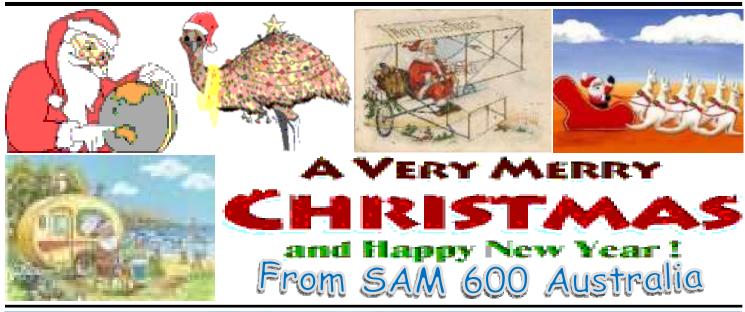


SAM 600 of Australia Newsletter, Issue No.139

October-December, 2016.





All competitors in 1/2A Electric Texaco at Cohuna Oldtimer 5th-6th November, 2016.

# **NEXT COMPETITONS**

January 28th & 29th P & DARCS Cardinia

Saturday: Classic Aerobatics, Vintage Gliders, Classic Kit Models.

Sunday: (Roy Robinson Trophy, Texaco, Duration), Mass Launch Foam Gliders.

March 25<sup>th</sup> & 26<sup>th</sup>

Echuca

Saturday: 1/2A Texaco, Burford, Duration.

Sunday: 9am General Meeting, Texaco, '38 Antique, Climb & Glide.

April 14th --- 17th

Easter

Canowindra, NSW. SAM Champs Down Under. SAM 1788 Competition.

# SAM 600 Australia - Victorian Old Timers Association Inc. Committee



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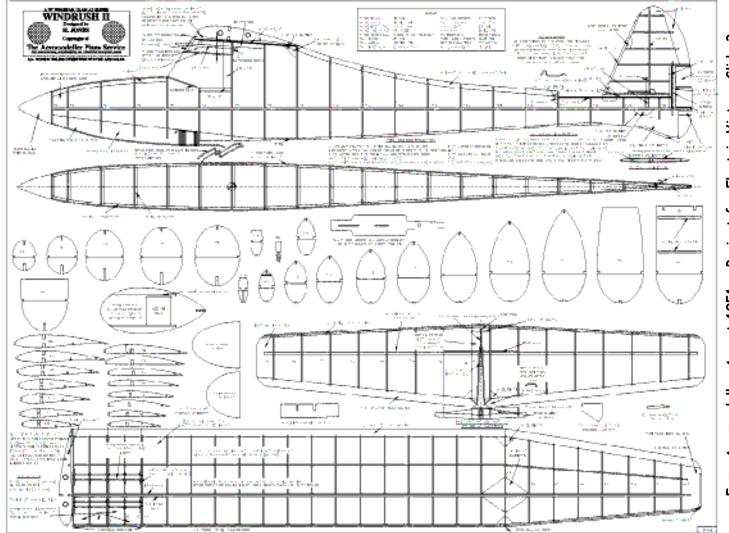
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"The Thermaleer" is the official newsletter of SAM 600 of Australia, Victorian R/C Old Timers Association (SAM600) Inc.



Fullsize PDF Plan: http://www.outerzone.co.uk/plan\_details.asp?ID=2724



# FROM THE PRESIDENT

Kevin Fryer.

First of all I would like to thank our Committee for all there hard work, Ian Avery for producing the best ever newsletter, Graeme Gulbin (Clubman of the Year) for all the great pictures. Then there is the many people involved at the venues we fly at, all their help is great-

Peter van de Waterbeemd is doing the thankless task of being the rules chair person. By the time you receive this Thermaleer you should have received your voting paperwork on the rules change. Could you please fill this in ASAP and return to me so I can give the results to Peter who will then pass the results to the MAAA.

The first event of the year is at P&DARCS. There will be additional events. On Saturday, Classic Aerobatics, Vintage Gliders and Classic Kit Models. You can bring along your control line models if you have some left. Sunday wil be Foam Glider mass launch and if you have one don't forget to bring it.

I hope you all have a safe and Merry Christmas.

Good Flying, Kevin Fryer.

#### CONTEST CO-ORDINATOR'S REPORT Brian Laughton.

Well Christmas is nearly here and flying comps have stopped until the Roy Robinson Trophy in late January, 2017. It has been a mixed year with the passing of three of the old timer contingent, Graeme Sinclair, Grahame McDonald and the biggest shock of all, Brian Stebbing. Let's hope this doesn't continue as we will have no one left.

On a more pleasant note we have managed to fit in some competitions despite the weather not being kind to us. It isn't just Victoria that has suffered, as the Vic/SA State Champs were called off in South Australia because of bad weather forecasts and NSW suffered floods and high winds all year so lets hope next year is better.

We flew recently at the new Ballarat field and found it to be very good. The Cohuna problem with the full size aircraft seems to be resolved be it temporarily. We hope Cohuna club find a new field before they lose this one. The upside is we have had comps at Echuca and Shepparton with the members preferring Echuca because of their welcoming attitude so we won't be pursuing Shepparton unless we really have to.

That's about all I have to report and I would like to wish all our members and their families a very Merry Christmas and a Happy and Safe New Year and hope to see you all at the Roy Robinson Trophy at P&DARCS at the end of January, 2017.

Cheers, Brian Laughton.



**Meeting Opened:** The Meeting opened at 9 10am.

Chairman: Kevin Fryer.

Attendance: There were Ten Members in attendance.

Apologies: Nil. Visitors: Trevor Taylor. Minutes of Previous Meeting:

Minutes of the Meeting held on September 20th 2015 and April 17th 2016 were accepted. The acceptance was moved by Lin Clifford and Brian Laughton, carried.

Business Arising:

There was no business arising.

Correspondence:

There was one a letter received from Gary Ryan resigning as Vice President.

Newsletter:

Details of competitions and results are to be updated through the Newsletter.

New President is to contact the various appointees to ensure they are aware of their duties.

Treasurer's Report:

The Treasurer reported that we finished June 30th. 2016 with a Bank balance of \$1,064.48. This was accepted as presented. Acceptance moved by Brian Dowie and Kevin Fryer Ryan, carried.

There was a total of 32 Members.

It was moved by Brian Dowie and Lin Clifford that for the 2017/2018 Year our Fee will increase from \$20 to \$30 and if a Hardcopy of the Newsletter is required this will increase from \$10 to \$15, carried. Agreed.

General and New Business:

**ELECTIONS:** 

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

President

Kevin Fryer was nominated by Brian Laughton and Pat Elected unopposed. Keeley.

Vice President

Lin Clifford was nominated by Roger Mitchell and Kevin Fryer. Elected unopposed.

Secretary/Treasurer

Brian Dowie was nominated by Brian Laughton and Kevin Fryer. Elected unopposed.

Member

Pat Keeley was nominated by Brian Dowie and Steve Gullock. Elected unopposed.

Newsletter

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

Safety Officer

Steve Gullock was nominated by Brian Dowie and Lin Clifford. Elected unopposed..

Contest Director

Brian Laughton was nominated by Pet Keeley and Brian Dowie. Elected unopposed.

Web Master

This was left to the incoming President to contact Laurie Baldwin to see if he will continue.

Elected unopposed.

Registrar

This is a new appointment and Roger Mitchell has agreed to fill the position.

#### General Business:

Contest Calendar

Brian Laughton is arranging the Contest Calendar.

Meeting Closed: 10-15am

Burford

'38 Antique

Kevin Fryer

Steve Gullock

Lyn Clifford

Kevin Fryer

Brian Laughton

Lyn Clifford

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# "The Stebbings Memorial" Champ of Champs - 2016 Final Results

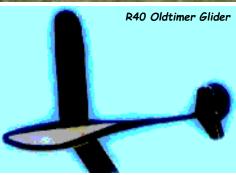
Final Results											
Event	1 <sup>st</sup> Place	2 <sup>nd</sup> Place	3 <sup>rd</sup> Place	No. in F/O	PROGRESSIV I/O	5					
	ROY ROBINSON 24 <sup>th</sup> January, 2016 Kevin Fryer 76										
Texaco	Brian Laughton	Don Grant	Kevin Fryer	6	Lyn Clifford	54	2nd				
Duration	Kevin Fryer	Don Grant	Brian Laughton	2	Brian Laughton	34	3rd				
Electric Texaco	Laurie Baldwin	B Wilson		2	Robert Taylor	23	4th				
Electric Duration	Bob Wilson	Laurie Baldwin		2	Steve Gullock	21	5th				
	NATIONALS (S		Pat Keely	20	6th						
Duration	Kevin Fryer	Don Grant	Lyn Clifford	2	Don Grant	16	7th				
Electric Duration	Bob Wilson	Max Heap	Steve Gullock	1	Stuart Jenkinson	13	8th				
½A Texaco	Steve Jenkinson	B Laughton	Kevin Fryer	2	Graeme Gulbin	5	9th				
½A Electric Texaco	Bob Wilson	Steve Gullock	Brian Laughton	5	Max Heap	2	10th				
'38 Antique	Lyn Clifford	Kevin Fryer	Robert Taylor	0	Stuart Sinclair	2	10th				
Burford	Don Grant	Lyn Clifford	Steve Jenkinson	4	Col Colyer	1	11th				
	ECHUCA 16 <sup>th</sup> - 17 <sup>th</sup> APRIL 2016										
½A Texaco	Brian Laughton	Kevin Fryer	Lyn Clifford	5	PROGRESSIVE POINTS - ELECTRI						
½A Electric Texaco	Max Heap	Brian Laughton	Graeme Gulbin	5	Gavin Dunn	26	1st				
Burford	Steve Jenkinson	Kevin Fryer	Max Heap	6	Steve Gullock	16	2nd				
Duration	Pat Keely	Lyn Clifford	Brian Laughton	4	Bob Wilson	15	3nd				
Electric Duration	Steve Gullock	Roger Mitchell	Max Heap	0	Laurie Baldwin	15	3rd				
Texaco	Graeme Gulbin	Kevin Fryer	Lyn Clifford	7	Brian Laughton	15	3rd				
Electric Texaco	Max Heap	Roger Mitchell	Steve Gullock	4	Roger Mitchell	14	4th				
'38 Antique	Kevin Fryer	Lyn Clifford	Steve Gullock	1	Max Heap	11	5th				
MONARTO VIO	/ SA State Chan	nps 30th April -	1 <sup>st</sup> May, 2016 -	Cancelled	Graeme Gulbin	8	6th				
	BALLARAT 14th-1	15 <sup>th</sup> May, 2016	- Cancelled		Stuart Sinclair	6	7th				
	COHUNA	21st-22nd MAY 2	2016		Kevin Fryer	4	8th				
Texaco	Brian Laughton	Pat Keely	Kevin Fryer	5	Peter Miller	1	9th				
Electric Texaco	Roger Mitchell	Laurie Baldwin	Steve Gullock	3	. ^						
Duration	Pat Keely	Brian Laughton	Robert Taylor	5	TWI HOCIETY OF	Whole wor	- P				
Electric Duration	Laurie Baldwin	Roger Mitchell	Steve Gullock	3	4/== /:	$\mathbf{M}_{i}$	4/L				
½A Texaco	Kevin Fryer	Brian Laughton	Lyn Clifford	4	60		Y				
½A Electric Texaco	Brian Laughton	Laurie Baldwin	Roger Mitchell	4							

