

The Australian Thermaleer

Information, Competition Results and Articles for Australian SAM Chapters and Groups
Issue No.7 April - June, 2021.



270
WESTERN AUSTRALIA



SAM 1993



SAM 84 Queensland



Sunset at the 39th SAM 1788 Champs at Canowindra, 2021, after a great day's competition and beautiful weather. Photo from Peter van de Waterbeemd.

SAM 600 Australia - Victorian Old Timers Association Inc. Committee



President
Steve Gullock
Mobile: 0428 464 306
Email: coodgiebear@hotmail.com

Vice President
Lyn Clifford
Home: 03 6456 2641
Mobile: 0429 165 669
Email: lynclifford@exetel.com.au



Secretary/Treasurer
Public Officer
Don Grant
Home: 03 5623 4066
Mobile: 0419 871 506
Email: dgrant@dosai.net.au



Contest Director
Robert Taylor
Home: (03) 5486 7140
Mobile: 0407 088 487
Email: taylorprops@hotmail.com



Committee Member
Ted Anup
entamup@bigpond.com

Newsletter Co-Ordinator
Brian Laughton
brianlaughton1957@hotmail.com

Safety Officer
Steve Gullock
coodgiebear@hotmail.com

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

SAM 600 PRESIDENT'S REPORT

Steve Gullock

Hi Guys

Height limits, COVID and weather has made this a rough year for flying competitions.

We flew at Cohuna earlier this year testing for old timer Texaco electric 1300 - 3 cell battery format, one battery size and the rest is up to you, just like 1/2A electric which is now our most popular competition. To me it was successful and I hope others catch on to its simplicity.

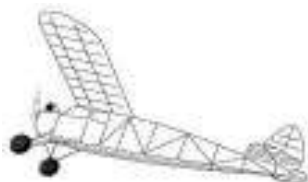
I also liked the fuel changes in Texaco giving more fuel to diesel engines so simple engines can be competitive without all the modifications needed. "Keep it Simple Stupid"

Also, hopefully, we can work out the smaller tanks for diesel 1/2A Texaco. "OILY HANDS" fun fly showed me there is a following for this rule change.

Easter next year will be Canowindra's 40th anniversary, I wish I had flown in the early days with so many entries but things aren't the way they used to be.

See you all at Cohuna in September.

Steve Gullock,
President.



Contest Calendar 2021



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

DRAFT FOR APPROVAL

Contests commence at 9 am, unless otherwise stated.

The 2017 MAAA Rules apply

Climb & Glide in brackets will be flown only if time permits

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

General Meeting ?

1/2A Texaco, Duration & Texaco events will have the electric equivalent (except State Champs & Nats)

September 11th - 12th	COHUNA CHAMPS Saturday: 1/2A Texaco, Duration, Burford. Sunday: 8.30am AGM meeting, Texaco, 38 Antique, (Climb & Glide)
September 22nd - 29th	71st AUSTRALIAN NATIONALS West Wyalong N S W 1/2 A Texaco ---- Standard duration ---- Duration ---- Scramble ---- Texaco Burford ---- Nostalgia ---- 2cc Duration ---- 38 Antique ---- Oldtimer Glider
October 2nd & 3rd	COHUNA TRI STATE CHAMPS (SAM 600 Competition) Saturday: 1/2A Texaco, Duration, Burford Sunday: Texaco, 38 Antique
November 6th & 7th	COHUNA Saturday: 1/2A Texaco, Duration, Burford Sunday: Texaco, 38 Antique [Climb & Glide]
November 28th	BALLARAT 1/2A Texaco, Texaco, Duration



Chet Lanzo's "Airborn", built by Don Bekins, on final approach.

SAM Champs at Canowindra Easter 2021

Report from Brian Laughton

Another Easter and Canowindra has past and we had the chance to fly at this magnificent venue for the first time in two years. Unfortunately they had very heavy rains about a week before and the dam, which is either a pretty little hole filled with water or dry as a bone, this year was a very large lake and covered half of our normal landing area and the rest of the ground was wet underfoot. But nature made up for this by giving us five of the most perfect days of weather I have ever witnessed at Canowindra, between 25 and 28 degrees and almost dead calm (except for the odd willy-willy that went through).

Five members from SAM 600 Victoria made the ten hour trip only to find when we arrived the other States were low on numbers, one from W.A., one from Qld and two from S.A., and not that many from N.S.W., and looking at the result sheets the maximum numbers in an event was sixteen, a little different to the upwards of fifty entries of some other years.

The first event Victorians flew in was O/T Glider on Easter Thursday with Col Collyer coming in 4th followed by Kevin Fryer 5th.

Next event, also on Thursday, was a fun fly event called Cabin Scramble and it WAS a fun event with Col coming in 2nd and Kevin 6th.

Good Friday morning was 1/2A Texaco with fifteen entries. There were very good thermals but also very bad downs. 3rd place was taken by Col Collyer with Kevin coming 5th, me 11th and our newest SAM600 member Phil Eagles coming 13th. Two of the rounds had monster thermals the other two rounds had monster downs subsequently only 3 made the flyoff.

Good Friday afternoon saw Nostalgia flown, still in perfect weather, and this is where our SAM 600 flyers came into their own with Kevin taking 1st place and Col coming 3rd, even though his flyoff flight was cancelled because his timekeeper forgot to switch on the stopwatch. Goodness knows what the results would have been if this hadn't happened.

Friday night was the AGM for SAM 1788 with a complete change of committee.

Easter Saturday was the Burford Event in the morning and we flopped in this event with Kevin and Col coming 11th and 12th. The afternoon saw Texaco being flown with sixteen entries and the air was full of Bombers, Record Breakers and an RC-1. Chet Lanzo would have loved it. Kevin came in 6th and Col had engine trouble and came in 12th, again a beautiful day, that night was the barbecue and swap meet, again great company and food.



Col preparing to fly Nostalgia assisted by Kevin. Note the great weather.

Sunday dawned gorgeous and remained that way all day with '38 Antique flown first with Kevin coming 4th and again Col had engine trouble ending up 6th.

In the afternoon was the Grand Prix of Oldtimers, the fast climbing, screaming projectiles, the Duration event. Our top place here was Kevin 4th and again Col had engine trouble and came in 7th and our newest member Phil Eagles came 9th. The first six placings in this event were McCoy 60 spark ignition powered except Kevin Fryer who was using an OS46. Col Collyer powered his Stardust Special with a Dub-jet and Phil Eagles powered his Cumulus with a McCoy 60.

That night was the Presentation Dinner, the best food we had on the entire trip. The high point of the night was Ian Avery being presented with the Spirit of SAM award for all the terrific work he puts in on our Thermaleer newsletter, thanks Ian !!!!

Last day was 2cc with Col claiming 3rd place and Kevin crashing his model into 9th.

Last event for the weekend was Standard Duration won by Col with a very heavy model, (he knows where the lift is) and Kevin came in 4th. Unfortunately, the last day brought about some disagreement about the rules which put getting the final results back a little until they had sorted it out. But we were pleased to get the results because Victorians took Champ of Champs and runner-up, Kevin Fryer getting first place and Col Collyer 2nd place. Good on you fellas, we and all the members of VARMS are proud of you.

All in all a very good Easter, the high points being the great weather and the Presentation dinner food.

Brian Laughton.

(selection of photos elsewhere in this newsletter)



SAM 600 Team at Canowindra LtoR: Col Collyer, Kevin Fryer, Brian Laughton and Philip Eagles.

COHUNA 17th-18th APRIL, 2021

Results for IC Power

BURFORD

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	PLACE	STEB
STEVE JENKINSON	DIXILANDER	TAIPAN BB		418					1	3
LYN CLIFFORD	PLAYBOY	TAIPAN BB		322					2	2
GREG JENKINSON	A-TRAX-YA	TAIPAN PB		271					3	1

DURATION

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL	PLACE	STEB
LYN CLIFFORD	CUMULUS	YS 63	28	112	429	429	353	1193	1	4
PAT KEELY	BOMBER	OS 56	32	420	363	429	295	1135	2	3
ROBERT TAYLOR	CUMULUS	YS 63	28	348	429			788	3	1
STEVE GULLOCK	70% BOMBER	ENYA 30	28	314	229	296		749	4	
GREG JENKINSON	PLAYBOY CABIN	OS 46 LA	25	355	271	116		742	5	
DON GRANT	PLAYBOY	YS 63	28	404				404	6	
BRENDON TAYLOR	CUMULUS	YS 63	28	248				248	7	

TEXACO

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL	PLACE	STEB
PAT KEELY	LANZO ARBORN	85 61	15 MM	600	600		2042	3242	1	4
DON GRANT	BOMBER	AND SPITFIRE	24 MM	600	600		1979	3179	2	3
ROBERT TAYLOR	CUMULUS	SANTO 65	18MM	600	600		417	1617	3	2
GREG JENKINSON	85% BOMBER	OS40 4st	12 MM	396	600	549		1148	4	
STEVE GULLOCK	STICK	DC WILDCAT	24 MM	288	600	314		1202	5	
LYN CLIFFORD	MG 2	ASF 61	12 MM	356	536			972	6	

Oldtimer at Cohuna Saturday April 17th-18th 2021.

Report from SAM 600 Secretary Don Grant.

Saturday 17th.

The day started with a gusty wind occasionally over the limit. After waiting some time, the gusts eased a little and flying began with the 1/2A electric models handling the wind well.

It was a Stardust benefit with Steve Jenkinson 1st Pat Keely 2nd and Max Heap 3rd.

Next was Duration with the wind still strong. Only two made the flyoff with Lyn Clifford 1st, Pat Keely 2nd and Rob Taylor the best of the rest 3rd. Don Grant had a badly out of trim Playboy testing out the wing joiner with several loops under full power. Steve Gullock who was timing was so affected by this display that he started to lose his grip and had to go and take a fresh hold.

COHUNA ELECTRIC 17th-18th APRIL, 2021

Results for ELECTRIC Power

1/2A ELECTRIC TEXACO

Name	Model	Water	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	PLACE	STEB
STEVE JENKINSON	STARDUST			600	600			1005	1	4
PAT KEELY	STARDUST			600	600			935	2	3
MAX HEAP	STARDUST			600	488	600		893	3	2
GREG JENKINSON	STARDUST			600	600			881	4	1
DON GRANT	BOMBER			600	600			852	5	1
ROBERT TAYLOR	STARDUST			106	600	600		751	6	1
STEVE GULLOCK	LITTLE DIAMOND			557	600	600		631	7	1
LYN CLIFFORD	BOMBER			600	600			474	8	1

1300 TEXACO

Name	Model	Water	CC/Sec	Rd 1	Rd 2	Rd 3	Rd 4	F/O	PLACE	STEB
DON GRANT	80% PLAYBOY			600				1930	1	3
STEVE GULLOCK	70% BOMBER			600				1867	2	2
GREG JENKINSON	70% BOMBER			600				1639	3	1
LYN CLIFFORD	70% RACER			61*	600			626	4	
MAX HEAP	BOMBER			600				531	5	

Only three entered Burford with a rattled Don Grant deciding to sit it out. Only one round was flown with Steve Jenkinson 1st Lyn Clifford 2nd and Greg Jenkinson 3rd.

Sunday 18th.

Sunday started with two Texaco events, thankfully with less wind than Saturday.

Three made the fly off in IC. There was strong lift to the left of the flying area which Pat Keely made good use of. Don Grant joined the party late from the right with Pat winning the duel with a time just over 34 minutes and Don a minute less. Rob Taylor came in third.

The trial electric Texaco class with 1300mah battery size had five entries with only one qualifying round. Don Grant won the flyoff using an 80% Playboy (Playboys legal for this class) with a time of 32.10. Steve Gullock, the promoter of this class, was second with a time of 31.07 and Greg Jenkinson third with 27.19.

Don Grant.

Oldtimer at Cohuna May 1st-2nd 2021. Report from SAM 600 Secretary Don Grant.

Saturday started with 1/2A with ten flying electric and our S.A. visitor Rex Brown the only Cox entry. Rex had a fly away, the result of the rudder being reversed. He and Elizabeth went looking for it but were unable to find it.

