Allen Wheeler. The FIRST jet aeroplane, the E28/39 which later became known as the Gloster Whittle, arrived at the R.A.E. late in 1942 for an early assessment of the engine handling qualities. This aeroplane had been first flown at the R.A.F. Station at Cranwell by Gloster's chief test pilot Jerry Sayers on 15 May 1941. My first experience of the jet engine occurred when I accompanied Air Commodore Sorley, then Commanding Officer at Boscombe Down, on a visit to Power Jets at Lutterworth. Frank Whittle showed us all round and we saw the engine running. Perhaps the most convincing illustration of the power of this jet was the fact that even with that early engine it was impossible to throw a brick through the jet stream. It was just carried away downstream like a piece of cork. When the E28/39 turned up at the R.A.E. it was first flown by the chief test pilot Group Captain Wilson. When he landed from his first flight I met him as he climbed out of the cockpit and asked him what his impressions were. To us it was an entirely new adventure and in some respects an almost unbelievable one to fly an aeroplane without a propeller. Wilson thought for some time before replying, then he said, 'Well it is the first aeroplane I have ever flown where you can actually see the fuel gauge moving while you fly.'

Age Discrimination A middle-aged frumpy couple return to a Mercedes dealership where the salesman has just sold the car they were interested in to a beautiful, leggy, busty blonde.

"I thought you said you would hold that car till we raised the £75,000 asking price," said the man. "Yet I just heard you close the deal for £65,000 to the lovely young lady there. You insisted there could be no discount on this model."

"Well, what can I tell you? She had the ready cash and, just look at her, how could I resist?" replied the grinning salesman.

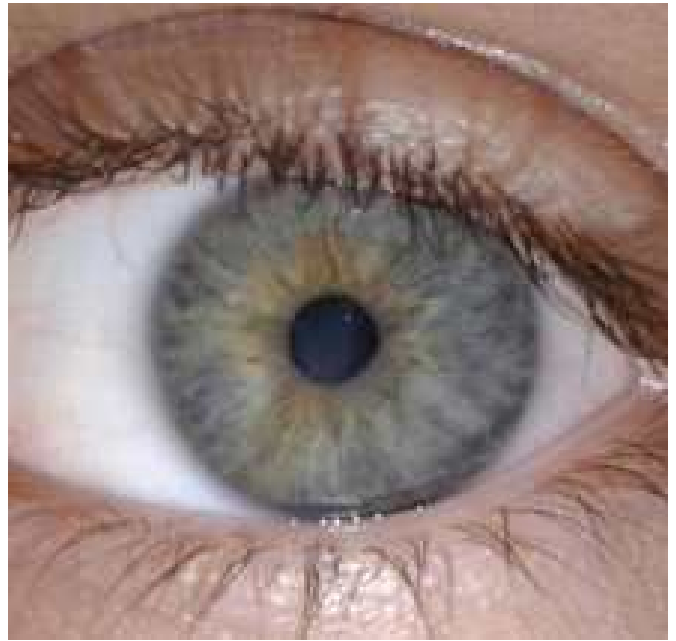
Just then the young woman approached the middle-aged couple and gave them the keys. "There you go," she said. "I told you I would get the dope to reduce it. See you later, Dad."

TRIVIA	
Saccadic Masking Is a Cognitive Phenomenon Wherein We Can't See What Moving?	
Objects On The Horizon	Objects With Very Low Contrast
Objects During Eye Movement	Objects Aligned With The Sun
Answer →	

Answer: Objects During Eye Movement.

If we told you that you were blind for an estimated 30 to 45 minutes out of every day, you'd think we were either foolish or talking to the wrong person. Thanks to a curious visual phenomenon, however, every one of us is blind for a not insignificant amount of our day.

The amount of time in total might seem high, but that not-insignificant-amount is actually invisible to us precisely because it occurs in insignificant increments. Whenever we move our eyes from one object to another, our brain selectively blocks visual processing for a few hundredths of a second during the movement. We are, at that moment, effectively blind because the visual cortex is not processing the information. Don't believe us? Go look in the mirror and alternate looking at each eye. No matter how hard you try, you can't see the movement of your eyes because for the tiny fraction of a second they're in motion and acquiring the new target, your eyesight is like a video recorder on pause waiting for the next show to start.

**Paddy's Night Out.**

Paddy had been drinking at his local pub all day and most of the night, celebrating St Patrick's Day.

Mick, the bartender says, 'You'll not be drinking anymore tonight, Paddy'.

Paddy replies, 'OK Mick, I'll be on my way then'. Paddy spins around on his stool and steps off. He falls flat on his face.

'Damn' he says and pulls himself up by the stool and dusts himself off. He takes a step towards the door and falls flat on his face, 'oh bloody damn!'

He looks to the doorway and thinks to himself that if he can just get to the door and some fresh air he'll be fine.

He belly crawls to the door and shimmyes up to the door frame. He sticks his head outside and takes a deep breath of fresh air, feels much better and takes a step out onto the sidewalk and falls flat on his face.

'Bi' Jesus... I'm in bloody trouble,' he says.

He can see his house just a few doors down, and crawls to the door, hauls himself up the door frame, opens the door and shimmyes inside.

He takes a look up the stairs and says 'No bloody way....'

He crawls up the stairs to his bedroom door and says 'I can make it to the bed'. He takes a step into the room and falls flat on his face. He says 'damn it' and falls into bed.

The next morning, his wife, Jess, comes into the room carrying a cup of coffee and says, 'Get up Paddy. Did you have a bit to drink last night?'

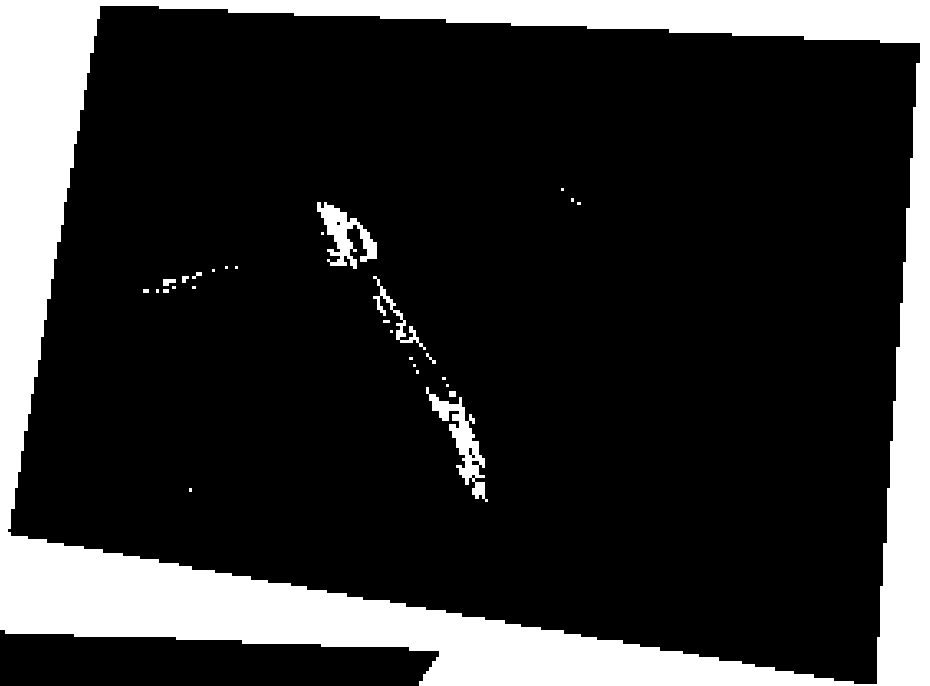
Paddy says, 'I did, Jess. I was bloody pissed. But how did you know?'

'Mick phoned ... You left your wheelchair at the pub.'



Who flew one of these back then ?

GLIDER



Build the GLIDER from the plans on pages 30-31-32-33 in this issue's FLYING MODELS SPECIAL PLAN SECTION.

GLIDER

There's no glider like a soaring glider
for top enjoyment

by ALAN BARRISTER.

SOARING is the most beautiful and awe-inspiring form of flight, to say nothing of its being the most efficient and graceful. Even where the mighty gas model is concerned, the real flight does not commence until after the engine has cut-off.

Modellers have come to regard the soarer as a complex, high-efficiency machine, but this soarer is the proof that grace and beauty may successfully be incorporated in a simplex form of construction.

As you will notice from a glance at the plans, it is composed of a minimum number of parts, thus making it possible to build it in a few evenings. Coincidentally, this simplex construction is one of the strongest, rendering the model capable of withstanding almost any kind of abuse.

High efficiency is really the by-word of this unique ship, for its high aspect ratio wing and low drag fuselage is a combination that is mighty hard to beat. No doubt your many hours of soaring pleasure will conclusively prove this point to you, for certainly my words alone could not approach a true justification of the ability of the ship.

As you may have noticed, the short tail moment or close-coupled force arrangement, enables the ship to maneuver in very tight circles without spinning. This helps make the soarer particularly susceptible to thermal flights. But we don't think you'd mind that one bit.

As we told you, the construction is extremely simple; now we'll show you just how simple.

The first step on the fuselage is to cut out all the formers from one-sixteenth sheet. Mark off the former positions on the sides and assemble by sandwiching the bulkheads in between the two sides in their indicated positions.

The remaining two sides may then be covered with one-sixteenth sheet balsa and trimmed after the cement has hardened.

And there you have the basic diamond structure. The wing mount may then be added. It is cut from one-eighth sheet and is supported mainly by a one-eighth sheet balsa incidence

former. One-sixteenth sheet platform formers complete the bracing of the wing platform.

The top rear of the fuselage is shaped with two stringers cut from one-sixteenth sheet and the rest of the shaping is done with four stringers cut from one-sixteenth by one-quarter strips. A soft balsa nose block finishes off the fuselage, and there you have it.

The rudder goes equally as fast. It is made by laying out the one-eighth by one-quarter leading and trailing edges and adding the tip which is cut from one-eighth sheet. Two ribs are cut from one-sixteenth by one-eighth strips and cemented in place. The part of the rudder that joins the fuselage is made from two one-eighth by one-quarter strips, with a section cut out to allow installation at the stabilizer. One-eighth sheet gussets are added to prevent warp. The fin is cut from one-eighth sheet and is sanded to a sharp trailing edge. The dorsal fin is then cut from one-eighth sheet and installed, as is the underslung section of the rudder.

The stabilizer is made in the standard procedure, first cutting out the ribs and placing the one-eighth by one-half trailing edge and three-sixteenths by one-quarter leading edge in position. Then cut the span from one-eighth by one-quarter spar, tapering it to one-eighth square at the tips.