# "The Stebbing Memorial" Champ of Champs 2016 continued

(ESGC)	(ESGC) 22 <sup>nd</sup> - 23 <sup>rd</sup> OCTOBER 2016 (SAM 600 Placings)						
½A Texaco	Kevin Fryer	Pat Keely	Robert Taylor	5			
½A Electric Texaco	Gavin Dunn	Graeme Gulbin	Kevin Fryer	5			
Duration	Kevin Fryer	Lyn Clifford	Robert Taylor	3			
Electric Duration	Gavin Dunn	-	-	1			
Burford	Lyn Clifford	Kevin Fryer	-	2			
Texaco	Kevin Fryer	-	-	1			
'38 Antique	Kevin Fryer	Robert Taylor	Lyn Clifford	4			
Climb & Glide	-	-	-	-			
COHUNA 5 <sup>th</sup> - 6 <sup>th</sup> NOVEMBER 2016							
½A Texaco	Lyn Clifford	Kevin Fryer	Brian Laughton	3			
½A Electric Texaco	Gavin Dunn	Peter Miller	Brian Laughton	7			
Duration	Robert Taylor	Steve Gullock	Kevin Fryer	2			
Electric Duration	Gavin Dunn	Steve Gullock	-	1			
Texaco	Lyn Clifford	Robert Taylor	Kevin Fryer	3			
Electric Texaco	Roger Mitchell	-	-	1			
Burford	Steve Gullock	Kevin Fryer	Brian Laughton	4			
'38 Antique	Kevin Fryer	Robert Taylor	Steve Gullock	3			
	BALLARAT 2	27th NOVEMBER	2016				
Duration	P Keely	L Clifford	S Sinclair	7			
Duration Elec	S Sinclair	G Dunn		2			
Texaco	R Taylor	S Gullock	L Clifford	5			
Texaco Elec	G Dunn			1			
1/2A Texaco	L Clifford	K Fryer	B Laughton	3			
1/2A Elec	B Laughton	G Dunn	G Gulbin	8			

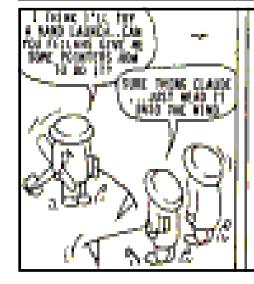


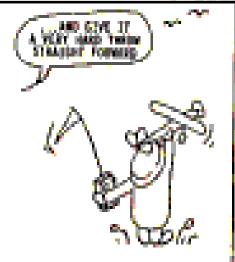














# EASTERN STATE CHAMPS SAM1788 & EHUCA COMP FOR SAM 600 22-23 OCTOBER 2016

Unfortunately the weather has been against us this year both for Victoria and NSW, so much so that every flying site has been under water or not available to us including Wangaratta where the Eastern State Gas Champs were to be run by SAM1788 in early October.

Through consultation with the President of 1788 it was agreed to share our Echuca comp with them where it was remarkably dry.

The forecast for the weekend was for dry weather but a little bit windy. On arriving at the field on Saturday the wind was already past our call-off point of 25kph. We hung around to see if it would drop and we agreed to have lunch and check again in the afternoon. No luck, it got stronger, so Saturday was called off with the agreement that if Sunday was OK we would start at 8 am and fly 3 rounds 2 to count for all 8 events and we would fly open rounds so as to get them over quicker.

On Saturday night we all went to the Echuca Working Mans Club and had a very good social evening with members from both Vic & NSW trading ideas and thoughts, but we all went home early as we had to be at the field for an 8 am start.

We got to the field to find it was still windy but not as bad as Saturday. We started with  $\frac{1}{2}A$  Texaco with 12 flyers in both I/C and Electric. In I/C a new chap from NSW, Anthony Vicary, came home  $1^{st}$  with Kevin Fryer coming in  $2^{nd}$  and in electric a new member from Vic, Gavin Dunn, took out  $1^{st}$  place with Graeme Gulbin from Ballarat a close  $2^{nd}$ , all flyers in the Electric event were from Victoria.

Next event was Burford and the wind was picking up speed but it was agreed that we would keep flying. This event had 6 entries, 4 from NSW and 2 from Victoria. We saw a lot of carnage in this event with Kevin Fryer's battery going flat midway through the flyoff and he lost the model down wind a long way. Condo Smith's model was caught by the wind as it was landing and broke the fuzz at the tail. The eventual winner was Lyn Clifford and even he landed out on his first flight and nobody flies better than Lyn, so it was windy and bloody cold.

Next event was Duration with 6 entries in I/C and only 1 entry in Electric. Robert Taylor had trouble with his radio getting out of range on his first flight so he put it away to try and sort it out later. Pat Keely landed out in the first round and in the second round his model was on the flight line ready to be launched when a gust of wind caught it and thanks to Robert Taylor he managed to grab it by the fin and push the prop into the ground to stop the engine. Unfortunately it broke the fin and put Pat out of the competition. This event was dominated by the spark ignition  $McCoy\ 60$ 's, Peter van de Waterbeemd with his Bomber to gain  $1^{st}$  place and Kevin Fryer chasing him into  $2^{nd}$  place with his Cumulus. Gavin Dunn was the only entry in Electric Duration, a sad indictment on the electric flyers. If this keeps up we may have to drop electric events.

The next event was Texaco and by now most flyers had had enough of the cold windy conditions and decided to leave their models in the car as only 3 people entered this event and the flyers decided that they would just fly one round, longest flight to win. This again was won by Peter van de Waterbeemd with Kevin Fryer coming in only 22 seconds behind him. No entries in Electric Texaco. This ended the events run by SAM1788 for the Eastern State Gas Champs and after this there was only one event left. This was '38 Antique to be run by SAM 600, again only 4 entries and a one round flyoff with Kevin Fryer coming 1<sup>st</sup> chased by Rob Taylor 2<sup>nd</sup> and Lyn Clifford 3<sup>rd</sup>.

So ended a very windy and bloody cold weekend, not like Echuca weather at all. The weekend went very well with good natured camaraderie and friendship. The catering put on by Fred West and the Echuca club was fantastic. Something we have learned from them is that dim sims are terrific for lunch and they also had hot dogs, sausages on bread, fruit salad & cream, soft drinks and tea or coffee. We couldn't have been better looked after, in fact I think some of our members go to these events to partake in the great food. Again we were made very welcome by all of their members, so thank you again to Fred and all of your team.

Brian Laughton Contest Co-Ordinator

# ECHUCA 22-23 OCTOBER 2016 Results for Electric Power Flown at the same time as Eastern States Gas Champs

	riowii at the same time as Eastern States ous onamps									
	ELECTRIC ½A TEXACO									
	Name	Model			Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Gavin Dunn	Stardust							1376	1376
2	Graeme Gulbin	Stardust							1160	1160
3	Kevin Fryer	Atomiser							875	875
4	Peter Miller	Fox 107							756	756
5	Steve Gullock	Little Diamond							L/O	
	ELECTRIC DURATION									
1	Gavin Dunn	Hayseed							480	480

# ECHUCA 22-23 OCTOBER 2016 Results for IC Engines

Flown at the same time as Eastern States Gas Champs

	Flown at the same time as Eastern States Gas Champs									
			1/2A TEXAC							
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Anthony Vicary	Stardust	Cox		415	420	420		398	1238
2	Kevin Fryer	Cumulus	Cox		420	420			289	1169
3	Peter van de Waterbeemd	Stardust	Cox		420	400	420		232	1112
4	Pat Keely	Stardust	Cox		420	420			L/O	840
4	Lyn Clifford	Stardust	Cox		420	420			L/O	840
5	Robert Taylor	Stardust	Cox		358	420	283			818
6	Brian Dowie	Bomber	Cox		Lost	Model				
			TEXACO							
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Peter van de Waterbeemd	Bomber	Saito 65 f/s	18					711	711
2	Kevin Fryer	Cumulus	Forster 99 spark	24					689	689
3	Anthony Vicary	Bomber	OS 61 f/s	21					604	604
	DURATION									
	Name	Model	Engine		Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Peter van de Waterbeemd	Bomber	McCoy 60 ign	40	420	420			974	1814
2	Kevin Fryer	Cumulus	McCoy 60 ign	40	420	420			853	1643
3	Lyn Clifford	Racer	Y S 63	28	420	420			322	1202
4	Anthony Vicary	Playboy	Saito 62	32	409	388	420			829
5	Robert Taylor	Playboy	Y S 63	28	140					140
6	Pat Keely	Bomber	OS 56f/s	32	L/O					
			BURFORD EVEN	NT						
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	TOTAL
1	Lyn Clifford	Creep	T-2	38	L/O	300	300		1009	1609
2	Peter (Canberra) Smith	Ollie	РВ	40	282	300	300		843	1443
3	Peter van de Waterbeemd	Ollie	ВВ	38	300	300			421	1021
4	Kevin Fryer	Dixielander	РВ	40	300	300			L/O	600
5	Anthony Vicary	Dixielander	PB	40	217	200				417
6	Peter (Condo) Smith	Faison	Т -2	38	300					300
			'38 ANTIQU	Е						
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Kevin Fryer	Cumulus	Forster 99	192					710	710
2	Robert Taylor	R C 1	Atwood 60	95					615	615
3	Lyn Clifford	Cadet	Atwood 60	114					535	535
4	Peter Van De Waterbeemd	Long Cabin	GB 5cc	164					171	171
		1	<u> </u>							









Above - Top Left: Pat Kelley tunes his  $\frac{1}{2}A$  Texaco model. Top Right: Robert & Trevor Taylor preparing their  $\frac{1}{2}A$  Texaco Stardust Special. Bottom Left: Kevin Fryer Launches his  $\frac{1}{2}A$  Texaco model. Bottom Right:  $\frac{1}{2}A$  IC Texaco Placings 2nd Kevin Fryer 1st Anthony Vicary 3rd Peter van de Waterbeemd. Below - Left: Brian Laughton launches Peter van de Waterbeemd's Ollie in the Burford event. Right: Peter (Condo) Smith launches his FAISon in the Burford event.











Top Left: Carol and Peter Smith from Canberra launch their Burford model and Right: hard at work in the Burford event.

Left: The Burford event placings 3rd Peter van de Waterbeemd 1st Lynn Clifford and 2nd Peter (Canberra) Smith

Below Left: Steve Gullock releases Peter van de Waterbeemd's Lanzo Bomber in Duration.

Below Right: Anthony Vickary's Playbo coming in to land in the Duration event.













Top Left: Gavin Dunn's Hayseed coming home after winning Electric Duration.

Top Right: Peter van deWaterbeemd, winner of IC Texaco with his Lanzo Bomber powered by Saito 65 FS.

