

THE SOCIETY OF ANTIQUE MODELERS  
**The SAM 600 Thermaleer**

*"To be an Old Timer flying the models we do is a condition rather than either a profession or a sporting hobby". PCB*

SAM 600 of Australia Victorian R/C Old Timers Association Inc.



***The top photo is a shot of Tom Ryan's "Request", story inside.***

***The lower photograph is a wonderful Henry Struck design, the "Connecticut Yankee" built by Jim Kutkuhn in Arizona, USA. Silk covered, transistor ignition, selig timer operating a micro switch for engine cut-off & DT function.***

SAM 600 Website <<http://www.sympac.com.au/jtboundy>>  
 Download this newsletter <<http://www.ozonline.com.au/~sam600nl>>

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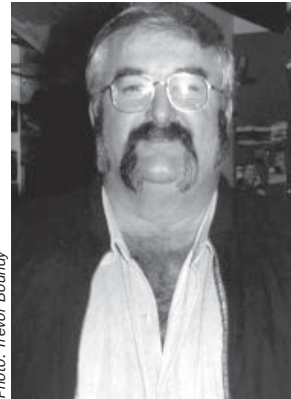


Photo: Trevor Boundy

**President's Report**

Hi folks, I thank the members for another year of hard labour, as President, not much to report at this time of the year. Not many comps, please get your postal results returned before the next meeting night.

At the AGM the annual fee was voted for a rise. \$20 for pensioners and \$30 for Seniors. After a special Committee meeting it was decided to keep this rise, BUT to be over a three year period. A \$5 rise each year to be reviewed at each AGM before proceeding with each annual \$5 annual rise. So this year the fees are \$10 for pensioners, \$20 for Seniors and \$10 for Juniors.

Hope to see a large attendance at the Eastern States Gas Champs at Wangaratta on 2-3 October 1999. It will be held at the Targoora Baseball fields, just out of Wang, 3.5 km south-east on the Whitfield Road. Book your accomodation soon because the same weekend is a Chevy Car Club meeting. So book early.

Yours sincerely, Chris Lawson

**NEXT MEETING**

Meeting #63 the AGM will be held on Thursday, 23th September 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 # 64, Thursday 25th November 1999  
 Meeting # 65, Thursday 27th January 2000

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.



### **WebMasters Report from Trevor Boundy**

The following [Links](#) are to be added to our web page:- [Free Flight Supplies](#), (A sample of items covered in this page is as follows:- Lightweight Covering Materials -

ESAKI TISSUE AND SILK, CONDENSER TISSUE, MIKALENTA TISSUE, POLYESTER TISSUE (from Klaus Salzer - sold as "Polyspan" in the USA), DOPE SOLVENT/TISSUE REMOVER, TRANSPARENT MYLAR FOIL (from Jan Somers), MYLAR COVERING MATERIAL, MICA FILM, SOLARFILM PRODUCTS- Airspan, Litespan & Balsaloc, COVERITE - BALSARITE, (HEAT SEALING IRON)  
[Supercool Racing Propellers](#),  
[Spirit of Yester Year Model Kits](#),  
[Ottawa Remote Control Club](#),  
[The Virtual Home of Electric Flight \(mailing list\)](#),  
[The Complete RC Websites Index, Database](#),  
[Hawthorn Hobbies Web Page](#),  
[Schoolyard Model Company](#),  
[Chicagoland Buzzards SAM 117](#),  
[SOAR Electric Fliers](#),  
[TARMAC](#) (Toowoomba's FIRST radio control miniature aircraft club!)  
[A R/C Home Page](#) (This site is dedicated to all things relating to radio controlled aeromodels using A engines. There's more to it than you think!)  
[SAMAA HOME PAGE](#)  
 (South African Model Aircraft Association)

At the date of writing this report, we have had 528 visitors to our site over the last 2 months. If you are a regular visitor to our Web Page the item "What's new notes" contains a history of changes to the Webpage, with the most current change at the top of the list and the date of the last modification.

In the index to the Webpage, at the bottom, is an item called "Test Calculator" which prompts for a Wing Span and Chord and then calculates (using Java Script) the Wing Area in sq inches, the max 2 stroke motor size and the max 4 stroke motor size as defined in the 225 wing area rule.

