

THE SOCIETY OF ANTIQUE MODELERS  
**SAM**  
600  
VOTA

# The Thermaleer

*"A max, a max, my kingdom for a max !!"  
with apologies to Will Shakespeare.*

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

**Ron Adamson: Champ of Champs,**

**Swan Hill Easter Competition**



**Don Howie: Duration winner**



## PICTURES FROM THE SAM600 7TH ANNUAL EASTER SWAN HILL COMP.

**Ray Woodhouse:  
Nostalgia winner**



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

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

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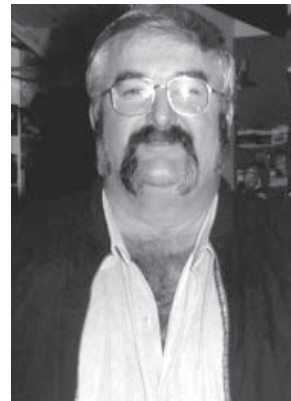


Photo: Trevor Boundy

**President's Report**

Hi fellow members,

Once again the Swan Hill Easter Contest was a success. Good weather, high attendance, numbers per event, (nearly 30 in Texaco) and good fellowship between flyers.

Firstly, I would like to thank our sponsors. Model Engines (Australia.), Model Flight (South Australia), Price Rite Engineering, Kerang (Vic), Saturn Hobbies, East Benteigh (Vic), Niddrie Model Supplies, Niddrie (Vic)

Secondly, I would like to thank all the helpers for their efforts in running the events, the Contest Directors, and thirdly, I wish to thank the Swan Hill Club for allowing our return each Easter.

At our next meeting we will discuss the possibility of changing the dates of the Cohuna Competition to February or late March for next year due to the low attendance for this year. Happy landings, Chris Lawson.

**NEXT MEETING**

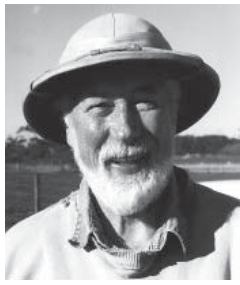
Meeting #61 will be held on Thursday, 27th May 1999, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Benteigh East (Melway 68 J-12) of East Boundary Road (which is opposite the Moorabbin Memorial Swimming Pool) Saturn Hobbies will be open prior to 7:30pm

Meeting #62, Thursday 22nd July.  
Meeting # 63, Thursday 23rd September.

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 David Chigwidden. 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.



### Notes from, and Letters to, the Editor:



First up this issue there are additions to the results of the 14th Roy Robertson Trophy as listed in the previous issue of "The Thermaleer". Through a terrible oversight the winner of the Roy Robertson Trophy for 1999 was not reported. Your

President, Chris Lawson, won the coveted trophy from a field of highly competitive Old Timers. Congratulations Chris. Also Kevin Fryer's score for the '38 Antique event was not reported. Kevin flew a Red Zepher with a Super Cyclone 60 to 6th place, with scores of 983 and 631. Apologies to Kevin.

after the first round was completed. Due to being able to drop one round for a 5 round comp. This disadvantaged the flyers who maxed the first round, as the majority of flyers in the fly-off did so with four reduced maxes, dropping the first round score.

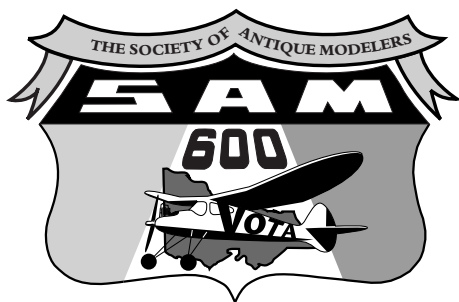
2) **In Texaco.** Due to deteriorating weather conditions only one round was flown and the fly-off was conducted by all flyers who maxed. My feeling is that a minimum of 2 rounds constitute a legal competition.

3) **In Texaco.** There was a choice of 2 standard fuels, a castor based or a CoolPower (synthetic) based fuel. Surely only one fuel should be classified as standard for any one competition, and only one fuel be available be it either castor or CoolPower, not two.

4) There must be some consideration for a fairer way to use **warm-up fuel tanks** plus the flight tank. Pilots are achieving a large advantage by merely removing the fuel line from the warm-up tank and placing it directly onto the flight tank. This gives them the advantage of the motor still running plus the additional fuel in the fuel line, which when we measure in millilitres is quite an advantage. Maybe something can be written in to make it necessary to stop the motor, replace the fuel line onto the flight tank, then restart the motor. I would welcome your thoughts on these observations and a general idea of the feelings of other O/T flyers. Peter White

**SAM 600 of AUSTRALIA Inc.  
VICTORIAN OLD TIMERS ASSOCIATION**

**CONTEST RULES  
BASED ON THE 1995 MAAA RULES BOOK**



**\$2.00**

The reprint of our SAM 600 Rules Book is now complete and can be purchased for the modest sum of \$2.00 Please contact Trevor Boundy or Chris Lawson for your copy of this must-have publication.

### Letter to the President, SAM 600, from Peter White, Swan Hill.

I am writing to you to air my feelings on the new MAAA rules and their workings. I noticed these problems during the recent Toowoomba National Championships. They were open to unsuitable adaptations and may need to be modified for the conduct of future events so as to be fair to all.

1) **In Duration.** Due to insufficient height of cloud base, time allotments were reduced to 60%

### Letter to the Editor from Trevor Carey.

Pete, firstly I like the head gear. I bought a Vietnamese version back with me and it does stir the troops a little. Comments on the magazine. 1/ Why all the attacks on the YS 53 ?? Didn't you see the Perkins modified OS 61's perform at the Ballarat and recent QLD Nats ?? and aren't they both (YS and OS) legal ?? I would have thought that all this energy knocking these engines would have been better spent on ensuring that what is used is legal and safe. We all know about the notorious chromed barrelled McCoy's and the mod's made to improve various airframes. I have taken this issue to heart as you will see in my next Column in RCMN, but it really gets up my nose that more energy or that which is being expended is not channelled into issues such as safety and legality under the current rules. I discovered that the wind speeds were also altered at the last rule

... continued on page 14 ...

### Results - Geelong Fly Days, 6/7 Feb (completed as a postal competition)

<u>name</u>	<u>model</u>	<u>motor</u>	<u>score</u>	<u>rank</u>
<b>Duration - 6 Feb 1999</b>				
Mark Collins	Cumulus	OS FX 40 2s	1952	1
Ray Woodhouse	Anderson Pylon	OS 40 2s	1941	2
Trevor Boundy	Albatross	Saito 65 4s	1825	3
John Whittaker	Super Quaker	Rossi 40 2s	1680	4
Brian Laughton	Playboy	Saito 50 4s	1680	4
Kevin Fryer	Playboy	OS 46 2s	1680	4
Peter Bennett	Playboy	Nelson 40 2s	1680	4
Barry Barton	Playboy	Irvine 36 2s	1644	5
Chris Lawson	Power House	OS CZ 11 2s	1155	6
Norm Campbell	Playboy	YS 53 4s	1057	7

### Half A - 7 Feb 1999

Barry Barton	Anderson Pylon	Usual	1601	1
Chris Lawson	RC 1	Yes	1239	2
Peter Bennett	Anderson Pylon	04lot	1024	3
Trevor Boundy	Albatross	Hopeless	790	4
Graeme Sinclair	Dallaire	cocks	712	5
Peter Hosking	Record Breaker	1	654	6
Don Cameron	Flamingo	Some times	586	7
Ted Hall	Bomber	Trouble some	415	8
Kevin Fryer	Professor Jr	Original	360	9
Danny Missen	Anderson Pylon	You know	228	10
Stevan Gullock	Power House	May beeeeeee	8	11
Norm Campbell	Anderson Pylon	Hope so	0	12
Mark Collins	Bomber	Model Eng	0	13

### Nostalgia - 6 Feb 1999

Ray Woodhouse	Spacer	K&B 40 2s	1840	1
Mark Collins	Hyphen	OS 40 2s	943	2
Chris Lawson	Foote Racer	Fox 25	788	3
Trevor Boundy	Phoenix	Cox 09 2s	680	4
Barry Barton	Hyphen	K&B 40 2s	554	5
Don Cameron	Junior 60	OS 30 2s	382	6

### Texaco - 7 Feb 1999

Trevor Boundy	Bomber	OS 60 4s	3846	1
Graeme Sinclair	MG 2	Irvine 40	3781	2
Don Cameron	Bomber	?	3774	3
Peter Bennett	Bomber	OS 60 4s	3764	4
Peter Hosking	Record Breaker		3226	5
Barry Barton	Record Breaker	OS 40 4s	3211	6
Kevin Fryer	Cumulus	Irvine 40 d	3173	7
Stevan Gullock	Polly	?	0	0
Chris Lawson	Record Breaker	Saito 65 4s	0	0
Danny Missen	Bomber	?	0	0

