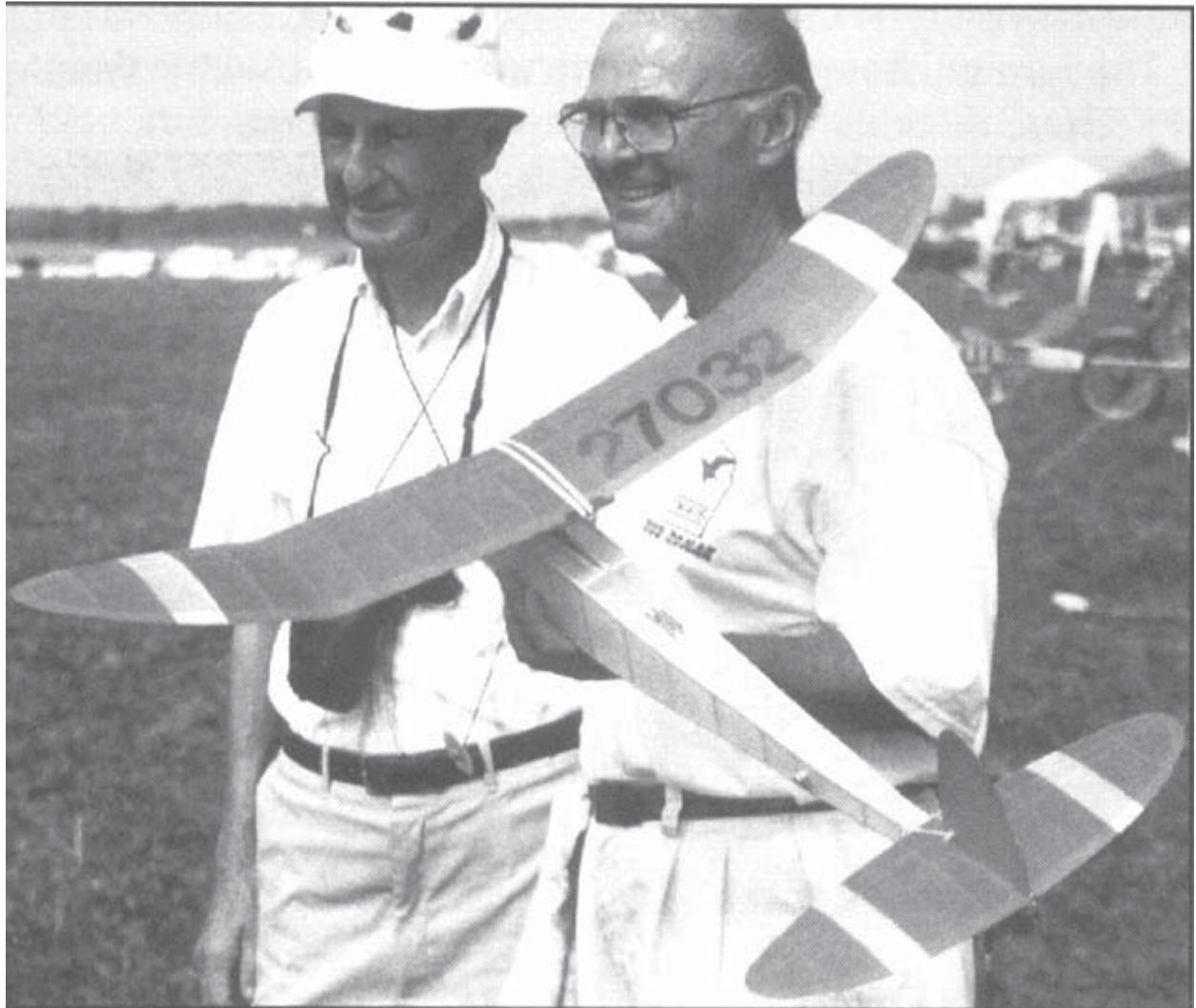


# The Thermaleer

*"To Four Stroke or to Diesel in Texaco is the question.  
To YS Four Stroke in Duration is a quite different question."*

*VOTA: Victorian R/C Old Timers Association (SAM 600) Inc.*



## ***Why was the Playboy called the Playboy ?***

***Bud Romak built a red and yellow Baby Playboy for the Rubber Stick event at the SAM USA 1998 Champs, Muncie. Here he presents it to Playboy designer Joe Elgin. (Read the story and get the answer to the question in Trevor Boundy's Internet Report on page 7).***

SAM 600 Website <<http://www.sympac.com.au/jtboundy>>

Download this newsletter <<http://www.ozonline.com.au/~sam600nl>>

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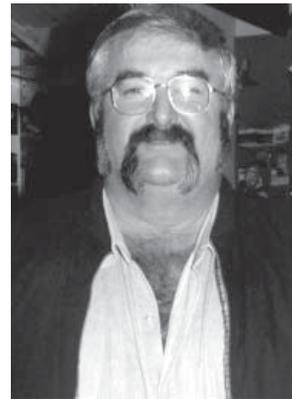


Photo: Trevor Boundy

**President's Report**

Hi Folks.

I hope you all had a Merry Xmas and a Happy New Year. At this next meeting I think we should discuss, (after another mishap with fingers) the purchase of a good first aid kit, to be at all meetings. Also don't forget the Roy Rob 23rd and 24th January. I would also like an approximate number for catering at Geelong on February 6th and 7th, please.

See you at the meeting.  
Happy landings, your President  
Chris Lawson.



**NEXT MEETING**

Meeting #59 will be held on Thursday, 28th January 1999, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12) of East Boundary Road (which is opposite the Moorabbin Memorial Swimming Pool) Saturn Hobbies will be open prior to 7:30pm.

On most Sunday afternoons and Thursdays, Thursday Old Farts Fun Fly (TOFFF's day) there is casual flying at the SWAMPS club on a private property at Lang Lang, (conditions permitting) by courtesy of Fred Chigwidden's son David. Members are welcome, especially those new to flying are welcomed to the SWAMPS field. Model and pilot training sessions are conducted by Peter Donovan and others. Location and local field rules can be obtained from Fred Chigwidden, you can reach him at 03 5997 5675.



Two buddies, Fred and Jack, were among the biggest model hobbyists in Australia during their entire adult lives. Fred and Jack built models in the winter and pored over every old timer plan that existed. They flew every chance they had, even in the wind and rain and especially on Thursdays ! They

even agreed that whoever died first would try to come back and tell the other if there was model flying and contests in Heaven.