In Electric there were ten entries. Max Heap flew the wrong model in the second round and landed out but was able to recover for the third round to make the fly off.

Steve Jenkinson won the flyoff with Pat Keely second and Max Heap third, all Stardusts again. Ted Arnup lost his model in the sun and started flying Rob Taylor's model and landed out downwind in the farm across the road.

Later the downwind farmer found both models and returned them to the field. Rex's with minor damage and Ted's with none. The farmer was rewarded later by Rex and Elizabeth with a box of chocolates. Ted then received a text and photo of a diesel 1/2A Playboy he lost at Ballarat in March which had been found by the farmer who's paddock they fly off. The pylon was missing but the rest was undamaged. The engine started promptly and ran well. So even though Ted had a bad day flying-wise, the fact that he got his models back compensated for it.

Duration had eight entries with three making the fly off. Lyn Clifford won with his Cumulus YS63 combo, Pat Keely second with his Bomber OS 56 and Brendon Taylor third, again with a Cumulus YS 63 combo. Don Grant having test flown his Playboy since the previous competition to sort out the trim and throttle-elevator mixing problems had his YS 63 backfire and loosen the prop. He was unable to remove or tighten the prop nut so didn't fly.

There were six entries in Burford with three making the fly off. Rex Browns' bad luck continued when he landed out in the third round and missed the flyoff.

Steve Gullock won the fly off with Steve Jenkinson second. Don Grants' motor cut shortly after launch and he came in third.

I.C. Texaco had six entries with two in the flyoff. Pat Keely had a problem with one lot of the supplied fuel and was only able to get one max. Is it time to let glow engine Texaco flyers supply their own fuel as diesel and ignition engine flyers can supply theirs? With declining entries little fuel is used and the rest can go off between comps because of age. At the end of the rounds only Don Grant had two maxes. Greg Jenkinson was granted a second max for one round because he landed to avoid a full-size plane coming in to land. Don Grant won the flyoff with Greg second. Best of the rest Pat Keely was third.

There were two entries in 1300 Electric. After 30 minutes it was decided to choose the winner via remaining battery capacity. Max Heap was first with 43% left and Steve Gullock second with 27% left. Pat Keely was the only entry in 38 antique so no official flights were recorded.

Pat Keely's wife Elaine made several recordings, both audio and video, during the competitions to try and get some publicity as the full-size flyers are trying to gain exclusive use of the area. There were several interruptions to the flying over the two competitions, including the Flying Doctor coming in to pick up a patient from the Hospital.

Don Grant.

COHUNA 1st-2nd MAY, 2021

Results for IC Power

BURFORD

Name	Model	Engine	CC/Sec	Rd1	Rd 2	Rd 3	F/O	TOTAL	PLACE	STEB
STEVE GULLOCK	SWISS MISS		38	420	420	-	628	1468	1	4
STEVE JENKINSON	DIXILANDER		38	420	420	-	622	1462	2	3
DON GRANT	CREEP		40	420	420	-	27	867	3	2
REX BROWN	JUMPING BEAN		40	420	384	L/O	-	804	4	
LYN CLIFFORD	PLAYBOY		40	266	-	-	-	266	5	
GREG JENKINSON	A-TRAX-YA		40	138	-	-	-	138	6	

DURATION

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL	PLACE	STEB
LYN CLIFFORD	CUMULUS	YS 63	28	420	420	-	803	1643	1	4
PAT KEELY	85% BOMBER	OS 56	32	420	420	-	673	1513	2	3
BRENDON TAYLOR	CUMULUS	YS 63	28	420	403	420	323	1163	3	2
GREG JENKINSON	100% PLAYBOY	OS 56	32	420	233	348	-	1001	4	
STEVE GULLOCK	70% BOMBER	ENYA 30	25	276	266	224	-	-	5	
ROBERT TAYLOR	CUMULUS	YS 63	28	344	340	-	-	684	6	
REX BROWN	FOLLY	ST 40	25	OUT	-	-	-	-	7	
DON GRANT	PLAYBOY	YS 63	28	OUT	-	-	-	-	8	

TEXACO

Name	Model	Engine	CC/Sec	Rd 1	Rd 2	Rd 3	F/O	TOTAL	PLACE	STEB
DON GRANT	BOMBER	AND SPITFIRE	24cc	600	600	-	663	1863	1	4
GREG JENKINSON	85% BOMBER	OS 40	12 cc	482/600	469	600	454	1654	2	3
PAT KEELY	LANZO ARBORN	OS 61	15cc	235	393	600	-	993	3	1
ROBERT TAYLOR	CUMULUS 100%	OS 61	18cc	324	484	-	-	808	4	-
LYN CLIFFORD	RAMBLER 110%	OS 40D	8cc	259	484	-	-	743	5	-
REX BROWN	RCI 111%	BLU STREEK 60	20 cc	204	OUT	-	-	204	6	-

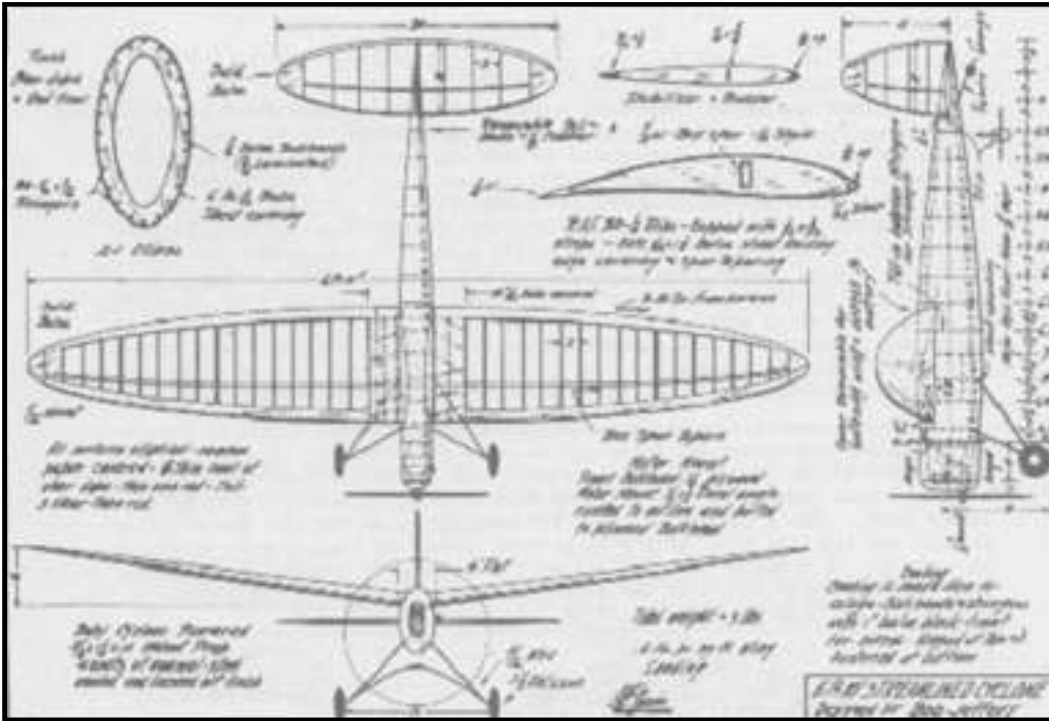
Electric Results next page →

MY STREAMLINED CYCLONE

By Lorenzo BOCCIA.

Normally when we talk about our own creation, after a lot of work, we want to be able to describe it with enthusiasm. Above all I would like to be thrilled when it comes to a model that is difficult to build or at least too ambitious for my abilities. That the Streamlined was too complex a model for me, I already understood when I saw Ninetto building it. Precisely the perfection and beauty of Ninetto's model extinguished any enthusiasm for making bad copies.

Bob Jeffery's drawing, an American from Ohio, is shown on page 145 in the 1938 yearbook by Frank Zaic that I inherited from the professor from Castellammare. He too, Professor D'ambrosio, was a character; he had survived for days under the rubble of a bombing and this had troubled him a little but as a true enthusiast then, he went to teach at school with a little Supertigre in his pocket and every now and then, secretly, under the chair, he struggled out of his pocket ... In short, a nice model maker from Campania.



Among the drawings reported by Zaic, that of the Cyclone is "of quality", including the cap-strips and the coating on the leading edge, as well as the thicknesses and the RAF 32 profile and all the dimensions for the 2.08 aircraft meters (wingspan) and 50 dmq. The fascination for the model is precisely in its aerodynamic lines consistent with the Streamlined name; it is increased by the perfectly elliptical wing to reduce induced resistance, with a curved "boxed spar".

The charm of the Cyclone is also for the elliptical fuselage with aeronautical construction of 24 thin strips and lightened frames, but also the charm is due to the proportions graceful and especially from the NACA around the engine. The concept of the "NACA Cowling" open at the back, that is it was widespread in the 1930s to cover radial engines, it is the most nice feature of this model released in '38, that was again emphasized by the long venturi that Ninetto had made and that he had confided to me to have mainly aesthetic functions.

When I saw Ninetto flying the Cyclone I was not yet evolved enough to evaluate the functionality of the model and when I was more mature as an OT model airplane it was the time in Slovakia in which Ninetto gave the model to Massimo Imoletti and the battery did not work.

The model took off mighty and glided beautifully in free flight. I found it myself, together with Miguel Rojo, a few kilometers away with several damages. The idea I got was that it was beautiful and that it flew beautifully.

With the death of Ninetto, the model remained in his house for a few years and passed to the late Montesi. I didn't think I would see him (the Cyclone) again on the scene. The disappearance of the masterpiece made a realization conceivable that would not have been compared with that of the master.

In short, my way, that I don't have the golden hands or at least the time and space to build planes comparable to those of the bravest. Always in love with the master's models, in the past I had built two small M18s in 1:2 scale compared to the Movo design, with results that were not really comforting. Rather critical models, to be piloted with light thumbs and making sure they run, which is very difficult for a



$\frac{1}{2}$ A Texaco or Speed 400. A penalty. Even the small Sinè and very faithful to the design had proved critical.

In short, I should have learned the lesson and instead in 2017 I began to design all the pieces of the Streamlined Cyclone in the CAD, reduced to 77% (wingspan 1.60 m, sup. 29.5 dmq) to make it compete in the NMR A / B.

Ed Hammler got me a Torpedo 29 Spark that had to go fast and the adventure began with a lot of enthusiasm. Massimo Imoletti, always generous and patient, cut the pieces for me on the basis of my design and the construction started. Unfortunately, due to a few euro (cheap) switch, I broke the Pilade for the OTMR C and the construction was interrupted to allow time for the new Pilade. But in the winter of 2020 the thing went to a close. Despite Covid, I was almost at the end and I must say that the model had turned out well considering my limitations.

But precisely at this point, unfortunately, the late Montesi, aware of his condition, called Massimo Imoletti to go and take back the model of the Maestro. Massimo repaired it very soon and I myself helped him to dress the wings. It was a thrill to handle it, Ninetto didn't even let me charge from the car the model of him. At that time only Massimo could touch him and he could help Ninetto. Every hour I spent handling Maestro's Streamlined, I realized that my model was losing its meaning. The comparison was pitiless, indeed also for the dimensions that make Ridenti's Cyclone imposing.

However, we began to try Ninetto's model and Massimo considered it unrivaled. Unruly to the point that after presenting it at the 2020 National Competition in Oria, he gave it to Giacomo Mauro any good account I had mentally prepared to beat during each action on the directional. But a small model if you start hitting goes down quickly. When he met a thermal here is that saliva fine but with what courage you hold her knowing that if you put it in lift maybe you don't get out? And then spokes ... Center the track is a made of pure luck. One time once the approach to the track has been set, only the stabilizer remains. There is no need to think about drifting. Ultimately it behaves like a very good one radio disturbed.