### 1999 Victorian State Championships- held at Haddon 13th/14th March 1999

#### 2cc - 14 March 1999

<u>name</u>	<u>model</u>	<u>motor</u>	<u>score</u>	<u>rank</u>
Graeme Sinclair	Dallaire	Cox 09 2s	900	1
Chris Lawson	Power House	OS CZ 11 2s	747	2
Trevor Boundy	Fox	Cox 09 2s	555	3
Norm Campbell	Miss America	Cox 09 2s	0	0
Don Cameron	Super Quaker	ASP 12 2s	0	0

#### Duration - 14 March 1999

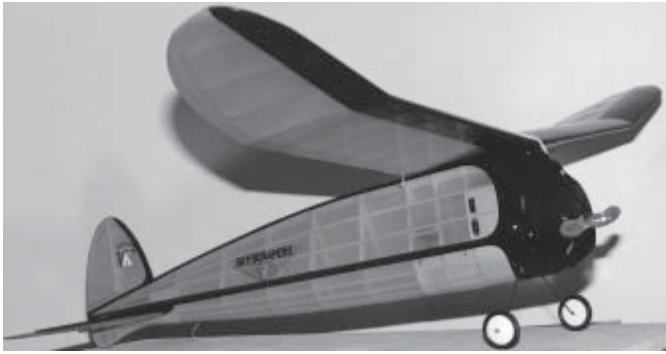
Trevor Boundy	Albatross	Saito 65 4s	2784	1
Kevin Fryer	Cumulus	OS 46 2s	2729	2
Barry Barton	Playboy	Irvine 36 2s	2620	3
Brian Laughton	Playboy	Irvine 36 2s	1605	4
Peter Bennett	Playboy	Nelson 40 2s	1207	5
Greg Jenkinson	Buzzard B	OS 52 4s	1136	6
Chris Lawson	RC 1	McCoy 60 2s	869	7
Peter Hosking	Playboy	OS 61 4s	286	8
Peter White	Playboy	McCoy 60 2s	25	9

#### Half A - 13 March 1999

Peter Bennett	Anderson Pyl	Cox 049 2s	1169	1
Paul Neville	Coronet	Cox 049 2s	1072	2
Graeme Sinclair	Dallaire	Cox 049 2s	712	3
Warwick Bromby	Polly	Cox 049 2s	674	4
Peter Hosking	Record Brk	Cox 049 2s	654	5
Don Cameron	Flamingo	Cox 049 2s	586	6
Barry Barton	Anderson Pyl	Cox 049 2s	528	7
Ted Hall	Bomber	Cox 049 2s	415	8
Kevin Fryer	Professor	Cox 049 2s	360	9
Chris Lawson	RC 1	Cox 049 2s	203	10
Danny Missen	Anderson Pyl	Cox 049 2s	156	11
Trevor Boundy	Albatross	Cox 049 2s	100	12
Steve Gullock	Power House	Cox 049 2s	8	13
Norm Campbell	Anderson Pyl	Cox 049 2s	0	0
Chris Foley	Playboy	Cox 049 2s	0	0

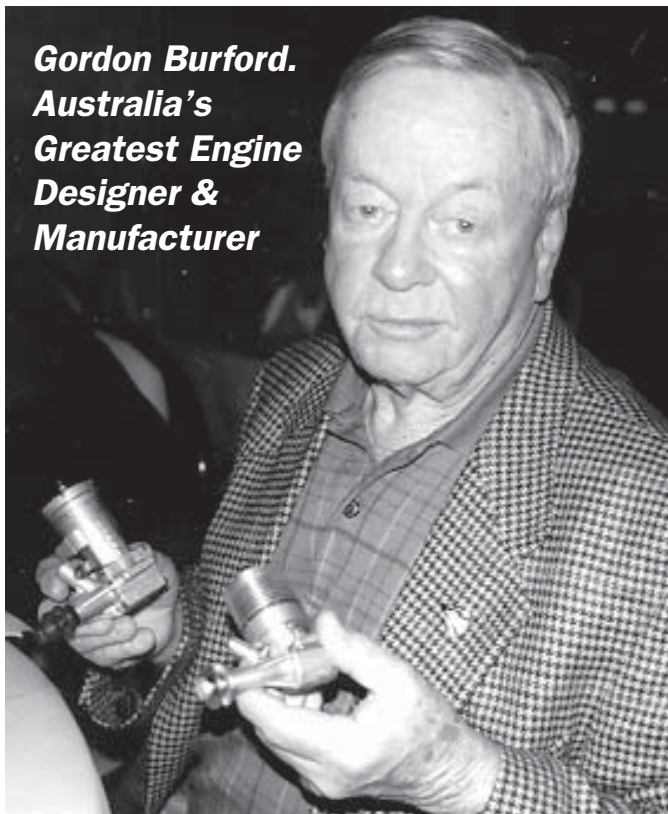
#### Texaco - 14 March 1999

Trevor Boundy	Bomber	OS 60 4s	3246	1
Kevin Fryer	Cumulus	Irvine 40 d	3202	2
Graeme Sinclair	MG 2	Irvine 40 d	3189	3
Don Cameron	Bomber	?	3174	4
Peter Bennett	Bomber	OS 60 4s	3164	5
Peter Hosking	Record Brk	?	2626	6
Barry Barton	Record Brk	OS 40 2s	2611	7
Peter White	Flamingo	?	2396	8
Norm Campbell	Bomber	OS 60 4s	1800	9
Steve Cullock	Polly	?	1780	10
Chris Lawson	Record Brk	Saito 65 4s	1243	11
Danny Missen	Bomber	?	1200	12
Greg Jenkinson	Buzzard B	?	942	13



### **Welcome to new members from the US.**

This issue we welcome as members Robert Worley, President of SAM 81 and Tomas Ryan, both from Ohio, USA.. They have subscribed so as to receive our newsletter "The Thermaleer". Pictured above is Tom's Shilen 29 powered Pacer. Tom is shown in the latest issue of "SAM Speaks" with the designer, the great Sal Taibi. If you wish to e-mail them you can at <LanzoRACER@aol.com>



**Gordon Burford.  
Australia's  
Greatest Engine  
Designer &  
Manufacturer**

Left: 1951 Sabre 49, Right: 1950 Gee Bee 50 Diesel, 2nd Series. Photo: Don Howie, Nov 1998

**Model Aeronautical Association of Australia Inc.  
53rd Australian Model Aircraft National Championships  
NOWRA, NSW - 26 April to 4 May, 2000.**

#### **Year 2000 MAAA Nationals Committee:**

Chairman: Joe McGuffin, 20 Paroo Court, (02) 9825-4695  
Secretary/Treasurer: Dave Brown, (02) 6351-2513  
Media & Public Relations: Valerie Vickers, (02) 9858-4917

The 53rd Nationals is acknowledging one of Australia's greatest aeromodellers - Gordon Burford

and part of this recognition is the staging of "Gordon Burford" events in each of the aeromodelling disciplines. Trophies for this event will be presented during the Nationals Dinner by Gordon Burford.

Free Flight, Control Line & Radio Control: The radio control event will be the "Gordon Burford Oldtimer Event". Rules for this event are available from members of the Year 2000 MAAA Nationals Organising Committee as listed above.

### **Advance Notice: Warragul Old Timer Fly In. Last Sunday in November 1999**

\$5 total entry fee, we will start at 9AM Morning Event -- 9.30 - 12.30 3 rounds of Duration with 10 minute maxes. Hopefully no fly off. Fun flying any time. Afternoon event -- 1.00PM 'till late.

Miss the smell of diesel? Have we got an event for you ! The details are as follows;

- 1) Any oldtimer style aircraft can be used.  
Size does not matter, or age.
- 2) The model must be powered by a diesel engine, dig out the old PAWs, Taipans, etc.
- 3) The engine will only be allowed to have a maximum run time of three minutes.
- 4) 3 flights of ten minutes. Fun flying any time.  
Limited catering hopefully will be available.

Site details: Opposite old drive-in located in Copelands Road, Warragul. Enquiries contact: Greg Mitchell on 56235970  
<gregm@sympac.com.au>

### **Cox Engine Spares**

Cox items like .020 wrenches, .010 starter springs, and Medallion cranks are being regarded as collectors' items. The 1998 retail parts and price catalogue lists as "No Longer Available", many parts that are still in stock.

The .020 wrenches certainly are and at least 200 Medallion .049 cranks plus all other spares are in stock. Mr. Jim Grebenc, Mr Don Hatcher and Mr Paul Horwat are the men to contact to order most parts for most Cox Engines.

E-mail Brian Eberwein <eberwein@amigo.net> .. Brian is an executive of Cox/Estes. If, perchance, Brian isn't available, you can call the Cox "order desk": 800-451-0339. The above has been sourced from (you guessed) Smallnet, regards, Peter Hosking.