One summer night, after just completing his new Lanzo Bomber, Fred passed away in his sleep. He died a happy man. A few nights later, his buddy Jack awoke to the sound of Fred's voice from beyond. "Fred, is that you?" Jack asked. "Of course it's me," Fred replied. "This is unbelievable!" Jack exclaimed. "So tell me, Fred, is there model flying in Heaven?"

"Well, I have some good news and some bad news for you. Which do you want to hear first?" "Tell me the good news first", Jack said. "Well, the good news is that yes, there is lots of model flying in Heaven; and, Jack, it is wonderful !"

"That's great! What could possibly be the bad news?" "Well, there's a big fly-in coming up on Saturday here, and you're the C.D. !"

*Story courtesy SmallNet #138*

Had an interesting "Letter to the Editor" from Leo O'Reilly, after our last "Thermaleer". Leo raised a number of questions seeking clarification about our rules for the annual SAM 600 Easter Fly-In at Swan Hill in 1999. Leo's letter was distributed and discussed at our last meeting and he has now received a proper response from our Secretary, Ian Triffitt. I thank Leo for his interest and letter.

For the record, Easter 1999 will be our 7th Annual Swan Hill gathering. Rules are published in our program of events which is distributed in advance with the entry forms. Make sure you include Easter at Swan Hill in your 1999 calendar, it's a great Fly-In.

Peter Bennett, Editor



Norm Bell, 73 years old engine collector, has been collecting model engines for 50 years. He has now put his entire collection on the market and he has some beauties. Elsewhere in this issue are listed just some of his vast collection. If you want to know what's left, give him a call on 03 9857 9933.



TO THE EDITOR IN CHIEF,  
Dear Peter,

At our November meeting I sat and watched castor based fuel being sold at give away prices because of our ignorance. We were all worried about the GLOBULES that we have witnessed floating in the fuel supplied at some of our comps., Why are we suddenly

experiencing this problem, was unable to be successfully answered so when an ex. or OLD Editor kindly supplied a USA internet address which offered free advice, it was decided to check their thoughts.

I feel the problem has been solved so in passing on the information received ,I hope our members will relay the results to their hobby shop's and ask they make the manufacturer more responsible [any wrecked motors?]. Also draw their attention to the facts about cox propellers.

Question:- My hobby shop has suggested that Cox 7x3.5 grey props are no longer manufactured?

Reply..... Peter, I just called Cox and learned that they still DO make the grey 7-3 1/2 props. However, if you can't obtain them "down under", I've found that Graupner 7-3's perform substantially the same as the Cox propellers. I also received an e-mail from Pahrump, Nevada stating that Cippola supply a better, direct copy of the Cox 7x3.5 grey prop. I'm waiting for a reply on this supply source.

Question:- Castor based fuel supplied by hobby shops at times has small white GLOBULES floating through the blend.

Reply.....It seems that the oil your hobby shop uses must be " solvent extracted". This type of castor oil has caused problems for many years. [I first learned about it from an article in a 1950-era Aeromodeller Annual.] Cold pressed castor oil is still as great a model fuel lubricant as ever. Buy some at your local drug store [chemist's] and mix and test to see whether it dissolves cleanly.

This advice prompted me to contact an industrial chemist, employed by Shell Oil. He agreed with JW completely and suggested that "ALL" model engine users " Winterise" or refrigerate castor oil before mixing, as this removes the saturated content. Had to try his advice so I refrigerated a drinking glass full of castor oil. After three hours the bottom of the glass looked like a snow field and the clear oil was then drained and filtered. Mixed with 5% nitro and 80% methanol, NO GLOBULES !!!!!

Hope this clarifies that castor is still possibly the best. Hoping Christmas has been kind to your chosen hobby, Peter Hosking. (Peter is pictured above with his Saito 65 fs powered Hornet, flown in Duration at Swan Hill 1996).



### **Miss Arpiem & an Amco Diesel**

(The ongoing saga of a Miss Arpiem, an AMCO diesel and several attempts to fly '38 Antique, by revered TOFFF, Barry Barton).

It began innocently enough years ago at Swan Hill where Bill Britcher flew the combination successfully. Len Mostert liked what he saw and decided to go down the same path with the Pond plan of Steve Kowaliks RPM and an Amco repro' by CS. Len finished the fuselage, then abandoned the project. I bought the lot, finished the building and began to try to come to terms with my first diesel experience.

Luckily Warwick Bromby lives close by, so after bolting down the Amco he attempted to indoctrinate me into the mysteries. The attempt was short lived as after only a short run the motor made funny noises had stopped - broken crankpin. Len wheedled another crankshaft from Tony Cincotta and away we went again only to have the same result a short time afterwards. Frustration began to set in amidst much gratuitous advice that the CS Amco was not up to scratch.

A phone call to Leo O'Reilly restored hope, he assured me that he would have the "improved crank" to me in a fortnight, that was 18 months ago!

Next desperate step comes from Geelong where a toolmaker member thought he might be able to get a crankpin fitted, the motor went to him, it came back quickly with a new pin pressed into the web. The motor ran for about 2 minutes before the pin fell out, severely mangling the inside of the cases. By this time I was past frustration and beginning to enter the manic depressive zone.

A new approach was obviously needed, I contacted Paul Lagan in NZ re an original Amco - no luck - I contacted England via a relative who ferreted out an original Amco at great cost - I bought it and buoyed up with new hope started out once more to learn diesels. The package did finally fly one glorious moment at TOFFF's, not well, but fly it did. Shortly afterwards the motor began to sicken without

apparent cause. Wozza to the rescue again, he spotted a crack in the front prop shaft housing, machined up a snug sleeve and shrank it on. Hereafter some short time of bench success as the air around Kardella was filled with diesel exhaust but the euphoria was short lived. The motor began to spit out metal coloured slurry, further examination brought to light extensive cracking right round the original Amco cases - this was the end, I was on the verge of burning the whole lot and stamping on the ashes.

It is at times like these that the human spirit occasionally surprises us. The entire project had cost as much as three other models and I was feeling like a marathon runner who collapses in sight of the finishing line but some stubborn nastiness made me search around for a solution.

We are fortunate to have Robin Hiern in the modelling fraternity; vastly experienced, obliging and obviously gifted in the ways of small motors. I took my basket case of bits to him, not expecting much but still with a flicker of hope that here was some one who could rescue the Amco.