Above: Texaco placings, 3rd Anthony Vicary, 1st Peter van de Waterbeemd and 2nd Kevin Fryer.

Left: Kevin Fryer, winner of '38 Antique, with his Cumulus, powered by a Forster 99 on ignition.

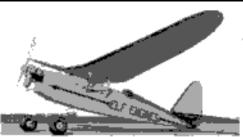




Top: Placings '38 Antique 3rd Lynn Clifford, 1st Kevin Fryer and 2nd Robert Taylor. Above Left: Peter van de Waterbeemd, winner Eastern States Gas Champs Perpetual Trophy. Right: Kevin Fryer, inaugural winner of the SAM 1788 David Owen Memorial Trophy. Below: The Flight line at Echuca at the start of the first day.







It has the appearance of a full scale ship

DUE TO the present trend towards the smaller type gas engine, and the many inquiries as to plans received by the writer in the last couple of years as a result of photos in "Gas Lines" columns, we take pleasure in presenting the data for constructing the small parasol type gas model, "Miss San Diego," which was one of the very first small gas models to be built in the United States and powered with an engine of less than 5/8" bore. The parasolled wing makes the little plane very stable and assures for dependable, performance.

The ship performs beautifully with an inverted engine installation. Almost any of the popular small type engines can be easily adapted to this gas job, by merely altering the design of the metal mounting plates, which are located on the wooden beams.

Whatever the engine make might be it should be inverted for maximum flight performance.

On several occasions it has flown over fifteen minutes on a forty-second motor run, and has a slow, lazy circling glide after the motor cut. Its flight abilities are most agreeable for contest flying.

Enlarge the drawings to full working size as the first step, making use of the dimensions as given on the assembly drawing. All the balsa used is to be of firm medium-hard variety, unless noted otherwise.

### Fuselage

Begin the construction with this unit. Build two side frames of 1/8" square balsa, using wood which is very firm, especially for the longerons. Fillers of 1/16" sheet are put in each frame at the front. Build the frames together in the usual way, pinning each up-side-down on the work table. When all 1/8" square cross bracing is cemented in place, cut a piece of balsa size 3/8" x 9/16" x 1-7/16", which is the tailpost and which is installed next. All fuselage formers are of 1/16" sheet balsa except No. 1 and No. 9, which are 1/8" thick. Locate the positions for fuselage formers No. 8 to No. 12 inclusive, and cement each in





It gains altitude quickly with a steep climb

# Specifications

place.

The top, forward, removable section of the fuselage is assembled next. Lay the two 1/8" square longerons down, followed by formers No. 1 to No. 7 inclusive. Place the top centre 1/16" square stringer first, followed by the remaining four. Cut and cement in place the 1/8" sheet balsa pieces upon which the No. 00 dress snaps are mounted on the removablesection. The balsa strips for the fuselage frame, to receive the other half of the dress snaps, may be installed at the same time. Using metallic cement, secure the light halves of the four snaps in place on both the fuselage and removable section, making sure that all are in perfect alignment.

Now cut two strips 5-7/8" long and 1/8" wide from 1/32" sheet aluminum and cement them on the top fuselage longerons, where stepped down and where wing support slides. The main switch, of the small button type, and the booster plugs should be installed on the right side of the fuselage at this point.

Next cut the rear motor beam anchorage bulkhead from 1/8" sheet balsa, as shown. Place it on with ample cement. The 1/32" balsa sheet



It has a sturdy structure and can "take it"

can now be applied from formers No. 8 to No. 12.

The outline of the cockpit is pencilled on a sheet size  $3-1/8" \times 3-5/8" \times 3-3/8"$  long, which is applied between formers No. 8 and No. 9. The cockpit is cut out after the sheet is cemented and dry.

Proceed to finish by cutting a piece 1-1/4"  $\times$  3-1/8"  $\times$  7-1/8" long from the 1/32" stock size, applying it in the same manner, between formers No. 9 and No. 12. Cut lengthwise through one wall of a length of 1/8" O.D. diameter rubber tubing and lay it, using cement, around the cockpit edge to form the combing. The head-rest is carved from soft balsa and should be hollowed out. The block is 3/4" square at the cockpit, 1/8"  $\times$  1/4" at the rear end, and is 7-1/2" in overall length. Cement it in position.

Using the template provided in the plans, cut the windshield from the celluloid specified, but do not install it until after the model is covered and painted.

The landing gear is formed from 1/16" piano wire. First make the front side frame, followed by the rear side frame and the centre shock strut. Cement two cross braces on the fuselage bottom, each size 1/8" x 1/2" hard balsa, to receive the landing gear.

Use ample cement to bind each landing gear frame to these and also be sure that both balsa mounting strips are well braced with gussets and cement at the lower fuselage longerons. Heavy thread and metallic cement render a satisfactory and permanent job of securing the landing gear to the fuselage. To finish it, bind all three frames together at the axle with fine copper wire and solder well. The tail skid is formed from a length of the same wire used for the landing gear. It is installed where shown.

Make the firewall from 1/8" plywood of good quality. It is  $2\text{-}1/4" \times 2\text{-}5/16"$  in size. Cut the motor beam and wiring holes and then install it against the end of the fuselage frame, using a common butt joint and plenty of cement. Follow with the motor beams, which are  $1/8" \times 3/4" \times 4\text{-}1/4"$  in size. They should be cut

from black walnut, maple, or some similar hardwood having the necessary shock-absorbing qualities. Make the two engine-mounting plates from 27-gauge galvanized sheet metal and install each on the wooden beams as shown, using 6-32 steel or brass machine screws and nuts. The wooden beams can now be shoved through the firewall and rear anchorage bulkhead and securely cemented in position, making sure that each are parallel to the top longerons of the fuselage.

Install the coil, condenser and battery holder where shown. The battery holder is of simple sheet brass construction. See drawings for this detail.

Complete the fuselage by wiring everything with fine, stranded-and tinned-insulated wire, using the diagram provided.

The wing strut unit, or cradle, which supports the wing, should be constructed next. It is formed from the same wire as used for the landing gear. Begin by forming two end frames, as shown. It will be noticed that each are to be bent with a narrower spread at the tip ends than that of the fittings on the wing centre section, as the cradle thereby needs to be only sprung apart to drop the wing between it, to secure it for flying. The two diagonal side braces are formed and soldered to the end frames, the joints first being bound with fine copper wire. Be certain that the frame is in perfect alignment, before soldering. To complete it, apply  $1/16" \times 1/4"$  balsa strips to each side of the struts, routing out channels for the wire and soldered joints and cementing the two halves together over the wire. Sand the balsa struts (now 1/8" thick) to streamlined cross section and cover them with tissue later on, when the model is covered, to insure for a good finish.

#### Wing

The ribs are all of 1/16" sheet balsa, except ribs W-2, which are of 1/8" sheet balsa. Both the leading and trailing edges are cut from 1/16" sheet balsa, and are of 3/8" width. Each consists of three parts, as the centre section of the wing is constructed first, although the wing is a one-piece unit when completed. The wing spar is built up from three pieces, as shown in the plans, and is cemented together as one piece before being laid down in building the centre section. Each wing tip is 1/16" sheet balsa. The balsa veneer leading edge covering is prepared after basic construction is completed.

To build the wing, first construct the centre portion by pinning into position the leading and trailing edges, and the spar. Raise the leading edge 5/16" from the work table. Wing ribs W-1 and W-2 are now cemented in position. (If an engine having a suction feed and therefore close-coupled tank is to be used, the brass gas tank, and its installation in the wing centre section can be disregarded.) The fuel tank and wing strut fittings are installed later.

When dry, remove the wing centre section construction from the work table and lay down the spar on either side to proceed with the right or left wing panel. Pin the leading and trailing edges in position and after raising the leading edge 5/16" at the inner end and 3/32" at the tip, proceed to install and cement wing ribs W-4 to W-11 in place. The trailing edge gussets are 1/4" x 3/8" in size and are made from 1/16" sheet balsa. After installing them follow with the wing tip which is cemented in position, with 1/16" sheet balsa bracing on the top and bottom.

When the wing structure is completed, proceed to cover the front portion with 1/64" sheet balsa, as indicated. A piece 2-3/4" x 6" is required for the centre section while two pieces, each size 2" x 2-3/4" x 18-3/4" will be needed for the left and right wing panels, between ribs W-3 and W-10. The portion remaining from rib W-10 to the tip is covered with two small pieces. In laying the balsa veneer on, start by making a line of pencil marks across the tops of the ribs which will show the position of the rear edge of the veneer, on the top side. Apply cement to these rib portions and lay on the sheet, using pins to hold until dry. When set, moisten the sheet balsa with water where it is to be pulled over the leading edge proper, or the sharpest bend to be made with it. Proceed to bend it on over and pin it underneath along the whole panel, as you did on the top. Cement is next applied between the veneer and the rib sides at every rib. Be certain that the veneer follows the rib contours, by stretching it tightly. From 1/32" thick sheet aluminum, cut and install the four wing strut plates on wing ribs W-2 as shown. 'A hole a trifle larger than the wing strut wire is drilled in each. Use plenty of metallic cement in securing them in place. The wing unit is now completed, ready for covering.

#### Tail Surfaces

The empennage is of simple construction.

Begin by forming all of the parts, ready to assemble.

The fin, stabilizer, leading and trailing edges are  $1/16" \times 1/4"$  balsa and all ribs are of 1/16" sheet balsa except fin rib F-4, which is 1/8" sheet. The stabilizer and fin tips are also of 1/16" sheet balsa, and the main spars for each surface are cut from 1/8" sheet balsa.

Both the stabilizer and fin are of the same type construction. To build the stabilizer, lay the spar down first, followed by the leading and trailing edges. At stabilizer rib S-5, block the spar up 1/8" and raise the leading and trailing edges 7/32" from the work table.

Install the ribs and cement in position. Cut two pieces of 1/8" sheet balsa and cement well between ribs S-1 as shown. The dress snaps which hold the tail surfaces in place are mounted on one of these two sheet balsa fillers. Use an ample quantity of metallic cement to install the other three halves of the No. O size dress snaps.

When the basic construction of the fin is completed connect the tab with the fin by means of small copper or iron wire hinges. The tail surfaces are completed by covering both the stabilizer and fin leading edges with 1/64" sheet balsa, done in the same way as that on the wing.

# Covering

The original model was covered with Mino Tissue, which is the creamcolored "natural" paper sold for rubber powered model aircraft. It has watermarked parallel lines running through the sheet about an inch apart, and with that description anyone building this ship can easily procure it if it isn't sold under the name of "Mino." It is ideal for the covering material for this small light gas job. Cover the wing, tail surfaces and fuselage in the conventional manner and water-shrink the covering. When dry, cement the fin to the stabilizer very securely, making sure both are at right angles. Remove the paper over the centre of the stabilizer, in cementing the fin, to insure for a strong joint. Dope the entire model with two coats of clear dope and follow with two coats of pigmented dope (sprayed if possible) in a colour or colours of your own choice. The original was first painted a vivid orange and later a bright yellow with black trim, both equally effective.