**A record 28 entries in Texaco prepare their planes. 16 were in the Flyoff.**

### **SAM 600 EASTER BASH - REPORT.**

(or the 7th SAM 600 Swan Hill Easter Fly In)

After a 450 km drive from the other side of Victoria, I arrived at Swan Hill and carefully deposited my "home made stout" in the Motel fridge, arriving at the SH flying site, Club President Chris Lawson berated me for nearly being late.

1/2A Texaco commenced on Friday at 1245 hours which attracted 21 entries. Results after the fly-off:- 1st Ron Adamson, 2nd Don Howie and 3rd Bill Britcher., all flying Tatone Atomisers. I think there must be a message here.

2cc started at 1600 hours and attracted 9 entries.

Results after fly-off:- 1st Trevor Boundy (Fox 107% by Joe Beshar and powered by a Cox .09 engine), 2nd Rex Brown, 3rd Bill Britcher who both flew Playboys powered by Cipolla .09"s.

Texaco started at 0930 hours on Saturday in nearly perfect weather. This attracted 28 entries.

The weather plus quality aircraft allowed 16 (no frequency clashes) into the fly-off. The spectators were treated to a wonderful spectacle with the 16 aircraft flying at the same time.

### **John Whittaker: Mystery Man Saito 45** (the model is the mystery not the man)



Results:- 1st Rex Brown, 2nd Trevor Boundy and 3rd Mark Collins all flying Bombers.

Duration, due to start at 1300 hours had been delayed due to the BIG fly-off for Texaco and a modified contest ( 3 rounds, all to count plus fly-off) commenced at 1500 hours with 18 entries.

Results after a fly-off:- 1st Don Howie (Enya 53 4s /Playboy), 2nd Bill

Britcher (Dubjet 40/ Kerswap) and 3rd Ron Adamson (Nelson 40/ 85% bomber). Don Howie, the popular O/T model aviation writer's win proved a popular result.

'38 Antique, due to start at 0930 hours Sunday, had a delayed start due to misty rain persisting. 12 entries presented a lot of model/motor combinations.

### **Bill Britcher: Anderson Pylon OS 60**



Results after fly-off:- 1st Trevor Boundy (Westerner/Cyke) 2nd Peter White ( Cloud Cruiser/ OK Super 60) and 3rd Ron Adamson (RC 1/OK Super 60).

Standard 40 was flown after lunch Sunday and attracted 14 entries. 8 contestants made the fly-off.

Results:- 1st Ron Adamson (85%Bomber/K&B 40), 2nd Rex Brown (85% Bomber/OS 40) and 3rd Bob Watson (Playboy/Enya 40) (Writers comment- this event seems to have moved away from the original conception, being that of an low key entry point for new comers, using STANDARD Duration models powered with a STANDARD 40/ fuel/ prop combination).

Monday, home day, one event. Flyable low cloud allowed a 0930 hour start for Nostalgia. Fourteen entries ( 8 Hyphen's designed by Bill Evans). Results:- 1st Ray Woodhouse (Taibi Spacer/ K&B 40), 2nd Ron Adamson (Hyphen/ST 51) and 3rd Peter White (Hyphen/K&B 40).

The presentation dinner on Sunday night was at the Commercial Hotel function room with approx.

35 in attendance. During the night Kerry White received a special presentation for her continued support and help with our annual event. Steve Gullock was also presented an encouragement award for his persistent building / flying achievements.

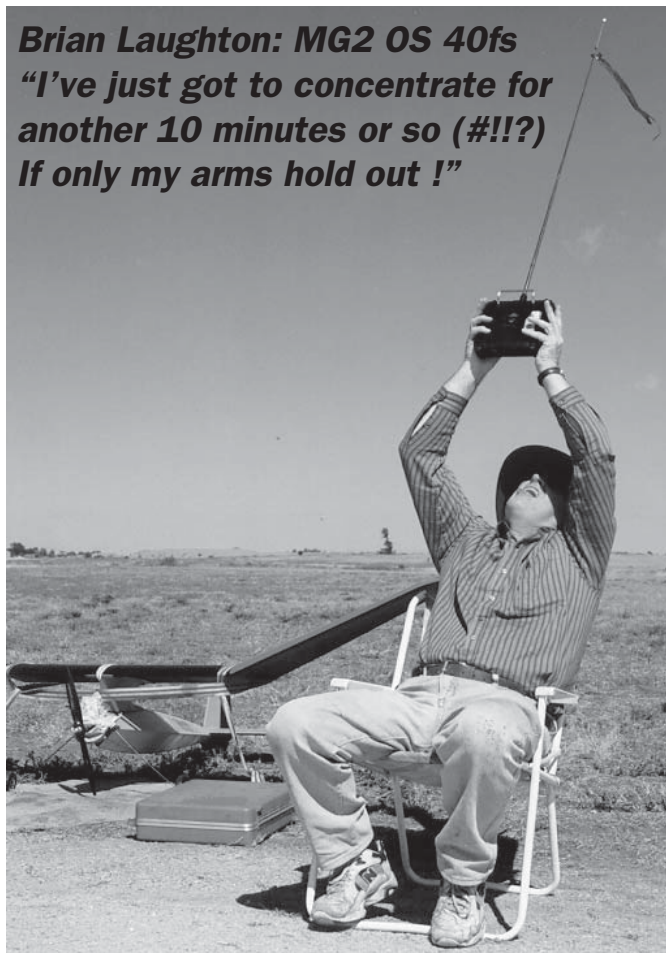
Champion of Champions, not decided till Monday, went to Ron Adamson from South Australia. The new Perpetual Concourse Trophy ( donated by an American, SAM 600 life member who wishes to remain anonymous). John Whitaker was nominated for this award for his very fine flying model of the Mystery Man by Albert J Weathers. Ray Woodhouse, after sampling my home made stout remarked " Tish a snice mild STOUT hic.", which proves it was better to be "almost late".



**Fred "The Scorer" Chigwidden**

Thanks to the South Australian contingent travelling to Swan Hill, we all enjoyed the very friendly /competitive Easter. PLEASE come next year.

Last, but certainly not least we would like to thank our sponsors whom you will all agree, make our Easter Fly-In so enjoyable.



**Brian Laughton: MG2 OS 40fs**  
**"I've just got to concentrate for another 10 minutes or so (#!!?) If only my arms hold out !"**

The Editor wishes to thank the following -  
 Report by Trevor Boundy, photographs by Trevor Boundy and Don Howie.  
 A wonderful job, chaps.



**Trevor Boundy: First 2cc. Rex Brown 2nd 2cc**

Our sponsors this year were :-

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MODEL ENGINES Vic.

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MODEL FLIGHT SA.

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PRICE RITE ENGINEERING Vic.

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TATES PERFORMANCE HOBBIES

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SATURN HOBBIES Vic.

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NIDDRIE MODEL SUPPLIES Vic.



## Contest Results - 7th Annual SAM 600 Swan Hill Easter Fly-In

name	model	motor	score	rank
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### 2 CC - 2 April 1999

Trevor Boundy	Fox 107%	Cox 09 2s	1233	1
Rex Brown	Playboy	Taipan Tyro 1.8 d	1195	2
Bill Britcher	Playboy Cabin	Cippola 09 2s	842	3
Ron Adamson	Fox 107%	Cippola 09 2s	790	4
Don Cameron	Super Quaker	ASP 12 2s	765	5
Don Howie	Strato Streak	Taipan 1.5 diesel	745	6
Chris Lawson	Power House	OS CZ 11 2s	640	7
Norm Campbell	Miss America	Cox 09 2s	485	8
David Markwell	Strato Streak	OS 10 loop	40	9

### Half A - 2 April 1999

Ron Adamson	Atomiser	Cox 049 2s	1495	1
Don Howie	Atomiser	Cox 049 2s	1355	2
Bill Britcher	Atomiser	Cox 049 2s	1322	3
Rex Brown	Anderson Pyl	Cox 049 2s	1316	4
David Markwell	Playboy Cabin	Cox 049 2s	1297	5
Chris Lawson	RC 1	Cox 049 2s	1230	6
Mark Collins	Bomber	Cox 049 2s	788	7
Peter Hosking	Record Brk	Cox 049 2s	720	8
Ray Woodhouse	Dallaire	Cox 049 2s	720	9
Ivan Stacey	Dallaire	Cox 049 2s	691	10
Trevor Boundy	Albatross	Cox 049 2s	680	11
Barry Barton	Anderson Pyl	Cox 049 2s	664	12
Don Cameron	Request	Cox 049 2s	662	13
Warwick Bromby	Polly 67%	Cox 049 2s	658	14
Kevin Fryer	Professor	Cox 049 2s	618	15
Ian Promnitz	Anderson Pyl	Cox 049 2s	609	16
Peter White	Bomber	Cox 049 2s	607	17
Steve Gullock	Power House	Cox 049 2s	510	18
Bob Watson	Atomiser	Cox 049 2s	440	19
Norm Campbell	Anderson Pyl	Cox 049 2s	397	20
Danny Missen	Anderson Pyl	Cox 049 2s	352	21