He fitted the English crank to the CS cases, cleaned up the internal damage and made the motor entire. It now goes, and with further R&D on the entire package may yet fly in a '38 Antique event.

An update of the saga took place at Wangaratta, here with the assistance of "The Master of the Oily Fingers", Basil Healy, the Arpiem finally took to the air, not with a great deal of place-getting performance but up it went and down it came in all rounds without the engine spitting out bits.

Chris Lawson's Amco sheared its crank pin at this event, making us begin to cast around for a more reliable power unit.

The SAGA continues, positive contributors were :- Len Mostert, Warwick Bromby, Robin Hiern, Trevor Boundy, Peter Donovan, Kevin Fryor, Graham Sinclair, Tony Cincotta, Jack Goodall & Basil Healy.

Nice to note that such a willing, constructive, advisory body of men exists in aeromodelling.

## Stability Problems with Nostalgia Models - by Don Howie.



Many modellers have had problems under power (including the experts) with the large tailplane models of 1956 and earlier. Once the reason for the instability under power is known, the modeller can adjust his flying to partly solve the problem. Secondly, he can avoid building certain designs once he knows the cause of the instability.

Several years ago, I had instability problems flying my small Sal Taibi designed "Powerhouse". This was an electric model that I would R.O.G., using full up elevator to get it off the ground with the limited power and rather higher than usual wing loading. The "Powerhouse" has a tailplane that is quite large in area, with a large chord. The fin and rudder is sort of half round and not very high in relation to the width and size of the tailplane.

If I climbed too steeply I found I had no rudder control and crashed the model on several occasions. It finally dawned on me what caused the lack of control. The fin and rudder was not very high and the large chord tail would stop the air going past the rudder when climbing steeply. The model was going forward too slowly, the air was deflected from the leading edge of the tailplane downwards and at the top it missed the rudder. The answer was to change my flying. As soon as I left the ground I pushed on down elevator to increase flying speed and greatly reduce the climb angle, this has avoided the loss of positive rudder control.

The most stable models flown have been the Bill Evans designs, notably the "Hyphen" and "Super Hatchet". The "Hyphen" has subfins attached to the end of the tailplane. The "Super Hatchet" has a fairly high mounted tail with two added subfins. This is perhaps the most stable layout, as under power you need the rudder and fin under the tail at this time.

The most stable design I have flown is the 1941 Lou Garami designed "Strato Streak". Lou designed his small models for Ray Arden's .009 Atom motor and claimed they were competitive with larger

models. The "Strato Streak" has fins on the tips of the wings and on the tailplane. The model grooves like it is on rails and climbs perfectly straight.

A model I thought would give problems was the Goldberg "Interceptor". It has a very small fin and rudder above the tail. However it does have large subfins below the tail; provided it is launched directly into the wind, the subfins get the model into a groove and it climbs perfectly.

The "Jaded Maid" designed by Norman Marcus has proved to be a real problem with its lack of subfins. The best design is perhaps George Fuller's "Stomper" that won the last Nats for Rex Brown. It is almost perfect with its fin and rudder in front of the tailplane, so that the tail cannot stop rudder control at any angle. The model has an underfin and the flat narrow fuselage works like a fin. Enlarged to about 1100 square inches total area it can take up to a .49 engine and still fit the small radio gear in the fuselage.

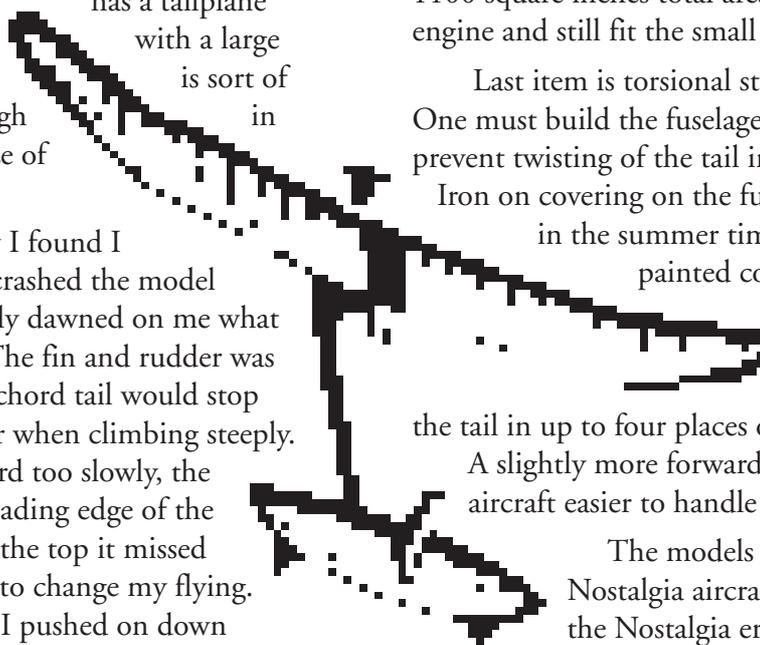
Last item is torsional stiffness of the fuselage. One must build the fuselage with cross bracing to prevent twisting of the tail in relation to the wing.

Iron on covering on the fuselage can become slack in the summer time, so a doped and painted covering is preferred. The large tails can make transportation and storage difficult; bolting the tail in up to four places on the fuselage is advised. A slightly more forward C of G makes the aircraft easier to handle under power.

The models mentioned are not all Nostalgia aircraft, as 1943 is the start of the Nostalgia era, as far as our rules are concerned. Mention of pre 1943 designs such as the "Powerhouse" (Taibi), "Strato Streak" (Garami) and "Interceptor" (Goldberg) all have features that are often seen on Nostalgia aircraft.

In summary, choose a design that has the fin (and rudder) in front of the tailplane or a design that uses subfins, or a large underfin below the tailplane; this will help the model to groove straight into the wind. Hand launching is allowed (MAAA rules), so take time to ensure that the aircraft is pointed directly into the wind. Finally, do not climb too steeply at first, this will ensure that you have rudder control near the ground, to correct any change of direction.