# Assembly and Flying

First install the motor on the motor mounting plates. Then remove the top section of the fuselage and lay the wing cradle across the main longerons. Secure it with 1/8" flat rubber making it just tight enough so that it may be adjusted on the ground but can't shift in flight. Install the battery in its holder just ahead of the cockpit. Connect the rubber gas line to the carburettor (if using gravity feed) and lead it through the top section of the fuselage, followed by the snapping of this removable unit into place.

Connect the other end of the gas line to the wing tank, after springing the wing into position in the support for it. The tail surfaces are snapped on and it is ready to balance. Supporting the ship by the fingertips about 40% back from the wing centre section chord, adjust the wing back or forth until the plane balances with the nose slightly down. Before test-hopping under power, it can be safely hand glided to insure for maximum gliding performance on the first powered flight, if desired.

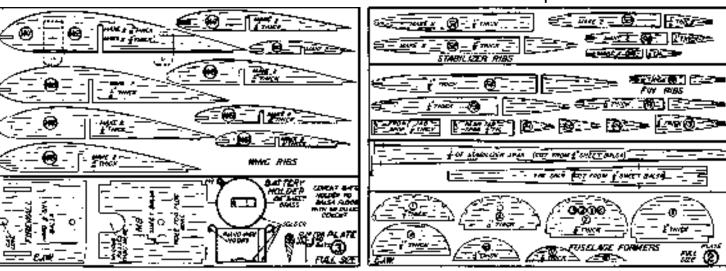
Although the original ship was flown on limited motor runs of about 30-40 seconds by clipping the gas line shut

behind the carburettor, some builders may desire to install a mechanical timer such as the Autoknips, etc., the installation of which the writer leaves to their own ingenuity. (Timers, as used today, were hardly known or thought of at the time this model was designed.)

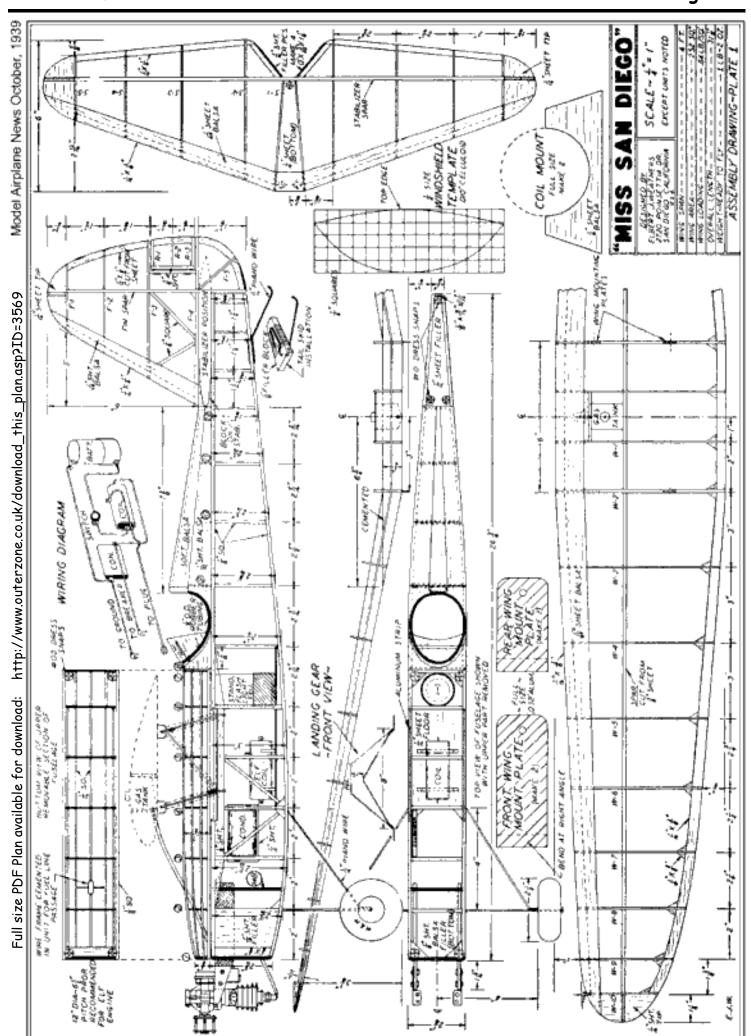
In test flying, throttle the engine down to about half speed and allow it to take off under its own power, flying in no wind if possible. Set the timer or gas shut-off for about 20-25 seconds. After initial hops, if all is satisfactory the engine may be revved up to its maximum r.p.m. (with the prop being used) and the plane is liable to be "gone with the wind" if any.

Any further questions regarding it may be addressed to the author, enclosing a self addressed stamped envelope for prompt reply. Photographs of models of "Miss San Diego" would be welcomed by MODEL AIRPLANE NEWS, together with a note on its performance.

## Scanned From October 1939 Model Airplane News







# COHUNA Oldtimer 5th-6th November 2016

Hi Fellas

Once again we were off to one of our favorite flying fields at Cohuna. We don't know how long we will have this site because of the conflict with the full size aircraft, but this time the council closed the airport for full size planes from 9am Saturday to 5pm Sunday and for this we were very grateful.

Saturday morning dawned very windy as predicted by the Weather Bureau. It was far too windy to fly as our 7 meters per second limit was passed many times in 5 minutes so it was decided we would hang about until at least after lunch and see what it was like then.

Again the Cohuna boys put on a terrific lunch. After lunch the wind got worse so it was decided to call it off for Saturday and start at 8am Sunday and try and fly all comps with 3 rounds with 2 to count. Sunday dawned calm but very quickly became windy. We got 1/2A Texaco into the air quickly and found it to be very choppy which made landing a bit tricky although the pilots did a marvelous job of landing in without damage. This was the start of the Cohuna boys comeback with Lynn Clifford taking  $1^{st}$  place in I/C and his son in law taking out  $\frac{1}{2}A$  Electric Texaco.

The next event was Burford and the wind was very un-predictable. Not many entered this event so it was decided to just have a flyoff with the Snake Valley wonder, Steve Gullock, coming in 1<sup>st</sup> with a new model called "Ticlone"?.

The next event was Duration with 8 entries and still windy. This event attracted a new member from Bendigo, Stuart Sinclair, the son of one of our old timer flyers, the late Graeme Sinclair. Stuart was flying his fathers Dallaire although he was plagued with engine trouble and as Steve would say "Bloody Coxs". Again a Cohuna club member Rob Taylor took out 1<sup>st</sup> place without a flyoff as only 2 got into the flyoff and Steve Gullock broke his model on landing in the heat and couldn't fly his model in the flyoff.

It is good to see Rob Taylor back on top again after the rotten luck he has had in the last 12 months.

Gavin Dunn took out the electric event in a 2 man race.

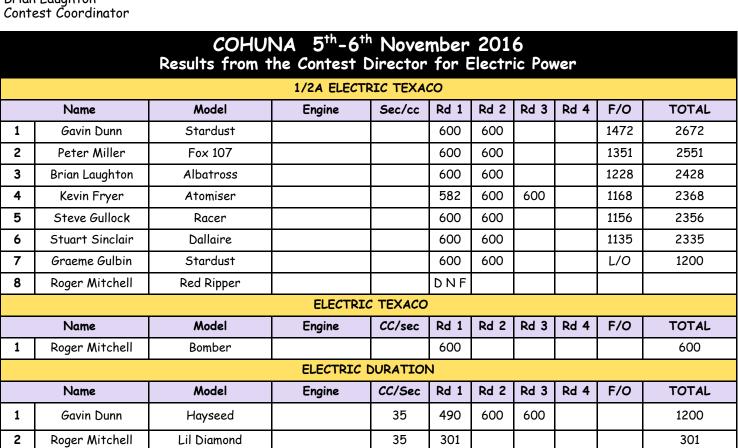
The next was Texaco, an uneventful event with no broken models or out landings. Again the Cohuna boys reigned supreme taking out the first 2 placings in I/C and Roger Mitchell taking out electric.

Our last event for the day was '38 Antique with only 4 entries. Again it was agreed to fly it as a flyoff with Kevin Fryer coming in  $\mathbf{1}^{\text{st}}$  and with no damaged models, so ended another weekend comp at Cohuna.

It was sad that although we had specifically asked you to go out of your way to attend this comp for the sake of perhaps securing this site for future events so few of you actually did. I'm sure you all had a good reason for not being there but maybe one day when you decide that you would like to fly old timers in a comp again there will be no fields available to us and no SAM 600 to run it.

Again we would like to thank all of the Cohuna boys for making us feel so welcome and feeding us so well.

Brian Laughton



		COHI Results fro	JNA 5 <sup>th</sup> -6 <sup>th</sup> om the Contest	Novel Direct	nber or for	201 IC E	6 ingine	s		
			1/2A T	EXACO						
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Lyn Clifford	Stardust			420	420			632	1472
2	Kevin Fryer	Cumulus			348	420	420		584	1424
3	Brian Laughton	Albatross			420	420			505	1345
4	Pat Keely	Stardust			208	376	282			658
5	Robert Taylor	Stardust			420	L/O				420
			BURF	ORD						
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Steve Gullock	Ticlone	ВВ	38					479	479
2	Kevin Fryer	Atomiser	РВ	40					340	340
3	Brian Laughton	Dixielander	РВ	40					329	329
4	Lyn Clifford	Creep	T2	38					230	230
	DURATION									
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Robert Taylor	Playboy	Y S 63	28	420	375	420			840
2	Steve Gullock	Playboy	Enya 30	25	245	420	420		out	840
3	Kevin Fryer	Cumulus	McCoy 60 spk	40	406	420	379			826
4	Lyn Clifford	Racer	Y S 63	28	420	404	292			824
5	Pat Keely	Bomber	O S 56 f/s	32	374	420				794
6	Graeme Gulbin	Playboy	O S 56 f/s	32	315	400				715
7	Stuart Sinclair	Dallaire	Cox 09	25	DNF					
8	Brian Laughton	Playboy	Thunder Tiger 36	25	DNF					
			TEX	ACO						
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Lyn Clifford	Racer	Enya 60	18	600	545	600		780	1980
2	Robert Taylor	Airborne	O S 61	18	600	600			774	1974
3	Kevin Fryer	Cumulus	Forster 99 spk	24	600	600			734	1934
4	Steve Gullock	Bomber	Enya 53	15	543	600	559			1159
5	Graeme Gulbin	Bomber	O 5 60	18	L/O	600	475			1075
6	Pat Keely	Airborne	O S 60	15	392	466	600			1066
7	Stuart Sinclair	MG2	Irvine diesel	12	438	275				713
8	Brian Laughton	Bomber	OS 60	15	DNF					
			'38 AN	TIQUE						
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Kevin Fryer	Cumulus	Forster 99	192					726	726
2	Robert Taylor	R C 1	Atwood 60	95					653	653
3	Steve Gullock	Sticklas	GB diesel	205					386	386
4	Lyn Clifford	Cadet	Atwood 60	114					DNF	







Clockwise from above: 1. Burford winner Steve Gullock with his Ticlone. 2. Winners  $\frac{1}{2}A$  Texaco 2nd Kevin Fryer, 1st Lyn Clifford and 3rd Brian Laughton. 3. Not much happing on Saturday morning's flight line still too windy. 4. Wind meter still showing 8.1 metres per sec. 5. Steve Gullock getting some help from passing eagle.