### Duration - 3 April 1999

Don Howie	Bomber 76.5"	Enya 53 4s	2039	1
Bill Britcher	Kerswap	DubJet 40 2s	2010	2
Ron Adamson	Bomber	Nelson 40 2s	1999	3
Mark Collins	Cumulus	McCoy 60 2s	1901	4
Kevin Fryer	Cumulus	OS 46 2s	1891	5
Rex Brown	Folly	YS 53 4s	1843	6

Peter White	Playboy	McCoy 60 2s	1710	7
Brian Laughton	Playboy	Irvine 36 2s	1257	8
Trevor Boundy	Albatross	Saito 65 4s	1199	9
Chris Lawson	RC 1	Saito 65 4s	1137	10
John Whittaker	Super Quaker	Rossi 40 2s	1132	11
Ian Promnitz	Playboy	Rossi 40 2s	993	12
Bob Watson	Kerswap	Saito 65 4s	812	13
Ray Woodhouse	Anderson Pyl	OS 40 2s	811	14
Greg Jenkinson	Buzzard B	OS 52 4s	769	15
Barry Barton	Playboy	Irvine 36 2s	674	16
Peter Hosking	Playboy	OS 61 4s	659	17
Norm Campbell	Playboy	McCoy 60 spk	86	18

### Texaco - 3 April 1999

Rex Brown	Bomber	Enya 60 4s	3670	1
Trevor Boundy	Bomber	OS 60 4s	3308	2
Mark Collins	Bomber	OS 60 4s	3271	3
Robert Taylor	Cloud King	OS 61 4s	3270	4
Ron Adamson	Bomber	Enya 60 4s	3261	5
Peter White	Flamingo	OS 60 4s	3241	6
Norm Campbell	Bomber	OS 60 4s	3151	7
Peter Hosking	Record Breaker	Saito 65 4s	3115	8
Kevin Fryer	Cumulus	Irvine 40 diesel	3075	9
Bill Britcher	Anderson Pyl	OS 60 4s	3069	10
Barry Barton	Record Breaker	OS 40 4s	3060	11
Brian Laughton	MG 2	OS 40 4s	3050	12
Ray Woodhouse	Cumulus	OS 60 4s	3039	13
Warwick Bromby	Eaglet (Sher)	OS 26 4s	3024	14
David Markwell	Flamingo	Enya 60 4s	2974	15
Don Howie	Bomber 76.5"	Enya 41 4s	2863	16
Mark Robinson	Flamingo	OS 60 4s	2382	17
Greg Jenkinson	Power House	Saito 65 4s	2370	18
Ivan Stacey	Buccaneer S	Saito 50 4s	2275	19
Bob Watson	Gasbird	OS 26 4s	2130	20
Max Heap	Cloud King	OS 40 4s	1946	21
John Whittaker	Mystery Man	Saito 45 4s	1790	22
Chris Lawson	Record Breaker	OS 60 4s	1781	23
Don Cameron	Bomber	OS 61 4s	1770	24
Steve Gullock	Polly	Enya 41 4s	1648	25
Danny Missen	Bomber 76.5"	Enya 46 4s	1633	26
Trevor Tailor	Miss America	OS 52 4s	683	27
Ian Promnitz	Bomber	OS 60 4s	600	28



**'38 Antique - 4 April 1999**

Trevor Boundy	Westerner	Cyclone 60 spk	2821	1
Peter White	Cloud Cruiser	OK Super 60 spk	2643	2
Ron Adamson	RC 1	OK Super 60 spk	2629	3
Rex Brown	Scram	O&R 60 spk	2522	4
Bill Britcher	Trenton Terror	Anderson 60 spk	2501	5
Warwick Bromby	Eaglet (Sher)	Forster 29 spk	1644	6
Chris Lawson	Power House	O&R 60 spk	1621	7
Don Howie	Miss Fortune x	Elfin 2.49 diesel	1562	8
Kevin Fryer	Red Zephyr	Cyclone 60 spk	1444	9
David Markwell	Miss Fortune x	ED 3.46 diesel	1264	10
Ian Promnitz	Miss Fortune x	ED 2.46 diesel	1046	11
Norm Campbell	Westerner	OK Super 60 spk	807	12

**Standard Duration - 4 April 1999**

Ron Adamson	Bomber 76.5"	K&B 40 2s	2075	1
Rex Brown	Bomber 76.5"	OS 40 2s	2067	2
Bob Watson	Playboy	Enya 40 2s	2003	3
David Markwell	Bomber 81"	K&B 40 2s	1933	4
Bill Britcher	Interceptor	OS 40 2s	1894	5
Mark Collins	Cumulus	OS 40 2s	1875	6
Chris Lawson	Rambler	K&B 40 2s	1437	7
Ray Woodhouse	Anderson Pylon	Webra 40 2s	1434	8
Don Howie	Bomber 76.5"	OS 40 2s	1424	9
Trevor Boundy	Westerner	OS 40 2s	1417	10
Ivan Stacey	Bomber 76.5"	K&B 40 2s	1356	11
John Whittaker	Super Quaker	K&B 40 2s	1291	12
Kevin Fryer	Cumulus	OS 40 2s	1188	13
Norm Campbell	Playboy	K&B 40 2s	908	14

**Nostalgia - 5 April 1999**

Ray Woodhouse	Spacer	K&B 40 2s	1260	1
Ron Adamson	Hyphen	ST 51 2s	1208	2
Peter White	Hyphen	K&B 40 2s	1181	3
Bill Britcher	Spacer	Fox 35 2s	1179	4
Rex Brown	Stomper	Enya 45 2s	1121	5
Don Howie	Hyphen	OS 40 max	1114	6
Bob Watson	Hyphen	K&B 40 2s	1081	7
Chris Lawson	Foote Racer	Fox 25 2s	1036	8
Mark Collins	Hyphen	OS 40 2s	964	9
Barry Barton	Hyphen	K&B 40 2s	823	10
Trevor Boundy	Phoenix	OS 15 2s	767	11
Warwick Bromby	Toreador	OS 30 2s	744	12
David Markwell	Hyphen	Webra 60 2s	681	13
Luke Ringin	Hyphen	OS 35 2s	614	14

**Extract: SAM 270 Newsletter No.3****SAM 270 DURATION:**

Sunday 28th March saw our Duration event take place at SWARMS in Bunbury. Not many starters but a lot of fun and the SWARMS hospitality was the order of the day. A persistent and fairly strong Easterly breeze was a bit of a test and maxes were few on the day, this seems to be the case with Duration under new MAAA rules, especially with SAM270 lowering run times.

Rob Venables tried hard to coax the Saito .65 into running half decently but sad to say he failed and the engine refused to run like it should (probably make a good sinker for a fishing line). Rob has tried repeatedly over several months to get this engine to run properly but no matter what it still refuses to be co-operative. Any member needing a challenge, get hold of Rob and see if you can get any sense out of this monster, (the engine that is, not Rob).

The Flamingo of Ian Clapp likewise did not perform all that well but considering that it is basically a Texaco craft and the motor run was not enough to gain much height Ian did well, even notched up a Max., which cannot be claimed by most of the other flyers.