(Illustrated, impression of Bill Evans Super Hatchet)



## Haddon Fly Days - Carnham Rd., Haddon Sat 21/Sun 22 Nov., 1998

### '38 Antique - Results

Name	Model	Engine	Score	Chan
Trevor Boundy	Westerner	Cyclone 60 spk	1766	653
Graham McDonald	Miss America	Cyclone 60 spk	1690	625
Peter White	Cloud Cruiser	Super 60 spk	1356	623
Chris Lawson	Trenton Terror	Ohlsson 60 spk	1280	28
Ted Hall	Contest Gas Model	Ohlsson 60 spk	1187	20
Barry Barton	Miss Arpiem	Amco 3.5 diesel	951	16
Don Cameron	Scorpion Major	Amco 3.5 diesel	43	32

### Duration - Results

Name	Model	Engine	Score	Chan
Peter White	Playboy	OS 61 4s	2139	623
Graeme Sinclair	Playboy	McCoy 60 2s	2119	631
Chris Lawson	RC 1	McCoy 60 2s	2086	637
Trevor Boundy	Albatross	Saito 65 4s	2078	653
Barry Barton	Playboy	Irvine 36 2s	1610	16
Brian Laughton	Playboy	Irvine 36 2s	1527	641
G Genkinson	Buzzard Bombshell	OS 52 4s	1438	641
Ted Hall	Playboy	OS 32 2s	1315	643
Peter Hosking	Playboy	OS 61 4s	1233	34
Peter Donovan	Playboy	K&B 40 2s	1135	631
John Whittaker	Super Quaker	Rossi 40 2s	868	22

### 1/2 A Texaco - Results

Name	Model	Engine	Score	Chan
Graeme Sinclair	Dallaire	Cox 049 2s	1569	625
Chris Lawson	RC 1	Cox 049 2s	1450	24
Peter Hosking	Record Breaker	Cox 049 2s	1205	20
Barry Barton	Anderson Pylon	Cox 049 2s	1071	16
Trevor Boundy	Albatross	Cox 049 2s	1067	32
Norm Campbell	Anderson Pylon	Cox 049 2s	1055	641
Danny Missen	Anderson Pylon	Cox 049 2s	1039	12
Stevan Gullock	Power House	Cox 049 2s	840	12
Paul Neville	Coronet	Cox 049 2s	822	643
Don Cameron	Flamingo	Cox 049 2s	760	34
Graham McDonald	Bomber	Cox 049 2s	681	28
Kevin Fryer	Professor	Cox 049 2s	651	631
Ted Hall	Dallaire	Cox 049 2s	0	643

### Texaco - Results

Name	Model	Engine	Score	Chan
Ted Hall	Bomber 110%	OS 60 4s	4170	649
Brian Laughton	MG 2	OS 40 4s	3864	53
Peter White	Flamingo	OS 61 4s	3609	623
Peter Hosking	Record Breaker	Saito 65 4s	3369	20
Chris Lawson	Record Breaker	OS 60 4s	3275	28
Don Cameron	Bomber	OS 60 4s	2400	32
Barry Barton	Record Breaker	OS 40 2s	2198	16
Kevin Fryer	Cumulus	Irvine 40 diesel	2178	631
Steve Gullock	Polly	Enya 41 4s	2010	633
Trevor Boundy	Bomber	OS 60 4s	1199	653
Graeme Sinclair	MG 2	Irvine 40 diesel	731	645
Norm Campbell	Folly	Irvine 40 diesel	708	641



### 1998 Haddon Contest Report by Ted Hall

As I travelled along the Western Highway to Ballarat the trees were leaning over in a strong wind and I thought we were in for another day battling the elements but at Haddon it was breezy but not too bad and the competition began in reasonable weather.

The first event was 38 Antique with seven entries flying a nice collection of Old Timers. The winner Trevor Boundy flying a Super Cyke powered Westerner and second place Graham McDonald with a Super Cyke powered Miss America put up great performances to leave the rest of us behind. I think it is a true old timer competition and am looking forward to the next 38 Antique competition at the Roy Robinson event in January.

The next event Duration was exciting with eleven entries trying to reach the flyoff Peter White 1st, Graham Sinclair 2nd, Chris Lawson 3rd, and Trevor Boundy 4th landing with seconds between their scores, the breeze making thermal hunting more difficult.

The next day Sunday seemed a little calmer and 1/2 A Texaco began with 13 entries filling the sky with Cox 049 engines buzzing away well some did, not mine how Graham and Chris manage to make their engines run so well beats me. Graham McDonald's model managed a fly away, one of the locals finding it after some solid searching. I think these models fly better free flight than with radio !!!

Texaco the final event, diesel engines versus 4 strokes. These diesel engines never stop, up to 10 minute motor run, it must be the way to go. Even when Graham put his hand in the propeller and some one pulled the fuel line off the tank the motor still run for 2 minutes. Unfortunately for Graham Sinclair he was dragged away to hospital to have his hand attended to, and missed his chance to finish his rounds which gave the rest of us a chance. I am sure he will make up for it at the Roy Robinson weekend,

I would like to thank the Ballarat club for putting on the weekend for us. The catering and good fellowship make it a must to be there, I am looking forward to the next weekend at Haddon  
Thank You.

Ted Hall



**SAM 600 Web News:  
Internet report  
from Trevor Boundy**

"I note things are a changing", President Chris Lawson has seen the light and is changing from Compression to Spark ignition in "38 Antique" and he has also is connected to the internet, via an old rebuilt computer, that he has been using now for some time, Email the president at <clawson@pipeline.com.au> I put together this computer for SAM 600 use, with very generous help from Jock Mackenzie of Cohuna Computers, actually Jock sent me down a 486 mother board driver card and a modem and gave lots of help via the telephone, I requested Jock to tell us something about his business, following is Jocks reply to this request...

"Thanks for the Email Trevor, I am sorry I have taken so long to reply to you but we recently had a change of business name from Mackford Computers to Cohuna Computers.

We offer a full range of computers & related peripherals and would be glad to supply members with competitive prices & offer sound advise on any computer requirements. Our new shop address is 1C Cullen Street, Cohuna, Vic, 3568. Our phone no. is 03 54562768 & our FAX no. is 03 54564360. Wishing you and your family all the best in the festive season. Jock & Sandra Mackenzie."

So if you are up in the Northern part of Victoria and you need computer help seek out Jock, Email mackford@branch.com.au.

Some useless information re the abbreviations used in the naming of OZ SAM chapters:-

SAM 84--formed 1984 - called the "Vintagents".

SAM 1788---NSW--started 1988 -  
the Bi-Centennial celebration anniversary.

SAM 600----VIC-- Roman for VIC.

SAM 270----WA---the compass heading when  
flying to WA.

SAM 83---ACT--because it's before the  
Queenslanders.