# Clockwise from left:

- 1. Peter Miller receiving his trophy for 2nd Place in  $\frac{1}{2}A$  Electric Texaco from Lyn Clifford.
- 2. Brian Laughton releases Kevin Fryer's Cumulus in '38 Antique event.
- 3. Winners in the Burford event 2nd Kevin Fryer 1st Steve Gullock 3rd Brian Laughton.
- 4. Kevin Fryer's Cumulus on landing approach in the '38 Antique event.











Robert Taylor receiving his 1st Place trophy for Duration event at the Cohuna Oldtimer 5th-6th November, 2016

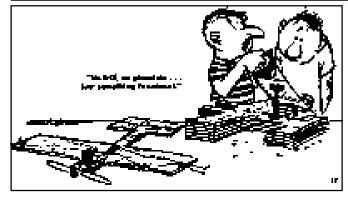
LANCASTER BOMBER by Trevor Taylor. Report from Graeme Gulbin.

While at Cohuna Sam 600 Old Timer competition Trevor Taylor brought along his project for the last fifteen years to show us. It is a 1/16 scale, scratch built Lancaster Bomber complete with operating bomb doors and retracting under-carriage. Power is 2xOS30 inner and 2xOS20 outer four-stroke engines resulting in a total of 8lbs of thrust. Wing span is 77". Even the propellers are to scale. The Spitfire is also 1/16 scale and is built from R/C Model World plan. Great effort over a long time. Well done Trevor.









I used to be a banker, but then I lost interest. Haunted French pancakes give me the crêpes. England has no kidney bank, but it does have a Liverpool.

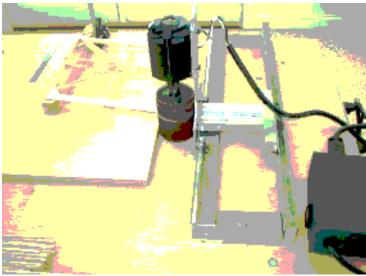
I tried to catch some fog, but I mist.
They told me I had type-A blood, but it was a Typo.
I changed my iPod's name to Titanic. It's syncing now.

I got a job at a bakery because I kneaded dough.

Velcro - what a rip off!

Don't worry about old age, it doesn't last.











# DIHEDERAL SANDING FIXTURE.

These photos show the extent some builders go to trying to ensure correct dihederal angles when building wings.

This builder is to be congratulated for the design and construction of this sanding tool and no doubt many modellers will be envious of this bit of equipment.

However it could be that the operation of this machine would be let down by the arrangement of the wing panel to be sanded. It's just the same way most of us would do it - on the building board with a packing strip under one end to set the dihederal angle.

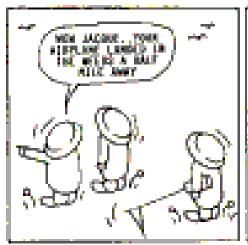
This machine needs the other half i.e. a hinged table attached to the sanding tool which can be set at the required angle and then the wing panel to be sand placed flat on the hinged table, removing the requirement of using a packing strip at one end.



What a difference a century makes:

The daily commute, then and now.







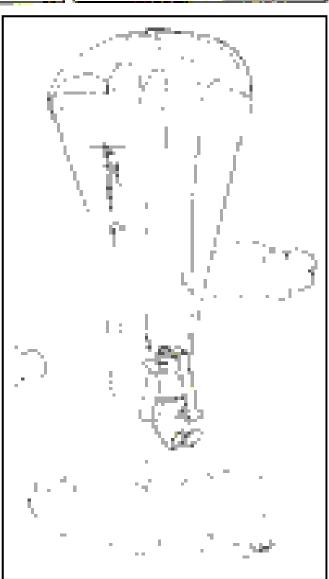




And in 1978 I got my first bookkeeping job. He just drones on and on.



The Original Drone



# TRIVIA

Whether Wood Is Considered "Hardwood" Or "Softwood" Is Determined By?

Seed Type	Wood Density
Grain Direction	Leaf Type

Answer →

Answer: Seed Type

Most people think of hard and soft wood types in terms of building and furniture material.

Oak is a hardwood, pine is a softwood, and so

on. Given that common context, it would be easy to assume that the terminology, hard versus soft, has everything to do with the physical structure and density of the wood.

Curiously, however, it has absolutely nothing to do with the actual wood. In fact, Balsa wood, the extremely light and low-density wood favoured by children for making gliders, model rocket fins, and other uses in hobby crafts, is a hardwood.

The distinction between the two wood classifications is entirely dependent on the type of seed it produces. Hardwood trees are angiosperms, plants that produce seeds with a protective layer.

Oak, then, is not a hardwood because it produces a sturdy and dense wood, but because it reproduces via acorns - a tree seed wrapped in a hard protective shell.

Pine, to use a common softwood as an example, is a gymnosperm and reproduces by dropping unprotected seeds onto the ground (the seeds might be temporarily bound up inside a pine cone, but once the pine cone matures, the seeds are released to blow, wash, or otherwise be carried around by mother nature).



# Getting Ready for NBN in the Bush!!

LOGON: Adding wood to make the

barbie hotter.

LOG OFF: Not adding any more

wood to the barbie.

MONITOR: Keeping an eye on the

barbie.

DOWNLOAD Getting the firewood

off the ute.

HARD DRIVE: Making the trip back home without any cold tinnies.

KEYBOARD: Where you hang the ute keys.

WINDOWS: What you shut when the weather's cold.

**SCREEN:** What you shut in the mozzie season.

BYTE: What mozzies do.

MEGABYTE: What Townsville mozzies do.

CHIP: A pub snack.

**MICROCHIP:** What's left in the bag after you've eaten the chips.

MODEM: What you did to the lawns. LAPTOP: Where the cat sleeps.

SOFTWARE: Plastic knives and forks you get at Red Rooster. HARDWARE: Stainless steel knives and forks - from K-Mart. MOUSE: The small rodent that eats the grain in the shed.

MAINFRAME: What holds the shed up.

**WEB:** What spiders make.

WEBSITE: Usually in the shed or under the verandah.

SEARCH ENGINE: What you do when the ute won't go.

CURSOR: What you say when the ute won't go. YAHOO: What you say when the ute does go.

**UPGRADE**: A steep hill.

SERVER: The person at the pub who brings out the counter lunch.

MAIL SERVER: The bloke at the pub who brings out the counter lunch.

USER: The neighbour who keeps borrowing things.

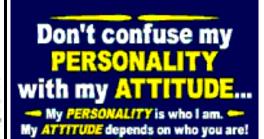
**NETWORK:** What you do when you need to repair the fishing net.

INTERNET: Where you want the fish to go.

**NETSCAPE:** What the fish do when they discover a hole in the net.

ONLINE: Where you hang the washing.

**OFFLINE:** Where the washing ends up when the pegs aren't strong enough.



I called an old school friend and asked what he was doing. He said he could not talk right now - but when I pressed him further and he told me that he was working on "Aqua-thermal treatment of ceramics, aluminium and steel under a constrained environment", I was impressed ...

On further enquiry, I learnt that he was washing dishes with hot water ... under his wife's supervision!



Maybe I've been wrong to judge you so harshly about your model aeroplanes, but I've enjoyed it a lot.

Ireland's worst air disaster occurred early this morning when a small two-seater Cessna plane crashed into a cemetery. Irish search and rescue workers have recovered 2826 bodies so far and expect that number to climb as digging continues into the night.

February, 1968 AEROMODELLER

Lgg.

# 57‰ SUNSP●T

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# Phylip Careta.

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#### Crobre Section.

I set the physic dinament from a timeph and out much trade inter-eye from a time and that from 1/14 to aluen. I bond the city on to the transportant than add the three spars as you did on the wing. Check that the outer ribs line up with the root wing ribs, by attaching the wings to the centre section. If this is O.K. cement on the leading and trailing edges and cover the nose with 1/16 in. sheet.

# Tailplane.

If possible use a single piece of hard 1/2 in. by 1/8in. balsa for the spar steaming to achieve the bend at the centre section. All except the 1/8 in. centre ribs are cut from 1/16 sheet

Pin down the spar over the plan and cement of the ribs in place, next add the 1/4 in. square leading edge and the 1 in. by 3/16 in. trailing edge. Lastly, cut out and cement the tips in place, sheet the centre section and finish off with a fine piece of sandpaper.

## Covering.

The original model is covered with ordinary tissue for lightness, but a sturdier model will result if petrol model covering is used instead. Each wing panel will need about six separate pieces of covering and be certain that the paper sticks to the under cambered portion of the ribs

Only use clear dope or the total weight will go up by several ounces. Use four coats on the fuselage, three on the wings and two on the tailplane.

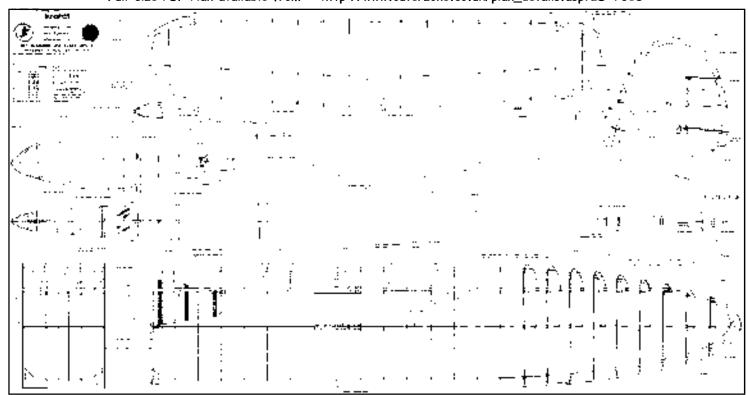
# Flying.

Before you take the model out on the flying field, check that the flying surfaces are quite true and unwarped. Put on plenty of rubber bands to keep the wings and tailplane firmly in position.

We suggest that you take the model out on a fairly calm day for the first time, as it is impossible to be really certain if you have trimmed correctly in gusty weather. When launched gently from shoulder level into wind a long flat slow glide with a gentle curve to the left should result. Any slight stalling or nose down conditions can be counteracted by varying the amount of weight carried in the ballast box. To avoid carrying too much dead weight in the form of ballast, the wing position can be altered slightly, but keep it as near to the position shown on the plan as possible. It should not be necessary to alter the angular setting of the wing and tailplane - careful construction will ensure that they are identical with the settings shown.

1/5th scale plans are given above. Full size drawings price 8/-, post free, are available from Aeromodeller Plans Service, Allen House, Newarke Street, Leicester.

Full-size PDF Plan available from: http://www.outerzone.co.uk/plan\_details.asp?ID=7318



This girl said she recognized me from the vegetarian club, but I'd never met herbivore. When chemists die, they barium.