**RESULTS:**

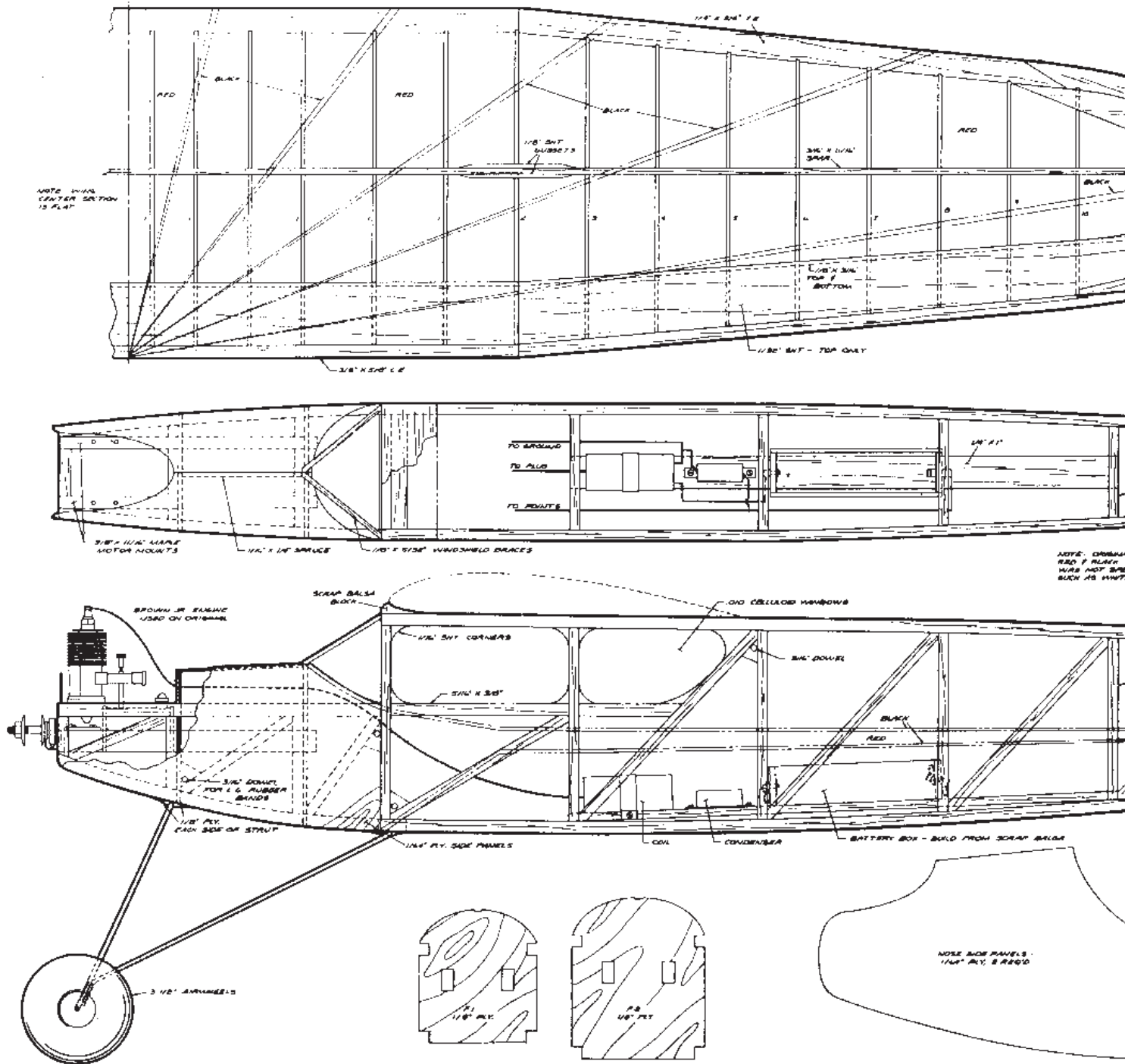
1. Paul Baartz	Hayseed /McCoy.60	1192
2. Alan Trott	Alert /STQuickie 500	1176
3. Bernie Rowney	Playboy /MVVS .32D	1156
4. Rob Milliken	Playboy /Magnum .52FS	1148
5. Ian Clapp	Flamingo /Irvine .40D	891
6. Rob Venables	Playboy /Saito .65FS	509

**COMING EVENTS:**

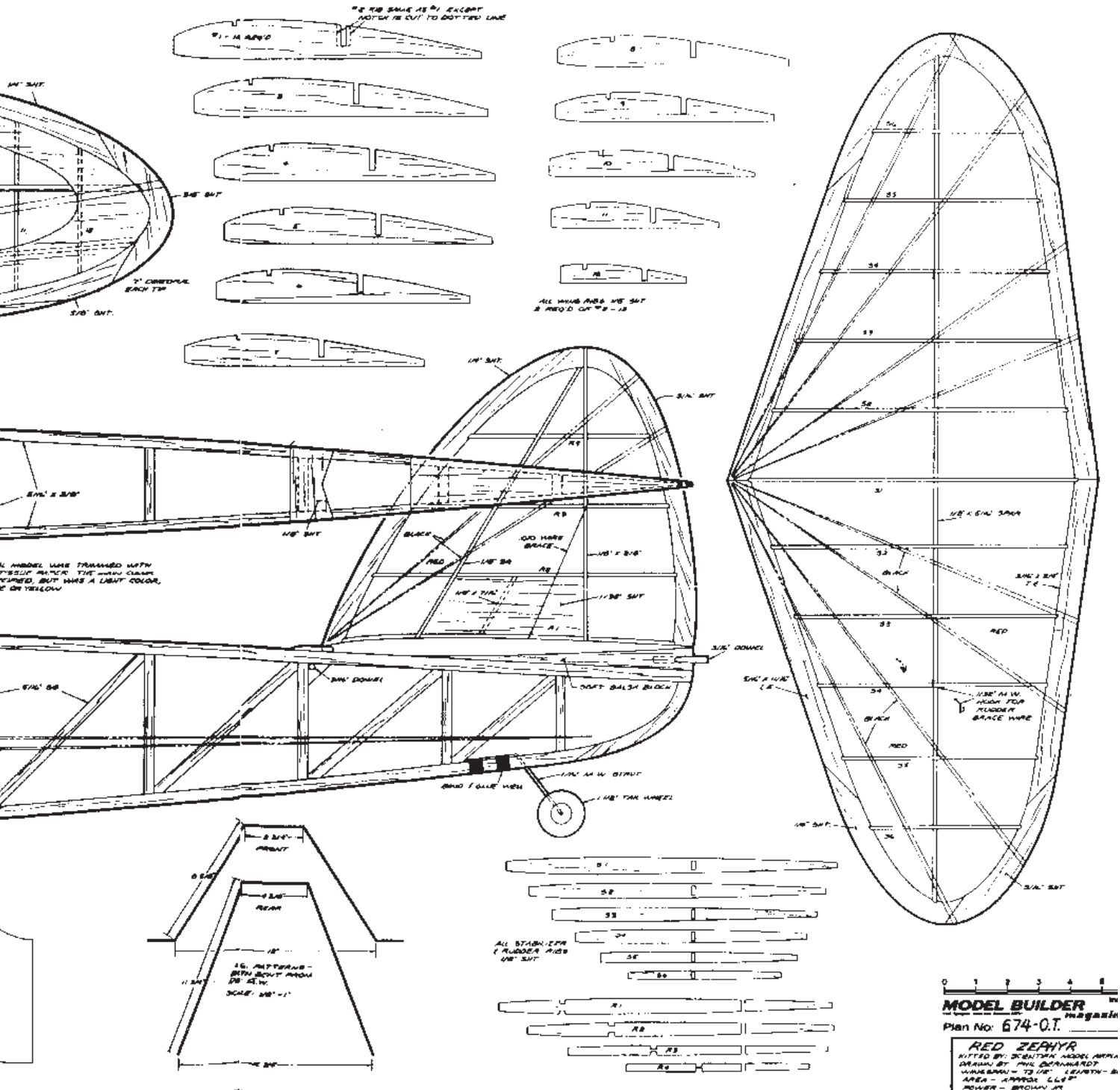
Next event on the calendar is 1/2A Texaco on the 25th April at Mundijong with a 9.30am start. Hopefully the weather will be agreeable and this event will be better attended.

**NATIONALS 2001:**

Been a bit of discussion around the traps about the 2001 Nationals which have been awarded to WA main topics are of course venue and time of year to hold the event. Personally I think that the format of early January is a bit tired, weather is too hot and takes a bit of the fun out of it. Paul Baartz W.A.







R1 HAS SAME AS R1 EXCEPT NOTCH IS CUT TO DOTTED LINE

ALL WINGS ARE 1/8" SHIT & REED OF R1 - 12

ALL MODEL WAS TRAINED WITH PRESSURE UNDER THE WING CLAMP REMOVED, BUT WAS A LIGHT COLOR, IE ON YELLOW

1/16" PATTERN - WITH 1/16" FROM DR. 1/16"  
SCALE: 1/16" = 1"

### **The Red Zephyr by Herb Greenburg**

The 'Red Zephyr', designed by SAM Hall of fame member, Herb Greenberg, was introduced by Scientific Model Aeroplane Company in the November 1936 Issue of Model Airplane News, the cover drawing by "Bud" Gordinier is based on the illustration for their splashy, full-page ad which read: "The Big News is Here! Scientific's new Gas Model Kit, the 'Red Zephyr' at a new low price level of \$5.95 post paid complete. 6ft Span. 56in Long. Weight (with motor) 3-1/2Ibs. Full shock absorbing Landing Gear.

In announcing this new 'Red Zephyr', Scientific makes history in the gas model field. on test flights, the model has performed beautifully, taking off the ground unassisted in about 25 feet. This new Scientific Gas Model has many distinctive features that you would expect to find in kits selling at much higher prices. The aero-dynamic design is simple but effective and the model is easy to construct."

Features include: Vibration absorbing motor mounts, extra strong, and low wing loading. It is easy to dismantle for contest or pleasure flying. Both the initial cost and up keep are economical. The model is beautifully colored: White with red and black trim. It is an exceptionally good-looking ship and is GUARANTEED TO FLY!

The 'Red Zephyr' kit includes: 1 pair pneumatic rubber wheels: complete printed out wood including ribs, bulkheads, wing tips, etc: strip wood of finest quality accurately cut to size: bamboo paper covering: rubber; hardwood propeller blank: complete set of hardware; heavy landing gear wire; new type landing gear brackets; battery wire; 1/32" - 3-ply birch veneer for nose covering; strip spruce for parts needing added strength; large can of gas model cement; streamline tail wheel; complete assortment of numerals, lettering 'Red Zephyr' insignia: 2 giant full-size detailed plans giving every bit of information needed for building and flying the 'Red Zephyr'.