It's disappointing that the Wangaratta Air Port won't be used. A big thank you must be made to SAM 1788 member and 1999 ESGC C/D David



## *Society of Antique Modellers of Australia* **1999 Eastern States Gas Champs**

**2-3 October, 1999**

### **TARGOORA PARK BASEBALL FIELDS**

**Whitfield Road, Wangaratta, Vic.**

(3.3 km south-east from main street)

**Saturday 10am - GB Event & '38 Antique  
 1pm - Duration**

Evening at Pincet Hotel, Wangaratta

**Sunday 9am - 1/2 A Texaco & Texaco**  
 (1995 MAAA Rules)

Information - Basil Healey (02) 4341 7292



Foster for the time he has spent finding an alternate field in the Wangaratta area.

I've been advised that the ESGC will be held on 2/3 October at TARGOORA PARK Baseball Fields, Wangaratta, which is located 3.3klms south-east from the main street of Wang on Whitfield Road. According to Ian Avery "The airport and a radius of three nautical miles around is banned to all model flying by the local Police/Council since local residents lodged complaints about their homes being buzzed by pylon racers recently."

The ESGC contains an event called the Gordon Burford Event back ground information to this event can be seen in the "2000 Nats Bulletin 2", which is covered in detail in this edition of "The Thermaleer".

Trevor Boundy

**Model Aeronautical Association of Australia  
53rd Australian Model Aircraft  
National Championships**

# Shoalhaven City Nats 2000

**NOWRA, NSW.**

26 April to 4 May, 2000.

MAAA Bulletin No. 2 - September, 1999.

**Nationals Guest of Honour:**

An invitation has been issued to Mr. Gordon Burford to attend the Shoalhaven City – Nats 2000 as guest of honour and it is with pleasure we are able to advise that Gordon has accepted the invitation.

Gordon Burford is one of Australia's pioneer aeromodellers. He was responsible for the GB, Sabre, Glo-Chief and Taipan motors which sustained Australian aeromodellers throughout the late forties, fifties, sixties and into the seventies. Motors included spark, glo and diesel and ranged in size from 1cc to 10cc. Most who started aeromodelling during this period almost certainly used one or more of Gordon's motors.

Gordon and his late wife Jose also served as Secretary and Treasurer of the Model Aeronautical Association of Australia and were instrumental in the growth and advancement of Aeromodelling in Australia. In honour of Gordon three special events are being staged at the Nationals in each facet of aeromodelling:

Free Flight will be the Gordon Burford Diesel Duration, Control Line will be the Gordon Burford Vintage Team Race and Radio Control will be the Gordon Burford Oldtimer Event. Needless to say each event requires the use of a Gordon Burford engine and the rules for these events have already been circulated but are also printed in this bulletin for information. Copies can be obtained from the Nationals Secretary, Mr. Dave Brown, 52 Outer Crescent, Lithgow. 2790. (Email [daveb@ix.net.au](mailto:daveb@ix.net.au)). Trophies for the winners will be presented by Gordon at the Presentation Dinner.

**Nationals Program, Rules and  
Minimum Number of Entries:**

The program for the Nationals is included with this bulletin for information. The rules to be used for the 53rd Nationals are the FAI Rules together with the section 2 Australian Rules with effect as at 30 June, 1999. Copies of these rules are available from the MAAA Inc. Federal Secretary, 6 Coppelius Close, Sunbury. VIC. 3429, for a fee, the MAAA Inc. Web Page ([www.ozemail.com.au/~maaa/](http://www.ozemail.com.au/~maaa/)) or from your State Secretary. The FAI rules are available from the FAI Web Page (<http://iria.mines.u-nancy.fr/~fai/aeromodelling/>).

Rules that are not contained in the MAAA Inc. Rule Book or are special rules will be made available from the Nationals Secretary, Mr. Dave Brown, 52 Outer Crescent, Lithgow. 2790. (Email [daveb@ix.net.au](mailto:daveb@ix.net.au)).

The minimum number of entries required to formalise an event is five (5) for Control Line and Free Flight. The minimum number of entries in R/C events is ten (10). If these levels of entries are not achieved the organisers of the event may offer the entrant the opportunity to move up a grade or be refunded their entry fee.

Entry forms will be included with Bulletin No. 3 which will be published in December, 1999. It is expected that entry forms will appear in RCM News and Airborne magazines and will be available from State Secretaries, Special Interest Groups, etc.