I'm reading a book about anti-gravity. I just can't put it down.

Jokes about German sausage are the wurst.

I know a guy who's addicted to brake fluid, but he says he can stop any time.

I stayed up all night to see where the sun went, and then it dawned on me.

How does Moses make tea? Hebrews it.

Venison for dinner again - Oh deer!

A cartoonist was found dead in his home. Details are sketchy.

What do you call a dinosaur with an extensive vocabulary? A thesaurus.

I dropped out of communism class because of lousy Marx.

All the toilets in New York's police stations have been stolen. The police have nothing to go on.



# CONTROL LINE ANYONE?

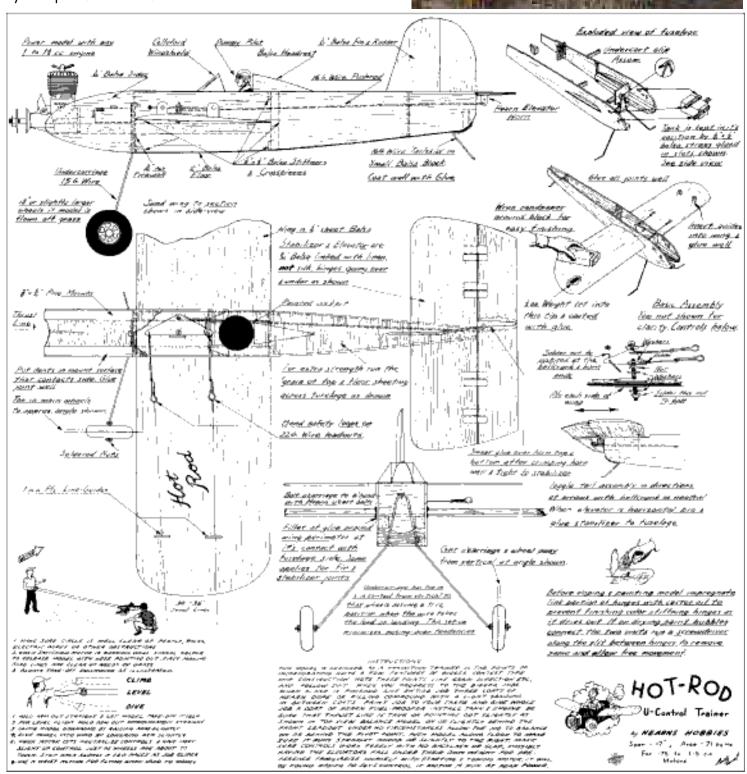
Do you want to try control line? Well here is a great little fun model to start with! The Hearns Hobbies Hot Rod.

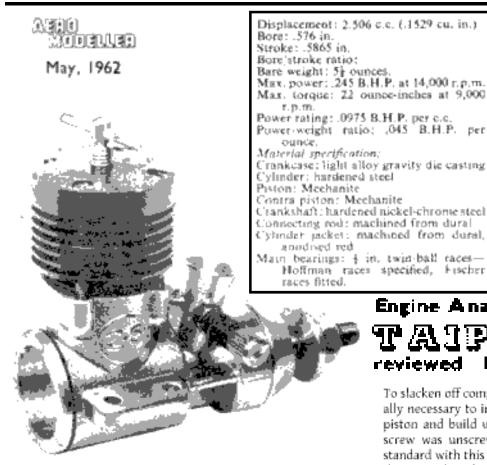
The all wood Hot Rod was the model that almost every schoolboy from the 1954 to 1957 era who was intrigued with model aircraft used to try and teach themselves to fly control line.

It was easy then, a flying field existed at the local park, next door's paddock, the local school-yard or some other available open space . The Hot Rod was simple to build too, - some Tarzan's Grip, a Gem razor blade, screwdriver, pair of pliers and some sandpaper and your favourite colour in paint

This yellow Hot Rod was built by Brian Payne of SAM1788 in 2005 to remind himself how he started control line. Powered by a Taipan 1.5cc diesel.

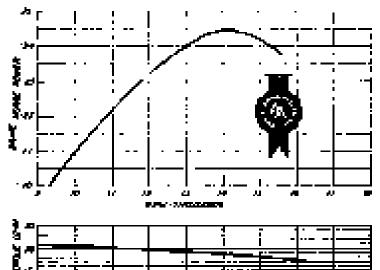






ENGLISH ANCESTRY is obvious in this Australian 2.5 c.c. diesel, the layout, proportions and details being very similar to the Frog 2.49 BB, with ETA and E.D. mixed in. We found it to be a sound, well made engine, and a good performance in the sports motor class. Starting and handling characteristics were straight-forward with controls non-critical, although the higher the load-speed the greater care needed to establish optimum settings for smoothest running.

As received, the "Taipan" had little running. The piston was, however, quite a slack fit so very little running—in was required. The relatively poor compression did not make starting difficulty—and probably improved the high speed running anyway. When hot there was an almost complete absence of compression, but starting was still relatively straightforward. The only awkward characteristic about handling, was that the contra piston was on the tight side and the compression adjusting screw too loose. As a result, the compression screw would work free leaving the contra piston in a set position with the chance of it suddenly snapping back.



# | Specification and | Propeller - R.P.M. | Figures | Frogelier | F

KeilKmB 11,400 10,900 nylon 12,600 12,800 15.500Top Flite 10.800 nykm 10,900 13,400 13,400 Furt equal paris ether,

paraffin, 3 per cent, amyl nitrate.

Engine Analysis No. 95
PAIPAN 2-5 BR
reviewed by R. H. Warring

To slacken off compression when the engine was hot, it was usually necessary to increase compression first to move the contra piston and build up extra pressure to move it back when the screw was unscrewed. A locking tommy bar is provided as standard with this engine, which will overcome the looseness of the screw thread and would appear as a necessary fitment. Contra piston fit is largely individual and could well be easier with other examples. If on the slack side, however, the tommy bar lock would appear essential to hold a compression setting.

Crankcase unit is a gravity die casting in light alloy, subsequently machined for the bore, crankcase interior and the ball race housings. Plain bearing length between the races is also finished as a "running fit" for the shaft to act as an oil seal. There is, nevertheless, a considerable oil leakage from the front end so that the engine tends to be a "dirty" runner. Ball races carrying the crankshaft are 3/8 in. diameter front and rear, made by Fischer (British). These are press fitted into their respective housings.

Machined from bar stock steel the cylinder had an exhaust flange milled through to give four circumferential ports. The lower section is ground down and then ground at an angle to produce four "flats" of wedge shape forming expanding passages opening into the four transfer ports cut through the walls immediately below the exhaust ports and are of the same size. There is thus no possibility of overlap, the transfer opening being the thickness of the bottom flange below the exhaust (approximately 40 thou.). There is, however, a substantial "pillar" section supporting the upper part of the liner and the whole liner is extremely rugged. Upper liner overall diameter is .75 in. for a bore size of .576 in. (i.e., .087 in. wall thickness). The liner is hardened, ground internally and honed to finish with a considerable taper relief at the bottom. It seats very loosely in the crankcase unit, so loosely in fact that there is no definite location for position other than that given by the four hold-down screws. A gasket is used under the liner flange to maintain a gas seal.

The Mechanite piston is conical topped, and machined with a small circumferential groove just above the gudgeon pin. Such a groove used with a loose fitting piston can prove effective as a compression seal, by retaining oil; and a piston on the loose side is usually better than a tight one for maximum performance anyway - provided piston and cylinder are truly circular.

Neat crankcase casting, flats on lower cylinder for transfer ports, small induction port and groove in piston are salient features of this tough Australian diesel.

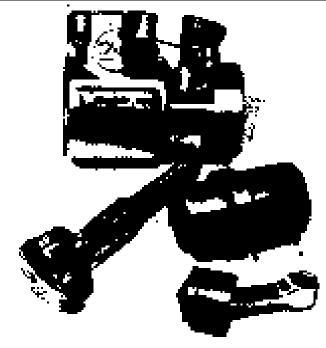
Gudgeon pin is 5/32 in. diameter, fully floating. The connecting rod is machined from solid dural and emery papers and polished to finish. After approximately one hour's running time, there was appreciable wear on the little end bearing and "rattle" on the big end - the latter not helped by the fact that the crankpin was not truly circular. Obviously the grinding wheel was vibrating when the pin was ground, giving a 10 thou. Ovality to the finished diameter of the pin.

The crankshaft is of hardened steel, 3/8 in. diameter stepping down to 1/4 in. diameter in front of the journal. Shaft hole is 13/64 in. diameter, with a circular port of the same diameter. The stepped down section of the shaft is splined to take a Frog 2.49 type dural driver. Crankshaft is finished by grinding all over the journal length and the crankpin. The crank web is cut away for counterbalance. Shaft fit is very "easy" in the race inner rings.

The cylinder jacket is machined from dural, anodised red. It secures with four long screws passing down into the crankcase unit lugs. Crankcase back cover is of the conventional screw-in pattern, also machined from dural and fitted with a fibre gasket for gas seal. The spraybar is of brass, with a steel needle valve fitted with a brass thimble locking by means of a coil spring. The needle valve control is a little near the propeller disc for comfort, but of a sensible size for gripping. Its coil spring provides adequate locking action without making the thimble difficult to manipulate for fine adjustment.

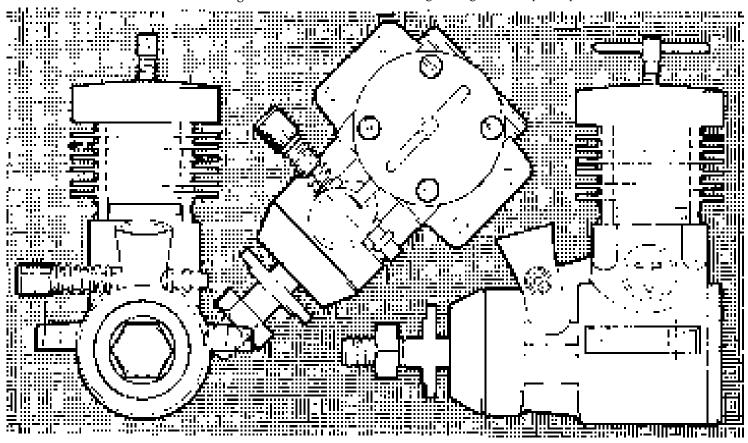
General impressions on handling the "Taipan" were favourable. It is easy starting, runs strongly and develops good torque for driving large diameter or high pitch propellers. Peak power is developed at 14,000 r.p.m., which would indicate an 8 x 4 or trimmed 9 x 4 propeller as about the optimum size for free flight and a 7 x 6 or 8 x 6 for control line, although the manufacturers recommend larger sizes, e.g.: Stunt - 8 x 8

Team Race - 7 x 9 Free Flight - 9 x 4 or 10 x 4



The faults mentioned on the test engine are probably specific to this particular engine and not general. A tighter fitting compression screw or inset friction lock, together with a slightly freer contra piston fit, would have made is an engine which we would have called pleasant to handle. The wear on the little end was probably brought about by the ovality of the crankpin giving an eccentric bearing loading - and again a production fault rather than a design fault.