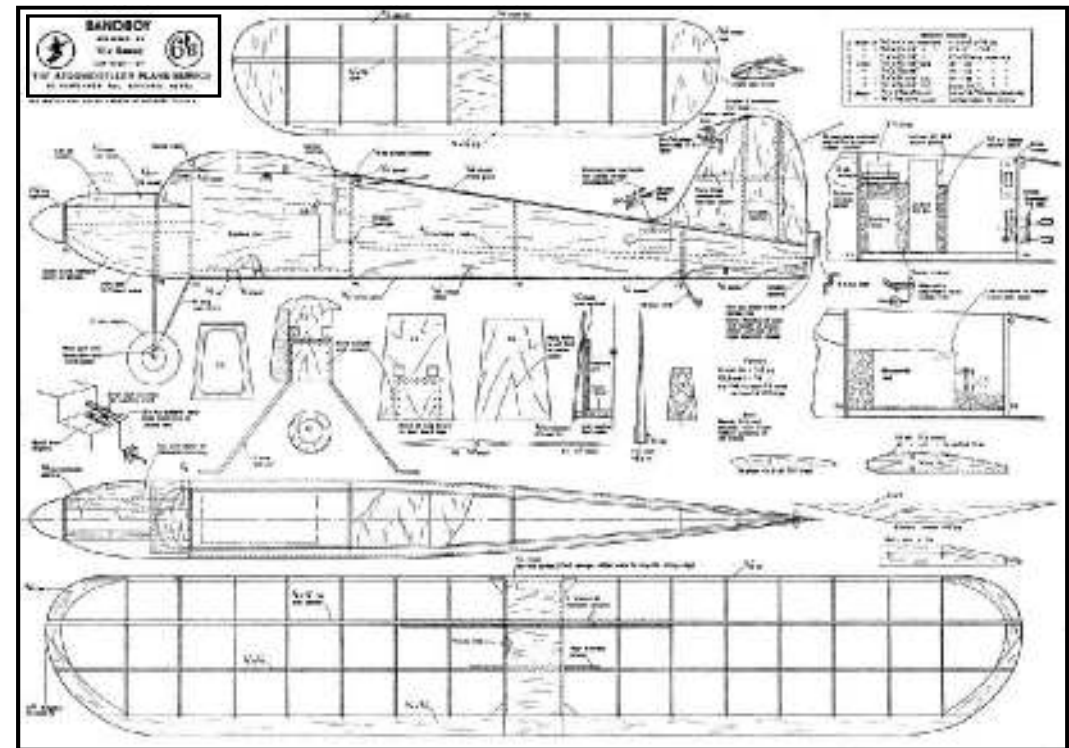


The same was for my reduced Movo M18s and the my Sinè. Considering the time it takes to build it and the amount of people and houses around my flying field, guide it, it's not relaxing at all.

My idea is that the very tapered wing tips, when turning at the speeds of our models, work at too low Reynolds numbers, that the low dihedral is a great efficiency advantage until you try to

turn, that the Elliptical and generous fuselages with nice aerodynamic lines, combined with the taper are too stabilizing longitudinally, which a small scale model looks like next to the same enlarged model, that the planes must be reasonably easy to build ... In short, if I finally learned I will choose the models differently in future, I will avoid the beautiful drawn lines and constructions too difficult for my time and ability!

Lorenzo BOCCIA.



Bandboy by Vic Smeed. 1961

A good model for Cabin Scramble? PDF plan: https://outerzone.co.uk/plan_details.asp?ID=1732

From

SAM 600 of Australia Newsletter # 69

September•October 2000



Ramblings- Reflections of the S.A. State Champs & Amco .87

by Don Howie.

I must congratulate the Victorians, particularly Mark Collins, on his win in Texaco. We had 23 flyers in the event (the largest for S.A.), with Ray Woodhouse travelling a considerable distance for the 2 days of flying. Ray also put in a great effort to place second.

In duration, it certainly was a McCoy affair, perhaps I will send another copy of the photo to Dick McCoy in the USA. Chris Lawson with his 110% Playboy flew very well to come in ahead of Mark Collins who had won Duration at the Nats with the same model.

Barry Barton was a real surprise in 1/2 A Texaco, perhaps the boys over here will take another look at the "Stardust Special". I think the competitors at our State Champs will agree that Monarto is an ideal venue for Old Timer flying. We have a problem with running 5 events over 2 days, unless the weather makes it flyable for the whole time. It is expected that next year, events will be reduced to 2 each day, with Nostalgia being flown rather than '38 Antique. Processing is much easier with Nostalgia. I expect Paul Baartz from W.A. enjoyed our State Champs and he did get to see quite a lot of Old Timer flying whilst over here. I expect quite a few model-

lers have thought of going to next year's Nats in W.A. The recent petrol price increases and the limited number of events to be flown would make it a very expensive trip. I would need only two models, the 85% Bomber is flown in Texaco, Duration and Standard 40. The 1/2 A model would take up little room, so I could fit all my camping gear in the hatchback as well. I still have the cost of petrol and travelling alone.

AMCO .87 Diesel.

I obtained this engine from an English chap who migrated to Australia about 10 years ago. The motor had been used in freeflight models and looked in reasonable condition for an engine from about 1948. The price in the UK at that time was £2-15-0, so most people bought the BEE. By 1960 about three hundred thousand ED Bees had been produced. Total production of the AMCO .87 Mk 1 to 3, I have been told, was only about one thousand engines.

The engine could have been difficult to make as much of it was brazed together. The transfer and intake tube on the cylinder, the needle assembly, cut off and tank top, all brazed together.

Numbers are everywhere. It has numbers 1 to 12 on the head and numbers 1 to 8 on the needle valve. It has No. 3304 on the cylinder and on the crankcase. I expect the number of the actual engine is 304.

Running the engine at home proved to be better than expected. It was as easy starting as an Irvine Mills .75 and had more power. Maximum power is at 8,900 RPM, so a Graupner Super prop was fitted and the engine installed in my 36 inch span "Tomboy".

The model flew very well and climbed faster with the AMCO than the precious Irvine Mills .75. The fuel cut-off

still works but not used as the model is only 2 channel. After 6 flights the contra piston became very loose and would back off in the air.

Problems again with these old engines.

Don Howie



Above: Early version with Healey-type 3-web crankshaft bearing and other differences.

Care and feeding of Balsa [SAMTalk]

One of the misconceptions about Balsa is that it's a uniformly dense material. Any density chart is very useful but we should realize that we're talking average density.

The density may vary from side to side and end to end, therefore average density is but one of the considerations. Wind checking, especially in 4-6 pound stock, renders the wood to non-structural uses only.

The wind checks are actually compression breaks that occur, while the tree is growing, due to flexing in the wind. They're easy to spot if you hold the sheet at an angle to a light. They appear as "Spider Webs" running across the sheet.

I remember going into a Hobby Shop and the owner was proudly telling me about his load of light wood he'd just gotten in. I took one look and told him to send it back, it was all wind checked. I showed him how to spot it and the final proof was when he gently pulled the sheet between his thumb and first two fingers. The sheet gave at every check point.

After you've eliminated Wind Checked wood, hold the sheets up to the light (fluorescent works best) and see how the color density looks. Most sheets have a denser area that shows up darker. This creates a stiff area in the sheet that really raises cane with a rolled fuselage or planked leading edge.

Stick stock is easy to grade if you gently pull the wood through between your thumb and first two fingers. I've found sticks that were bullet proof on one end and pulp on the other.

Always match your longeron wood so that similar grain is on the outside of the fuselage. It doesn't matter if it's on the inside as long as the bent longerons are equal and opposite both top and bottom. This is how you minimize bowed fuselages.

If you have a stash of wood that's dried out and you use CA, wipe down the wood with a damp cloth 24 hours before you start building. This wipes off dust and puts a little moisture back in the wood to help the CA go off.

Thermals, Gene Wallock

39th SAM 1788 CHAMPS - "BOGWOOD" CANOWINDRA - EASTER 2021

CONTROL LINE PHANTOM AND CHAMP RACING.

Below: Left: There is shade at the new circles at Bogwood. Right: Peter (Condo) Smith at work on his Champ with Peter Scott in the foreground performing the duties of the official lap counter/recorder.



Above Left: Peter (Condo) Smith's "model train" - OK for the flying field but not so sure for the highway. Wonder where the trailer cart is carried to and from home? Above right: Condo trying to start his Champ. Right top: Max Newcombe at the controls of his KK Phantom. Middle and Bottom: George Bishop preparing to fly Max's Phantom with Max doing the pit work. George (New SAM 1788 Vice President) later flew his Class 2 Champ to win the class (not shown) .



TOP: Processing in progress in the farm workshop. Top left: Dallaire and Cumulus by Phillip Eagles. Bottom left: Kevin Fryer's Cumulus with Forster 99, Red Zephyr and Baby Cumulus with Cox TD09 for 2cc Duration. Above: Collection of models, fuselages, wings awaiting processing.

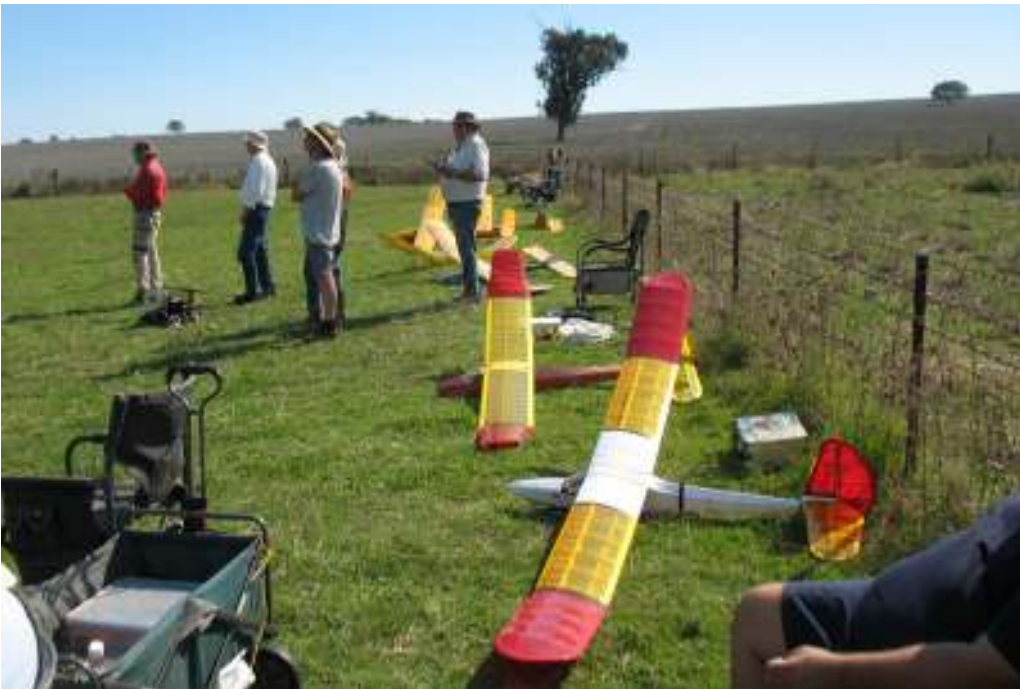
BELOW: Left: Col Collyer launches the Kane Oldtimer Glider for Phillip Eagles. Right: Peter van de Waterbeemd launches the Frog Prince Oldtimer Glider for Bob Marshall. Note the perfect weather for gliders.





OLDTIMER GLIDER.

*Clockwise from top left: 1. Kane and Satyr by Col Collyer.
2. Kevin Fryer retrieving his Kane after a successful flight.
3 & 4. Flight line action. Winches again frustrated some of the pilots
5. Winner in Oldtimer Glider Max Newcombe with his Thunder King at its first contest.*





OLDTIMER GLIDER.

Above: Second and third in Oldtimer Glider.
2nd place the Perseus 1 by Peter (Condo) Smith, the first aileron/elevator Oldtimer glider to fly at a SAM 1788 Champs.
3rd Place was Basil Healy's Balestruccio, an Italian design.



CABIN SCRAMBLE.

Above: Col Collyer's Tomboy.
Right: Peter Scott's Deacon.
Top Right: Winner of Cabin Scramble Anthony Vicary with his winning Tomboy.
Right: 2nd place winner Col Collyer with his model which was launched and flown as a free-flight model until it was time to land when Col picked up his transmitter.