**Meeting Room at the Nats:**

In response to inquiries arrangements have been made for a meeting room to be available free of charge at the Bomaderry Bowling Club each evening of the Nationals. There is an excellent Bistro at this club and special interest groups, etc., could take advantage of the Bistro prior to the conduct of their meeting. The meeting room is available from 7pm to 11pm and interested parties should book with the Nats Secretary, Mr. Dave Brown, 52 Outer Crescent, Lithgow. 2790. (Email [daveb@ix.net.au](mailto:daveb@ix.net.au)).

**Accommodation:**

There is an extensive selection of accommodation in Shoalhaven. Choices between seaside (approximately 17 to 30 klms from Nowra), rural, town, mountain and farm locations are available. All types of accommodation, ranging from

Bed & Breakfast (50), Hotel (6), Motel (57), Guest House (10), Cottages/Holiday Units/Farm Cottages (115), Caravan/Camping/Cabin (74), Group Accommodation (8), Back Packers (2), is available throughout the area. The Nowra town area accommodation is: Hotel (1), Caravan/Camping/Cabin (5), Motel (9), Guest House (2), Back Packers (1).

Full information can be obtained through the Shoalhaven Visitors Centre at 254 Princes Highway, Bomaderry, telephone (02) 4421-0778, fax (02) 4423-2950. Contact Mrs. Chris Beverly.

#### Jervis Bay Airstrip access:

This flying site is located inside a National Park which is subject to a park access fee. Competitors will be issued with a pass to access the airstrip but should they desire to go elsewhere in the National Park they will be subject to the payment of Park fees.

#### Nationals Committee:

##### Chairman:

Mr. Joe McGuffin,  
20 Paroo Court,  
Wattle Grove NSW 2173  
(02) 9825-4695.  
<shanne@cimtec.net.au>

##### Secretary Treasurer:

Mr. Dave Brown,  
52 Outer Crescent,  
Lithgow NSW 2790  
(02) 6351-2513.  
daveb@ix.net.au

##### Media & Public Relations:

Mrs. Valerie Vickers,  
P.O. Box 354, Eastwood NSW 2122  
(02) 9858-4917 valerie\_vickers@hyatt.com.au

#### List of Old Timer Events:

Gordon Burford Event	Thur 27 April
1/2 A Texaco & Nostalgia	Fri 28 April
Duration	Sat 29 April
Texaco	Sun 30 April
'38 Antique & Standard Duration	Tues 2 May
2cc Duration & R/C Glider	Wed 3 May

#### **The Gordon Burford Special Commemorative Event:**

##### Radio Control Old Timer:

The radio control event will be the "Gordon Burford Oldtimer Event" and the rules are as follows:

- Event:** This event is a Limited Engine Run event for Antique, Old Timer and Nostalgia model designs.
- Engines:** Models flying in this event must be powered with a nominally 2.5cc diesel engine manufactured by Gordon Burford and which falls within one of the following classifications:

- PB: Any GB, Sabre or Taipan engine having a plain bearing crankshaft incl. the more recent GB 250 replica.
- BB: Any Taipan engine having a ball-race crankshaft, excluding schneurle ported / limited production specials.
- Engine mufflers not required.
- Engine Run Times:** Engine run times  
PB engines - 45 secs.  
BB engines - 35 secs.
- Propellers:** Commercial propellers of eight (8") inches in diameter or larger must be used.
- General model specifications:**
  - Scaling of model designs is allowed.
  - Wing area rule of 225 sq. in./ cu. in. will apply. Thus minimum wing area is 338 sq.in.
  - Existing oldtimer rule requirements relating to construction, control types, engine shut-offs etc. apply.
- Flying Contest:**
  - Four rounds with best three flight scores to count.
  - Two attempts allowed for each round. Last attempt is the scored flight.
  - An attempt must be called prior to the completion of the allocated engine run time.
  - Should an engine over-run occur on the second flight attempt in any round the score for that round is reduced by ten (10) points for every second of engine over-run.
  - Rise off ground take-offs or hand launching permissible.
  - maximum flight time is five (5) minutes.
  - Two minutes to land at end of flight.
  - Landings must be made in the defined landing area as set out by the Contest Director.
  - Timing of flight commences immediately upon release of the model.
- Scoring:**
  - One point per second of flight time to maximum of five (5) minutes.
  - One point per second of flight time deducted from score for every second of flight time which exceeds seven (7) minutes (Flight Maximum of five (5) minutes plus two (2) minutes to land).
  - Landing outside the defined landing area is a zero score.
  - Should a fly-off be the following conditions apply:
    - Fly-off will consist of normal engine run plus longest flight time.
    - One attempt only in the fly-off.
    - Fly-off is scored at one (1) point per second of flight time.
    - An engine over-run results in a zero score.
    - Model must land in the defined landing area. Landing outside the defined area is a zero score.