These are pinned securely over the drawing and the ribs cemented in place. One-eighth sheet tips are then added and the indicated centre section covered with one-sixteenth sheet balsa to prevent the rubber bands that secure the stabilizer in position from cutting into the tissue covering. A one-sixteenth sheet balsa platform is provided for mounting the stabilizer on the fuselage.

THE WING is made in fashion similar to that of the stabilizer, with the exception that the main spar is completely assembled before any of the other work starts. The overlapping spar joint is employed, which is one of the strongest and simplest of spar joints. Building the spar first assures accurate

dihedral angles which will add to the efficiency of your model. After cutting out all the ribs, pin the spar into position and the leading and trailing edges and add the ribs.

The centre panels should be made first. Then the tip sections. Sufficient time should be allowed for each section to dry before proceeding on to the next. This is to assure proper line-up and a minimum of warps.

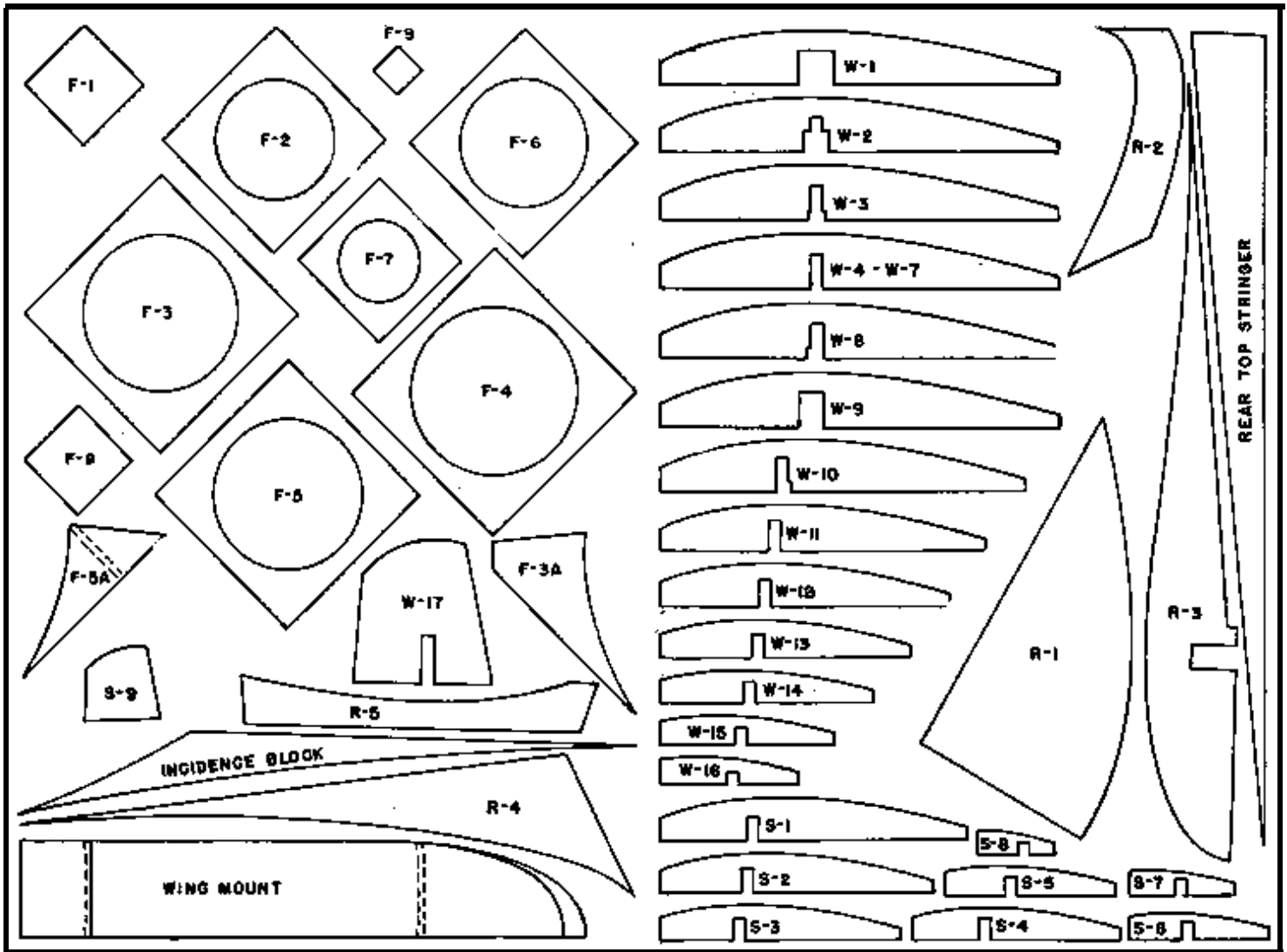
Before covering the soarer, install all the necessary securing hooks and dope the entire framework. The tissue is applied moist to allow complete stretching and clean covering at compound curves. Dope is then applied to the covering. Two or three coats should be sufficient. Coloured dope may be applied for trim, but it should be kept at a minimum to keep the weight down.

And now for the flying. This is the point where you can either mess up a beautiful job, or be rewarded for all your work. Whatever you do, do it gradually and after careful consideration. First try hand-gliding the model to be sure of the balance. Clay or lead shot may be added to the nose if necessary to obtain balance. When you are convinced that the model is gliding smoothly and flat, try a short tow. The first tow flights may indicate the necessity of slight changes in the balance as hand glides are not always true reproductions of the flying position of the model.

Once you are convinced that you have adjusted the model so that it has its longest possible glide you are ready to adjust the ship to turn. Either direction is O.K., depending upon your own particular taste. This is done by warping the fin in the direction that you want the soarer to turn.

By all means do it little by little. A very small adjustment goes a long way. Keep increasing the turn until you have the desired tight spiral so essential to good thermal soaring.

From Flying Models Magazine 1948



**Cohuna Oldtimer 21st - 22nd May, 2016.
Report and Photos from Brian Laughton.**

At last we have managed to put in a comp in reasonable weather. The forecast was for a very good Saturday and a not so good Sunday so it was decided to bring forward our most popular event, Texaco from Sunday to Saturday and start the day at 9 not 10 am, run 2 out of 3 rounds and try to get in the four most popular comps on Saturday in the good weather, leaving the two lesser comps for Sunday.

Saturday started with light winds which suited the 1/2A models well, and again we ran both I/C and Electric at the same time with six entries in each event. Five flyers in electric and four in I/C managed to get into the fly-off's and at last Kevin Fryer won I/C with his Cox powered Cumulus.

The next event was Burford and all five entries got into the fly-off. All but one of these models were Dixielanders, again our ever reliable President came home in 1st place.

Then lunch and to our surprise there is now steamed dim sims on the menu and they were very popular with all present and the fruit cake was to die for. I don't know who made it but thanks, it was terrific.

Then back to work and the next event was Duration with 8 entries, 5 of which were Playboys with various means of power up front. Again, because of the good weather, this comp went off well although there were two disappointed fellows, Rob Taylor and myself, because we had a couple of lethal Playboys and were beaten by 3 seconds by Pat Keely flying an OS56 four stroke powered Bomber! Is there no justice in this world ???

Electric duration had only one pilot qualify for the fly-off and that was Laurie Baldwin flying his new model, the Foote Westerner. This brought back memories to me as I can remember watching Ray Harwood flying one of these competing against the famous Alan King and his Flying Pencil in Class 3 Free Flight back in the late 1940's.

Next event was Texaco. Still with perfect weather and the sun starting to go down we commenced with eight entries and five got into the fly-off in I/C and four entries in electric with all getting in the flyoff. Again all went well, but in I/C the fly-off roles were reversed with Pat Keely coming in 2nd to myself and after 27 min 43 sec, only 20 seconds separated us, a close tussle, and the sun had disappeared over the horizon leaving a beautiful red sunset.

Sunday dawned a little windy but we proceeded with '38 Antique which had four entries. By the time the fly-off came the wind was quite strong. Again, because the flyers were trying not to get blown down-wind and land out, nobody got two maxes, and there was no need for a fly-off. The winner of this event was Steve Gullock flying a stick type model called "Stickalass" with GB power and it handled the wind very well, good on'ya Steve.

It was decided not to fly Climb & Glide as it was getting very windy. All in all it was a very good weekend and we

managed to fly nearly all our comps with little damage.

Again we would like to thank the Cohuna Club for all they do for us and to thank Brian Dowie for running it so well and personally I would like to thank Trevor Taylor's grandson Daniel for his help, a nicer young man it would be hard to find. You should be very proud of him Trevor.

Brian L.

COHUNA 21-22 MAY 2016 Results for IC Engines

1/2A TEXACO

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Kevin Fryer	Cumulus	Cox	420	420			915	1755
2	Brian Laughton	Albatross	Cox	420	420			885	1725
3	Lyn Clifford	Stardust	Cox	420	420			651	1491
4	Robert Taylor	Stardust	Cox	420	99	420		498	1338
5	Pat Keely	Stardust	Cox	310	305	307			617
6	Steve Jenkinson	Stardust	Cox	DNF					

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		1663	2863
2	Pat Keely	Airborne	O S 60	15	600	600		1643	2843
3	Kevin Fryer	Cumulus	Irvine 40 D	10	600	600		884	2084
4	Lyn Clifford	Racer	Enya 46	12	284	600	600	690	1890
5	Robert Taylor	Airborne	O S 60	18	591	600	600	L/O	1200
6	Brian Dowie	Bomber	O S 60	15	10	600	449		1049
7	Steve Gullock	Swallow	Saito 56	15	DNF				
8	Brian McClean	Bomber	Saito 50	15	DNF				

DURATION

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Pat Keely	Bomber	O S 56	32	420	420		852	1692
2	Brian Laughton	Playboy	Thunder Tiger 36	25	420	420		849	1689
3	Robert Taylor	Playboy	Y S 63	28	420	420		806	1646
4	Brendan Taylor	Playboy	Y S 63	28	347	420	420	592	1432
5	Kevin Fryer	Cumulus	O S 40	25	420	420		562	1402
6	Brian McClean	Playboy	O S 61 f/s	32	220	305	204		525
7	Steve Gullock	Playboy	O S 52	32	DNF				
8	Lyn Clifford	Racer	Y S 63	28	DNF				

BURFORD EVENT

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Kevin Fryer	Dixielander	P B	40	300	300		632	1232
2	Lyn Clifford	Dixielander	Owen	38	300	300		585	1185
3	Brian Laughton	Dixielander	P B	40	300	300		512	1112
4	Steve Jenkinson	Dixielander	B B	38	300	300		477	1077
5	Steve Gullock	Ciclone	B B	38	300	300		420	1020