The "Taipan" 2.5 BR will run well on most standard diesel fuels, although inclined to "miss" at high speeds on non-nitrited mixtures. A minimum of 3 percent, amyl nitrite (or equivalent) is recommended. Fuel consumption is moderate, a characteristic being, that as engine speed is increased (*i.e.*, the load decreased) the needle valve has to be opened up. Maximum fuel economy will, therefore, be realised with the larger propeller sizes and running the engine below peak r.p.m.





The Vincensia Office Character Wasansan 40h & Ston Windowski 2017

# Radio Control Free Flight Control Line

invitation

**Open to all MAAA Members** 

THERE ARE THREE CURVENTERS AT USLY. HAND DAYS THAT MUST BE COSERVED RE-GARDONS THE MODELS THAT CAN BE PLOWN.

1. B/C excisis result to direct (any expects) or small place (man expects too)

Z. OL models are to be found or special echanic glow.

F.T smobile care be closed, netall glose, rubble passor.
 C.O. or cowhere of the:



Charge Flying Field is a Provincity owned name purposely designed the Tyles. Bucing, 8 con-



units of a 1 blers X. Kind very twell gravitud given stripand a 10-best X to per open tarance that a just as well growned. It has great interesting (About of & Botlet ) and tasks open area fit for a king and ploofs of camping men. The Tower of literation is only 20-best away with accommodation. Occupy Dries, Pub and Doubs when I last only be open Dissolar after some for all to alone as the men a best Verengel of Verenge Stight.



Field Address 900 Reservoir rd Munro Vic Google 37 57'40.82"8 147 14'27.37"E Contact Barry Murphy mobile 0412 600 033

# BALLARAT OLDTIMER 27TH NOVEMBER 2016

Hi Fellas

We have now flown our last comp for 2016. The Weather Bureau had predicted light winds but they were a bit wrong this time as the winds were not as bad as our last two comps but were far from light.

When I arrived I was pleasantly surprised at the numbers of fliers that were there and more kept coming after I arrived so we had, for the first time in a long time, a good turn up.

The new Ballarat field was prepared beautifully with a large pit and take off circle mowed to perfection. Unfortunately the farmer that kindly lends the club the field won't let them mow any more than this because when we were finished he puts his sheep back on there and the grass is feed, so our landing area was long grass that the 1/2A models got lost in if you didn't line up where it landed. The good thing was that the models didn't get damaged. The not so good was we didn't know if there were any snakes in there.

The first event was 1/2A Texaco, both I/C and Electric, with 6 entries in I/C and 10 in electric, a total of 16, the most we have had in an event for a long time, and with no casualties as they bounce and the long grass saved them. In electric there was a very long flyoff of just under 30 minutes with a blast from the past, Danny Missen, winning his first comp for many years. Welcome back Danny, we hope to see more of you in the future.

Then it was lunch time and the Ballarat boys, in their usual manner, put on a terrific spread. The next event was Texaco with 10 entries in I/C but only 1 in electric. There was a bit of carnage as the wind was getting stronger and coming from all directions. Kevin Fryer's Cumulus came to grief on takeoff when the wind got under one wing and caused it to ground loop breaking off the nose. My Bomber was picked up by a sudden gust and cart-wheeled across the pits breaking the engine bearers. There were 4 in the flyoff with Rob Taylor coming in the victor with his Airborne. This is the first Texaco event Rob has won since he lost all his models in a garage fire twelve months ago. Good on you Rob, keep it up.

Next event was Duration. There was more carnage this time from radios that seem to go off-the-air with another blast from the past G great Jenkinson's model spiraling in from a great height and Kevin Fryer's G powered G cumulus not responding on takeoff. Both these models were wrecked. There were 8 entries in G and 3 in electric with our new old member, Danny Missen, coming in first again with the late G raeme Sinclair's son Stuart coming second and 3rd G avin Dunn losing his model down wind but getting it back later. We saw Pat Keely with his ever reliable Bomber take out G.

This was the first comp that was held at the new Ballarat field and it got a big tick of approval from all that were present. It's a little further away from Ballarat than the Hadden field but you don't have to go through Ballarat to get there, you just keep on the Western highway until the turn-off, but it's freeway nearly all the way so i don't think it takes any longer.

We would like to thank the Ballarat club for their hospitality and look forward to many more comps there. Cheers, Brian Laughton.

						00/-	,			
		BALLA	ARAT 27th	Noven	nber	2016	) :- D			
		Results from t				lectr	IC POV	ver		
			ELECTRIC	1						
	Name	Model	Engine	Sec/cc	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Danny Missen	Stardust			600	600			1779	2979
2	Brian Laughton	Albatross			600	600			1735	2935
3	Gavin Dunn	Stardust			600	600			1386	2586
4	Graeme Gulbin	Stardust			600	600			1312	2512
5	Stuart Sinclair	Dallaire			600	600			1288	2488
6	Laurie Baldwin	Stardust			600	600			1211	2411
7	Steve Gullock	Racer			600	600			L/O	1200
7	Kevin Fryer	Atomiser			600	600			L/O	1200
9	J Turpin	Stardust			DNF					
10	B Philpott	Stardust			DNF					
			ELECTRI	C TEXACO	)			<u> </u>		
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Gavin Dunn	Bomber			624					624
			ELECTRIC	DURATION	٧					
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Danny Missen	Bomber		35	630					630
2	Stuart Sinclair	Dallaire		35	481					481
3	Gavin Dunn	Hayseed		35	L/O					

	BALLARAT 27 <sup>th</sup> November 2016 Results from the Contest Director for IC Engines									
			½A TE	XACO						
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Lyn Clifford	Stardust	Cox		420	420	420		814	2074
2	Kevin Fryer	Stardust	Cox		420	420	420		748	2008
3	Brian Laughton	Albatross	Cox		420	420	420		L/0	1260
4	Pat Keely	Stardust	Cox		420	378	389			1187
5	Robert Taylor	Stardust	Cox		420	420	339	330		1179
6	Brian Dowie	Bomber	Cox		212	387				499
	DURATION									
	Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Pat Keely	Bomber	O S 56	32	509					509
2	Lyn Clifford	Racer	Y S 63	28	456					456
3	Stuart Sinclair	Bomber	McCoy 29 spk	40	406					406
4	Steve Gullock	Playboy	Enya 30	25	353					353
5	Graeme Jenkinson	Bomber	O S 52 f/s	32	out					
6	Kevin Fryer	Cumulus	McCoy 60 spk	40	out					
7	Robert Taylor	Playboy	Y 5 63	28	out					
			TEX	ACO						
	Name	Model	Engine	CC/sec	Rd 1	Rd 2	Rd 3	Rd 4	F/0	TOTAL
1	Robert Taylor	Airborne	O S 61	18	597	600	600		616	1816
2	Steve Gullock	Bomber	Enya 53	15	600	600			527	1727
3	Lyn Clifford	Racer	Enya 60	18	600	532	600		509	1709
4	Danny Missen	Racer	Saito 56	15	600	600			477	1677
5	Brian Laughton	Bomber	O S 60	15	600	600			out	1200
6	Kevin Fryer	Cumulus	Irvine 40 D	10	600	545	7			1145
7	Stuart Sinclair	M G	Saito 56	18	519	600	478			1119
8	Graeme Jenkinson	Bomber	O S 52 f/s	12	315	270	349			664
9	Brian Dowie	Bomber	O S 60	15	144	300				444



Electric  $\frac{1}{2}A$  Texaco competitors at Ballarat Oldtimer weekend.







TOP LEFT: Danny Missen, winner  $\frac{1}{2}A$  Electric Texaco. ABOVE: Robert Taylor with his Texaco winning Airborn, his first win since his workshop burnt down resulting in the destruction of his models and engines. BELOW:  $\frac{1}{2}A$  Texaco winners L to R 2nd Kevin Fryer, 1st Lyn Clifford, 3rd Brian Laughton.

LEFT: Lyn Clifford's Lanzo Racer heads skywards.





ABOVE: Texaco winners L to R 3rd Lyn Clifford, 1st Robert Taylor, 2nd Steve Gullock.

BELOW LEFT: Stuart Sinclair's MG2.

BELOW RIGHT: Robert Taylor receives his 1st Place Texaco trophy from Kevin Fryer, President SAM 600.

BOTTOM LEFT: Stuart Sinclair receiving his 3rd Place Duration trophy from Kevin Fryer.

BOTTOM RIGHT: Danny Missen receiving his 1st Place trophy for 1st Place in Electric ½A Texaco.









**Zoot Suit** by Chris Haugue (England). Some details of the install, Finished model and the first flight. Nice to see some IC power.



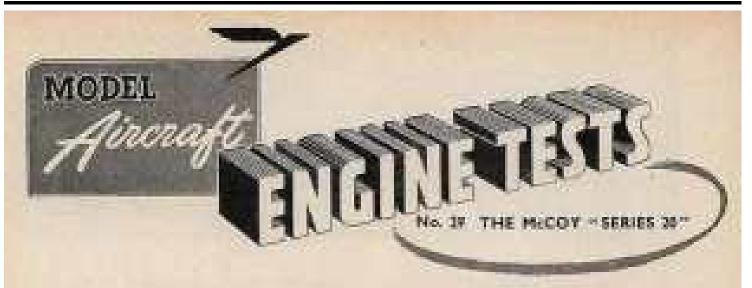








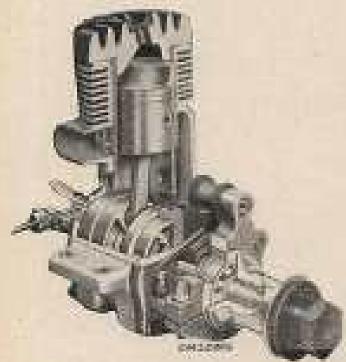


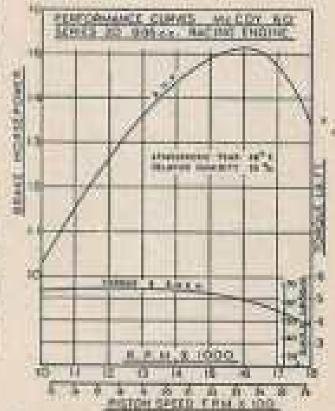


DURENG the part few years the McCov engines, of produced by the Durochlatic Gasepany, of Rodywood, U.S.A., turn back up a meriod record, particularly in C.E. speed fiving which processly exceeds these of any order guide. This has been discussed early to the exceptionally good performance of three units, but also to the feet that they are produced in very large manders and therefore at a reasonable orling price and one analysis to any expansity class.

Thus, McCoye inventility ourseasther all orthosypes in speed certim in the U.S.A. This is superially as in the .eq and .gg classes. To the fis and .eq classes, the McCow does have a section challenger of creent, in the Danlage.