*Richard Obarski, Chicago Aeronuts Club, and prize-winning Zipper, his first gas job !*

That, briefly, is the gist of the thought that went into the model which later began to be called the Zipper. Several hundred flights were made with a number of test models, and naturally we found plenty of things to improve. The greatest source of trouble was broken ignition wire - and it always broke at a soldered joint. We got away from this by using Fahnestock spring clips everywhere possible. Then if a wire showed signs of breaking anywhere near the clip, it was easy to cut the wire at that point, remove the insulation, and once more insert the wire into the clip.

Another thing was the difficulty in getting consistent flights because of small, unnoticed changes in the position of the wing or tail. The solution to this has been "keying" the wing and tail in one position with a simple key system which yet permitted them to be jarred loose on impact. An important point was found to be the horizontal alignment of the wing and stabilizer, to prevent unsuspected and perhaps undesirable circling adjustments. The easiest way to check this was to lay the ship upside down on the floor, with the wingtips touching, and then measure the height of each stabilizer tip. Changes were made until both tips showed the same distance from the floor, thus aligning them with the wing tips.

# THE 1939 GAS MODEL

**1939 rules are evolving a new kind of gas model. Goldberg's successful Zipper with its extraordinary high center of lateral area refutes a popular existing theory by its proven spiral stability and brilliant contest record. (Part 2 of a series written in 1939 by Carl Goldberg).**

Anderson and I finished our models at the 1938 'Nationals at Detroit, and I gratefully acknowledge here the aid rendered me by members of the up-and-coming Minneapolis Model Aero Club and my fellow members of the Chicago Aeronuts. Anderson, or Andy, as everyone calls him, didn't quite believe the model could be successful since it appeared so radical. So when his motor quit right after the first take-off and the ship was slightly damaged as a result, he didn't bother to fix it up, but went back to his well-tested large model. Bad luck continued to dog him, however, and this ship came out second best in an argument with a tree. Then his coil was ruined through the intense heat of the sun shining on his fuselage.

My ship didn't fare much better. It was finished at exactly 5 p.m. and the meet was due to close at 5:30. Two or three hasty test glides seemed to be 0. K., and so I made the first flight an official one. With the motor throttled down, the ship climbed nicely; the glide seemed rather fast, but because of the very short time remaining and the high wind I didn't pay any attention to it. Running to the waiting line, I just managed to become the last one signed up for an official flight. There wasn't any choice but to open the motor wide, which I did. The model sped across the cement runway, lifting much too slowly, and was just starting a mild bank when it crashed into a car standing about two hundred feet from the point of release. When I tested the ship again back in Chicago some weeks later, the failure to rise properly was determined as being due to too much tail lift for that position of the center of gravity. Moving the ignition parts toward the rear, and setting the stabilizer at a bare degree negative angle flattened out half glide and

produced a climb of better than 2,000 feet per minute. The Midwestern States was the next big contest to come up. This meet, the most important in the 'Midwest, is conducted annually by the Gas Model Aeronauts of Chicago (not to be confused with the Chicago Aeronauts), in collaboration with the Chicago Park District. The prize list is always large, and the prizes well worth winning, so the competition is keen. Meanwhile, I had loaned the plans of the Zipper to Dick Obarski, an expert rubber-power model builder and a good friend of mine, who wanted to build it for his first gas model. He finished and tested the job on the morning of the 'Midwestern, and after four fine test hops he made two official flights and easily walked off with first place. My ship made six good test hops in the morning, running around three minutes each on twenty-second motor runs.

I fixed the small amount of body damage in a few minutes the following week, and tried a different type of spar joint for the wing which proved much more successful. That week end, at the big Mississippi Valley Meet, held in St. Louis each year by the Stix, Baer and Fuller Model Club, and the St. Louis chamber of commerce, a twenty to twenty-three-mile wind blew all day, but with motor running at half throttle, a sixteen-second motor run oil my first flight managed to make first-place time.