1/2A TEXACO.
Clockwise from top left: 1. Peter (Condo) Smith hard at it preparing his Tomboy and ended up in 4th place.
2. Col Collyer assisting Kevin Fryer with his Baby Cumulus.
3. Vince Hagarty with his 1/2A Bomber.
4. Max Newcombe flew an Atomiser.
5. Paul Farthing preparing his Tomboy watched by Hans van Leeuwen.
6. Rex Brown from South Australia with his Stardust Special.





1/2A TEXACO.

Above L to R: 1. Brian Laughton (Vic) with his 1/2A Texaco Albatross. Solid performer as always but lift was not kind for Brian.
2. Garry Whitten checking out Sonya Grossmith' 1/2A Texaco Megow Chief. Garry's Little Diamond in the foreground.
3. Anthony Vicary checking the motor run on his Stardust Special assisted by his wife.
Below: Flight line during 1/2A Texaco event.





1/2A TEXACO. Clockwise from above: 1. Sonya Grossmith flying with Vince Hagarty assisting. That "tree" still lurking at the edge of the landing approach. 2. Peter (Condo) Smith gets Peter Scott's Lil Diamond away for a good flight. 3. Sonya Grossmith's Megow Chief on its way courtesy of Garry Whitten. 4. Col Collyer launches Kevin Fryer's Baby Cumulus off on another flight. 5. Only two ended up competing in the fly-off after Col Collyer unfortunately start without a timer and ended up in 3rd place. Basil Healy achieved 1st place with his Stardust Special and Peter Scott was 2nd with his Lil Diamond achieving 43min 13sec flight time. Basil landed at 44m 13sec.





NOSTALGIA.
 Clockwise from top left.
 1 Peter Scott with his Dreamweaver/K&B 40. Gail Scott behind.
 2. Peter flying high. 3. Peter (Condo) Smith's Swayback/K&B 40.
 4. Chief Scorer May (Condo) Smith.
 4. Dreamweaver underway.
 5. Nostalgia Winners LtoR: 3rd Col Collyer Ramrod/OS40H, 1st Kevin Fryer Spacer/OS40H, 2nd Peter (Condo) Smith Swayback/K&B40.
 6. Col Collyer with his Ramrod/OS40H ready to go assisted by Kevin Fryer.
 7. Col Collyer launches Kevin Fryer's Spacer/OS40H.
 8. Paul Farthing launches Rex Brown's Jumping Bean/OS40H.



SAM 1788 - 39th Championship Results

C/L Phantom Class 1

Peter J. SMITH	Atom 1.8	1st
----------------	----------	-----

C/L Phantom Class 2

Peter SCOTT	Taipan 1.5cc	1st
George BISHOP	Frog 150 R	2nd
Peter (Condo) SMITH	AM 1.5cc	3rd
Max NEWCOMBE	Russian Elfin	4th

C/L Champ Class 2

George BISHOP	DC Merlin	1st
---------------	-----------	-----

Oldtimer Glider

Max NEWCOMBE	Thunder King	1070
Peter J. SMITH	Perseus 1	1027
Basil HEALY	Balestruccio	943
Colin COLLYER	Satyr	926
Kevin FRYER	Kane	853
Bob MARSHALL	Frog Prince	839
Grant MANWARING	Archangel	802
Phillip EAGLES	Kane	777
Peter SCOTT	Dragon	759
Geoffrey MALONE	Fillons Champion	677
Anthony VICARY	DG 42	671
Rex BROWN	Lulu	651
Peter van de WATERBEEMD	DG 42	541

Cabin Scramble

Anthony VICARY	MP Jet	1371
Colin COLLYER	Mills .75	1326
Peter (Condo) SMITH	MP Jet	1306
Peter SCOTT	Mills .75	1260
Paul FARTHING	Mills .75	1234
Kevin FRYER	Irvine Mills.75	1059
George BISHOP	MP Jet	1017
Peter van de WATERBEEMD	MP Jet	163
Bob MARSHALL	MP Jet	1 attempt

1/2A Texaco

Basil HEALY	Stardust Spl	1260	2653
Peter SCOTT	Lil Diamond	1260	2593
Colin COLLYER	Challenger	1260	
Paul FARTHING	Lanzo RC1	1242	
Kevin FRYER	Cumulus	1238	
Sonya GROSSMITH	Megow Chief	1207	
Garry WHITTEN	Little Diamond	1196	
Geoffrey MALONE	Playboy Cabin	1193	

Anthony VICARY	Stardust Spl	1180
Max NEWCOMBE	Atomiser	1174
Brian LAUGHTON	Albatross	1171
Rex BROWN	Stardust Spl	1113
Phillip EAGLES	Stardust Spl	997
George BISHOP	Atomiser	173
Vince HAGARTY	Bomber	1 Att

Nostalgia

Kevin FRYER	Spacer	OS 40H	1260	1303
Peter J. SMITH	Swayback	K&B 40	1260	1085
Colin COLLYER	Ramrod	OS 40H	1260	
Grant MANWARING	Eliminator	OS 40H	1228	
Alan SULEY	Swayback	OS 40H	969	
Peter van de WATERBEEMD	Swayback	K&B 40	420	
George BISHOP	DixieLander	Taipan 2.5d	381	
Anthony VICARY	Spacer	OS 40H	370	
Rex BROWN	Jumping Bean	OS 40H	300	
Peter SCOTT	Dream Weaver	K&B 40	216	
Bill EAST	Playboy	Taipan 2.5d	DNS	

Gordon Burford

Vince HAGARTY	Lil Diamond	Taipan BB	900	906
Grant MANWARING	Dixielander	Taipan (T)	900	713
Peter J. SMITH	Dream Weaver	Taipan BB	900	686
Peter van de WATERBEEMD	Ollie	Taipan BB	900	603
Basil HEALY	Zoot Suit	Taipan PB	900	587
Alan SULEY	RC-1	Taipan PB	900	439
Garry WHITTEN	Lil Diamond	Taipan BB	900	438
Max NEWCOMBE	Swiss Miss	Taipan PB	900	436
Anthony VICARY	Dixielander	Taipan (T)	900	425
Peter SCOTT	Dream Weaver	Taipan BB	900	306
Kevin FRYER	Spacer	Taipan PB	900	303
Colin COLLYER	Hat Trick	Taipan PB	900	199
Paul FARTHING	Ollie	Taipan (T)	900	
Bob MARSHALL	Zoot Suit	Taipan (T)	300	

Texaco

Vince HAGARTY	Bomber	OS 61 4S	1800	1891
Dave BROWN	Flamingo	O&R 60	1800	1441
Anthony VICARY	Bomber	OS 61 4S	1800	613
Grant MANWARING	Bomber	OS 60 4S	1800	528
Alan SULEY**	Bomber 85%	OS 40 4S	1749	
Kevin FRYER	Cumulus	Forster 99	1735	
Basil HEALY	Record Breaker	Enya 53 4S	1667	

SAM 1788 - 39th Championship Results

Garry	WHITTEN	Bomber	OS 62 4S	1576
Paul	FARTHING	Bomber	OS 60 4S	1564
David	GARTON	Bomber	OS 60 4S	827
Rex	BROWN	RC-1	Cunningham 60	600
Colin	COLLYER	Bomber	OK Super 60	2 L/O
George	BISHOP	Cumulus	Orwick 64	L/O
Peter	SCOTT	Bomber	Forster 99	L/O
Sonya	GROSSMITH	Dallaire	ASP 32 4S	2 Att
Peter J.	SMITH	Bomber	OS 60 4S	1 Att
Max	NEWCOMBE	Record Breaker	And Spitfire	DNS
Phillip	EAGLES	Dallaire	OS 60 4S	DNS

** Geoff Shaw Memorial Texaco Cup recipient.

'38Antique

Grant	MANWARING	RC-1	Burford 5ccd	1800	943
Vince	HAGERTY	C'forniaChf	ED 3.46d	1800	913
Peter J.	SMITH	Westerner	Madewell 49	1800	877
Kevin	FRYER	Cumulus	Forster 99	1800	738
Dave	BROWN	Flamingo	O&R 60	1800	673
Colin	COLLYER	Flamingo	OK Super 60	1800	221
Rex	BROWN	Flamingo	Madewell 49	1717	
Peter	SCOTT	Flamingo	Atwood 60	1601	
Anthony	VICARY	RC-1	GB 5cc d	2 attempts	
Basil	HEALY	T-Beam Gas Model	ED 346 d	DNS	

Duration

Peter van de WATERBEEMD	Bomber 92%	McCoy 60	1260	648
Peter J. SMITH	Playboy 112%	McCoy 60	1260	493
Max NEWCOMBE	Bomber	McCoy 60	1260	429
Kevin FRYER	Cumulus 92%	OS 46	1260	340
Paul FARTHING	Bomber	McCoy 60	1260	299
Peter SCOTT	Playboy 112%	McCoy 60	1260	284
Colin COLLYER	StardustSpl	Dubjet	1260	76
Anthony VICARY	Bomber	Saito 62 4S	1243	
Phillip EAGLES	Cumulus	McCoy 60	1190	
Basil HEALY	Red Ripper	Saito 56 4S	1125	
Alan SULEY	Playboy	Saito 62 4S	1086	
Grant MANWARING	Bomber 85%	Saito 62 4S	1082	
Vince HAGERTY	StardustSpl	Enya 53 4S	1019	
Garry WHITTEN	Playboy	Saito 56 4S	753	
Bob MARSHALL	Playboy 110%	Thund'Tiger 46	264	

2cc Duration

Anthony VICARY	Dixielander	MVVS	900	433
Peter J. SMITH	Apache	MVVS	900	309

Colin	COLLYER	Atomiser	Diesel	865
Rex	BROWN	Jumping Bean	Diesel	863
Peter	SCOTT	Eureka	2cc Jenner	848
Peter van de Waterbeemd		Eliminator	MVVS	845
Alan	SULEY	RC1	Taipan Tyro	609
Bob	MARSHALL	RC1	Taipan Tyro	301
Kevin	FRYER	Cumulus	Cox TD09	300

Standard Duration

Colin	COLLYER	Playboy	Irvine 40	1080	838
Peter J.	SMITH	Playboy	Magnum 36	1080	655
Max	NEWCOMBE	Playboy	OS 40H	1066	
Kevin	FRYER	Cumulus	OS 40H	984	
Anthony	VICARY	Airborn	OS 40H	892	
Alan	SULEY	Playboy	Webra 40	873	
Dave	BROWN	80% Airborn	OS 40H	634	
Peter van de Waterbeemd		85% Bomber	K&B 40	507	
Peter	SCOTT	Stardust Spl	OS 40H	360	
Bob	MARSHALL	Playboy	S'Tiger 34	1 Attempt	
Rex	BROWN	Bomber 85%	OS 40H	1 Attempt	

Tournament Championship Result

Kevin	FRYER	49
Colin	COLLYER	51
Anthony	VICARY	63
Peter	SCOTT	71



Lake Bogwood on a perfect day.



GORDON BURFORD EVENT.

Anti-Clockwise from picture on right:

1. Paul Farthing launches his Ollie/Owen T2.5
2. Peter van de Waterbeemd's Ollie/Taipan BB
3. Kevin Fryer's Spacer/Taipan PB.
4. Col Collyer's Hat Trick/Taipan PB.
6. Bob Marshall's Zoot Suit/Taipan PB
7. Vince Hagarty preparing his Lil Diamond/Taipan PB with Garry Whitten and Sonya Grossmith assisting.
8. Garry Whitten launching his Lil Diamond/Taipan BB.

Left: Alan Suley launching his RC-1/Taipan PB.

Below: Gordon Burford Winners LtoR

3rd Peter (Condo) Smith/Dreamweaver/Taipan BB

1st Vince Hagarty/Lil Diamond Taipan PB

2nd Grant Manwaring/Dixielander/Owen T2.5.





TEXACO.
 Top:
 Texaco pits with Dave Brown's Cumulus/O&R
 60 on spark.
 Above:
 Vince Hagarty's immaculate Lanzo
 Bomber/OS61 Four Stroke.
 Left:
 Close up of Vince's engine installation, just
 as immaculate and the rest of the
 model.