'38 ANTIQUE

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	S Gullock	Stickalass	G B Burford	205	597	600	551		1187
2	K Fryer	Cumulus	Forster 99	192	459	579	600		1179
3	L Clifford	Cadet	Atwood 60	116	434	460	486		945
4	B Laughton	R C 1	O K Super 60	120	DNF				

COHUNA 21-22 MAY 2016
Results for Electric Power

ELECTRIC 1/2A TEXACO

Name	Model	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1 Brian Laughton	Albatross	600	600			1276	2476
2 Laurie Baldwin	Stardust	600	600			1203	2403
3 Gavin Dunn	Stardust	600	600			1115	2315
4 Roger Mitchell	Red Ripper	600	600			941	2141
5 Steve Gullock	Lil Diamond	600	600			900	2100
6 Peter Miller	M G 2	527					527

ELECTRIC TEXACO

Name	Model	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1 Roger Mitchell	Bomber	600	600			1310	2510
2 Laurie Baldwin	Bomber	600	600			1150	2350
3 Steve Gullock	Folly	600	600			1139	2339
4 Gavin Dunn	Bomber	600	600			952	2152

ELECTRIC DURATION

Name	Model	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1 Laurie Baldwin	Footie Westerner	32	600	600				1200
2 Gavin Dunn	Hayseed	32	479	600	588			1188
3 Roger Mitchell	Bomber	32	467	L/O	600			1067
4 Steve Gullock	Lil Diamond	32	356	395				751

The Cohuna boys with the "Creep".



Duration Winners:
 Robert Taylor 3rd
 Pat Keely 1st
 Brian Laughton 2nd

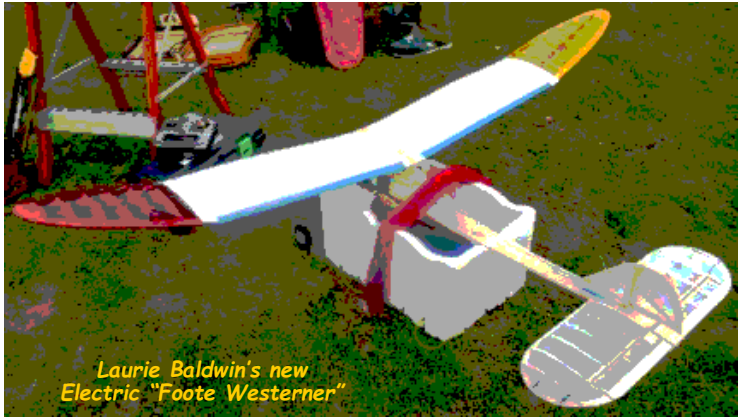


Electric Duration Fly-Off.





Electric 1/2A Texaco Winners:
Laurie Baldwin 2nd
Brian Laughton 1st
Gavin Dunn 3rd



Laurie Baldwin's new
Electric "Foote Westerner"



Pat Keely returning
after his winning
Duration Flight.



Lyn Clifford trying
to sort out an
engine in his
Lanzo Racer.



Two "agro old blokes" because they didn't win Duration with their Playboys.



Steve Gullock's
"Stickal's Brindle"



You'd think he would learn to
land it on the ground !



Steve Gullock's new "V-Tail Swallow" flanked by his "Folly" fuselage on the right and his "Stickalass Brindle" fuselage on the left.



Pat Keely receiving his Duration Trophy.

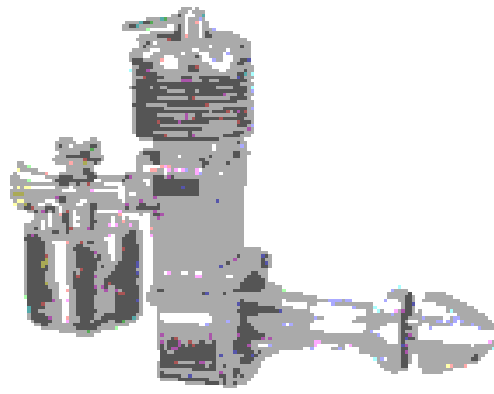


The only way he can get a max - pray.

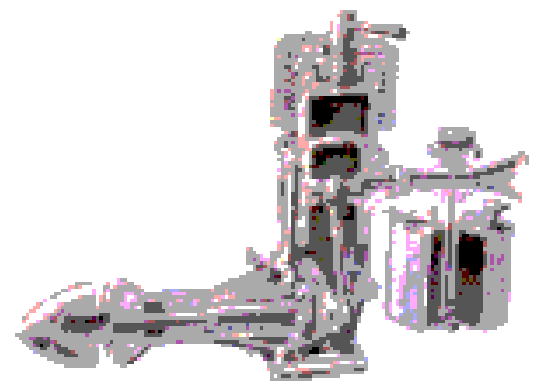
'38 Antique Winners: Kevin Fryer 2nd
Steve Gullock 1st
Pat Keely 3rd



The "Wildcat" Mark III 5 cc Diesel engine Aero Modeller April 1950



In comparing the modern miniature engine with those of a few years ago one cannot help but remark on the greatly improved appearance which the latest engines possess. - It is obvious that British manufacturers have really got down to the job, and that a very great deal of



money has been invested in dies, jigs, and precision equipment, in order that their products may have an appearance to match the improved performance.

The use of die-castings has been chiefly responsible for the modern good looks; in fact, some of the modern die-cast components are little short of works of art. Before the end of the war the Americans were the acknowledged masters of diecasting, but to-day many of the British die-cast parts which are seen on these small engines are, if possible, superior to anything which the U.S.A. produce.

In the "Wildcat" 5 c.c. Diesel engine we see an example of how good die-casting may give a most pleasing and modern appearance to an engine of quite orthodox design, retaining the well-known two-port exhaust system and direct-entry inlet. The advantages of this standard layout are that it usually produces an engine which is dead reliable, sturdy, and with a good power output at the medium speed ranges. We thus get an engine which is not exceptionally fast, as speeds go to-day, but which will develop a useful power output some where around the 9,000 to 10,000 mark. In comparison with full-sized aero and car engines, this speed is still incredibly high; that is, about twice or three times as great, but as some of the modern miniatures do not start to "do their stuff" until about 12,000 to 14,000 r.p.m., has been reached, revs. of around 10,000 must be considered to be in the higher-medium range. Engines of the sturdy "Wildcat" type are usually free from the petty annoyances and failures which are so often encountered in the super-speed jobs, and make their greatest appeal to those modellers interested in reliable, "straight flight" aeroplanes, rather than in the record breaking brick-bats at the end of a control line.

The test of the "Wildcat" engine showed that it did, indeed, possess all the virtues associated with the type: that is, good starting, freedom from trouble, and high power at medium revs. The engine seemed well-balanced, and ran smoothly at all tested speeds, but it was found difficult to persuade it to exceed about 11,000 r.p.m. As the power output was falling rapidly at this speed there seemed little point in pushing it beyond the speeds intended by the design.

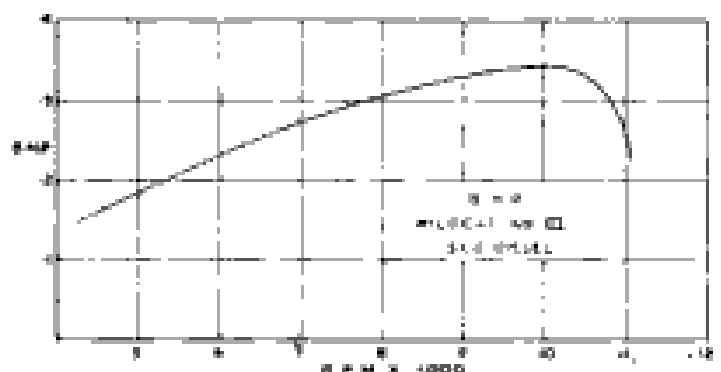
TEST

Engine: Wildcat Mk. III 5 c.c. Diesel

Fuel: As recommended by the manufacturers. Starting: Exceptionally good at all times. Pulley and chord used for convenience of tests, but experimental hand-starting used from time to time.

Running: Consistent at all speeds within the test range. The engine is rather sensitive to carburettor-needle setting. And careful adjustment is needed to ensure the best results. The carburettor is well-placed and easy to handle, so that correct adjustment was simple. The useful range of speeds seemed to lie between about 4,000 and 10,000 r.p.m.

B.H.P.: The power curve flattens considerably at the peak, so that maximum b.h.p. output of approx. .340 was found to lie at about 10,000 to 10,300 r.p.m. Actual maximum figure was .341 b.h.p. at 10,050 r.p.m., but an increase of only 400 r.p.m. reduced the output figure to .330 b.h.p. Further speed increase lowered the figures rapidly, until, at 11,100 r.p.m.



output was down by about .120 b.h.p. Peak output was obtained without fuss or bother, and may be considered to be excellent.

Checked Weight: 9.2 Ozs. including tank. Power Weight Ratio: .592 b.h.p./lb.

Remarks : This engine was run-in for 14 hours at 4000 r.p.m. and no trouble was encountered throughout the tests. The engine is well made and well finished, and should provide a reliable general purpose unit.

GENERAL CONSTRUCTIONAL DATA

Name: "Wildcat".

Manufacturers: Davies Charlton & Co., 13 Rabbitt Road, Barnoldswick. Retail Price : £3 17. 6d.

Delivery: Ex-stock. Spares: All spares by return of post.

Type : Diesel. Sparked Fuel: 10% Castor Oil, 40% Diesel Oil, 50% Ether. Capacity: 5.24 c.c., .32 cu. ins.

Weight (bare): 7.340 zcs. (Excluding Ext. Hub and Spinner).

Compression Ratio: 18:1.

Mounting: Beam upright and inverted. Recommended Airscrew : 13 ins. x 6 ins. Flywheel: 21.4 ins. dia. X 1.2 in. width. Brass or cast iron.

Bore: .6875 ins. Stroke: .875. Cylinder: Aluminum with meehanite liner. Attached to crankcase by 4 screws.