We were really off to a string of wins." The following week Andy took first at a meet by the Buzzard 'Model Club. Then, the week after that, with my timer refusing to do more than twenty seconds, my Zipper took second place at the American Legion National Contest held in Indianapolis. Just a few seconds behind Gerald "Ritz" Ritzenthaler of Chicago, who was using the fill]

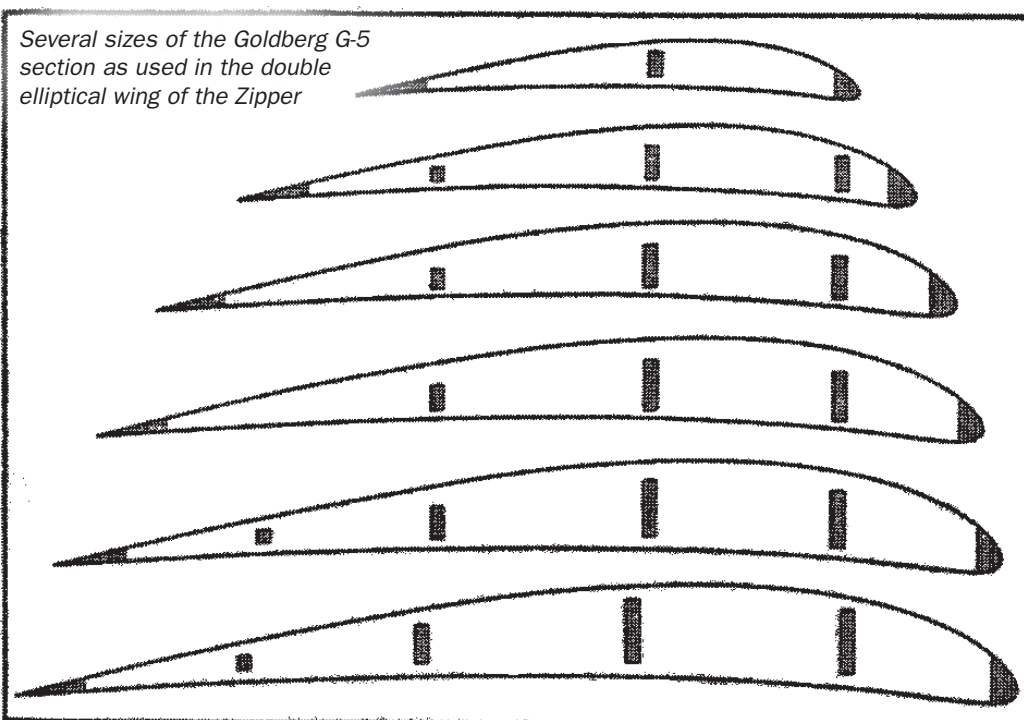
thirty-second run. The next week end I got second place at the ScrippsHoward Junior Aviator National Contest in Akron, with an eight-minute out-of-sight flight. The Zipper flying nineteen more minutes before coming down.

That was the last second place taken by the Zipper design. Since then Andy and Barney McShane of the Penguin Aero Club, have won numerous firsts at Rockford and Chicago. All in all, entering eleven meets within a period of a few months, the Zipper came out first nine times and second the other two times. The number of expert builders who asked for copies of the plans has been a further proof that

the ship "had something." The small-motor class of model was given similar design treatment, and the result was a performance exceeding even the best that large-size models had normally shown. This model was named the Mercury.

The first one had a wing loading of fourteen ounces per square foot, but a fifteen-second run on the excellent Willard engine (displacement about .19) got the ship up so high that the total flight was two minutes fifty seconds.

*(To be continued in the next issue...)*



Then came timer trouble, and I just couldn't get rid of it. I lost two more contests for exactly the same reason before I woke up to the fact that the timer, too, must be removable with the rest of the ignition. At this meet the motor stuttered badly because of poor timer contact-point pressure, and on top of this I must have accidentally changed all adjustment, for when the ship finally got off it started looping violently. The third or fourth one broke the spar joints in the center of the wing, and that was all for me that day.