Designed by Elick McCon, one-tone could racing our record holder, the first engage to be marketed by the Daro-Slatic measure was the "Resi Head So-model of so-c. After many measures, in racing C.L. coveraft, a." Best Head Juncov "version was frequent for the opening to displacement class (S.c.) and was nationed early or 1997, being long followed by a 199 (A.c.) receipt. Towards the sent of eagle a 199 model was introduced. About this time also, as



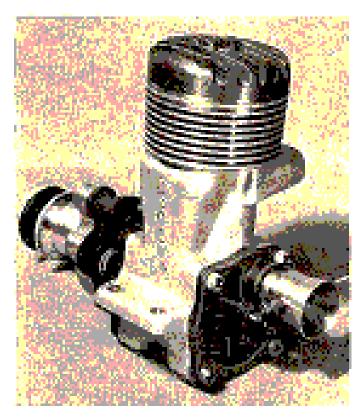


improved to model, andodping various medifications which had been percent in competition during the previous ten masses, and known as the "Series on," was put us the sturber.

Modelierations included a 44 per cent, general carboretter chicks area, with larger intake aperture and recursoration, a substantially larger reconfer parage, associated theiring and port areas and various structural improvements. The artisal improvement to performance of the Social as one the earlier engine was appreciable, in high being internment to the order of 50 per cent, with peak open, raised by about 3,000.

In general largest, the McCor screizmes to the pass familiar general pattern of amounteer racing recserving. Thur is to any, it is a disc-color, ball-beneral engage, flucturing offerdag, exhaust porting, a large metale and transfer passage, lightweight after pattern with rings and specially shaped around, the natire engage largest stream, amongst and cooling to opposed November 1951

# MODEL AIRCRAPT



extremely high revolutions and high outputs. The general standard of workmanship is recessarily of a high order, purticularly as regards the finish of actual working punts.

Specification

Type: Single cylinder, air-couled, rev-cyrle. Speck or giov-ping ignation. Entary-surfactionism was alonged disc driven from crackpin. obs-deg external porting. Supplementary submittee air-

induction. Builtle plans with matched refinder head and inclined legition play.

Scept volume | g.95 cm (0.607)

Bure : 0.940 in Stroke : 0.875

Compression Ratio : (streethed boad) 9.5 : i.

Stroke Bore Ratio : 0.03 : 1.

Weight: (including prop. drive assembly and contact breaker) 158 oc.

General Structural Data: Sandcast crankens and eplinder haprel. Machined fine. Shrook in eplinder liver. Sandens front markense ower and bearing housing. Discuss rear cover carrying machined dural curturetter and discuss rotary-valve. Forged connecting red bashed both ends. § in diameter tubular steel godgeon-pia with dural end-path. Chromed counter-balanced combshult rurning in two MRL. bull inernal bearings. Diocust and avodised cylinder-head. Abundalum piston with two rings and two skirt transfer ports. Automobile two control-breaker points.

#### Tout Duty.

Ignition equipment: Spark ignition: Champion VIX racing specking plug. Contart-breaker points set at exect in. Glove-plug ignition: Champion VII.a glove-plug. 1.5 volts in start.

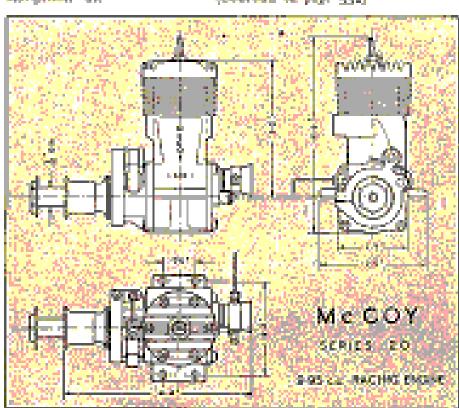
First mod: "Record " Powerplus" racing blend. Total time logged | Approximately | hour. (In short, highespeed mes.)

# Performance:

The engine tested was an entirely standard maker's unit but was given careful running-in measurement. It was frequently stripped and imported and, during the early stages, alight scraper work was found accessary on a corner of the place baffle and a corresponding position on the cylinder head where insufficient charance was causing a certain amount of burning at these points at the higher speeds.

When running on spark figuition with a macing prop. fitted and with the constact-breaker set for meriscours performance, a mechanical starter is, of course, a necessity with the Series as. Using glossplag ignition, however, the engine is quite easy to start and no difficulty was experienced in hand starting the McCley even when leaded to produce its peak couput. The performance obtained on glossplag ignition was found to differ but alightly from mark lignified and the accompanying graph shows the performance curves which were eventually obtained on glossplag ignition using a standard Champion plug and a standard mice-paraffer content glossplag fuel.

(Challened on Juga 455)



November 1981



# Engine Tests

(Continued from page 537)

The maximum output power suspert, it will be noted, see reached at about 15,100 s.p.m. and the actual power was a.gr b.h.p. Needless to say, this is a touly outputding performance and one which provides the reason for the saids ascens, of the Mickey Series so in rusing C/L studies siccoss.

The manner is which this power is obtained can be seen from the torque banance, curve. This shows a maximum value equal to 57 ft./eq. in hamanpwhich is by for the highest figure recorded in this series of tests. At the same time, torque is well resintained up the paper, scale, the decline being such that the peak power is realised at just over 16,000 rque, where the torque has only then doopped below the e.s. its. ft. mark.

Especially when running on gloss-plug ignition, it is inadvisable to run in ergine of this type under too harry a load and the riples, runge over which the McCoy was treated was a good/shows. Over this runge, havetern, the empire star amountly and evenly at all times—particularly so at the higher end of the scale where is would being on absolutely stendy readings and with considerably less vibration than is correspondy recorded by cir. engines of only a quarter of its size.

There was no renderary towards has of power with searcing up which is common as lapped platon engines and especially in exergension-ignition upper. The McCoy, in fact, takes a few accords to reach its peak r.p.m. makes any lead, ofter which it will hold its output indefinitely provided that exching is adequate.

In conclusion, is may be noted that both the specific output and power/weight ratios shown by this engine are higher than any previous figures published in these tests.

Fower/weight ratio (as sound and less contactbreaker): 1.6 b.l.-p.(lb.

Power/displacement ratio (as rested) : 153 b.h.p./hom.









"IPE of large, wingswee, start rolls, immelments, larry nights, again, and case rolls . . . If and when I am get this copies started."











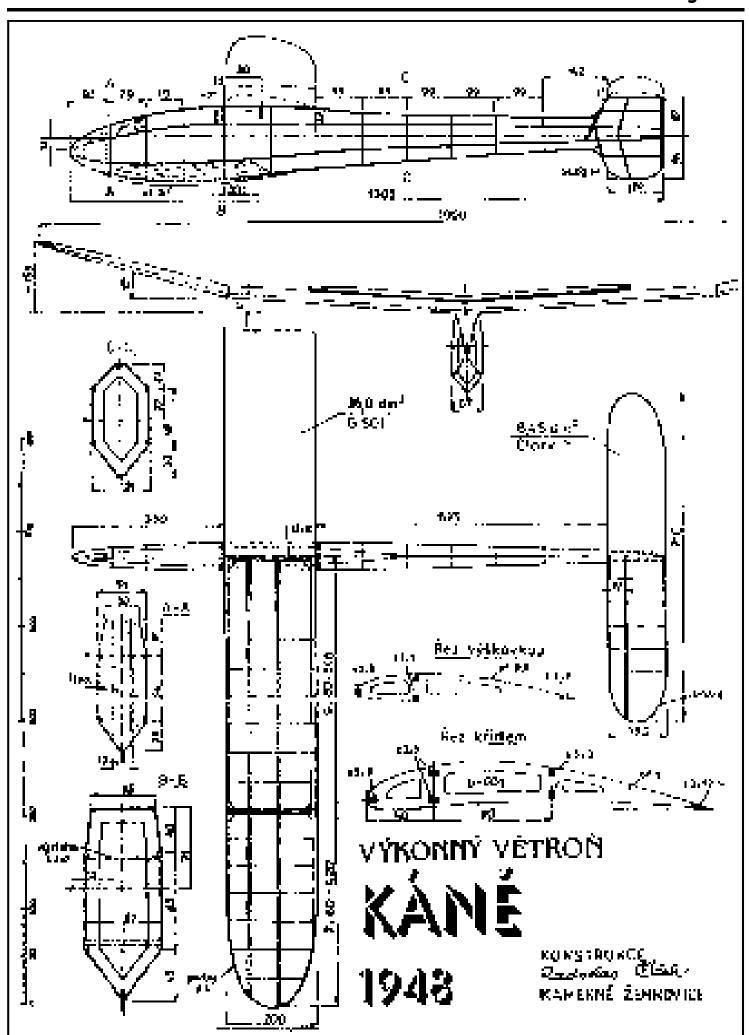
# KANE Oldtimer Glider.

The Kane Oldtimer Glider, from 1949, was selected as the commemorative model for the 2010 SAM Eurochamps held in the Czeck Republic.

The photos above and to the left shows Ed Hamler from USA SAM 27 who built a Kane to fly at the Eurochamps from a kit supplied by Bob Holman Plans. The model is designed to break down into a number of parts for ease of transportation and is still available from Bob Holman Plans. http://bhplans.com/OTGPg1.html

Below is a KANE launching at the Eurochamps in 2010.







# Contest Calendar 2017

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 March  $26^{th}$  / AGM Cohuna 9am September  $10^{th}$ 

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

January 28 <sup>th</sup> & 29 <sup>th</sup>	P & DARCS Cardinia Saturday: Classic Aerobatics, Vintage Gliders, Classic Kit Models. Sunday: (Roy Robinson Trophy, Texaco, Duration), Mass Launch Foam Gliders.
March 25 <sup>th</sup> & 26 <sup>th</sup>	Echuca Saturday: 1/2A Texaco, Burford, Duration. Sunday: 9am General Meeting, Texaco, '38 Antique, Climb & Glide.
April 14 <sup>th</sup> 17 <sup>th</sup> Easter	Canowindra, NSW. SAM Champs Down Under. SAM 1788 Competition.
May 6 <sup>th</sup> & 7 <sup>th</sup>	Cohuna Vic /SA State champs Saturday: 1/2A Texaco, Burford, Duration. Sunday: Texaco, '38 Antique.
May 20 <sup>th</sup> & 21 <sup>st</sup>	Ballarat Saturday: 1/2A Texaco, Burford, Duration. Sunday: Texaco, '38 Antique, Climb & Glide.
September 9 <sup>th</sup> & 10 <sup>th</sup>	Echuca Saturday: 1/2A Texaco, Burford, Duration. Sunday: 9am AGM Meeting, Texaco, '38 Antique, Climb & Glide.
Sept 30 <sup>th</sup> & Oct 1 <sup>st</sup>	Eastern States Gas Champs (Wangarrata) SAM 1788 Contest.
November 11 <sup>th</sup> & 12 <sup>th</sup>	Cohuna Saturday: 1/2A Texaco, Burford, Duration. Sunday: Texaco, '38 Antique, Climb & Glide.
November 26 <sup>th</sup>	Ballarat Sunday: 1/2A Texaco, Texaco, Duration, Climb & Glide.