SAM 1993----South Australia- formed 1993

Another 12 links added to the home page:- Norvel, Dave Brown, Hobby Lobby, Hobbico, OS Engines, Brodak, Sams Models UK, M Selig airfoil data, Smallnet, Links to Aero Sites, Model Research building supplies, Pennvalley Hobby Center.

I thought you may be able to use the following trivia:- More on the 1999 US Champs by Ol Charlie from Sam Speaks Nov-Dec 1998.

Joe Elgin will be the honoured guest and the "Playboy" will be the featured gas model. Joe was truly touched to be selected for the honour. Joe can be quite humorous and candid and he disclosed some trivia about his Playboy experience with Ed Packard and the Cleveland Model Co.

"Ed Packard was ... very tight with his purse strings and the amenities within the working environment. We worked on an old wooden drafting table with a single bulb hanging from the ceiling. Heat for the whole drafting office was supplied by a single-burner, small oil stove set in the middle of the office. Our fingers would almost turn blue in the harsh winter days."

Ed Packard was quite the ladies man in those days, hence the name "Playboy." When the final Playboy drawing was completed and approved Ed looked it over and told Joe "You know lots of guys will want a cabin model. Draw in some lines on the plans to show a cabin version." The original plans have dotted lines roughly outlining a cabin version.

The Playboy was such a success that Ed wanted a small version for the newly introduced Atom engine; thus the Baby Playboy was born. Once the plan was completed, Ed looked it over and saw a way to promote extra sales: 'Joe, draw up an optional nose block so this little Baby can also be made as a rubber model.' That option is also shown on the original Baby Playboy plan. I asked Joe how they tested the Playboy before releasing it to the public.

Joe looked at me and laughed. 'I gave two kits to a friend of mine who built the prototypes and immediately started winning every contest. Sales took off like a skyrocket and we couldn't keep up with demand from the minute they hit the dealers' shelves. Ed was so pleased with sales he gave me 4 raises that year, 2c an hour on each one.'

As of December the 21st 1998, the SAM 600 Home Page page has had 2,198 visitors (ie 231 during the month of November).

# SUPER HATCHET

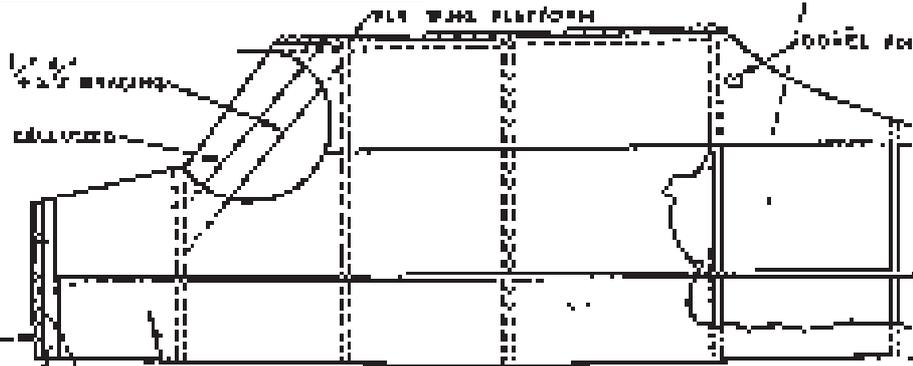
AUSTRALIAN NATIONALS WINNER  
By M. J. ROBINSON  
Designed by Bill Evans

POWER 2 cc  
E.G. OR SIMILAR

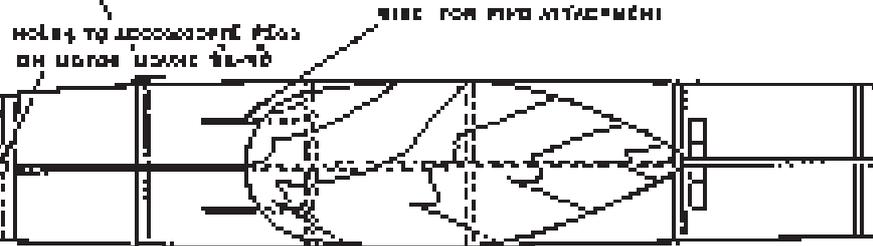
FACE OF PLASTIC MOUNT FOR  
BEAM MOUNTED MOTOR &  
BOLT TO PL-10



BEAD APPROX 3/16 INCH  
OF 2MM ALUMINUM CENTRAL  
ONE TO MOUNT 1/8



BUILD UP OF ORANGE BROWN SECTION  
BY SCREWING 1/8" SHEET OVER  
1/8" SHEET SPACERS



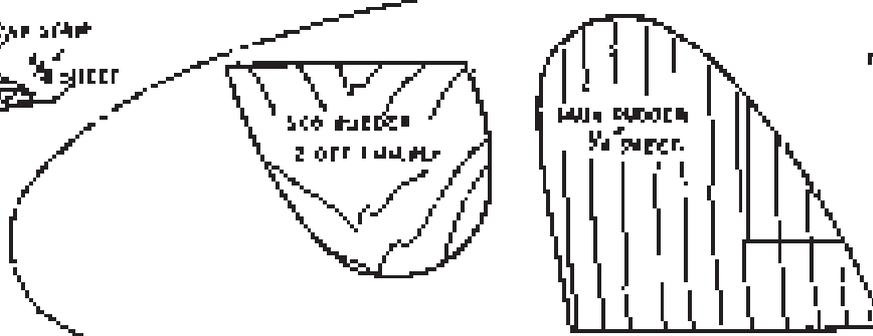
STRUTTING OF 1/8" B. DESIGNED  
TO GIVE WEIGHT AT TIPS AS MUCH  
AS 1/2 INCH TO 1/4 POUND EACH



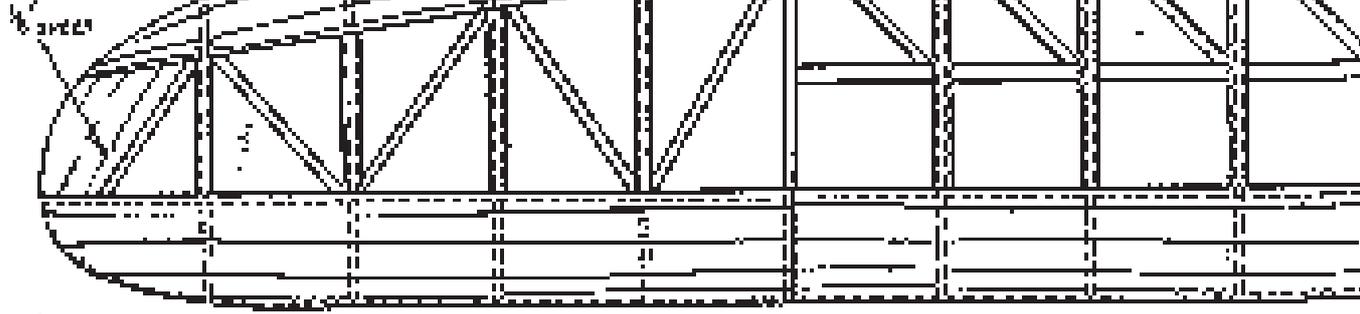
3/4" HAND 3-SHEET GASKETS  
DETAIL OF TAIL LINE