TEXACO.
 Above Left: Lanzo Bomber/OK
 Super 60 on spark belonging to
 Col Collyer. It was hangered
 this way, not by accident.
 Above: The dreaded model
 grabbing tree strikes again.
 Left: Basil Healy's Lanzo Rec-
 ord on its way. Grant Manwar-
 ing assisting.
 Below: Phil Eagles sends Kevin
 Fryer's Cumulus/Forster 99 on
 spark.





TEXACO.

- Clockwise from Below:*
1. Wayne Southwell sends Dave Brown's Flamingo/O&R 60 on spark on its way for another Texaco max.
 2. Texaco Pit line.
 3. Bomber ally with a Record Breaker and Dallaire
 4. Peter (Condo) Smith's Bomber being towed in for repairs
 5. Bomber under repairs.
 6. Max Newcombe suffering engine problems with his Bomber/Anderson Spitfire spark.
- Middle: George Bishop's Cumulus/Orwick on 60 spark after suffering radio problems well into its first round.





TEXACO.

Top Left: Alan Suley launches David Garton's Lanzo Bomber/OS61FS.

Top Right: Grant Manwaring's Lanzo Bomber, Rex Brown assisting.

Above: Phil Eagles and Kevin Fryer will Kevin's Cumulus/Forster 99 on spark into the air.

Right: Texaco Winners LtoR:

2nd Dave Brown Flamingo/O&R 60 on spark.

1st Vince Hagarty Lanzo Bomber/OS61FS

3rd Anthony Vicary Lanzo Bomber/OS61FS.



'38 ANTIQUE.

Clockwise from bottom left:

1. Dave Brown's Flamingo/O&R60spk
2. Col Collyer's Flamingo/OK Super 60spk
3. Basil Healy's T-Beam Gas Model suffered engine problems
4. Stray fuselage on field - Paul Farthings Bomber/Dooling 60spk
5. Rex Brown's Flamingo/Madewell 49spk

Above: Texaco Winners LtoR

- 3rd Peter (Condo) Smith Westerner/Madewell 49spk
- 1st Grant Manwaring RC-1/Burford 5cc diesel
- 2nd Vince Hagarty California Chief/ED 346 Diesel.



DURATION. Clockwise from above: 1. Duration Flight Line.
 2. Anthony Vicary's Lanzo Bomber/Saito 62FS
 3. Kevin Fryers Cumulus/OS46
 4. Garry Whitten's Playboy/Saito 56FS
 5. Max Newcombe's Bomber/McCoy 60spk on its way for another good flight.
 6. Peter (Condo) Smith and Vince Hagarty battling out the Duration fly-off. Helpers are trying to find the opposition... look, there it is!
 Middle: Dave Brown getting Col Collyer's Stardust Special/Dubjet on its way.
 Right: Duration Winners LtoR: 2nd Peter (Condo) Smith Playboy/McCoy 60
 1st Peter van de Waterbeemd/92% Bomber/McCoy 60 3rd Max Newcombe Bomber/McCoy 60



2cc DURATION.

Clockwise from left:

1. Alan Suley with his RC1/ Taipan Tyro discussing tactics.
2. Anthony Vicary checking out his Dixielander/MVVS.
3. (top) Kevin Fryer's Baby Cumulus/CoxTD09 suffered radio problems at the end of Round 1 resulting in no further flying.
4. (bottom) Rex Brown's Jumping Jack/diesel power ready to go.
5. Bob Marshall's RC-1/Taipan Tyro retired early.
6. Winners of 2cc Duration L-R 2nd Peter (Condo) Smith Apache/MVVS, 1st Anthony Vicary/Dixielander/MVVS. Third Place was Col Collyer with his Atomiser/diesel. Missed the photo.





STANDARD DURATION.

Top Left: Kevin Fryer making final adjustments to one of his Cumulus stable. Powered by OS 40H.

Middle Left: Col Collyer checking out his Irvine 40 powered Playboy.

Lower Left: Peter (Condo) Smith with his Playboy, powered by Magnum 30, checks out the masked opposition, Col Collyer.

Middle Top: Airborn/OS40H belonging to Anthony Vicary.

Left: Winners Std. Duration LtoR: 2nd Peter (Condo) Smith Playboy/Magnum 36, 1st Col Collyer Playboy/Irvine 40, 3rd Max Newcombe Playboy/OS40H.

Above: Sunset on the final day of the 39th SAM Champs, after six days of possibly the best weather ever experienced at Canowindra.

DAMN, DOWN IN THE DAM, DAMN.

I was going to open this article by saying "it happens to all of us" but that simply isn't true. It doesn't happen to all of us. It happens to a very select number of people. It has happened to Condo Smith, Don Southwell and to Canberra Smith and now to Kevin Fryer!

You may ask what is this happening? Simply; to have put a model into the dam at Bogwood.

At the time of the recent 39th Championships the dam was more appropriately named Lake Bogwood as it had expanded well beyond its normal boundaries. Nonetheless, Kevin managed to crash his electric Texaco Bomber into the centre. The wing appeared to have come off in the crash and floated to the edge but the fuselage and tail feathers remained tantalizingly out of reach in the centre of the Lake. Tailplane quite visible above the water (with tail light still showing) but fuselage nose down in the mud.

Paul Farthing's punt was employed and our intrepid mariner Paul poled his way out to the centre to retrieve the remains. It was sunset so the photos were taken into the fading light but you'll get the idea. Kevin was suitably embarrassed.

What happened? Well, it appears that Kevin was attempting the impossible for a man. He was dragging his chair to a fire-place, nursing a glass of red, carrying his transmitter and flying all at the same time - all without wearing his glasses.

Now Kevin, we all know men aren't good at multitasking! Anyway, Kevin lost sight of the model behind some trees and it was next seen in Lake Bogwood. Apparently gurgling like noises were heard when Kevin tried to throttle up the motor but this has not been confirmed.

For his achievement Kevin was awarded the Ladies Prize at the Presentation Dinner.

Peter van de Waterbeemd



SAM 1993
SOUTH AUSTRALIA
 (Formed 1993)
COMMITTEE

President: Rex Brown 0468 448 375
 Secretary: Peter Leaney 8337 2936 pleaney@bigpond.net.au
 Treasurer: Bill Britcher 0434 775 173 bullydog@iinet.net.au
 Meetings held at the home of Rex Brown from time to time





Don Day - Sunday 6th June 2021

By Peter Leaney and Maris Dislers



This day was put aside as a tribute to life member Don Howie who passed away last year. Bill Britcher had some cloth patches made and these were presented free of charge to all members present. There was a very good turn out and it was good to see a lot of his flying friends present. John Willis went to the trouble of erecting a small sign.

Unfortunately, the weather gods were not kind so limited flying was possible and many models remained out of sight and the wind. Early on Maris Dislers managed a few flights with a Keil Kraft Playboy rubber model and an Air Trails Sportster free flighter with A-M 10 diesel power, and Mike Savill tried out a Cox Pee Wee powered "Ebenezer". Rod Spurrier bravely flew a 50% Lanzo Bomber powered with a Burford 2.5 diesel and Peter Ukhoff had lots of flights with his Super Kaos which was not affected by the wind. As noted by Maris, Mike Savill's grandson Jahmal flew the most with a genuine AeroFlyte Rascal chuck glider and had great fun.

Maris then became the centre of attention by running some engines and talking about the SAM 50 program so over to him.

Someone in the UK liked the idea by the Cox Engines internet forum in USA, of a model engine relaying via post among a string of modellers. A joint initiative by the

SAM 35 Chapter, Alex Phin (Redfin engines) and Aero Modeller was hatched and the SAM 50 .5cc diesel was on its way. Already flown in the UK, Finland (above the arctic circle) Netherlands, Queensland and New South Wales, it came my way.

My "official" flights done at short notice, when an unexpected patch of calm weather came along. Dashed off to Port Adelaide, picked up David Nearmy to photograph the event and off to the nearby former rail marshalling yard behind the aviation museum. Three prudently short flights, owing to very variable wind direction and photos in the can.

Seemed an anti-climax and while we were at it, David had a go at starting the engine. Not difficult, as it's more or less a refined Mills type diesel with ball races. We decided that others should also have a try and over the next fortnight, as opportunity arose, they did. Culminating with a good number at the Don Howie day.

A splendid total of 37 people started the little SAM 50. Some had never started any model engine. No failures and no cut fingers. Of course, I had the settings right and warmed it up first, but it demonstrates that small diesels can be great fun. It simply needs the right technique, including precision priming - no finger choking of carburettor, as that can easily flood the little blighter. Next day, the SAM 50 was posted to the next participant in New South Wales.

Owing to the wind, we set the test bench up "in the pits" and ran my Jesco Comete Junior 5cc diesel.



Made in Paris around 1945 and came to Oz via Jack Black, probably when he returned from War service. I got it in sad shape with cracked cylinder mounting flange from John Milne after he retired from the Semaphore Hobby Centre around 1977. Much later I machined a replacement cylinder from solid and it now runs nicely. An affable larger diesel, variable compression and upright needle from the side-facing venturi nice features. Swings a 12x6 prop at 5,700 RPM but happier on the bench with 11x6 size and 6,500 RPM. Around its .165 BHP peak. Contemporary Micron 5cc diesels good for .2 BHP - if everything was right on the day to suit its fixed compression setting.





Clockwise from top Left:

- *Maris Dislers - Keil Kraft rubber "Playboy"*
- *Maris Dislers-Air Trails "Sportster"*
- *Mike Savill- "Ebenezer"*
- *Ken Whenham - "Junior 60"*
- *Compete Junior 5cc diesel 1945*



Mike Savills grandson Jahmal



Rex Brown- Don's "Trenton Terror" and an electric "Quaker Flash"



Ned Kelly- Aero Flyte 'Invader'



Chris Britcher- "Sky Loop"



Max Newcombe - Don's Lanzo RC-1 fitted with a Fleetwind 60 Sparkie and scheduled for a full re-cover job in near future.



Bill Britcher- Don's "Miss America"



DURATION TIMES

Duration Times is the official Bulletin of SAM 1788
SOCIETY of ANTIQUE MODELLERS of AUSTRALIA Inc.
 SAM 1788 EXECUTIVE 2021-2022

President: Peter Scott 44 Ravel Street, Seven Hills, NSW 2348. 02 9624 1262.
 Vice President: George Bishop 13 Main Street, West Wyalong, NSW 2671. 0419 196 492.
 Secretary: Peter Smith P.O. Box 898, Parkes, NSW 2870. 0423 452 879.
 Treasurer: Gail Scott 44 Ravel Street, Seven Hills, NSW 2348. 02 9624 1262.

COMMITTEE
 Jim Roe 02 6495 3530. Basil Healy 02 6651 6563. Peter van de Waterbeemd 02 6496 4769
 Email for The Australian Thermaleer - peter_condo@yahoo.com.au



SAM1788 PRESIDENT'S REPORT.

The AGM saw Peter van de Waterbeemd resign as President, he is not well and needs a rest. He should be congratulated on putting a lot of effort in to his stint as President. Getting people to stand for an Executive position and do anything that's not just in their own interest is difficult. To find someone that's prepared to put in more and does a great job is a bonus. Thanks, from everyone, Peter. You can now advise and argue from a normal committee position, your future help is much needed.

The big picture - older fliers mean more work for the few who are prepared to put in an effort to organise our flying events. We would all like to turn up to an event, meet all our old friends and fly our old and interesting models, maybe pick up a trophy or two - or in Condo's case five or six - then go home and look forward to the next Old Timer event.

However, it takes people to organise the events. You will soon notice if it's not quite right. We need contest directors who are prepared to not only do the job, but do it well. It's not easy to fly and be a good C.D. So, maybe you could offer your services and not fly one contest.

The most important thing we can all do is come to as many contests as possible, supporting the people who put in the effort to run these contests. If we don't, they may not be there next year.

Remember, be nice, be understanding of people who are doing the job on the day, or maybe you could have a go at that job.

Peter Scott.

Attention:

West Wyalong National Championships.

Postponed until 22-29 September, 2021.

Put this in your diary as all SAMS events will be run.

Any enquiries: Peter Scott (02) 96241262.