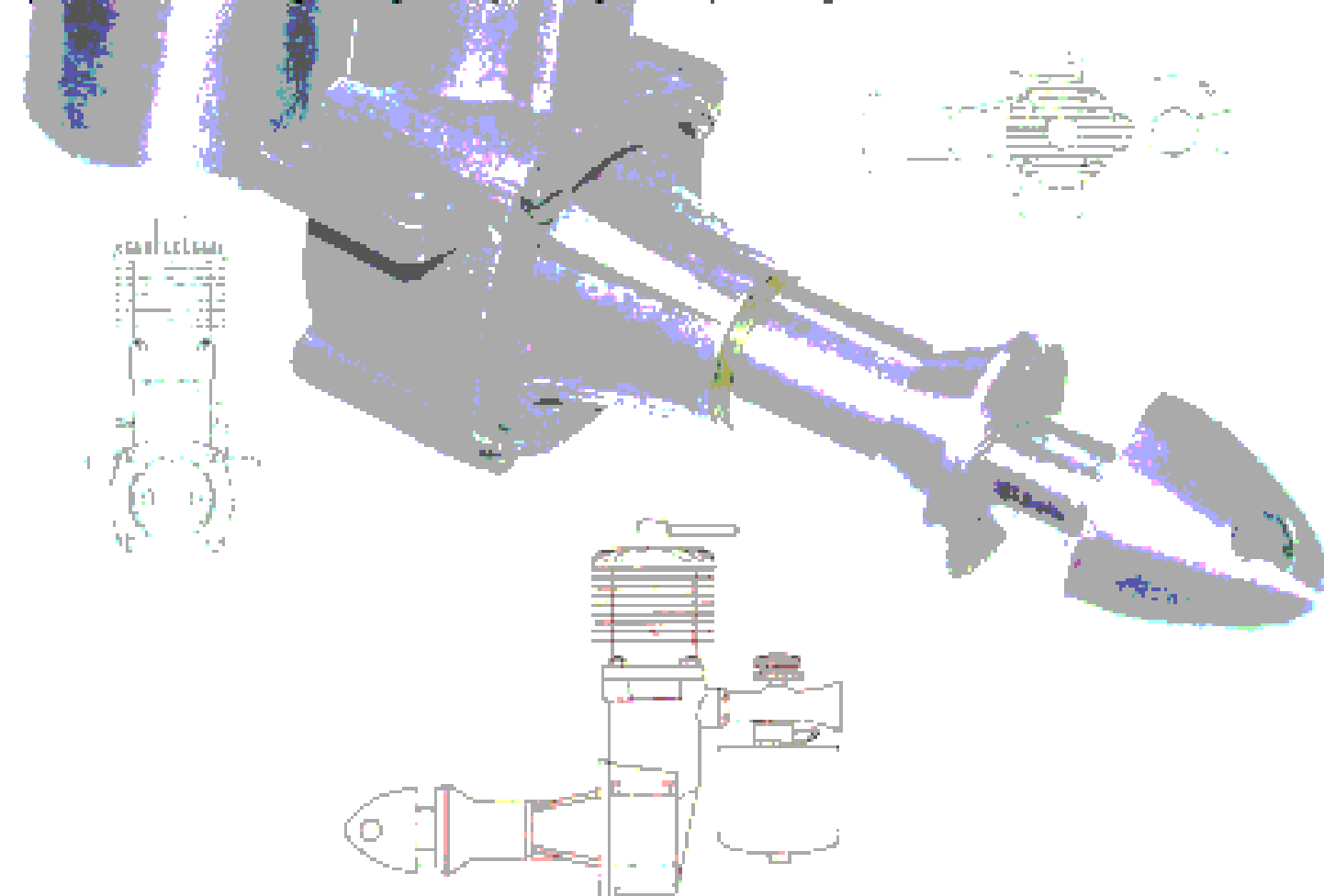
Cylinder Head: Finned aluminum. Attached to cylinder by 4 screws.

Crankcase: Die-cast D.T.D. #24. Piston: Flat top. No rings. Connecting Rod: Duralumin.

Crankpin Bearing: Plain. Crankshaft: One piece, hardened ground and lapped in high tensile steel.

Main Bearing: Meehanite Bush. Little End Bearing: Plain. Cylinder Liner: Meehanite.

Special Features : Designed to give easy starting and easy handling characteristics, under all conditions.



James,

The DC Wildcat Mk III isn't all that rare, even today. Mine has been in my possession for more than 40 years, so I decided that perhaps it was time for a little running session.

To be honest, I was a bit disappointed. Many other late forties diesels are better runners. Perhaps it's just that mine is more or less new...

Anyway, you can judge for yourself, and see the DC Wildcat Mk III here:

http://youtu.be_2cgo3Ad-CXg

Brian

Below is a copy of part of an article by the late Laurie Barr which, if I remember correctly, appeared in SAM 1066 'Clarion' a few years ago - it makes interesting reading.

The "Golden Days" of aeromodelling for me, was that period around 1947 to 1950. I was 19 years old, and had recently been heavily infected by the model aircraft virus.

I had helped to form the Greenfor MFC, and I was also a member of the 'Pharos' club. On fine summer evenings, we would congregate in Perivale Park, to fly and trim our various models. At the time, Perivale Park seemed quite large, but now, I do not know how we got away with flying our 12ft Thunderking's there! At week-ends, there would be about a dozen of us, and we would all meet up at the Central Line Station at Perivale, and we would occupy one end of the carriage, hanging our large gliders, from the straps hanging down above the seats. We would travel the 29 stops right across London, and arrive on the elevated embankment, while passing Hainault Station, to arrive at our destination, at Fairlop. While traversing this last section, we could look down on all the activity going on, and we had a splendid view, every time, of Roy Yeabsley's huge bright red glider, circling away in lift! The copy I built in the last 8 years never flew anywhere near as well, and neither did my new Thunderking!

Fairlop was our "Mecca", as it was a large flat area, kept maintained as an emergency landing site, for our fighters during the Battle of Britain. It was always "open" and free of cost, and when the aeromodellers lost its use, after some lunatic motor cycle idiots, had killed or badly injured someone, while travelling at high speed, down these populated runways. We all had to transfer to Chobham Common!

We all found it hard going, with all the Gorse and Heather, impeding any running after models to retrieve them. Chobham Common sits on what is known as the "Bagshot Spit", which consists of a very sandy soil, which is 19. Very acidic, and perfect for growing lime hating plants, such as Rhododendrons & Azaleas, and the famous grower "Waterers" had their nurseries close by, because of this soil.

There were many gardeners who cherished this soil, and you would find many trenches 2ft deep, where a gardener had scooped out some of this precious soil, to take home for his garden. During my first few visits to Chobham, I managed to fall right into a rain-filled trench while I was gazing skyward, at my disappearing model! It was a great culture shock.

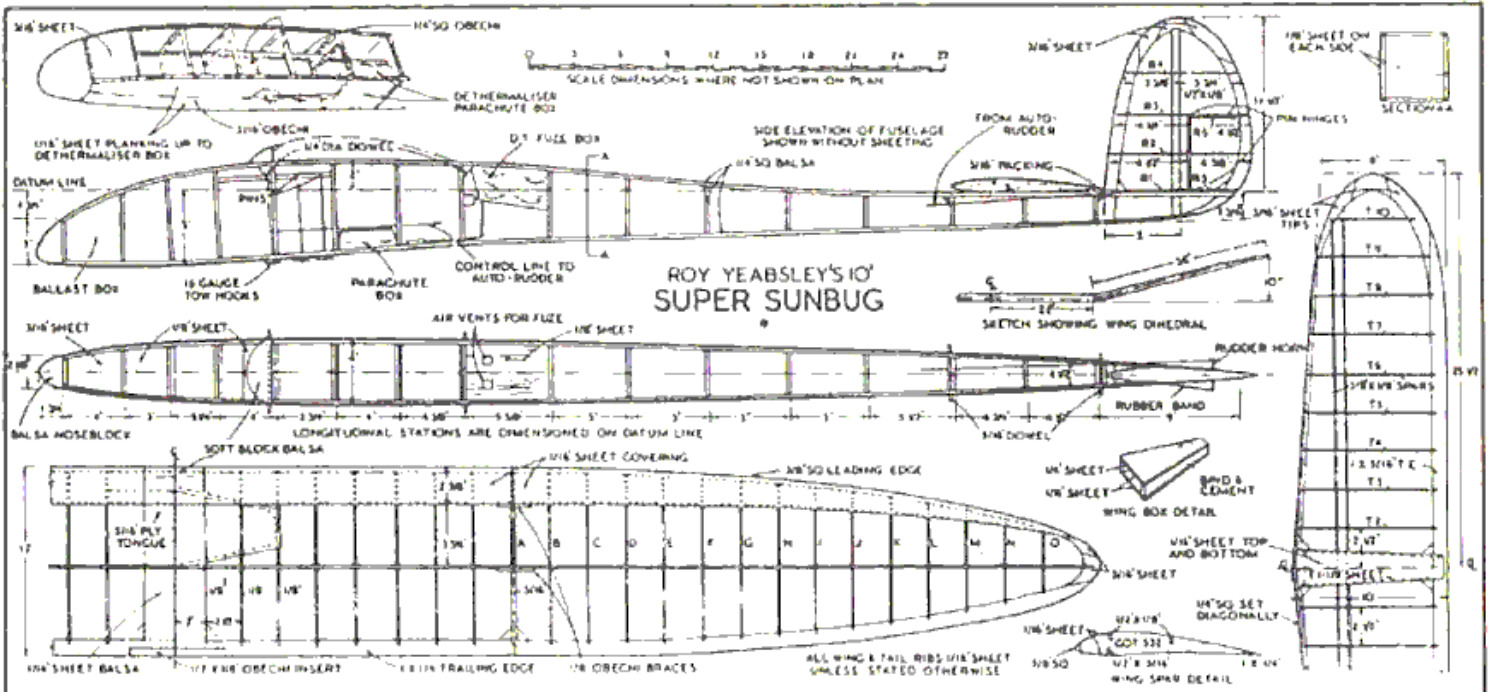
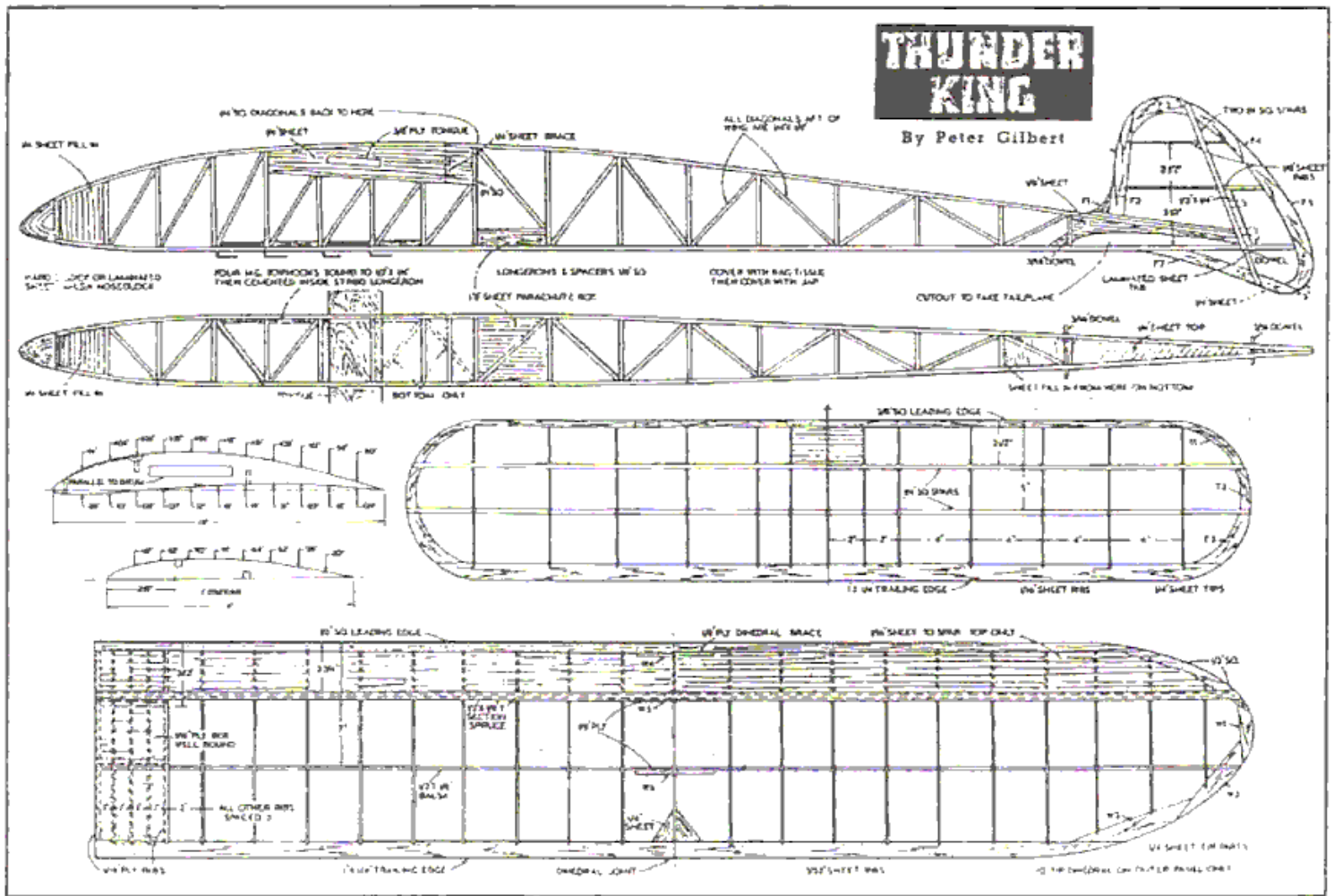
There was one day at Fairlop, when I was flying my 12ft Thunderking, that had recently won the Thurston Cup and the National Championship, and as it was in a contest, I had set my D.T fuse to burn through the rubber band, to make the Parachute D.T deploy, which it did at 5 minutes. It was a superb summer day, with not much wind, and very strong thermals. As I lay on my back, I could do nothing, but watch the model climb to a great height, and out of sight upwards!