HAND SECTION BEFORE WINDING



1/8" ATTACHMENT  
DETAIL



SCALE OF INCHES

5"



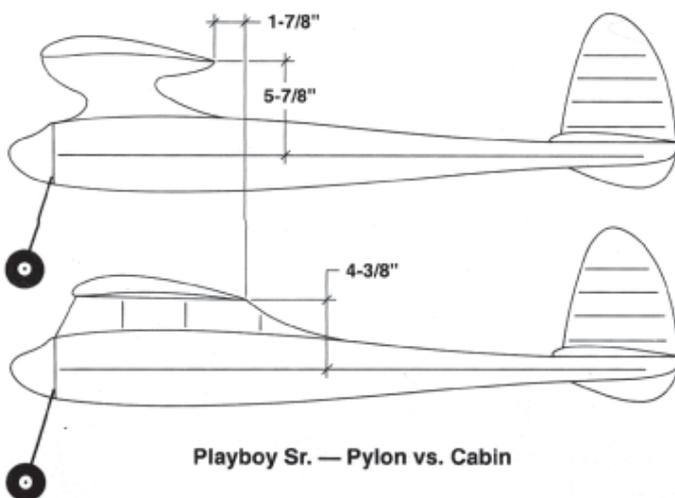
### More on the Playboy.

from MB Plug Sparks Aug 1992

Ever since this writer showed up with a cabin version of the Playboy Senior back in 1990, there has been some conjecture as to why it appears the cabin version flies better in the wind.

The accompanying drawing shows clearly the pylon and cabin versions. This arrangement appeared on the first series of Playboy plans published.

As this writer has about ten Playboy models of both types and in various sizes, he is willing to go out on a limb and state that the cabin version has excellent penetration in the wind.



Playboy Sr. — Pylon vs. Cabin

Wind conditions being equal, the pylon version is more difficult to bring back, exhibiting ballooning tendencies that impede upwind progress.

These are not isolated cases, as this columnist has been observing the flying characteristics of both types. To start off, Photo No. 2 shows a typical Playboy Cabin as built by Jim Adams. Lest someone misjudge, this model flies as well as the pylon version. The main difference between the two types is the lower and more rearward location of the wing on the cabin version.

This leads to the premise that the cabin model will fly better in the wind. With the pylon type you no longer have the so called "umbrella" effect. If some of you scientific types can advance any other plausible ideas, this columnist will print it.

We welcome any and all thoughts the readers may have on the foregoing "theories". Practical experience is the best!

### Cohuna Computers

We offer a full range of computers, related peripherals and would be glad to supply members with competitive prices & offer sound advise on any computer requirements. Our shop address is:-

**1C Cullen Street**

**Cohuna, Victoria, 3568**

**Our phone no. is 03 54562768**

**FAX no. is 03 54564360.**

SAM 600 of Australia wishes to thank SAM 600 member Jock Mackenzie for help in proving the President's computer.

### Brown Junior for Sale - \$175

Original Brown Junior Model D, Engine No. 8D239, 1939 ringed engine, upright zinc alloy timer, zinc alloy tank top, plastic tank, original Hurleman spark plug (broken) fitted, needle valve not original but improved type Brown. Engine recently run, slight marks on cylinder & fins. Price \$175, postage paid to anywhere in Australia.

Phone Don Howie, 08 8271 6678

### Engines for Sale - Norm Bell MECA 3397

1	Mills 1.3 Diesel Original- spare rod	Exc	150
13	OS K6 Spare points & coil, Plug inc.	N	480
22	O&R 29 FRV Adjustomatic Ign. Plug	LN	300
37	OK Super 60 Ign. 1945	LN	300
41	Arden 19 Needle Valve Ign. Plug	N	300
53	Vivell Super 35 Ign. 1947	NIBP	220
57	Jeno Torpedo 29 Ign. No 357	NIBP	220
68	Ohlsson 60 Ign Large Sideport	LN	400
73	OS BX1 RC Remote Needle Valve	NIBP	350
104	Frog 2.49 B/R Diesel FRV RedC 1956	LN	150
139	ED 2.46 Mk VI Diesel 1969	N	120
165	Cipola 1.5 Diesel	LNIB	40
175	OS Max Glow R/C, with muffler	N	150

These are just a sample of Norm's great collection - there is a good chance he will have what you want.

**Phone: 03 9857 9933**



*Confessions of an Aeromodeller:*

### **The Tony Cincotta Story - Part Three.**

We then flew some of my chuckies for a while, lost two of them that day "gone to God" for safe keeping. Then Les got the big Power Model ready, said he had fixed the timer, checked it all

out a few times with the motor running, all was well. With the motor running and the look of I am the Master in his face, he let it go. The large model started to spiral up and then came at us in the opposite direction, nearly hitting me and turning me into twins. I remember it only broke off the wingtips and cracked the fuse. He smiled and said, "won't take me long to fix, we'll be ready to fly next weekend", and it was. That was a big days flying for me as we had been down the park 5 hours and my brain was running in all directions about what I could build.

So Les dropped me off at home and I tried to tell Mum and Dad what had happened throughout the day. They said I 'spose you are going to build another one, mess up the kitchen and not do your homework. Modelling always came first with me, to me it's still like a drug and I can't kick it. Just no cure.