SAM1788 Competition Calendar

2021



August
27-29

Cowra Oily Hand 2021 - Cowra

Events:

Various events plus SAM1788 Cabin Scramble

Contact Person: Andy Lockett 02 63423054

<https://cowramac.com/index.php/oily-hand-diesel-day-2021/>

September
3-5

Coota Cup Old Timer Weekend - Cootamundra

Events:

Friday pm: Old Timer Glider

Saturday: Gordon Burford, Antique '38, Duration

Sunday: Cabin Scramble, 1/2A Texaco, Texaco

Contact Person: Peter Scott 02 9624 1262

September
22-29

Nationals - West Wyalong

Events:

All 9 MAAA Old Timer Events plus other MAAA modelling disciplines

Contact Person: Peter Scott 02 9624 1262

See Official Program for details

November
13-14

Golden West Old Timer Weekend - Parkes

Events:

Saturday: 2cc Duration, Gordon Burford, Duration

Sunday: Cabin Scramble, 1/2A Texaco, Texaco

Contact Person: Paul Farthing 0427 640 264

SAM 1788 CHAMPS, CANOWINDRA. EASTER 2021. Report from Peter Scott.

In retrospect we all had a good week. The weather was sunny - a bit hot in the afternoons, little wind, the sky was blue - I would have preferred a bit of cloud, but we were lucky all round in that there were no delays. The countryside was more like spring than autumn. The farm was the greenest that I've ever seen it. Access to the flight line was a bit tedious for those not having a four-wheel drive vehicle due to a spring and ditch to overcome. This will be sorted by next year with a concrete pipe. We have also asked Paul to source a couple of long shade tents.

Day one started with control line, a new circle as the old ones were still too muddy. This one even had shade! The numbers were down due to some Queenslanders not managing to get there. We flew most of the morning and had few problems. Good fun - you should try it. Suggestions from some that this event doesn't matter and should be dropped, don't take into consideration that people have put time and ef-

fort into flying these fun events. If you can get a kit from Brownly and give it a go, you may actually enjoy yourself.

Scrutineering of models was a problem. Those that needed or wanted a model checked were hard pressed to find someone. Registration was also a little haphazard. Not enough people to do the job and lack of time. It must be organised better next time, though we managed to muddle through. Maybe the afternoon glider event should be moved or have an evening booking in and checking in session.

Gliders had a good roll up, thirteen in all. Setting up and operating the winches was slow and should have been done by those not flying control line in the morning. Again, maybe a little more organising for the next year's event. The retrieval winch had a new problem - or another problem. This time the line went out just fine, but returning it found the motor spun the line in too fast and it centrifuged out over the spool. Next trick is to try to slow the motor down with maybe a 6v instead of a 12v battery, or a variable speed switch. See how we go!

Max Newcombe showed us how his beautifully made Thunder King could go, making first place, with Condo second flying his very nice Perseus 1, the only one with ailerons, and on its very first contest. This model also received the concours prize, chosen by Don Southwell.

Cabin/sport scramble was first up next morning - no, it's not a Tomboy, it's all sorts up to 1960 sport design. The model must have a cabin or cockpit. The scores were all quite high, with the first seven all over 1,000 seconds. Anthony Vicary won this. Details of models and motors are sparse on the score sheet but I believe that he flew a Tomboy with an MP jet. Col Collyer was second - is there anything this man can't do? - and Condo third.

Texaco $\frac{1}{2}$ A up next with 15 entries, but, surprisingly, only two in the fly-off. Bringing in that seven-minute max certainly cut down the amount of fliers in the fly-off. Basil won this after a 2653 sec flight with his Stardust special and on its first ever flights, my Baby Burd came second on 2593. Best fun of the week's flying for me. Col Collyer was third - that man again!

The afternoon's event was Nostalgia. Again, only two in the fly-off. Kevin Fryer with a Spacer and Condo with his Swayback. Kevin won this, but flight times were not that high. When the air's not that good, there's not much one can do.

Saturday's events were Burford, up first followed by Texaco. Good air for Burford meant lots of fliers made it to the fly-off. Twelve in the fly-off had fliers scratching for spare time keepers. But fickle lift meant that only one, Vince Hagarty, made more than max time in that fly-off. Grant Manwaring (welcome back) came second with his Dixielander and Condo was third with the Dream Weaver. At least I got into the fly-off!

Texaco had 16 starters - or in my case not - with only four through to the fly-off. Vince Hagarty first, Dave Brown second and third Anthony Vicary.

'38 Antique had nine entries with some different engines but Dave Brown's (Brownly) showing in the past has greatly encouraged builders to produce Flamingos - three in

all. Mine is still getting used to the idea of flying well. The good ol' RC1 with a 5cc Burford diesel still came out on top, flown by Grant Manwaring with Vince Hagarty second, his California Chief powered by the much underestimated ED Hunter. Condo was third with his Westerner.

Duration had 15 entries, with seven making it to the fly-off - including yours truly. All flew in poor air, top score only 648 seconds, which considering how high Peter van de Waterbeemd's 90% Bomber went is amazing. Condo made second with Max Newcombe third.

Presentation Dinner at the Canowindra Services and Citizens Club was good. Apparently, they had been expecting us for lunch. Fortunately, Peter van de Waterbeemd had popped in to see them with final numbers that morning. Wine on the table had to be demanded by some, also butter for the rolls. They probably had to find the staff, any staff, last minute on Easter Day. Best part of this debacle was watching Bob 'The Burglar' Marshall chasing the waitress to deliver the goods. Bob knows how to get results as he owns a restaurant!

Monday started with 2cc. Again, only two in the fly-off. Condo's model had a fly away and gave him a chance to try out his new satellite tracker. It worked and he arrived back in time to put in his third-round flight. The fly-off was won by Anthony Vicary, with Condo second.

Standard Duration, my last chance of glory, ended for me after one max with the model stalling 2ft off the ground and the front half of the fuselage, with motor, fell off. There's a down-side to building light - didn't even break the prop! Col Collyer won this event with Condo second, again only two in the fly-off.

So, that's a run down as I see it. Thanks to Anthony Vicary for his nursing skills on patching fingers. Thanks to all who stood up to be C.D. Some disagreements over who was meant to be flying and scoring and on a rule re carrying transmitters onto the landing area have all been sorted after a bit of controversy, also a debate on some scores. But it has all been sorted now. Thanks to Brownly for services and explanations re: point scores for top gun. These were as listed and our congratulations go to Kevin Fryer.

Hope to see you all at Cootamundra for the Coota Cup 3-5 September and please enter the West Wyalong Nationals now scheduled for 22-29 September, 2021.

Peter Scott.



Don Southwell presenting the Concours Trophy to Peter (Condo) Smith for his Perseus 1 Oldtimer Glider.



Society of Antique Modelers of Australia Inc.

SAM1788

Minutes of 2021 Annual General Meeting

Amended version 2 of 27/4/2021

Friday 2 April 2021 at the CWA Hall, Blatchford Street, Canowindra, NSW.

Meeting Time: 8.06pm

Meeting Opened - President Peter van de Waterbeemd in the Chair. Advised meeting that only financial SAM1788 members are entitled to vote.

Remembering Absent Friends.

Attendance: As per attendance sheet. Hans van Leeuwen, Vince Hagarty, Garry Whitten, Basil Healey, Sonya Grossmith, Anthony Vicary, Alan Suley, Max Newcombe, Grant Manwaring with proxy for Geoff Malone, May Smith, Peter Condo Smith, Bob Marshall, Paul Farthing, Rex Brown, George Bishop, Peter Scott, Gail Scott, Peter van de Waterbeemd with proxies for Geoff Black, Dave Paton, Gary de Chastel and Peter Cutler.

Apologies: Jim Rae, Dave Paton, Geoff Malone, Geoff Potter, Gary de Chastel, Peter Cutler, Geoff Black

Verification of Minutes: Minutes of the 2020 AGM have been distributed in a recent email. No amendments have been received.

Proposed accepted Peter van de Waterbeemd, Seconded Peter Scott Carried

Correspondence: A brief overview to meeting, this correspondence is available if required.

Proposed Peter van de Waterbeemd, Seconded Rex Brown Carried

Reports

President's Report: President reported on the last six months since the last AGM. Good turnout for the Parkes and Orange competitions but entries for the 39th Championships are well down on the 2019 entries. However this is becoming a very good Championship and will be the basis for renewed growth.

Thank you to Gail Scott for taking over as Treasurer at the last AGM. Her work is very much appreciated.

President said that he would not be available for re-election due to personal reasons. Report proposed accepted by George Bishop, Seconded Hans van Leeuwen. Carried

Treasurer's Report: Gail presented her written report for the year ended 31 January 2021. Gail commented that this financial report was not normal as it was, in the main, for the Covid19 year. A more realistic report was for the 2019/2020 year which lost \$1528. This needs to be considered as we will soon exhaust our funds. George Bishop asked whether a budget could be prepared. Proposed accepted by Bob Marshall, Seconded Peter Smith, Carried

Competition Reports: Control Line by Basil Healey. Down on entries, no CL 2 Champs, CL 2 Phantom the only class contested with close results.

Radio Control by Peter Smith. Commented on events so far run.

Election of Office Bearers for 2021 - 2022.

As the President would not be standing again, he chaired the election of office bearers.

Presiding member Declared all Positions Vacant.

No written nominations for any executive or committee position have been received therefore nominations will be received from the floor.

President Peter Scott
Proposed Bob Marshall,
Seconded Mhay Smith - Carried

Vice President George Bishop

Proposed Peter Smith,
Seconded Anthony Vicary - Carried

Secretary Peter Smith
Proposed Peter Scott,
Seconded Bob Marshall - Carried
(It is understood Mhay Smith will assist Peter in this role.)

Treasurer Gail Scott
Proposed Bob Marshall
Seconded Paul Farthing - Carried

A number of members were nominated for the Committee and after some voting the following were successful:

Committee (3) Jim Rae
Proposed Gail Scott
Seconded Paul Farthing - Carried

Basil Healey
Proposed Peter Scott
Seconded Paul Farthing - Carried

Peter van de Waterbeemd
Proposed Peter Scott
Seconded Hans van Leeuwen - Carried

Newsletter Editor Peter van de Waterbeemd
Proposed Peter Smith
Seconded George Bishop - Carried

Public Officer Peter Scott
Proposed Bob Marshall
Seconded Basil Healey - Carried

Standing Agenda Item

Location and Time for the 40th Championships, 2022.

Moved Rex Brown that the 40th Championships be at Bogwood at Easter 2022. Seconded Bob Marshall.

Moved Peter Smith that the 40th Championships be at West Wyalong at Easter 2022. Seconded Gail Scott.

The Rex Brown motion won by 17 votes to 6.

Matters Arising

1. Decreasing attendance at competitions.

The number of competitors at our Championships has been decreasing over the last few years. There

are two major cost items; the cost of trophies and the donation to Kim Farthing for the use of the field. The cost of these needs to be recouped and the committee has determined that the Registration Fee for the 40th Championships will be increased to \$45. Noted by the meeting.

2. Electric Events.

There has been no progress on this. The suggestions were to:

- include electrics in events, and
- concentrate on 4 competitions and a rally for electrics.

Issues: An extra event at a competition loads up the schedule;

Which electric event?

Support from members.

This matter has been handed to the new Committee for their consideration.

3. 2000' AGL height limit

A stand alone height warning system is available from Harry Sokol, Approx \$175. Some Spektrum receivers can also sound warnings. Some changes proposed to flying rules to limit engine runs. Still a current matter.

General Business

1. Setting of fees for 2021 - 2022. Committee recommends they remain at \$20.00 for an Associate member. The Committee seeks approval for this recommendation.

Proposed Grant Manwaring
 Seconded Bob Marshall - Carried

2. Any other items. No other items were raised.
3. George Bishop moved a vote of thanks to Paul Farthing for the use of his property and for all the work in preparation for the Championships.
4. Lucky Door Prize was initially won by Peter Scott but as he had donated the engine, he requested a redraw and the Cox was won by Garry Whitten.

Meeting Closed 9:25 pm



**SAM 1788
 SECRETARY'S REPORT.**

From Peter (Condo) Smith.