In discussions with Joe Wagner, Frank Ehling, Ben Shershaw and Ed Franklin, the author attempted to seek pertinent information about Herb's background. All the fellows agreed Herb was a fine modeler who was primarily interested in rubber models, principally indoor models. Herb first gained national attention by setting records in indoor stick and cabin models. In this line. Frank Ehling relates

an interesting anecdote. Herb had a fine flying stick model that, tended to lack the duration it was capable of, Frank imposed on Herb to look the model over. Upon discovering that it was powered with a loop of 3/32" rubber, Frank immediately installed a loop of 1/8" flat with the net result that the model flew to a new national record.

Herb designed the 'Red Zephyr' based on his indoor experience. For its day, the model was rather radical with its long fuselage. The model was built light, making it a natural for Scientific Model Airplane Co. to adapt to kit form. This kit with its low price, was one of the best sellers Scientific ever made. Greenberg flew the model for several seasons, finally wiping it out at the 1937 Nationals. For some unknown reason while going fine at about 200 ft. the model suddenly peeled off and reduced itself to matchsticks. From a structural standpoint the 'Red Zephyr's' long nose on was its weak point. In all models built from this design (including the author's), it was noted that the nose would come off just ahead of the cabin in any sort of a hard crash. Although the 'Red Zephyr' was a simple good looking model and flew well it never had any reputation as a contest winner. But the only claim to fame that Scientific could come up with was when Maurice Levy of the Aero Club de France won the French Championships in 1937 with a flight of one hour and 20 minutes over a distance of 25 miles. The model was recovered returned unharmed.



*Red Zephyr  
wind indicator  
complete with  
turning prop.*

*One of a series  
of fantastic  
trophies made  
and donated by  
Peter Donovan,  
and presented  
on the day.*



## SWAMPS RED ZEPHYR DAY-

Sunday March 7th, a competition for every age, the Red Zephyr Day at S.W.A.M.P.S field. The Red Zephyr, a plane designed by Herb Greenberg which first appeared in 1936, is a simple to build and a stable flyer. Powered by an OS40 "Bluey" engine the plane is fun to fly as proven by the events of the day. With winds of 15 to 20 knots gusting to 25 knots, the competition ran as follows -

### The Tasks...

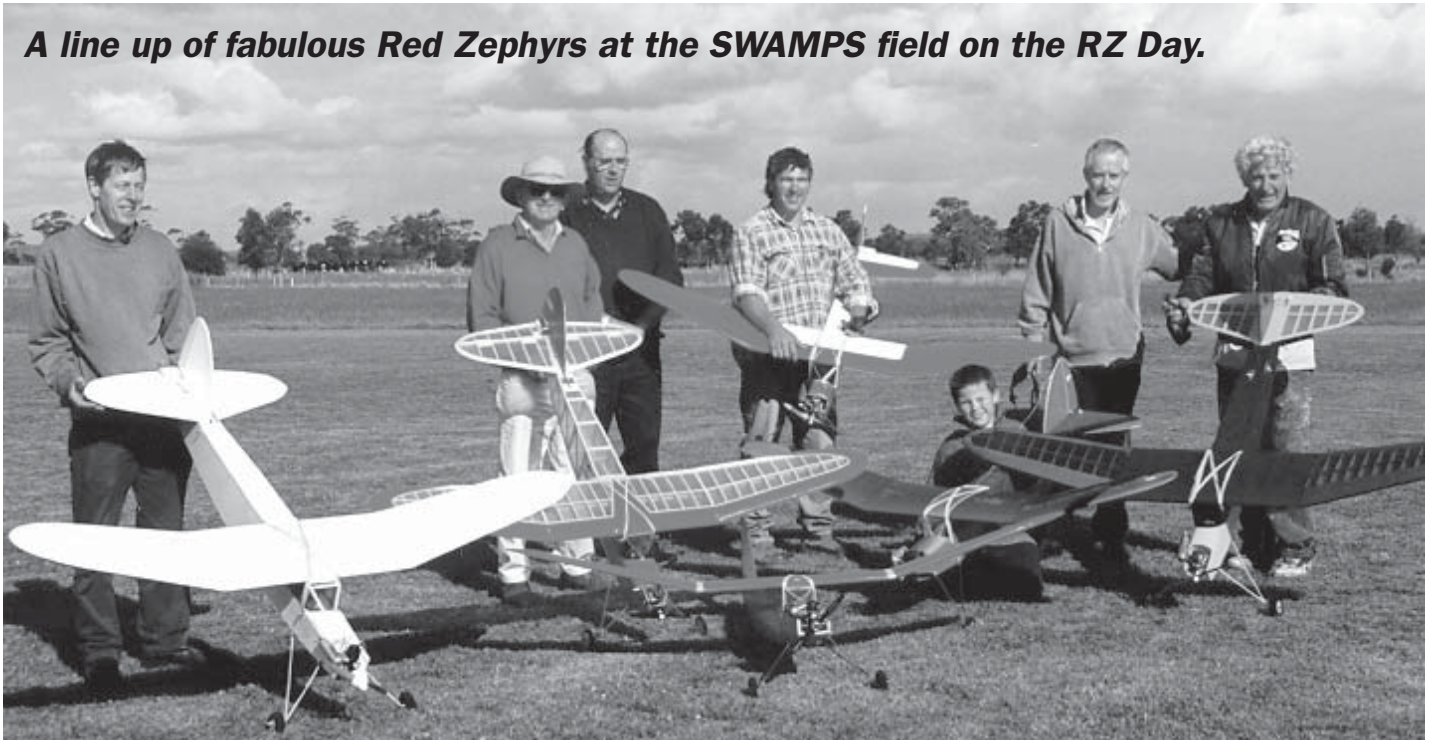
- 1) 30 second climb and glide One point per second
- 2) Spot landing (dead stick) measured from nose / spinner to marker

see a group of Red Zephyrs flying in formation around the field and when a 10 year old has equalled or bettered you in the first four events it's time to smarten up that he is fair dinkum.

In all, it was a fun day with no crashes or damage to the planes, thanks to the Zephyrs ability to handle the winds. The winner of the day would have had to have been 10 year old Owen who came fourth overall out of ten competitors and was only 12% down in score behind first place.

Owen received his 4th prize, a model Spitfire wind direction indicator, complete with propeller and a smile a mile wide. The club would like to extend its thanks to all that participated and supported the

### A line up of fabulous Red Zephyrs at the SWAMPS field on the RZ Day.



Within the field 50 points

Within 10 metres 100 points

Within 5 metres 200 points

Within 1 metre 300 points

- 3) Circuits and bumps in 2 minutes 10 points per circuit and bump
- 4) Two minute flight (pilot to guess time) 120 points minus time difference
- 5) Loops in one minute 10 points per loop
- 6) Rolls in one minute 10 points per roll

Circuits and bumps in one minute was deleted owing to wind gusts. Pilots ranged in age from 10 years old (supervised) to 72 years young. It is great to

pilots and the President of SWAMPS for making and supplying the prizes. In all it was a fun, relaxed event.

### The scores...

<u>name</u>	<u>model</u>	<u>motor</u>	<u>score</u>	<u>ch</u>	<u>rank</u>
Peter Donovan	Red Zephyr	OS 40 2s	648	631	1
Fred Chigwidden	Red Zephyr	HP 40 4s	645	0	2
David Chigwidden	Red Zephyr	OS 40 2s	640	20	3
Owen Chigwidden	Red Zephyr	OS 40 2s	519	20	4
Peter Lansley	not RZ	OS 20 4s	509	32	5
Trevor Boundy	Red Zephyr	HP 40 4s	474	653	6
Fred Stebbings	Red Zephyr	OS 15 2s	338	641	7
Rob Meredith	not RZ	?	259	22	8
John Bilston	Red Zephyr	OS 46 2s	179	634	9
Adrian Klob	not RZ	?	99	647	10
Ron Anderson	not RZ	?	78	633	11

... Trevor Carey letter, continued from page 3 ...  
change insanity session. I believe that in the end as is the practice in 1:1 Scale aircraft that the decision lies with the "drivers airframe" and so be it on their head, all these other insanities are just that. We will drive more people away from the sport with the incessant need to "fix what ain't broke" and in the end it would appear to me that "discussions about the applicability of certain engines etc" is only a means to nobble certain people within the movement.

It is my belief that the Vintagers are the only club in OZ SAM at present that fly all applicable events to the current National rules. It gives us "an unfair advantage" over you folk down south who still fly to the old rules, are the "progressives" going to force us to conform or what. The whole thing is bloody ridiculous, lets put our energies into flying and fixing those things that need fixing. Yes I do own a YS 53 but I also own a number of engines that in the right airframe will eat the YS. Where there is the need for speed (performance) some one will find a way through to improvement. Enough of the soap box.