So I proved to Mum and Dad I was a good lad, took my homework to them and said, "look, I've finished it, can I start my new model?" They said not this weekend, we have people coming around tonight for supper and don't want the house all smelly with your rotten model stuff. I thought it was a great smell, better than that perfume and nail polish smell Mum used to use, but there's never been any accounting for taste even today. Anyway, that evening Mum and Dad had their guest, I drove everybody mad for a collection for my project and raised 6 bob. I was as pleased as punch and was racked off I couldn't buy any balsa 'till the next day. I had enough to buy 1/16 & 1/8 to strip for fuse and L/E & T/E. 1/16 was 9 pence each, 1/8 was 11 pence, even had enough for tissue. Model Span was about 6 pence a sheet. I thought, good work Magoo, you've done it again, but I was foiled. Mum and Dad came to me afterwards and said listen lad, you owe your Uncle money so no more model building 'till you pay him back. Boy, was I dark on them both as they were

teaching me early that a debt due is one paid, hard to take at the time but true.

Anyhow my Uncle accepted the money and I was really trying to handle it all well and I told him about my next project. He seemed interested but said it won't fly, I can remember looking at him and saying, of course it will I am learning. It didn't work out so bad for me as at lunch time after he finished at the Menzies Hotel, he popped into Meadmores and bought balsa and tissue for me, gave it to me when I got home from school, and said "I'm only doing this because you're so hellbent on that project, but it won't fly".

I started to build that model, it took me about 2 weeks for the wing and tail and about 2 weeks for the fuselage. I remember what Uncle said about it not flying, because the wing was 4 ft span 12 in chord and the fuse was 4ft long 1/8 in box construction. Tail about 2ft span 8in chord and was rubber powered. Uncle made me a prop about 18in out of balsa, then it was finished. Then I had to save up to but some rubber, I'm sure the brand was Catons. Came in a blue box and cost about nineteen and sixpence, but it was a hank they called competition rubber. We made the motor up, about 8 strands. Les came past and he introduced me to Geoff Tuck and they took me to the Caulfield Racecourse as they were testing then new control line models. My Uncle would not come as he hated that newfangled way of flying. He used to say "like catching a fish with a rod and swinging it around your head, it's the same thing".

So I went to the middle and test glided my new toy - it stalled like a leaf. Mr Tuck grabbed me and said how much incidence do you have. I went what's that, he showed me the large amount I had was too much and lowered it about 1/8 in. at the leading edge of the wing. Anyhow, after about 10 test glides I wound up the rubber, Les held the model. When he said this fuse is twisting as you're winding, don't give it too much. So maybe 100 turns and then I launched it. It would not fly well at all and would not do the same thing twice. One time it would fly straight ahead then glide like a sea sick trout. Next time it would fly like a bird that had lost half a wing in flight. I wound the rubber 200 turns and as I launched it the box fuse creaked and the stringers started to break up in flight. Boy, what a mess of broken balsa and tissue.

....continued next issue...

### **The Ohlsson & Rice Story.**

End of a Partnership- End of an Era, by Joe Wagner  
(Reprinted originally from the *Engine Collectors' Journal* in the  
*October 1966 Control Line Aircraft Modellers' Society - CLAMS*)

During the period covered by this article, the author was employed by the Model and Hobby Industry Magazine, on a "roving assignment" that took him all over the U.S.A., visiting hobby dealers, wholesalers, and manufacturers from coast to coast. The following story is based upon information obtained by the author at that time. Some of the facts are known because the author was actually present at the Ohlsson and Rice factory in Los Angeles when some of the events described occurred, other information was obtained "second hand" from other model industry figures. There never was any particular secrecy regarding the situation about to be described, in fact, it was the talk of the entire Model Industry at the time and is still a topic of discussion today - 17 years later. The author wishes to make it clear that the information presented here is not the view of any actual participant in the Ohlsson and Rice debacle, it is merely an attempt to present the facts, such as are known, for their historical value. No reflections whatever on Irwin Ohlsson, Harry Rice, or any other person are intended, or inferred.

When World War II ended, Ohlsson and Rice were sitting on top of the world, Government restrictions on model engine manufacture were removed, materials no longer needed for weapons to defeat the Axis powers were again available for the manufacture of civilian goods and the entire model and hobby industry was on the brink of the greatest demand for its products that it has ever known. But of all the companies, old and new, in the hobby business it was to Ohlsson and Rice that the future looked brightest.

O&R's pre-war engine designs were the best all-round model airplane engines that had ever been made. This was something that all model builders were aware of. There were other engines which were more powerful than the O&Rs, and some were more rugged. None combined the reliability, ease of maintenance, simplicity of operation & unlimited life of the 1941 Ohlsson and Rice "19", "23" and "60".

So, when the war was over, it was mainly for O&R engines that modellers were crying, all over the country. Now, this came as no surprise at all to Irwin

Ohlsson or Harry Rice, in fact, they had fully anticipated exactly this situation. During the war, when all model engine manufacturers were completely engaged in military work, designers like Bill Atwood, Dan Bunch, Mel Anderson and Ray Arden had used their spare time in experimentation and development of new engines which they planned to manufacture after the war was over. But O&R did not bother with any new designs. Why should they? They had the best line of model engines in existence at the time of the Pearl Harbor attack, and they had all the facilities they needed to go right back to making these same well-liked, well-proven designs - just as soon as Germany and Japan ran up the white flag and engine manufacture was no longer forbidden by the U.S. Government.

When the war did end, things worked out just like Ohlsson and Rice had figured they would. As soon as possible after V-J Day, O&R resumed production of their tried-and-proven pre-war model engine designs. Of course their machinery was somewhat on the worn side, having been used for military production 3 shifts a day all through the war years. Aluminium die casting alloys were in short supply for a while since many, many "civilian goods" manufacturers were competing for the still-limited stocks of aluminium in this country. Certain other materials were not too plentiful at that time either. Tungsten (for ignition points), bronze (for main bearings) and alloy steel (for crankshafts). Still, O&R did the best they could in spite of these handicaps and produced model engines just as rapidly as was possible.

For the demand for O&R engines was simply unbelievable. Model builders, deprived of new power plants for almost 4 years, responded to the announcement of renewed model engine production with an avalanche of orders. New manufacturers sprang up all over the country in attempts to cash in on this demand. Some of them did quite well, at least for a while. Delong and Vivell for example. But the old, established, pre-war engine makers had a head start in engine design, production know-how and reputation. Ohlsson and Rice, with unquestionably the best known and best liked line of model engines in the world, were absolutely swamped with orders.

They didn't even advertise the O&R engines for months after production was resumed, the model

magazines of the period did carry full-page O&R ads in every issue, but these did not mention the engines themselves, except incidentally, because there was no need to drum up sales, and O&R had no desire to make the demand versus supply situation any worse than it already was.

Dealers all over America were simply frantic for engines to sell.