## Engine Ramblings & the OK Super 60 - by Don Howie

Recently had a visit from Merv Buckmaster, he came to Adelaide for the 70th birthday of David Anderson. Visiting David's

home with Merv, I had the chance to talk with Adrian Bryant and Gordon Burford, mainly about old model engines. Adrian mentioned he worked for Veco (Henry Engineering) in 1953, whilst travelling around the world. At that time, Veco had just started making engines previously made by K&B; and had working for them; Mel Anderson, Hi Johnson and Joe Wagner. Mel had gone bankrupt the previous year with his spitfire engines, Hi Johnson had not yet got involved in engine manufacture and Joe Wagner later started M.E.C.A., I expect in retirement.

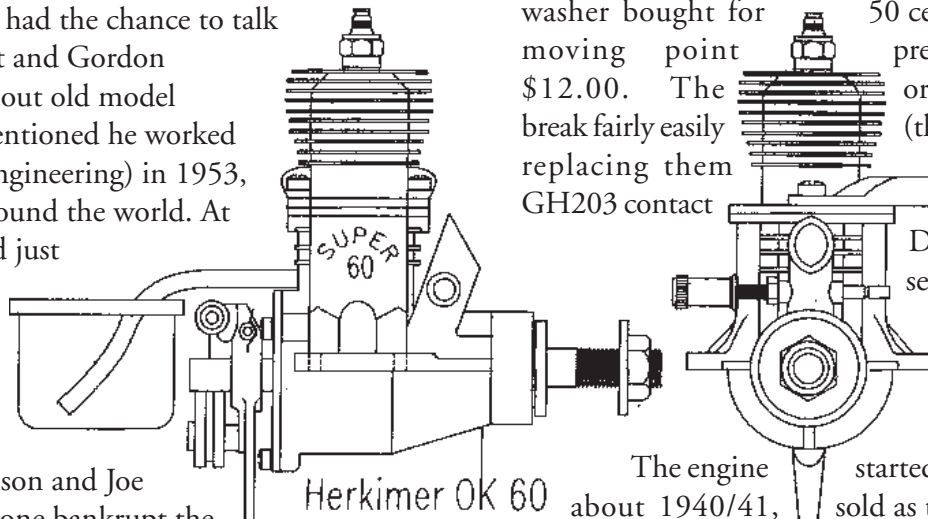
Looking at Model Airplane News, December 1985 recently, I read the engine article by Joe Wagner and was amazed by what he had written about the OK Super 60. I quote, "I've been experimenting with model engines since 1937, and understand quite a lot about them by now. Yet I have never been able to get an OK Super 60 running - and I've tried hard, too. I've owned at least six specimens since 1946. I have one now, with every part seemingly perfect, yet all it will ever do on the test stand is spit and splutter, cough, backfire and pop-pop-pop a few times". A photo was included showing the OK Super 60, the engine he was talking about.

At our recent South Australian State Champs, held at the Barossa Valley, in '38 Antique we had four models powered with OK Super 60 engines. All started easily, ran well and took out first place, Ron Adamson with his RC1 was the winner. I sent a photo of the four OK powered models to OK engines, Mowhawk N.Y., to use in their advertising. I sold an OK Super 60 to Wally Reeve recently. Wally started modelling before the war and used spark

motors after the war in his models. He said that he much preferred the OK Super 60 to the O&R 60 at that time.

Parts for the OK Super 60 is interesting. OK sold them cheaply, however much has been bought by the replica parts people and now resold at four times the price. As an example, a conrod preciously bought for \$4.00, is resold for \$16.00. A prop drive washer bought for 50 cents is now \$8.00, a moving point previously \$4.00 is now \$12.00. The original Delco points (the fibre part), try replacing them with Hitachi GH203 contact points for

Datsun vehicles that sell for about \$6.20 locally.



### HISTORY

The engine started out as a car engine about 1940/41, sold as the OK Tornado. The crankshaft is larger in diameter than that used on the Super Cyclone, and the OK goes harder than the early Super Cyclones without the sub piston induction, GR model. It goes better than the early Ohlssons such as the Custom and the 60 Teardrops. I expect these large manufacturers were not too happy, articles in the early mags show rev figures for the OK as less than the other two engines. OK was forced in 1943 to change the name, as Tornado was used for the Curtis Wright aircraft engines. The OK Super 60 has a simple ballrace at the front, this was for the 12 oz flywheel provided for car use. The engine runs well on methanol and castor, as this fuel was used in model cars from 1939 and is the traditional fuel of speedway racing. The lack of fins is perfectly adequate when using this fuel.