Also at the same time, there was a full size glider, that had been circling away to my left, looking for lift, and it looked as though he had spotted my model in very good air, because he altered course to position his machine, directly under my flight-path. It was of no help, because I think my Glider was in a detached bubble, and he was below the bubble.

When I became a professional model maker in later years, I was having a meeting with a client of Westways Models (my then employer), who was an engineer/salesman, for an aircraft manufacturer (I cannot remember which company?) He wanted some small desk models, and as the deal looked promising, I took him to lunch, down the pub. We got to talk about our interests in life, and he said he was a keen sailplane pilot, and when I told him that I was a keen model aircraft flier, using Fairlop Airfield, he said he recalled the summer day, when he tried to "Piggy Back" some lift, from a large model glider!!! The odds of us meeting must be very high, but a great memory to share with you all.



Laurie Barr with his Thunderking in 1949



ED Comp Special

Success at the 1949 Nationals and popular for several Years ED's 2cc Competitor Special was tall, reliable and elegant and was used in boats, tethered cars and aeroplanes.

Solid boxing, good paperwork and a cherry red fuel tank were yours for £3 in 1951. Also emerging from 18 Villiers Road, Kingston was the 1cc Bee, 2cc Penny Slots, 2.46cc Racer and the long-shaft 3.46cc Hunter which was a sound choice for their big Radio Queen.



The Story of "Bad Angel": Pima Air and Space Museum.

On the Saturday following Thanksgiving 2013, Ms. Karen, my 94-year-old father, Bill Gressinger, and I were visiting Pima Air and Space Museum. We were in Hanger #4 to view the beautifully restored B-29, when I happened to take notice of a P-51 Mustang near the big bomber. It's name? "Bad Angel".

I was admiring its aerodynamic lines and recalled enough history to know that until the Mustangs came into service, the skies over the Pacific Ocean were dominated by Japanese Zeros.

Then something very strange caught my eye. Proudly displayed on the fuselage of "Bad Angel" were the markings of the pilot's kills: seven Nazis; one Italian; one Japanese AND ONE AMERICAN. Huh? "Bad Angel" shot down an American airplane?

Was it a terrible mistake? Couldn't be. If it had been an unfortunate mis-judgment, certainly the pilot would not have displayed the American flag.

I knew there had to be a good story here. Fortunately for us, one of the Museum's many fine docents was on hand to tell it.

In 1942, the United States needed pilots for its war planes, lots of war planes; lots of pilots. Lt. Louis Curdes was one. When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.

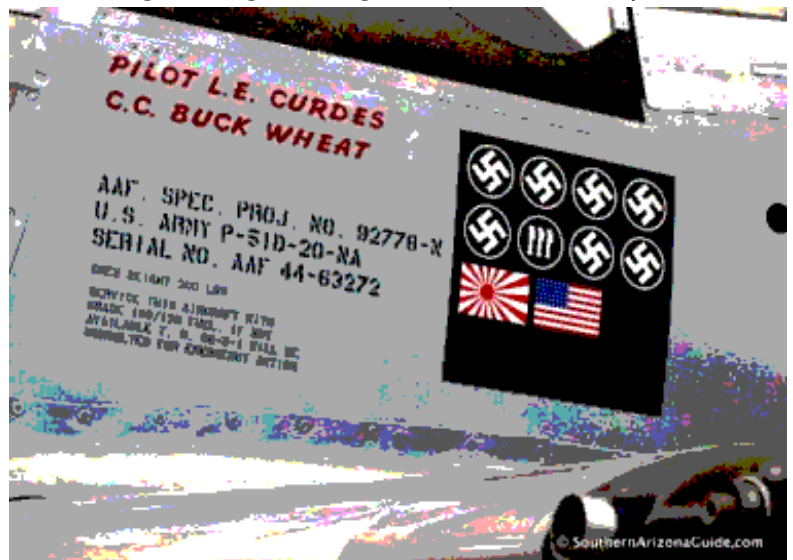
He arrived at his 82nd Fighter Group, 95th Fighter Squadron, in April 1943 and was assigned a P-38 Lightning. Ten days later he shot down three German Messerschmitt Bf-109 fighters.

A few weeks later, he downed two more German Bf - 109's. In less than a month of combat, Louis was an Ace.

During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitts before his luck ran out. A German fighter shot down



P-51 Mustang "Bad Angel" in Hanger #4 at Pima Air and Space Museum.



Kill Marks on "Bad Angel"



Lt. Louis Curdes with his P38 Lightning (left) and P41 Mustang (top)

his plane on August 27, 1943 over Salerno, Italy.

Captured by the Italians, he was sent to a POW camp near Rome. No doubt this is where he thought he would spend the remaining years of the war. It wasn't to be. A few days later, the Italians surrendered. Louis and a few other pilots escaped before the Nazis could take control of the camp.

One might think that such harrowing experiences would have taken the fight out of Louis, yet he volunteered for another combat tour. This time, Uncle Sam sent him to the Philippines where he flew P-51 Mustangs.

Soon after arriving in the Pacific Theatre, Louis downed a Mitsubishi reconnaissance plane near Formosa. Now he was one of only three Americans to have kills against all three Axis Powers: Germany, Italy, and Japan.

Up until this point, young Lt. Curdes' combat career had been stellar. His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter.

While attacking the Japanese-held island of Batan, one of Louis' wingmen was shot down. The pilot ditched in the ocean. Circling overhead, Louis could see that his wingman had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It wasn't long before he noticed another, larger airplane, wheels down, preparing to land at the Japanese-held airfield on Batan. He moved in to investigate. Much to his surprise the approaching plane was a Douglas C-47 transport with American markings.

He tried to make radio contact, but without success. He maneuvered his Mustang in front of the big transport several times trying to wave it off. The C-47 kept to its landing target.

Lt. Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese soldiers toward their captives. He knew that whoever was in that American C-47 would be, upon landing, either dead or wish they were. But what could he do?

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his .50 caliber machine guns and knocked out one of its two engines. Still the C-47 continued on toward the Batan airfield. Curdes shifted his aim slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean

The big plane came down in one piece about 50 yards from his bobbing wingman. At this point, nightfall and low fuel forced Louis to return to base.

The next morning, Louis flew cover for a rescuing PB4Y that picked up the downed Mustang pilot and 12 passengers and crew, including two female nurses, from the C-47. All survived.

For shooting down an unarmed American transport plane, Lt. Louis Curdes was awarded the Distinguished Flying Cross. Thereafter, on the fuselage of his P-51 "Bad Angel", he proudly displayed the symbols of his kills: seven German, one Italian, one Japanese and one American flag.



One of "Bad Angel's" .50 caliber machine guns built into it wings.



.50 caliber ammo for P-51 Mustangs.

From Alfredo Herbon

aherbon@coopenet.com.ar

In reading SAM Speaks #197, I discovered the clever idea of Dan McLeod to cut TE with a band saw and his intention to make an all adjustable fixture.

Suddenly I remembered a fixture I made around twenty years ago for my old reliable Dremel to cut LE and TE.

I think it could be an acceptable starting point for Dan to make his own adjustable fixture.

Hear some pictures ...