Short version... it's under control.

Long Versions, the necessary documents have been lodged with Fair Trading.

Have spoken with representative of the Tamworth Club and all is in hand for the New England Gas Champs scheduled for June 12th and 13th.

The events are, Saturday, Gordon Burford, Standard Duration and Duration.

Sunday. 30-minute Cabin Scramble, The Brian Potter Memorial ½ A Texaco and Texaco after lunch.

Entries will be taken from 9am first event Saturday is 10am Sharp. The Club will be catering both days, please support them. On field camping is available but unfortunately no showers, however showers are available at Somerton Hotel for small fee, and a few rooms also available.

There will be a get together Saturday night. Garry Whitten will need numbers first thing Saturday Morning.


Upcoming events, West Wyalong Nationals now postponed until 22-29 September, 2021.

Don't forget to Renew your MAAA license as you will need it to fly.

It has been suggested we do a more thorough checking of models so we will be checking models particularly those that have a weight fuel/time allowance.

Condo 6/5/2021.





Cootamundra Old Timer Weekend
THE COOTA CUP



3 to 5 September 2021 at the ANSW State Flying Field, Cootamundra

Friday 3 September 1:00 pm
Oldtimer Glider

Saturday 4 September
9:30 am Gordon Burford Event, '38 Antique followed by Duration

Sunday 5 September
9:15 am Cabin Scramble, 10:15am 1/2A Texaco followed by Old Timer Texaco

All events will be run to MAAA 2017 rules. MAAA membership card to be shown.

****Catering on Saturday and Sunday for both a hot Breakfast and Lunch.**

****There is on field camping but no power. Hot showers are available generally on Saturday and Sunday or whenever the generator is running**

Information: Peter Scott 02 9624 1262 qualmag@optusnet.com.au

New England Gas Champs. Tamworth 12-13 June 2021
Incorporating the Brian Potter Memorial Trophy
Report from Peter Scott.

Arrival at the field saw us well wrapped up against the cold. Plenty of cloud cover and a very light, cold breeze. We even spied snow on the highest hill tops, south of Tamworth. It was winter in the New England.

A good turn up of fliers, the field had been well prepared, views spectacular, all we needed was some enthusiasm and warmth.

The first event, Burford, got off almost on time. A 5 minute max from 40 seconds engine run was a doddle to most people. I had to change models as my Dream Weaver shut-off servo decided that it was too cold. I had to bring out the old stand-by, the Jaded Maid. What if the servo had packed-in on the climb? Could have been a lot worse, seeing the model after 40 seconds is bad enough. Basil found this out early and lost his Zoot Suit. Jim very nearly lost his Amazoom and spun it down, with every available eye looking for it. Eagle eyed Janelle Hagarty spotted it low down and Brad managed to pick it up and took the transmitter. He just got it back over the fence into the field. This event calls out for a thirty second engine run - will it happen? Who knows. Eight in the fly-off, far too many. First place went to local hero Gary Whitten with a Lil Diamond; second went to Condo with his Dream Weaver and third to myself, Peter Scott, with the Jaded Maid. This third place was due to several fliers mis-judging how far back to the field and landing out.

The next event was Standard Duration, only six entries. Weather was threatening



Garry Whitten of TARMAC presenting The Brian Potter Memorial Trophy for 2021 to Peter van de Waterbeemd



Burford flight line . To the left Peter Scott preparing his Jaded Maid

by now and it looked like we could get very wet, very soon. We flew two rounds and called the event on those results. In fact, it didn't rain, it all went round us. First place, myself, Peter Scott, with a Stardust Special; second place Condo with a Playboy and third was Alan Suley with another Playboy.

We stopped for lunch, which was a choice of Beef or Chicken Stew, courtesy of the two Mrs. Whittens or BBQ cooked by TARMAC members. Delicious and well received.



George Bishop's Dixielander for Burford.

The weather was now better and we flew Duration. I say we but in fact I had big problems controlling my Stardust Special and after a loop and a roll, I was happy to get it back with a not too badly broken fuselage and slightly damaged wing. I needed a rest anyway. Jim Rae also joined the stunt team with a tremendous loop from take-off with his Super Tigre powered Lil Diamond, however, he made a special job of this and it found a new home in the dustbin. You must turn it on, you know! First place went to Peter Van de Waterbeemd with his 92% Bomber/McCoy 60 on spark; second was Condo with the Playboy/McCoy 60 on spark, and third place to Dave Paton with his Playboy and OS61. Nice to see the new, slim-line Dave. He had a hard time with the cold.

Saturday evening's social dinner was, again, at the Calala Hotel. Good turn-up, good food and a great evening.



The latest fashion in field support equipment, with Garry Whitten's in the foreground.

Cabin Scramble started at 9.15am Sunday. Good turn-up and good flying. I was CD so didn't fly. First place Peter van de Waterbeemd, Tomboy; second Condo, Tomboy; Third Jim Rae, Zunger.

1/2A Texaco, the Brian Potter memorial trophy, had 11 entries. Lots of those pesky motors didn't like the idea of running in such cold. I had to



Duration Winners LtoR: 3rd Dave Paton, 1st Peter van de Waterbeemd, 2nd Peter (Condo) Smith.

change my motor and it was fine last time! Six in the fly-off. First place to Peter Van de Waterbeemd with a Stardust Special; second was Garry Whitten with a Stardust Special and third, Jim Rae with his "big old plane", should read ugly!

Sunday lunch was more warming stews or BBQ. Much enjoyed by all. The weather



1/2A Winners LtoR: 2nd Garry Whitten, 1st Peter van de Waterbeemd, 3rd Jim Rae.



Duration Winners LtoR: 2nd Dave Paton, 1st Peter (Condo) Smith, 3rd Peter van de Waterbeemd.

was clearing and sunny with little wind.

Texaco was our final event. There were ten entries. I decided to fly my RC1 with a 5cc Burford diesel turning a 16X6 prop. It went surprisingly well against a lot more competitive models. First place went to Condo with a Bomber and OS60 4st., second place to Dave Paton with his Bomber and OS 4st., third place to Peter Van de Waterbeemd with his Bomber and Saito 65. There were only three in the fly-off which ran quite late and low on lift, just as well as the evening was drawing in.

Presentations given out, I thanked the club for their hospitality and we presented a donation to the Tamworth club. We will be back next year but the week following the long weekend due to the problems finding accommodation. The traffic back to Sydney, and no doubt elsewhere, was slow.

Thanks to the people who put in the effort. Our secretary, Condo and Treasurer, Gail, and anyone else who stepped up to help.

Note: I know it's a waste of time saying this, but, how about painting the tips of your propellers white or yellow so you can see the arc of the prop. Another visit to the hospital from one of our mob, Bob! Don't do it!

See you at the West Wyalong Nationals, 22-29 September (check entry forms) with model processing on the first afternoon. Any questions, please call me on telephone (02) 9624 1262. Peter Scott.

Results next page →

RESULTS:

CABIN SCRAMBLE

1st Place: Peter van de Waterbeemd - 1484. 2nd Peter (Condo) Smith - 1474.
 3rd Brad Turner - 1416. 4th Jim Rae - 1258. 5th Alan Suley - 1080.

GORDON BURFORD

1 st	Garry Whitten	Lil Diamond	BB	2304
2 nd	Peter (Condo) Smith	Dream Weaver	BB	1688
3 rd	Peter Scott	Jaded Maid	PB	1315
4 th	Alan Suley	RC-1	PB	1302
5 th	Vince Hagarty	Lil Diamond	BB	1213
6 th	Peter van de Waterbeemd	Ollie	PB	900
6 th	Brad Turner	Calypso	PB	900
6 th	Jim Rae	Amazoom	BB	900
9 th	Dave Paton	Calypso	BB	DNF
9 th	George Bishop	Dixielander	PB	DNF
9 th	Basil Healy	Zoot Suit	PB	Fly Away
9 th	Bob Marshall	Spacer	BB	DNF

STANDARD DURATION

1 st	Peter Scott	Stardust Spec.	OS40H	645
2 nd	Peter (Condo) Smith	Playboy	Magnum 36	617
3 rd	Alan Suley	Playboy	Webra 40	606
4 th	Jim Rae	Lion Cub	OS40H	590
5 th	Peter van de Waterbeemd	Bomber	K&B 40	475
6 th	George Bishop	Bomber	OS40H	DNF

DURATION

1 st	Peter van de Waterbeemd	92% Bomber	McCoy 60 spk	2204
2 nd	Peter (Condo) Smith	112% Playboy	McCoy 60 spk	1946
3 rd	Dave Paton	Playboy	OS61	1927
4 th	Alan Suley	Playboy	Saito 62	1181
5 th	Garry Whitten	Playboy	Saito 56	1100
6 th	Jim Rae	Lil Diamond	Super Tigre 34	1051
7 th	Vince Hagarty	Stardust Spec	Enya 53	723
8 th	Basil Healy	Red Ripper	Saito 56	DNF
8 th	George Bishop		Saito 62	DNF
8 th	Peter Scott	Stardust Spec	Saito 62	DNF

1/2A TEXACO

1 st	Peter van de Waterbeemd	Stardust Spec.	1888
2 nd	Garry Whitten	Stardust Spec.	1744
3 rd	Jim Rae	Big Old Plane	1927
4 th	Vince Hagarty	Bomber	1660
5 th	Basil Healy	Stardust Special	1548
6 th	Dave Paton	Stardust Special	1260
7 th	Peter Scott	Baby Burd	1243



The excellent Tamworth Club flying field at Somerton.

8 th	Alan Suley	Interceptor	1234
9 th	Brad Turner	Bomber	DNF
9 th	George Bishop	Bomber	DNF

TEXACO

1 st	Peter (Condo) Smith	Bomber	OS61 FS	2471
2 nd	Dave Paton	Bomber	OS61 FS	2421
3 rd	Peter van de Waterbeemd	Bomber	Saito 65 FS	2337
4 th	Peter Scott	RC-1	Burford 5cc	2002
5 th	Brad Turner	Bomber	OS61 FS	1702
6 th	Basil Healy	Lanzo Stick	Enya 60 FS	1668
7 th	Jim Rae	Airborn	OS61 FS	1619
8 th	Vince Hagarty	Bomber	Enya 53 FS	1075
9 th	Alan Suley	Bomber	OS40 FS	1060
10 th	George Bishop	Flamingo	Attwood 60 spk	DNF

BRIAN POTTER MEMORIAL TROPHY

Peter van de Waterbeemd



Mrs. van de Waterbeemd, one supporter well prepared for the cool weather.



Got to turn it on, Jim!

**AFTER NEW ENGLAND GAS CHAMPS.....
SLOPING AT MT. BORAH.**

After a very successful New England Gas Champs at the Tamworth club's field in Somerton, a number of us headed to Mt Borah. This is the site of a paragliding school but at which slope soarers are also welcome, as long as we give way to the paragliders.

Dave and Karen Paton, George Bishop and my wife Mudite and I stayed in our mobile accommodation at the camp at the bottom of Mt Borah. It was quite cold at the site with electric blankets the order of the night.

We went up the hill on Monday afternoon and watched paragliding for a while from the western launch pad. Absolutely amazing to see people launch from solid ground on the side of a hill into a void. A lot of trust in the paraglider, however it works every time.

As the western site was busy we went to another site on the south east and had some flights with our Radians. Conditions were not brilliant but flyable. The cold eventually got to us and we went back down. The GPS at the top showed 896 metres and at the bottom on the eastern side 390 metres which gives it a height of around 500 metres or 1650'.

Tuesday morning was cool with some electric flying at the camp. However George had developed a swelling on his right leg and as he received a Covid shot some six weeks earlier, "with an abundance of caution" as our medical masters are fond of informing us, he went to Manila hospital accompanied by Karen. With a respectful indifference to George's condition, Dave and I went back up Mt Borah to fly.

This time we flew on the western slope undisturbed by paragliders. Conditions were very good but cool. You need gloves for the thirty to forty minute flights when facing a cold breeze. The view to the west is magnificent with Lake Keepit in the distance. Back down for lunch before a final session in the afternoon. Again the west slope.