The engines are not perfect, however, giving quite a few problems. Firstly, use longer screws to hold down the cylinder, the 3/8 inch length should be replaced with nearly 1/2 inch in length. Tighten the screws when the engine is hot and check each time you fly. The blunt needle (original) is quite sensitive to fuel adjustment. The rear disc and cam for the points gives problems and have had to be silver soldered, brazed on at least three examples owned by Bill Britcher and myself.

The original disc and camshaft is simply bashed together and so can come loose. Align the shaft in one of the three holes so that when the piston is TDC, the flat on the rear shaft is on the bottom. The gudgeon pin on the original is bronze (no end pads needed) which can wear quickly if the engine is run with the ignition advanced too much. Some engines have silver steel pins, check to see if end pads are fitted.

Run the engine in on 4 to 1 methanol/caster oil, add 3 to 1 petrol (unleaded)/Castrol M to the methanol fuel as you learn to operate the engine. Finally, advance the timer when the engine starts, to warm the engine up and lean out the needle. Pull back the advance now the engine is hot.

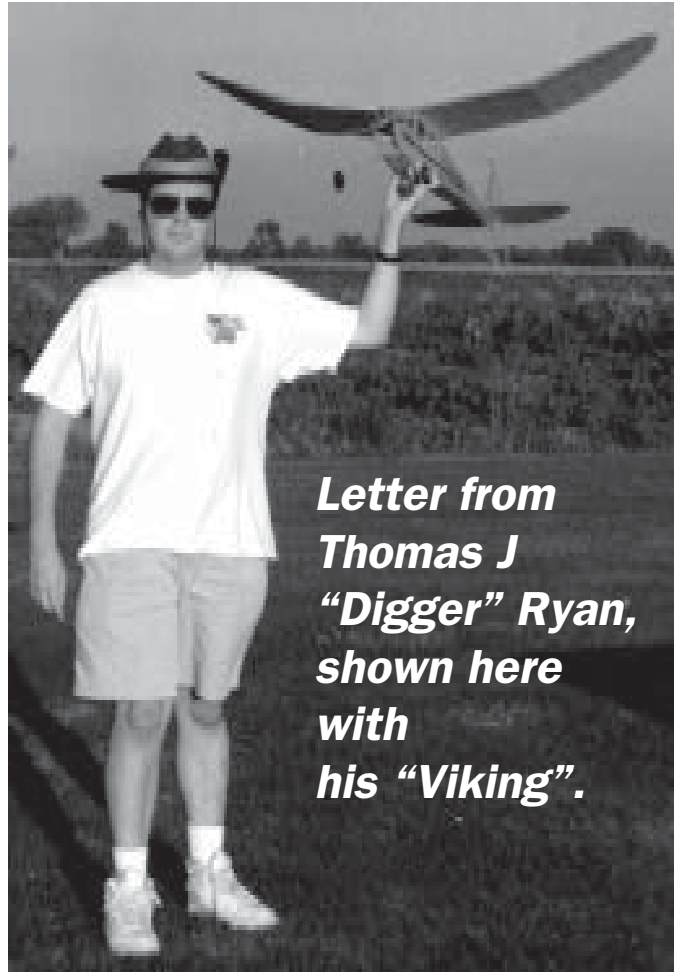
### **MicaFilm Covering**

(Courtesy of Fritz Bien - June 1998)

The instructions that come with MicaFilm covering, and many kits, suggest that you should apply the BalsaLoc (water-based) or BalsaRite (solvent-based) adhesive directly to the wood structure that you will be covering. This does provide adhesion, but has a couple of bad side effects:

1. The wood absorbs an outrageous amount of the adhesive, adding unnecessary weight to the model
2. Thin wood sections will warp very noticeably from being "wetted" handled by wetting both sides at the same time, but this can be tricky and adds weight as mentioned above)

So the easy answer is, don't apply the adhesive to the structure! Always apply the adhesive to the MicaFilm covering material wherever the film will contact the model's structure. The adhesive can be brushed on, or for absolute minimum weight rolled on with a roller. The adhesive layer can be quite thin and still provide fine adhesion. Let the adhesive dry completely on the back of the MicaFilm before applying to the model using normal MicaFilm heat levels. Done this way, the adhesive adds very little weight to the model, while still providing a very good "grip" for the covering material.