I used to make it a piece of Al extrusion used for windows frames with a hole in the center to let pass through the Dremel saw. The extrusion is mounted to the 3/8" plywood base via two regular brass hinges. The position of plywood platform in relation to the saw is obtained with two screws inserted into

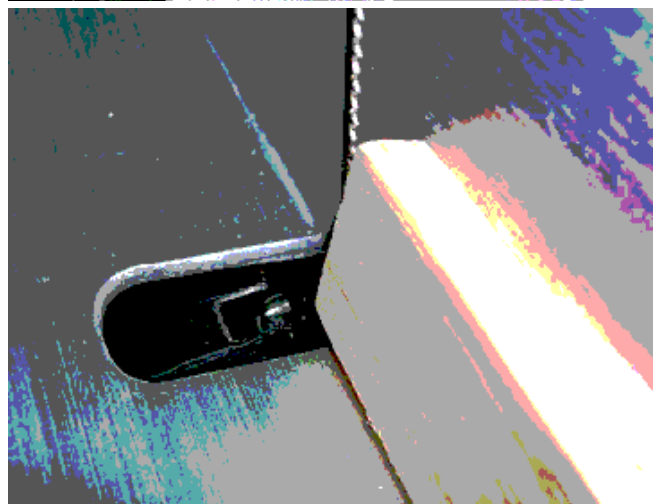
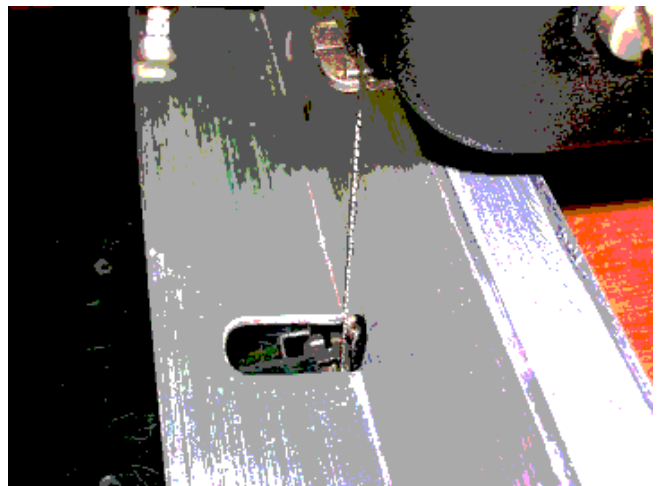
the slot. The extrusion angular position is fixed with two 3/16" bolts and a pair of nuts (one of them bonded with epoxy to the extrusion), the other one used to retain position.

This way I can adjust really fine depth and angle to make the right cut.

I used this fixture with success cutting medium or soft balsa stock, but the limit of this machine was the lack of guide in the Dremel tool to support the blade and avoid "grain drift"

I suppose my old machine could be a good departing point for Dan with the add of a band saw guide and double "tunnel fence" for balsa stock entering ...

Alfredo.-



Ron's Retirement.

It is important for men to remember that, as women grow older, it becomes harder for them to maintain the same quality of housekeeping as when they were younger. When you notice this, try not to yell at them. Some are over-sensitive, and there's nothing worse than an oversensitive woman.

My name is Ron. Let me relate how I handled the situation with my wife, Carol Anne. When I retired a few years ago, it became necessary for Carol Anne to get a full-time job, along with her part-time job, both for extra income and for the health benefits that we needed. Shortly after she started working, I noticed she was beginning to show her age. I usually get home from the golf club about the same time she gets home from work.

Although she knows how hungry I am, she almost always says she has to rest for half an hour or so before she starts dinner. I don't yell at her. Instead, I tell her to take her time and just wake me when she gets dinner on the table. I generally have lunch in the Men's Grill at the club, so eating out is not an option in the evening. I'm ready for some home-cooked grub when I hit that door. She used to do the dishes as soon as we finished eating. But now it's not unusual for them to sit on the table for several hours after dinner.

I do what I can by diplomatically reminding her several times each evening that they won't clean themselves. I know she really appreciates this, as it does seem to motivate her to get them done before she goes to bed.

Another symptom of aging is complaining, I think. For example, she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. But, Boys, we take 'em for better or worse, so I just smile and offer encouragement. I tell her to stretch it out over two, or even three days. That way, she won't have to rush so much. I also remind her that missing lunch completely now and then wouldn't hurt her any (if you know what I mean). I like to think tact is one of my strong points.

When doing simple jobs, she seems to think she needs more rest periods. She had to take a break when she was only half-finished mowing the lawn. I try not to make a scene. I'm a fair man.. I tell her to fix herself a nice, big, cold glass of freshly squeezed orange juice and just sit for a while.. And, as long as she is making one for herself, she may as well make one for me, too.

I know that I probably look like a saint in the way I support Carol Anne. I'm not saying that showing this much patience & consideration is easy. Many men will find it difficult. Some will find it impossible! Nobody knows better than I do how frustrating women get as they get older. However, Guys, even if you just use a little more tact and less criticism of your aging wife because of this article, I will consider that writing it was well worthwhile. After all, we are put on this earth to help each other.

EDITOR'S NOTE:

Ron died suddenly on January 31 of a perforated rectum. The police report says he was found with a Callo-way extra-long 50-inch Big Bertha Driver II golf club jammed up his rear end, with barely 5 inches of grip showing, and a sledge hammer laying nearby. His wife Carol Anne was arrested and charged with murder. The all-woman jury took only 10 minutes to find her Not Guilty, accepting her defense that Ron, somehow without looking, accidentally sat down on his golf club.

Centaur an attractive semi-scale model with a contest performance - easy to build and trim, and a pleasure to fly.

By J Van Hattum from Model Aircraft September 1953

Some years ago the need was felt in Holland for a F/F model that was in the contest class, yet would not have those borderline characteristics that make the extreme contest model so difficult to trim by the less experienced. Helped by my assistant, C. P. M. Bouter, I got out the first draft of the model that was intended to do the trick and, after much modification - including lowering the cabin and raking the front forward instead of back with cut-in leading edge as on the Puss Moth and Leopard Moth - a prototype was built.

With an E.D. Competition Special and a propeller which was intentionally quite unsuitable for this model. The first Centaur put up 4 min. odd on its first flight with an engine-run of about 30 sec. Climb was moderate, as was to be expected, but the glide was quite flat and the sinking speed very satisfactory.

Later, the model flew away twice, so we considered that the plans could safely be published. Quite a number were built and its outstanding performance to date was the winning of our 1952 Open Contest by A. L. Solleveld, of Eindhoven, with a total of 653 seconds.

Centaur may be classed as an intermediate contest type. It can be built by anyone who has already built a simple model and trimming will present no difficulties as it is docile in the extreme.

Construction.

Fuselage : A simple slab-sided box of 3/32 in. balsa sheet on to which the cabin is built. If you start with the bottom sheet and follow the instructions on the plan, there will be no snags. Care must be taken when making and assembling the engine-mount as it is undesirable to build in any unknown down or side-thrust. When using an engine with radial mounting, take the same care and reinforce former F1 by making it double thickness as the additional strength provided by an engine mount is lacking.

Wing : There is no need to give any washout to the tips and any washout incorporated would be for trimming.

Tailplane and Fin : These are very simple and follow well-known principles. Tip-up tail serves as dethermaliser.