We were joined by two wedge tailed eagles who were greatly annoyed by Dave's Radian and swooped it on a number of occasions. I was flying a light 1/2A electric Stardust Special so gave them a wide berth only to be swooped by some highly irritated hawks. A great session, only one flight but it lasted for 62 minutes.

Back at the camp we found that George had gone to Tamworth hospital for further tests but thankfully did not have blood clotting. Very good news.

As a final note, on leaving the camp, the Isuzu displayed a warning light with the end result that we are delayed in Tamworth for a week whilst the turbo is replaced. Oh well, as Malcolm said, life wasn't meant to be easy.

Mt. Borah, as many have said, is a magnificent site. Apparently there is a gathering of modellers in September called the Manila Slope Festival, details of which can be found in RC Groups and on Facebook.

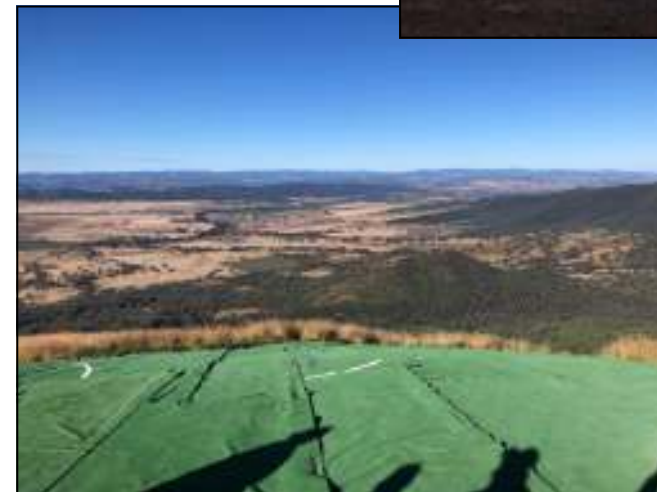
Peter van de Waterbeemd



Dave Paton, George Bishop, Peter van de Waterbeemd and wife Mudite at Lake Keepit on the way to Mt Borah.



View to West with Lake Keepit.



View to the East with take-off mat on Mt Borah.

The Ramblings of an Ancient Aeromodeller.

From Basil Healy.

Wood Rot in Balsa??

During the refurbish of my trusty Lanzo Stick I found what looked like wood rot in a wing rib (see attached photos of the section of the rib after removal). This dark brown spongy area, about $\frac{3}{4}$ of an inch across was on the upper edge of a wing rib in the right hand outer panel.



Knowing that I would not have used such a damaged piece of balsa during construction, I wondered what might have caused such damage.

Examination of the covering material removed from the wing revealed a patch at that location but no current hole which could have allowed the ingress of moisture.

Anyhow, I could only remember one occasion when the wing had got wet. This was when a thunderstorm hit the flying field while I was packing up. I had got the fuselage into the car but had to do some rearranging of the other models in the car to get the wings in.

When the rain started I pushed the wings under the car and hastily jumped into the front seat. Later, when the storm had passed, I retrieved the wings from under the car, wiped them down, rearranged the other models and packed them into the car.

That incident occurred at the Rebel Club field on Ash Island, Newcastle. Ash Island is low and swampy. A tidal creek runs right past the car parking area and is an ideal location for the growth of fungi. Wood rot is caused by fungi.

My theory is that the wing probably had a hole in it when I pushed it under the car and picked some kind of fungi from the wet grass. I then patched the hole, sealing the fungi inside the wing where it proceeded to slowly consume a wing rib for the next 10 years or so.

Are there any Wood Technologists among you who can come up with a better theory? If so I would be interested in hearing it. In seventy years of aeromodelling this is my first encounter with wood rot in balsa.

Basil Healy.



Basil Healy's T-Beam Gas Model in bare-bones form. Power ED Competition Special diesel. Basil entered the finished T-Beam in '38 Antique but engine problems on the start line resulted in a DNS for Basil. Engine now in workshop for new piston.



The Geezer

Official Journal of the WA Model Aero Club (inc) and
SAM 270 Western Australia



President: Hans Van Leeuwen Mobile: 0419 921 693 Email: hans.vanleeuwen@bigpond.com	WAMAC / SAM 270 COMMITTEE	Vice President:
Secretary: Graeme Cooke Mobile: 0447 508 883 Email: graemecooke@bigpond.com		Treasurer: Ian Dixon Mobile: 0408 302 034 Email: ian@perthartglass.com.au
Contest Director: Rod McDonald 0447 244 549 rodjmed@bigpond.com		

WAMAC CONTEST CALENDAR 2021

	Free Flight Events	Oldtimer Events		
4 July		Nostalgia/ Std.Duration (1)	State/Club	Beverley
11 July				
18 July	Open Rubber		State	Beverley
25 July		1/2A Texaco/ 1/2A Electric (1)	State/Club	Beverley
1 August				
8 August	Combined FAI		State	Beverley
15 August		Burford/Texaco (2)	State/Club	Beverley
22 August				
29 August	F1Q/Open Electric		Club	Beverley
5 Sept	Fathers' Day			
12 Sept		Oldtimer Glider	Club	Beverley
19 Sept				
26 Sept	Public Holiday			
3 October		Tomboy IC & Electric	Club	Beverley
10 October				
17 October				



CANOWINDRA AND OTHER THINGS. from Hans Van Leeuwen.

There's very little to report from here other than Old Timer seems to be a little quiet in W.A., mainly due to the fact that we only have a quite small group of fliers these days and that it is difficult to get sufficient people together for a State competition.

We've had a couple of goes and have had to turn those into Club events because we couldn't field the 5 flyers required for a State event. I've included what I have and apologise for the paucity of the content.

I think that there was a Texaco contest while I was away at Canowindra but it was poorly attended. I'll see what I can dig up. (Report from Rod McDonald on page 42).

I didn't fly at Canowindra but was very busy assisting others who were. The issue of carting models across from W.A. for us relates to the fact that we come over for a couple of reasons, to participate in one way or another at the Canowindra Champs, to see our kids and grandkids and to do some sightseeing. Model themselves are not the problem but the accessories and sundry tools, equipment and fuels is. I've discussed this with others at length and have had offers of using other's stuff but that poses its own problems, especially in the heat of a contest. We had a system worked out where I was going to have access to some models courtesy of Rex Brown and Paul Farthing, but the fire at Paul's farm put paid to that.

I actually quite enjoyed my role as an assistant, primarily for Paul Farthing, but also to anyone else I could help. I've toyed with building models that can perform various functions and have experimented with that idea already but it still leaves the accessories issue.

As you can see above I had a little bit of excitement at Canowindra when assisting a flyer by launching his model. However Anthony Vickery was on hand and a great help with immediate treatment which meant I didn't miss out on too much. Thanks Anthony.

On our way home from Canowindra we stayed with our son in Canberra and did a bit of sight-seeing. My finger became a bit of a saga. It got a slight infection and I was sent to the Canberra Hospital by the Walk-in Clinic I attended to get the thing dressed. The plastic surgery people at the hospital performed a minor operation and cleaned the wound and put me on antibiotics. That episode took from 7.30am to 5.00pm. I attended the hospital and the walk-in clinic every 3 days for dressing etc. Then we were finally allowed to dress it ourselves and go back to WA. They would not allow me to go until they were sure that there was no more infection because of the lack of medical facilities between Port Augusta and Kalgoorlie or Esperance.

Our son through his military contacts was able to secure ticket to this year's AN-ZAC day Dawn Service at the National War Memorial. The event was limited to 4,500 people instead of the usual 35,000+ that normally attend. It was a wonderful and very moving event, especially with our son in full RAAF uniform, bloody cold though, around -2°C.

Got back home in W.A. Friday night, 9th May, with no Covid holdups. Had a great run home and detoured through McLaren Vale to catch up with a fellow that I've been corresponding with about Jawa motorcycles, so had an opportunity to put a face to a name. Vintage bikes and their restoration, especially Jawa/CZ is another of my interests and I'm regarded as a bit of an international guru on that subject.

Meeting people with common interests is always a rewarding experience in my book, in fact, isn't that why we principally do things? The fellowship is generally a great catalyst for achievement. I've had instances where people have loaned me their bikes to ride and arranged ride days for me to participate.

Similarly, I was made an honorary member of SAM 10 also known as the DC Maxcutters when I was in the US in 2010 for 3 months. They were most accommodating and great people. Took me to their flying fields and their Club meetings as well as to their fortnightly Tuesday lunch functions. I still correspond with a number of them and there are some quite famous names among them. Stew Meyers, Don Shrull, Wally Farrel to name but a few.

Djau Carter gave me a complete Charybdis, a model he designed, and asked me to take it to Australia and fly it there. The thing is virtually a 3 foot ruler with a Cox 049 to rotate it. He gave me the model complete. I said I can't transport that thing in my suitcase, he said yes you can, watch. He then broke the ruler in half, bent the counterweight wire and said don't clean the joint, fill it with white glue and push it together and let it set, straighten the wire, start the engine and fly it. I took it home, did as instructed and flew it. Sent him pictures, he was over the moon because his model had now flown on every continent in the World. Some pics below.

My hobbies have introduced me to wonderful people who I would otherwise not have met, a great experience.



Out at the field and flying Djau Carter's Charybdis, now flown on every continent in the World.



Djau Carter's Charybdis

Oldtimer Contest Results

Sunday, May 2 - Texaco
Report from Rod McDonald.



Hi Everybody

Another perfect flying day and again hardly anybody taking advantage of it. Only three people turned up to fly in Texaco, the scheduled competition, and Phil Letchford came along to time keep and do a bit of trimming.

Kevin Hooper had problems with servos coming adrift in his Bomber and although he was able to do a field repair decided not to risk it further after one flight.

Dicko and I maxed out without much difficulty in the first three rounds. In the fly off Dicko handed me a severe thrashing with a twenty nine minute plus flight. It's pretty hard to beat a four minute engine run.

Results	Model/Engine	1	2	3	Total	Fly Off
Ian Dixon	Airborn/OS60	600	600	600	1800	733
Rod McDonald	Bomber/OS60	600	600	600	1800	975
Kevin Hooper	Bomber/ASP61	198	-	-	198	-

The next events are Duration and 2cc on May 23. Hopefully we can manage a better turnout then.

Sunday, June 13 - '38 Antique.
Report from Rod McDonald.

Hi Everybody

Perfect weather again for flying however, as usual, performances were adversely affected by lack of recent competition in this event. We started with four contestants Ian Dixon, Greg McLure, Hans Van Leeuwen and me, of these only Hans and I managed to put in three flights. Ian had ignition problems and was unable to fly whilst Greg, who looked a certain winner after the first round, had the misfortune to have a wing fold in flight in the second round ending his competition. Hans' engine wasn't performing up to par hence the less than usual scores and whilst my model was out of trim I managed enough time to win. A result Steven Bradbury would have been proud of!

Results	Model/Engine	1	2	3	Total
Rod McDonald	Cumulus/Atwood Champion 60 Spk	301	438	312	1041
Hans Van Leeuwen	RC-1/O&R60Small Port Spk	333	295	352	980
Greg McLure	Bantam/Mills 1.3cc Diesel	552	552		



The next event is OT Duration and 2cc previously postponed and now scheduled for next Sunday June 20. The forecast looks reasonable at this early stage so hopefully we can get a good turnout. Hope to see you there.

Top Left: Beautiful Shereshaw Cumulus belonging to Rod McDonakd. Engine Atwood Champion 60 on spark.

Bottom: Hans Van Leeuwen sets off with his RC-1 Powered by an O&R60 Small Port engine on spark.

THE LAST PAGE

Listen to your wife!

"The car won't start," said a wife to her husband. "I think there's water in the carburettor."

"How do you know?" said the husband scornfully. "You don't even know what the carburettor is."

"I'm telling you," repeated the wife, "I'm sure there's water in the carburettor."

"We'll see," mocked the husband. "Let me check it out. Where's the car?"

"In the swimming pool."

Ignition coil assemblies with transistor.
Ready to go.
\$70
Peter Scott
(02) 9624 1262.
qualmag@optusnet.com.au

FOR SALE