**Letter from  
Thomas J  
"Digger" Ryan,  
shown here  
with  
his "Viking".**

One of our fully fledged and paid up members from Columbus, Ohio, USA, wrote to me recently and enclosed some photographs of some of his 1/2 A Texaco models flown with SAM 81, his Chapter. Robert Morley, President of SAM 81 who lives at Upper Arlington, Ohio, is also one of our members in the USA..

Tom reports, "The Ehling "Request" was destroyed minutes after the photograph was taken and never repaired. It's just not competitive with the 5cc tank. Nine years old. Under construction is my "Lanzo Racer" - 52" wingspan, 270 sq inch area, 23" fuselage. It's a US\$30 Klarich kit. Look at all those ribs.

In the interim I'm flying a Cleveland "Viking" covered with Jap tissue. This model was purchased from my Uncle Paul in Pennsylvania for \$7.00! Plane was seen at an auction completely built and unflown. Builder is still unknown.

Thermals, Tom Ryan".

PS: I'm taking POLYSPAN lessons over the phone from Larry Davidson.

Please make cheques out to **SAM 600 of Australia Inc.**

## MEMBERSHIP APPLICATION

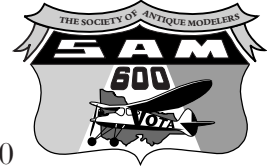
Please complete the information below and return with your membership fee. Please note: No fees - No Newsletters - No Contests. Membership year starts from July and ends June, so register NOW.

### Fee Structure:-

**Junior:** Under the age of 18 years as at 1st July. Club Fee: \$10.00

**Senior:** Over the age of 18 years as at 1st July. Club Fee \$20.00

**Pensioner:** Pension Card to be sighted by Secretary/Treasurer. Club Fee: \$10.00



**Member type:** (Junior, Senior, Pensioner) .....

**Name:** .....

**Street:** .....

**Suburb:**.....**State:**..... **PostCode:**.....

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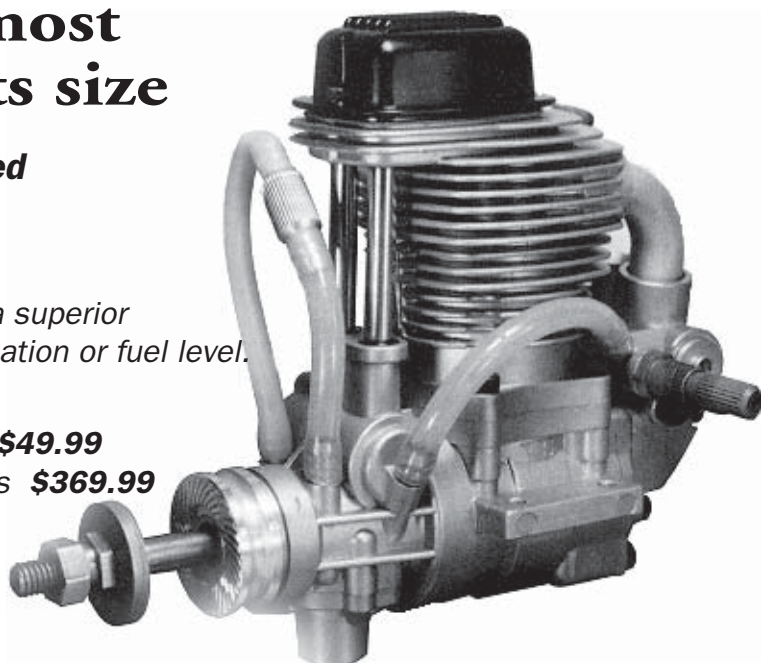
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**President/Treasurer** Chris Lawson (H) Phone & Fax 03 5275 8482  
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**Secretary** Barry Barton (H) 5655 1767  
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KARDELLA 3951

**Public Officer /Treasurer "Policy"** Ray Woodhouse (W) 02 6056 6900  
PO Box 1026 WODONGA 3689  
RW@virtualtax.com.au

**Publisher/Editor** Peter Bennett (H) 03 9645 7272  
3 St Vincent Place ALBERT PARK 3206  
email <pcb@ozonline.com.au>

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