2/ The article on the AMCO 3.5. I own one and there are a number of them in the club, and apart from operator inflicted injuries the little buggers perform well. I would suggest that Mr. Britcher has forgotten the lessons of an ether smelling you with regards to diesels. Don't fiddle, feed it good quality fuel and spend the time to run it in correctly. The only trouble I've had was the result of the over zealous use of an electric starter which resulted in the drive washer being pushed back onto the crank case, Basil Healey set me right on that one at last years Blayney do, apparently it is quite common. Not the engines fault rather the operators wouldn't you say ???. Enough for now, the mag is a good read and I look forward to the next one.

Trevor Carey, SAM 84, The Vintagers, Queensland

## Second letter from Trevor Carey

1/ With regards to the Hyphen dihedral.

Up here in QLD we have approx 4 full size versions, 2 built from Old Fashion Hobbies kits and 2 built from 2 different plans. All of them have a greater than 8 inch dihedral at the tip. Both Jim Hardy's and mine were built from the kits, mine being built by John French. The construct detail calls for the first dihedral to be built with the centre section flat (4 inch dihedral) and to lay that wing panel flat and attach the outer wing panel with a 4 inch dihedral. Thus it is a geometric impossibility to have a total of 8 inches at the wing tip. Try it.



Also John used that original construction article you referred to build mine. I am currently writing up a construction article on the kit and will refer these matters to Steve Mee prior to publication for his comments. The scrutineers at the SAM 1788 Easter comp agreed with both Jim and myself about this issue and as memory serves there was another Hyphen that conformed with our thinking

2/ Regards Basil's comments about the rules. a/ No one has still owned up to the great rule modification that has caused all this controversy.

b/ No models currently constructed under "any rules" are ineligible under

"any rules" What I think Basil means is more suitable to one set or the other. Well up here we are not finding any problems flying under the '98 rules, and in fact relish the chance to fly under the generous rules you guys use "down south". My Texaco model, if it hadn't suffered radio interference, as did others on the day, would have been in with better than a good chance to take out Texaco at Easter.

As it is, out 1/2a and duration models won the day anyway. YS 53's be damned. I personally think that all this energy being expended "on the rules and changes" would be better directed to the legality of currently used equipment and the safety aspects of some of the engines etc that are used. Which would you consider safer a YS 53 or a Mc Coy 60, ask Basil he is bloody lucky to be here after the antics of some of our "leading lights" at Easter.

Catch you later and keep up the good work, and oh yes where did you get your hat, I got mine in Saigon. Trevor Carey, Queensland





*Confessions of an Aeromodeller:*  
**The Tony Cincotta Story - Part Four.**

Trevor boundy was in the shop as was looking for a filter as he was saying he was getting to comps, and the fuel supplied was giving him blockages, in my day this was called flocking, the fat braking

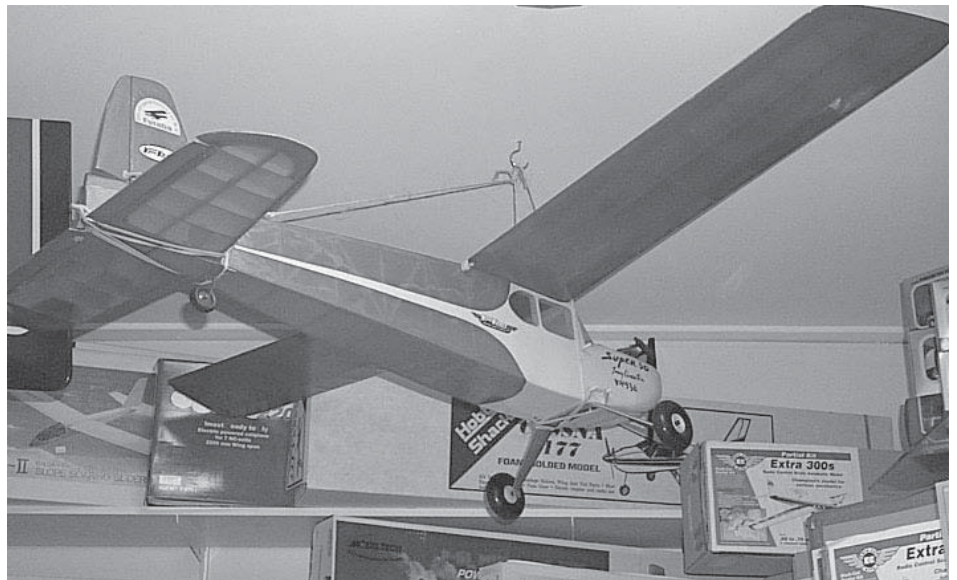
away from the oil, and gave you something like cotton wool in the needle valve a real problem, as we flew team race to use a filter would lose us laps not what we wanted, a modeller from the UK helped, he told us to use about 2% acetone mixed in the oil first castor base that is, would cure the problem and it sure did, suggest when clubs make up the fuel with castor they do this, and I am sure you will no longer have any problems.

Hey out there, sorry have been so long winded with this next lot off old age doings but making a living takes me away from what I would rather be doing, so here goes. You might think that Les Organ and myself were at logger heads all the time, yes in a way we were but I must say in all that time, he was a great help with modelling and meeting new aeromodellers, through him I met Graham Sinclair, known as "Sinkers".

Brian Laughton, known as "Skungie", Charlie Clarke, Colin Stone, Jim Sinclair, George Mallet, Max Nichols, Norm Bell, Monty Tyrell, Rick Ellis, John Crockett, John Lamont, Tony Farnan, Peter Ellis and a man I can't forget that helped me so much in the early days, a guy by the name of Wally Norton from the Windsor club. Wally would come around and pick me up and take me flying to the F/F scene as I was to young to have transport of my own, with this man and many others they all hopped in with help and advice and were always to happy to help me. There are so many more I have forgotten their names, but I can see them in my minds eye, I would try so many new designs and they would all take the time to help me learn how to trim and fly, a fantastic

experience. I look back on it and can only say thanks guys for taking the time to help the little fat wog.

I was always mad on trying what I thought might have been a winner, but like us all I had to learn the hard way I will never Wally Norton helping me to trim my "Civy boy". I used a McCoy 60 glo motor I had saved up to buy from the good old USA, well I hand launched this monster many times and the glide was unreal it seemed to go on for ever, so the next weekend I was ready to fly it with the motor running tested the elmic timer to make sure it all worked correctly and it tested this way had the motor running well and testing the timer, beaut shutting down in 4 seconds won't have any problems with my timer I know better than those other guys.



Wally said let it go slightly rich, but being me I had 30% nitro fuel, what does this fool know, I know better than him, so it was running, what a noise, Wally steadied the wing tip and I let it go, you know what I forgot to do after doing all those tests, on letting go of the model Wally said you set the timer, damm, I was so keen to see this fly and was so keen it's the one thing I did not do. This thing screamed up like a rocket then flew the hump. Well, the motor did not stop and it flew in to the low rock wall with a bang I can still hear today, there is still balsa and tissue floating around today I reckon, and one new motor bent beyond repair and the timer gone to god.

It shows you if you get all the help in the world and you don't pay attention, you come undone, a lesson learn't the hard way, next month will do more when I get time.



**The Ohlsson  
& Rice Story-  
Final episode.**

The first problem that showed up was a weak rod. Early O&R "29s" had a typical "23" -like die-cast aluminium rod - which was simply unable to stand the hammering shock of glow fuel explosions. It distorted and bent, and the engine would either markedly lose power or in some cases simply refuse to run at all. Since the O&R engines were so easy to disassemble, it was a simple matter for the unlucky "29" owner to diagnose his trouble. When he did, he would either take his damaged engines back to the hobby shop where he bought it or else mail it back to the factory for replacement under the guarantee terms. In Los Angeles, engines coming back to the O&R factory poured in a flood. A mad, frantic job of rod redesign was commenced instantly, and henceforth all the O&R "29s" and "33s", both new engines and "repair jobs" were equipped with forged steel rods. These new connecting rods were probably twice as strong as the old aluminium ones. But unfortunately the rod was not the only problem with the O&R "29" - and not the worse one !

The whole key to the typical Ohlsson and Rice engine design, so familiar that it seems a trademark, was their method of assembling the steel cylinder and the die-cast aluminium case. This was accomplished by a special, "secret" spot welding technique. After this was done, the cylinder and case were not disassembleable. If by bad luck these parts did come apart, there was no way to put them back together again so they would stay.

Apparently the weak aluminium rods had saved many O&R "29s" from a really catastrophic type of failure. When they yielded, they reduced the stresses on the cylinder-case joints enough so that the engines did not fly apart when running on glow fuel. Perhaps some of the first engines might have had rods that bent just a little -not enough to stop the engine from running, but enough to reduce the compression a bit and also cause early port opening. The engine would still operate fairly well, but wouldn't develop enough power or RPM to break anything.

But the new steel rod changed all that. It would not bend and thus alleviate the strain ! All over the country O&R "29s" began to "blow their tops"! Sometimes only one "spot weld" would fail, and the

engine case would simply split and the engine would stop. Other specimens would actually blast their cylinders straight out of their cases -sometimes with enough violence to cause the glow plug to stick into an overhead ceiling. Rumour had it that modellers had actually been injured by flying cylinders.