They wanted desperately to cash in on this insatiable demand for model engines, particularly the O&R line. At the corner of

Emery and Grande Vista in Los Angeles, in the Ohlsson and Rice factory, things were in an uproar. They, too, wanted to take full advantage of the booming model engine market. Materials supply problems had begun to lessen, little by little, but this didn't really make a great deal of difference in the overall production level. The primary problem was capacity. O&R just wasn't physically prepared to make engines in such tremendous numbers as the postwar model enthusiasts were demanding.

The solution was obvious enough; buy more machinery, hire more workers, work more hours per day. And that's exactly what Ohlsson and Rice did. The money was pouring in, and there was no problem in financing the expansion program. In fact, since the engines were deliberately priced high, there was actually more cash coming in than O&R could find a productive use for.

So, luxuries were purchased. To mention but a few, the company offices were rebuilt and redecorated in a rather elaborate fashion: Irwin Ohlsson bought a beautiful new home; Harry Rice got a sizeable boat; and the "Company" invested in a DC-3 airplane.

Meanwhile, production was finally catching up with demand, "Back Orders" were filled, gradually, and the shipment of engines began to be made on a more or less current basis. But this was not due to any slackening of the demand. Each Ohlsson and Rice engine sold acted as another advertisement for O&R. The simplicity and reliability of these engines was legendary, and no hobby shop owner would have

dared to recommend any other type of model engine for a beginner to get started with.

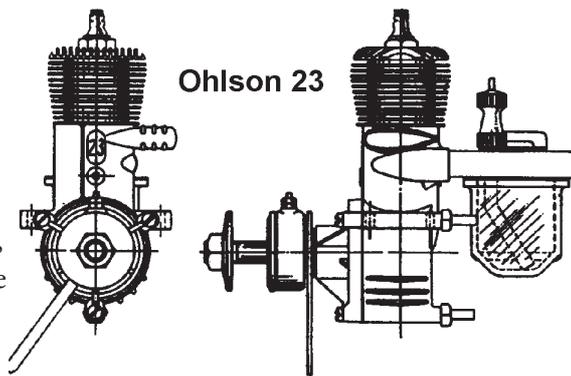
Nearly all Class B and C kits showed either an O&R "23" or "60" on their plans: The Fireball, Zipper, Buccaneer, Sailplane, Playboy, Vagabond Dreamer. Everywhere a modeller looked in 1946 he saw Ohlsson & Rice products, so it was no wonder at all that the sales of the O&R engines continued high.

Around the fall of 1946 a few minor "new items" were initiated by O&R's experimental department. Nothing really radical, though. After all, with sales so high, what was the use of trying anything revolutionary? Things couldn't be any better than they already were. Still, Jim Walker had been giving some very convincing demonstrations of what could be done with "2-Speed Ignition". His specially-built Fireball powered by a "23" with home-made 2-speed points, became famous for its hanging-on-the-prop hovering flight, which Jim called his "Saber Dance". O&R decided to take advantage of the free publicity, and it was no problem for them to put a new time assembly on the market as an accessory - especially since there were really no new parts involved, merely minor modifications to existing parts.

Also, around this same time, Ohlsson and Rice decided to re-introduce their "19" even though its pre-war sales record was not impressive. Only about a tenth as many "19s" were sold as "23s", and this proportion held true after the war, too. But so many "23s" were being bought in 1946 that it was well worth while to bring the "19" back again.

A few minor engine design changes were made next. These were purely "manufacturing changes" made to simplify production. There was no attempt to improve performance. Exhaust stacks were enlarged, but these had been amply large in the first place, so no improvement in running resulted. The beam mounting lugs were eliminated, thus solving a persistent casting problem. These were the only noticeable alterations, and the engine orders continued to roll in without a pause.

At this time, Ohlsson and Rice could do no wrong. They even bought out Pacific Airmotive Corporation's entire "Dennymite" stock. Most of this consisted of finished parts, so about all that O&R had to do was hire a few more girls and show them how to put "Dennymites" together. ... *to be continued..*





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When	What	Where	Contact
23 & 24 Jan 1999	14th Annual Roy Robertson Memorial Trophy Sat 23: '38 Antique - Duration Sun 24: 1/2A Texaco - Texaco	P&DARCS	Ted Hall 9762 5627
6 & 7 Feb 1999	O/T Fly-In Geelong, Dog Rocks Poad, Fyansford Sat 6: Nostalgia - Duration Sun 7: 1/2A Texaco - Texaco	GMAA	Chris Lawson 5215 8482
13 & 14 Mar 1999	1999 Victorian State Championships, Haddon	BAI	TBA
2 to 4 Apr 1999	7th Annual SAM 600 Easter Fly-In, Swan Hill	SMAC	TBA

### DID YOU KNOW?

John Pond, Sal Taibi, Bud McNorgan, Jim Adams and Joe Wagner created SAM in southern California about 35 years ago. The annual SAM champs was created by Tim Dannels and friends in Denver. Tim was one of the first to "Drop out" of SAM because of the dissent about eligibility. Interesting to note that during these years, quite a lot of enthusiastic SAM members quit because of rule changes or to be more concise, because of bad feelings created when members were "TOLD" to change.

Peter Hosking

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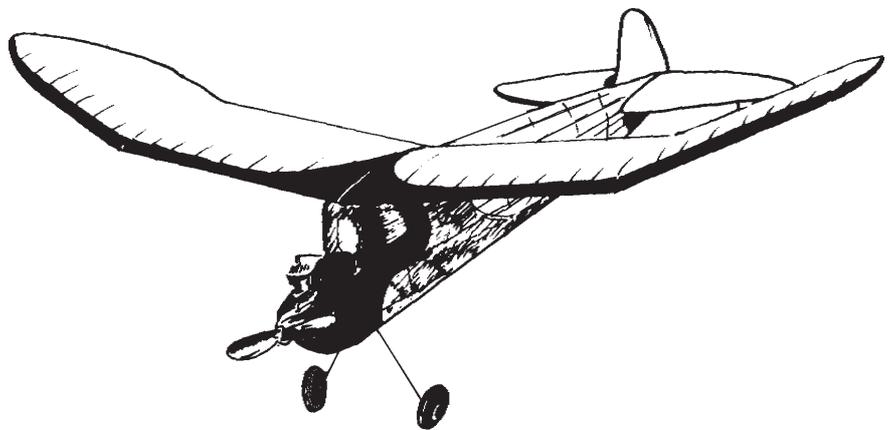
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