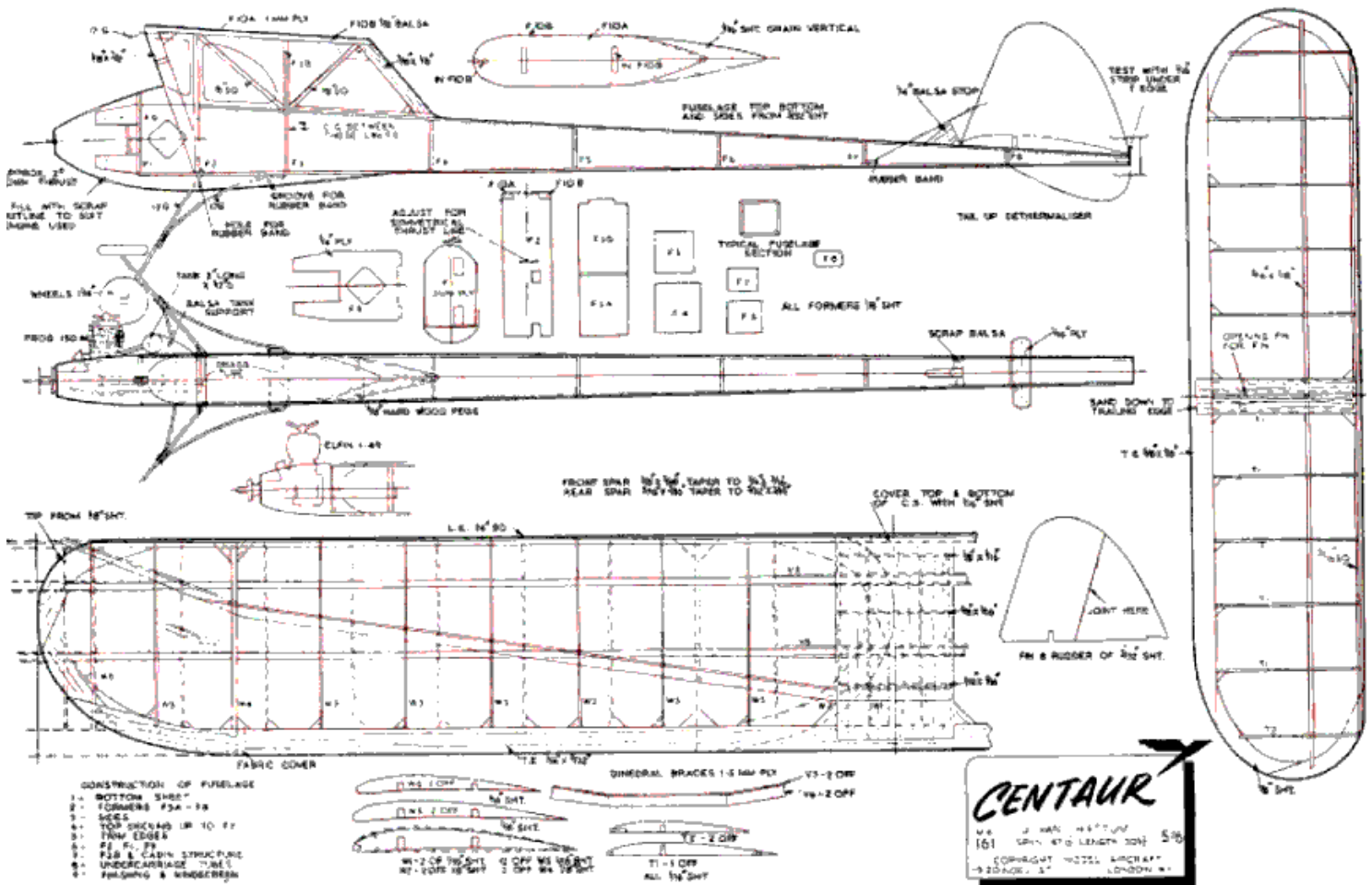


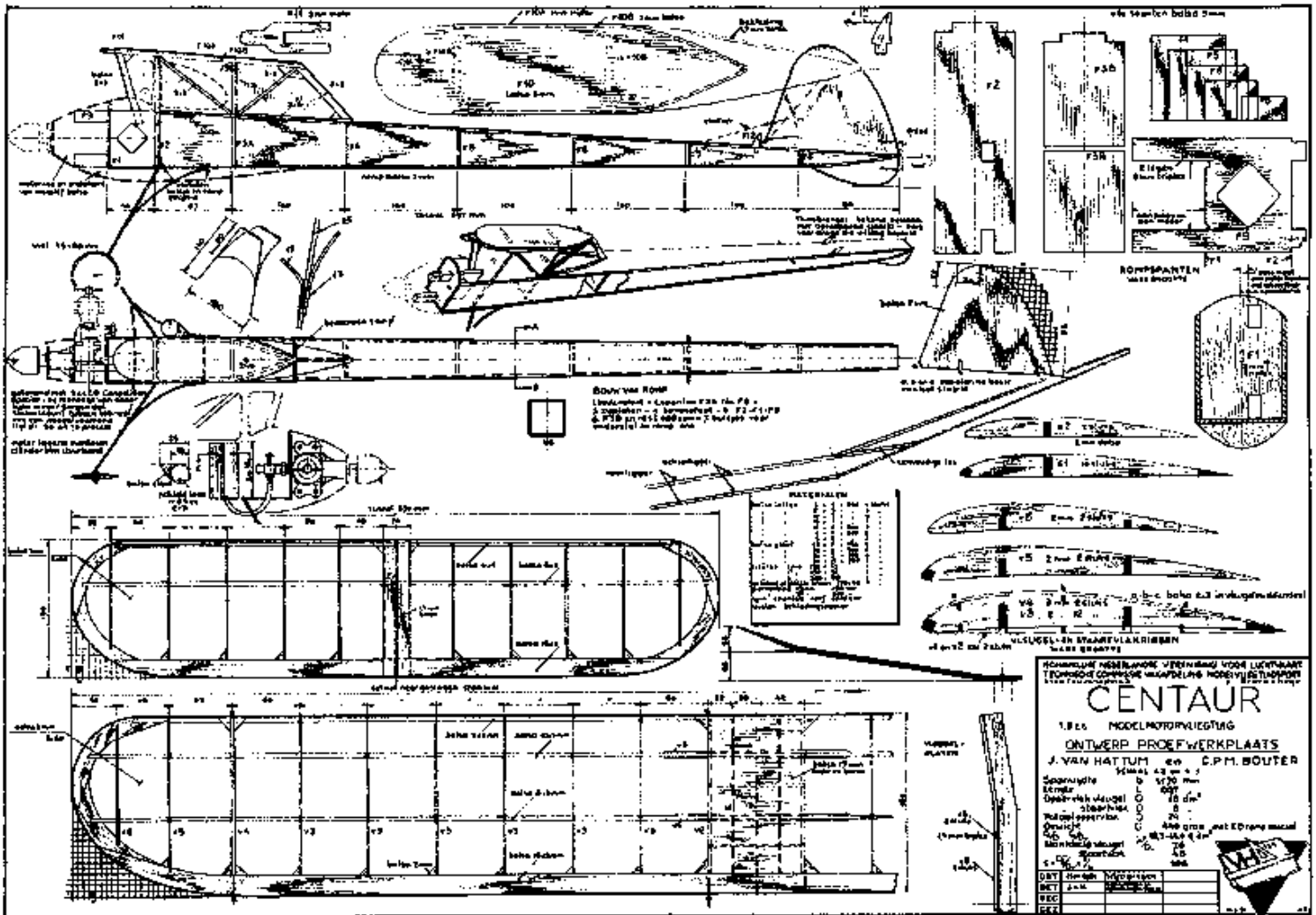
Trimming : As no two models are quite alike, there may be differences in behaviour, but the original Centaur flew well with no side thrust and almost no down-thrust. We would advise, however, to allow for about 2 deg. downthrust as a start.

Power flight should show a wide left-hand turn under torque and a wide right and turn on the glide. Remember that the glide is most important and first carry out just so many hand-launches until you are satisfied that the trim on the glide is almost perfect. Usual trim procedure for gliders applies. Then, when a good glide is obtained, start the engine and either throttle well back or fit the prop the wrong way round. Watch the power flight very carefully so as to note the model's antics in every detail.

The glide should be good - although subject to improvement in the usual manner - and any faults seen in the power flight must be connected with the way thrust and torque act on the model.

Detailed analysis of trimming would be beyond the scope of this note on the Centaur and I refer the reader to the many articles published on the subject.





PDF Plan available from Outerzone http://www.outerzone.co.uk/plan_files_04/4568/Centaur.pdf

SA / Vic State Champs. Report from Don Howie.

The weather on the 30th April - 1st May, 2016, in Adelaide and Monarto (near Murray Bridge) was terrible with wind and then rain. We had expected up to nine Victorians to attend, the main interest at the moment is at Cohuna, north near the Murray River who were to send seven flyers. The end result was that they read the weather forecast and decided not to attend.

In total we had ten SA flyers entered, some only flying in one or two events, so the first event at Monarto had only five flyers in 1/2 A Texaco on Saturday morning. Rex Brown lost his Stardust Special on the first flight due to the wind and at the time of writing, had not been found. He set up his second 1/2 A model, but a model was released with reversed rudder direction, crashing into Rex's second 1/2 A model in the pits, making it now un-flyable. How many people had that much bad luck?

Only three models got to fly at least two rounds and the final results in 1/2 A Texaco were:

1 st	Dave Markwell	-	Stardust Special	-	670.
2 nd	Max Newcombe	-	Stardust Special	-	579.
3 rd	Don Howie	-	Cumulus	-	395.

After a great free lunch prepared by Peter Leaney, we decided to continue the events at Willunga flying field, when the weather was suitable during the weekdays. This field has full aircraft from Nourlunga and Aldinga flying fields, flying over our field, mainly at the weekends, but now during the week when the weather is clear and fine.

The end result was the next event, Texaco, held Friday 6th May was on half fuel allowance. We had seven flyers, all using four-stroke engines, except Bill Britcher, who was using a Forster 99 sparkie in his Anderson Pylon model. The 100% Lanzo Bomber flown by Dave Markwell, but built by the late Ron Adamson, had an amazing performance going nearly out of sight on the engine runs and recorded three maxes. Only other person to get one max was Chris Britcher.

Texaco results after four rounds:

1 st	Dave Markwell	-	Bomber/OS 61	-	1800.
2 nd	Chris Britcher	-	90% Bomber/Enya 46	-	1572.
3 rd	Max Newcombe	-	Inspirer/Enya 60	-	1541.

Next event was Gordon Burford 2.5 diesel on half engine runs times, twenty seconds for the plain bearing original Taipans, used by all except Max Newcombe. It was easy for the three flyers flying "Crescendo" models to get the

five minute max, and Rex Brown with his "Jumping Bean" found it very easy.

Results from a short fly-off was:

1 st	Bill Britcher	-	Crescendo	-	7m 13sec.
2 nd	Chris Britcher	-	Crescendo	-	7m 8sec.
3 rd	Dave Markwell	-	Crescendo	-	6m 47sec.

We had to wait until Friday 20th May for the next good day to fly the last two events at Willunga Vintage Modellers Field. Duration engine run times were reduced from twenty-five seconds to fifteen seconds for the hot Dub Jet two-stroke engines and four-stroke engines from thirty-two seconds to twenty seconds.

This Duration event had only Rex Brown recording three maxes, with Chris Britcher recording two maxes and Ray Bobrige recording one max.

Duration results (with seven entries) were:

1 st	Rex Brown	-	85% Bomber/Dub Jet 40	-	1260.
2 nd	Chris Britcher	-	Playboy Cabin/Saito 56	-	1213.
3 rd	Ray Bobrige	-	85% Bomber/K&B 40	-	1177.

The last event, '38 Antique, was reduced to three rounds (due to rain) and run on half engine run times. Most had a one minute engine run time for the OK Super 60models and Bill Britcher had 1 minute 20 second run as he was using an Atwood Triumph 49 spark engine. Bill's RC-1 model climbed higher and his model easily recorded two maxes, best of the other models was on max each for second and third places.

Results in '38 Antique (with seven entries) were:

1 st	Bill Britcher	-	RC-One/Atwood Triumph 49	-	1200.
2 nd	Dave Markwell	-	RC-One/OK Super 60	-	1174.
3 rd	Chris Britcher	-	RC-One/OK Super 60	-	1067.

Champ of Champs was Dave Markwell with 21 points, followed up by Chris Britcher with 20 points. I enjoy the reduced engine run and allowance events as it is not a strain to see the model.



'38 Antique event winners 20th May at Willunga Vintage Club Field - all fullsize Lanzo RC-One models. L-R: 3rd Chris Britcher OK Super 60 spark, 1st Bill Britcher Atwood Triumph 49 spark, 2nd Dave Markwell OK Super 60 spark

Below: 90 inch span "Anderson Pylon" climbs away in Texaco Event, flown by Bill Britcher at Willunga Vintage Modellers Field, SA/VIC State Champs 6th May, 2016 - Re-run field is close to the sea.



Below: Forster 99 sparkie in Bill Britcher's "Anderson Pylon" the first pylon model by Alva Anderson in 1937. The original had a Forster 99. 16x10 wood prop hand-carved by the late Max Starick.



Duration event winners 20th May at Willunga Vintage Club Field. L-R: 3rd Ray Bobrige 85% Bomber K&B40 Loop Glo. 1st Rex Brown 85% Bomber Dub Jet 40 Glo. 2nd Chris Britcher Playboy Cabin Saito 56 4-stroke.



Evolution of the Electric Wasp

An account by Gotthelf Wiedermann - From Impington Model Aeroplane Club Newsletter.