With troubles like this occurring, the sales of Ohlsson and Rice engines took a sudden slump. The situation was - in reverse - like what had happened when the "23" was first put on the market. Then, each engine sold was another advertisement for O&R quality, reliability and ease of operation. Each one sold was a "salesman" for more. With the glow "29" however, It was just the opposite.

At the O&R factory there was consternation. Engines were coming back from customers, dealers and wholesalers almost as fast as they were coming off the assembly lines. It was a tremendous SNAFU. Everything was going wrong at once. And, once the Ohlsson and Rice "empire" started showing cracks, other weak points began to fail. For example, the O&R propellers, never really good performers, had been "carried" by the prestige of the Ohlsson and Rice name. Now they became another millstone, another newly unsaleable item. The O&R fuels, available in 5 different "formulas", were another problem. Only one or two of them were at all popular, and the others turned out to be "duds". The O&R race car, beautiful as it was, ended up as just one more "white elephant" that Ohlsson and Rice could hardly give away.

Now, although sales had come to a sudden halt, the same couldn't be said of expenditures. Payments still fell on the new machinery and the other facilities; the payroll still had to be met; the DC-3 was accruing hanger rent fees and maintenance expenses. Advertising had been contracted for, months previously, and there were all the other overhead expenses and costs as well. Before, it was no real problem to meet these payments - but now there was no money coming in. To make matters worse, any wholesalers, buying on "open account" had been hit hard by the sudden stoppage of O&R's sales. Partly to show their disapproval, and partly to allow them to use their money to invest in the new, up-and-coming 1/2A engines many of them either withheld payment, pending "clarification" of the O&R status, or just sort of forgot about their bills owed to Ohlsson and Rice.

This situation just couldn't last, one day Harry Rice, never noted for great patience and understanding, got into an argument with Irwin Ohlsson about what had happened and whose fault it was. In just a few minutes these men who had been business partners and friends for over a dozen years, came to a parting of their ways. There was a great deal of harsh language and ill feeling - all of it because of the fiasco of the "Glow 29". Their past tribulations and triumphs were forgotten, instead of getting their heads together to see what could be done to salvage the situation, Ohlsson and Rice exchanged threats and insults - until things had gone so far that no reconciliation was possible.

Irwin Ohlsson moved out of the company, leaving it all to Harry Rice. Rice buckled down to do everything he could to recoup. One would never know, from the O&R advertisements that appeared henceforth that Ohlsson and Rice were no longer partners; and that the company was merely a hollow shell of its former self. Of course, any firm that had made as much money as O&R had made couldn't be bankrupted or driven out of business except under the grossest sort of mismanagement - and Rice wasn't about to let that happen. Literally tons of finished and semi-finished parts for engines were already made and paid for, Rice decided to assemble them and sell them for whatever they would bring. Optimistic advertisements continued, and Rice finished up the design of a 1/2A engine that had been commenced under the direction of Ohlsson.

Around this time, the continued presence of the Ohlsson name in the Company's title must have rankled with Rice. He reincorporated the company as a Delaware corporation (Delaware was very lenient with corporate organization laws), under the new name of the "Cheminol Corporation". This didn't seem to help matters too much, and later Rice returned to using the old familiar Ohlsson and Rice name again.

Business was not good. In order to keep the factory going, Rice began taking in "job shop" machine work, which was plentiful at the time due to the Korean situation and increases in defence spending. However, little by little the stocks of finished engines dwindled, but Rice managed to keep the company in the model business. Packaging

"tricks", premium offers, color anodized heads on the engines to add sales appeal, all were tried. Some worked, and some didn't, but slow sales continued.

The O&R "Midjet" 1/2A engine was unsuccessful. An attractive little engine, it drew a good bit of interested attention from modellers.

But it was no match in performance for the Cox, McCoy or K&B 1/2A engines and eventually it disappeared.

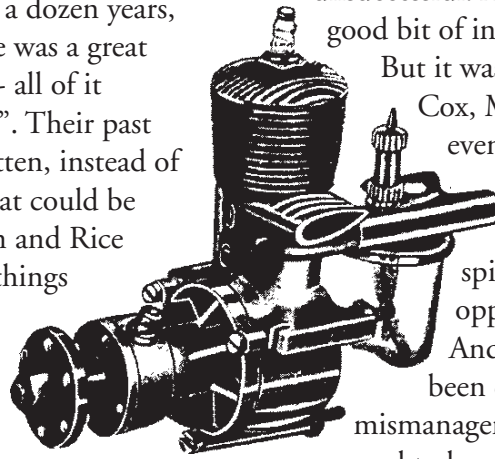
Meanwhile, what of Irwin Ohlsson? Never a man to sit down crying over spilled milk, Ohlsson soon spotted an opportunity in the breakup of the Mel Anderson "Spitfire" company, which had been driven to bankruptcy by

mismanagement and ill fortune. Ohlsson managed to buy a substantial part of the old "Spitfire" facilities, including their very large fuel-packaging plant. Soon he was back in business again, making his own line of model engine fuels and glow plugs, and also packaging (under their brand names, of course) fuels for several other well-known West Coast model engine manufacturers.

Ohlsson's use of his own name in his new company title was strongly resisted by Harry Rice, in fact, he filed lawsuits against Ohlsson to try to make him stop using the Ohlsson name in his advertisements and on his company's products. Eventually the courts handed down what amounted to a compromise decision: Ohlsson could continue to use his own last name in his new company, but he had to add his first name as well, to differentiate his firm from the old Ohlsson and Rice company.

A few years ago, Harry Rice got back into the miniature engine business again - but not with a power plant for model airplanes. The now - well known O&R "Compact" engine, designed and built for all sorts of light, portable outdoor power applications, was the beginning of a real comeback in the 2-cycle engine business for one of the oldest companies engaged in this line. The engine has proved to be so versatile and reliable - almost like the old "23" was in modelling - that now a whole family of O&R "Compact" engines are available.

And, to complete the circle, many modellers nowadays, especially R/C boat enthusiasts, have converted these latest Ohlsson and Rice engines into model power units.



1940 O & R '19'





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**Ray Woodhouse**

Seen here at the 1999  
7th Annual SAM600  
Easter Swan Hill Competition.

Ray built this Anderson Pylon and fitted it with an OS 40 two stroke especially for the Duration event. It is a beautiful model and a credit to both the designer and builder. It's a pity we don't see more of Anderson's designs.

**Remaining Competition Calendar 1999 (All contests run to SAM 600 Rules)**

When	What	Where	Contact
June 12 & 13	Bendigo Fly In	BRCAC	Grame Sinclair 03 5447 8590
November 28	Warragul Old Timer FlyIn	Warragul	Greg Mitchell 03 5623 5970

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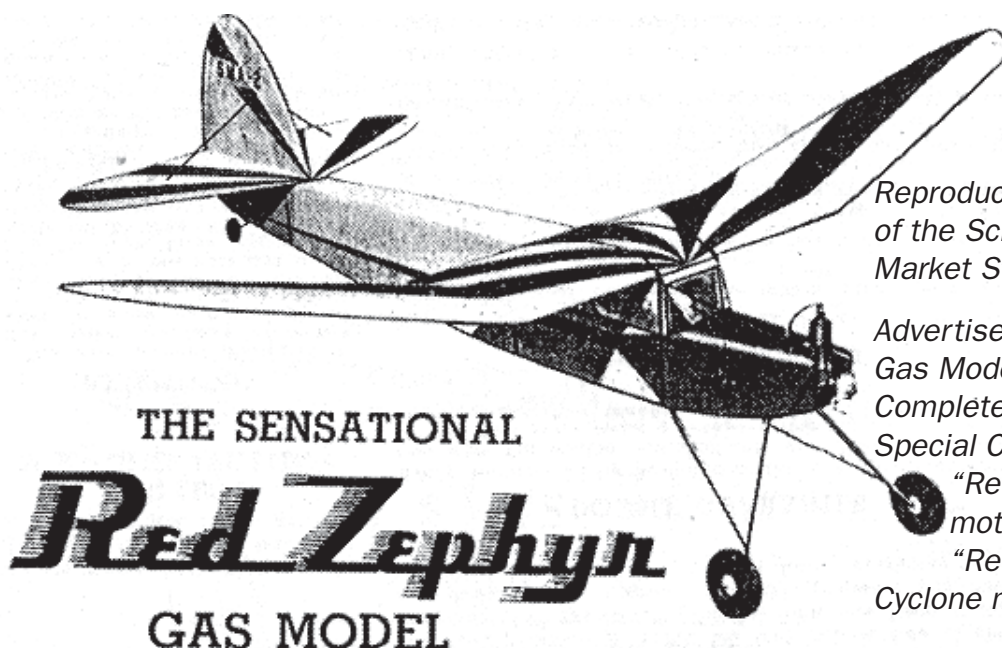
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