I first saw the 'Wasp' by L.S. Wigdor in the July 1981 *Aeromodeller* and instantly liked it for its primeval, insect-like looks. Wigdor designed the 40" span model in 1937 for the new Elf 2.3 cc petrol engine, permitting the design of a 'really small petrol model' compared to the usual 6-8 ft petrol jobs current at the time. The Elf engine weighed a mere 4 oz and used a single cell flight battery, which further kept the weight down. The original plan appeared in the April 1938 *Aeromodeller* as a double-page centre spread.



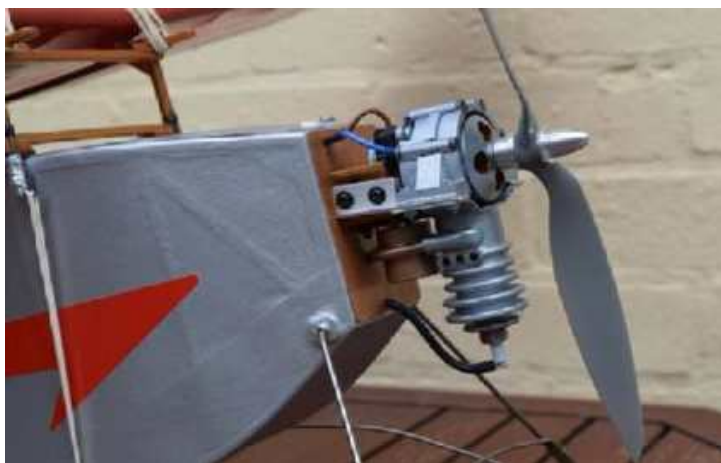
In its first incarnation, my Wasp was tissue covered in black and red, powered by a Mills .75 and fitted with rudder-only R/C. I built it in 1984 while living in one of the boarding houses of the Leys School where my wife was a house tutor. Test glides from the flat roof caused a lot of amusement and talk in the school at the time. I remember the model flying very well, but requiring careful trimming as the relatively big rudder and short fuselage made it a bit twitchy.

Eleven years later I put my thumb through the fuselage covering and was surprised how brittle the tissue had become, even though I had covered it with two layers of Japanese tissue. So, the tissue was removed and replaced with nylon - fuselage silver, wings red - and the

tail plane was covered in Litespan. I also removed the radio equipment intending to fly the model like a vintage purist. This too flew well, very slowly with a long glide, but there were so few opportunities to fly a power model that it spent the next 20 years in an old trunk under the staircase.



Having discovered the advantages of electric flight, I decided it was time to open that trunk again and replace the Mills diesel with a brushless motor, as well as fitting 2-channel R/C. The tail was stripped of its covering, the trailing edge cut out and turned into elevators with their servo hidden in the stabiliser's central section, while the rudder servo was fitted up front, operating via a push-rod the crankshaft-like rudder axle - so all R/C almost completely hidden. The tail feathers were then covered with Polyspan and Japanese tissue. Visually, the model requires a petrol engine, as it is an essential part of its original character, so I built a mock Elf petrol engine from wood to fit around the electric motor. This caused as much head scratching as all the other modifications together, but I think it looks quite convincing. Test flights (prior to fitting the mock engine) proved entirely satisfactory, and I am pleased that my 32 year old Wasp has a new lease of life and is likely to see a lot more service now than it has ever seen before.

Technical Data:

Wingspan: 40"

Motor: 1400KV 38g A2822-14T - from BRC Hobbies
(95W on two cells and 9x4.7 SF prop)

Battery: 2S-1000 mAh LiPo;

Prop: 9x4.7 ASP slow fly

Weight: 520 gr (18.5 oz - the original weighed 17 oz!).

All I need now is a wooden SF prop and a sound system to reproduce the crackle of a vintage petrol engine.

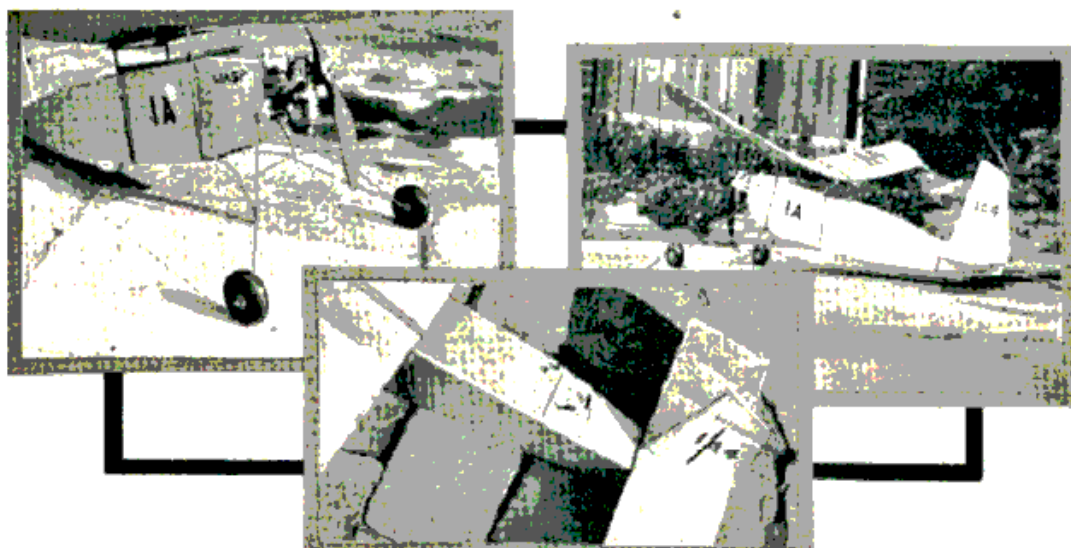
Gotthelf Wiedermann

The Wasp Back-Story

April, 1938 THE AERO-MODELLER

"THE WASP"

A 40-inch
SPAN
PETROL
'PLANE



Designed and constructed by L. S. WIGDOR.

Back in July 1981 Alex Imrie, President, SAM 35 (UK), was writing a series in the Aero Modeller called, "THE VINTAGE CORNER"

He wrote, "Various vintage modellers have offered help with material for this column, and I am sure that many fine contributions will be received in due course. However I am pleased to report that the most active response has come from original vintage modellers who are still very much with the hobby today. This month, L.S. Wigdor, who has been at the game for almost 50 years, provides the source."

In 1937, L.S. Wigdor received a small Elf petrol engine from his pen friend, Elbert J. Weathers, in California. This engine, although of limited power for its 2.3cc capacity, was a smooth-running sand-cast beauty, and had an ignition coil that would work satisfactorily on only 1.5 volts. A feature of this engine was its very great fuel economy. It could drive the 12 x 6 Chauviere-type propeller supplied with the engine at 3500 rpm for 40 minutes on one ounce of fuel!

Other features not usually found on so small an engine were a float chamber carburettor, adjustable and completely enclosed contact breaker points at the rear of the engine, three piston rings and a "full-size" type of airscrew hub which, in addition to the normal crankshaft nut, also used four bolts which passed through the propeller into tapped holes in the drive washer.



Truisms

1. If I had a dollar for every girl that found me unattractive, they'd eventually find me attractive.
2. I find it ironic that the colours red, white, and blue stand for freedom, until they're flashing behind you.
3. Today a man knocked on my door and asked for a small donation towards the local swimming pool, so I gave him a glass of water.
4. I changed my password to "incorrect" so whenever I forget it the computer will say, "Your password is incorrect."
5. Artificial intelligence is no match for natural stupidity.
6. I'm great at multi-tasking--I can waste time, be unproductive, and procrastinate all at once.
7. If you can smile when things go wrong, you have someone in mind to blame.
8. Never tell your problems to anyone, because 20 percent don't care and the other 80 percent are glad you have them.
9. Doesn't expecting the unexpected mean that the unexpected is actually expected?
10. Take my advice — I'm not using it.
11. I hate it when people use big words just to make themselves sound perspicacious.
12. Hospitality is the art of making guests feel like they're at home when you wish they were.
13. Television may insult your intelligence, but nothing rubs it in like a computer.
14. I bought a vacuum cleaner six months ago and so far all it's been doing is gathering dust.
15. Every time someone comes up with a foolproof solution, along comes a more talented fool.
16. I'll bet you \$4,567 you can't guess how much I owe my bookie.
17. Behind every great man is a woman rolling her eyes.
18. If you keep your feet firmly on the ground, you'll have trouble putting on your pants.
19. A computer once beat me at chess, but it was no match for me at kick boxing.
20. Ever stop to think and forget to start again?
21. When I married Ms. Right, I had no idea her first name was Always.
22. My wife got 8 out 10 on her driver's test--the other two guys managed to jump out of her way.
23. There may be no excuse for laziness, but I'm still looking.
24. Women spend more time wondering what men are thinking than men spend thinking.
25. Give me ambiguity or give me something else.
26. He who laughs last thinks slowest.
27. Is it wrong that only one company makes the game Monopoly ?
28. Women sometimes make fools of men, but most guys are the do-it-yourself type.
29. I was going to give him a nasty look, but he already had one.
30. Change is inevitable, except from a vending machine.
31. The grass may be greener on the other side but at least you don't have to mow it.
32. I like long walks, especially when they're taken by people who annoy me.
33. I was going to wear my camouflage shirt today, but I couldn't find it.
34. If at first you don't succeed, skydiving is not for you.
35. Sometimes I wake up grumpy; other times I let her sleep.
36. If tomatoes are technically a fruit, is ketchup a smoothie?
37. Money is the root of all wealth.
38. No matter how much you push the envelope, it'll still be stationery.

Contest Calendar 2016



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

Contests commence at 10am, unless otherwise stated.

The MAAA 2013 Rules apply.

The CD for all SAM600 events will be nominated on the day of the event.

Annual General Meeting - Cohuna 9am September 18th

All 1/2A, Duration & Texaco events will have the electric equivalent

Sept 17 th & 18 th	Cohuna	Saturday - 1/2A Texaco, Burford, Duration Sunday - AGM 9am. Texaco, 38 Antique, Climb & Glide
Oct 1 st & 2 nd	Wangaratta	Eastern State Gas Champs SAM 1788 Comp
Oct 22 nd & 23 rd	Echuca	Saturday - 1/2A Texaco, Burford, Duration Sunday - Texaco, 38 Antique, Climb & Glide
Nov 5 th & 6 th	Cohuna	Saturday - 1/2A Texaco., Burford, Duration Sunday - Texaco, 38 Antique, Climb & Glide
Nov 27 th	Ballarat	Sunday - 1/2A Texaco, Texaco, Duration, Climb & Glide

remember **Malmstrom Madness?** - the West Australia Model Aero Club



Mike Butcher waiting with his Brigadyr to run off some of his fuel before launch -
"Test glide on a calm day, preferably over long grass"