

The Thermaleer

**8th SAM 600 Annual Swan Hill Contest, held over Easter, 2000
Full results and pictures inside.**



Photo by Don Howie



Concours d'élégance winner, Trevor Boundy

Trevor shown here with his 103% Kania designed Super Quaker. Trevor won the coveted SAM 600 Concours d'élégance Trophy. Powered by a Saito 65 four stroke, wings and tailplane covered in Micafilm, profilm fuselage.

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

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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. Location and local field rules can be obtained from Fred Chigwidden, you can reach him on 03 5997 5675



President's Report.

Hi folks, Well, once again Swan Hill has come and gone. I think that everyone that attended had a good time with a minimal amount of mishaps. Also I would like to thank our sponsors and the assistance of members. Without our sponsors we would not be able to have the excellent prizes, etc., that we have. Thank you. Fellow flyers, don't forget the South Australian State Champs on 20th and 21st May at Monato. Next meeting 25th May.

Regards, Chris



WebMaster's Report.

The club has just finished running the 8th successful Swan Hill Contest at Easter, Contest numbers were:- 13 in 2CC, 22 in Half A, 20 in Duration, 26 in Texaco, 11 in 38 Antique, 10 in Standard 40 Duration, and 9 in Nostalgia. Thanks Chris (and Ida) for a well managed and run Easter Contest.

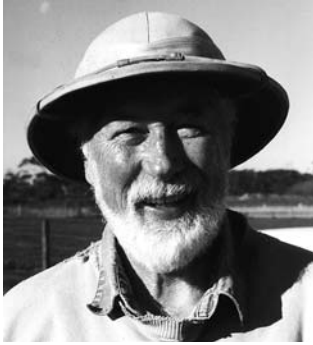
It's the 8th year of running Swan Hill, and there is only John Whittaker's name on the Concours Trophy for the year 1999 at the moment. At the coming meeting I would like to get the Presidents approval to add the past 6 winners names and their model names to the trophy for historical reasons.

The web counter is at 6,926 visitors.

Regards Trevor

Next Meeting

Meeting #67 will be held on Thursday, 25th May 2000, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12). off East Boundary Road. Saturn Hobbies will be open prior to 7:30pm. Meeting # 68, (AGM) Thursday 27th July 2000 Meeting #69, Thursday 28th September 2000 Meeting #70, Thursday 23rd November 2000 (Don't forget this is Auction Nite".



**Letters to the Editor
- The Red Zephyr
Wing & Others.**

Subject: Red Zephyr

Date: Fri, 7 Apr 2000
22:52:49 EDT

From:
EHAMLER@aol.com

To: pcb@ozonline.com.au

CC: nedn@napanet.net, Samffchamp@aol.com

Peter Bennett wrote:

Dear Ed, Larry Davidson suggested I contact you re the Red Zephyr wing. Following is the content of the e-mail I sent to Larry Davidson -

Dear Larry

You might solve a debate we have been having here in Melbourne. Did the Red Zephyr ever have a wing that looked OK on the model? The design as it stands is OK for flying in windy weather or for sport flying, but think of how it would be if it had a wing with a bit more span, like 12 - 15 inches extra. It would then look right and fly much better. Was there ever a Red Zephyr with more wingspan? Hope you can help and point me in the right direction. Kind regards, Peter

Ed, I hope you can do the same, regards, Peter

Hi Peter,

Your Red Zephyr debate in Melbourne may be difficult to resolve completely. Herb Greenberg, the designer, died a few years ago but even when he was alive it was difficult for him to remember the exact details about the original prototype's wing. My input may not help much, but I'll have a go at it.

Herb was inducted into the SAM Hall of Fame at the 1990 Champs in Massachusetts. The following year he was my honorary assistant RC CD at the SAM Champs in Jean, Nevada where we shared the controls on a demo flight of inventor and dreamer as much as he was an engineer and he wanted to compete in the SAM electric events with a Red Zephyr. Our local SAM Chapter 27 undertook a project to build him an electric version. We scaled down the Scientific plans slightly; club members donated all the necessary materials, hardware, and shared building time. The model was finished and tested in time to present it to

Herb for his birthday at the 1993 SAM Champs in Taft, California.

He flew the model several times that week but its performance was not on par with the other electrics and I don't remember his making any official flights. After the Champs, we made a few minor repairs, packed it in a wooden crate, and shipped it back to his home in New Jersey. Herb was arranged with Spirit of Yesteryear in Canada to make the electric Red Zephyr commercially available.

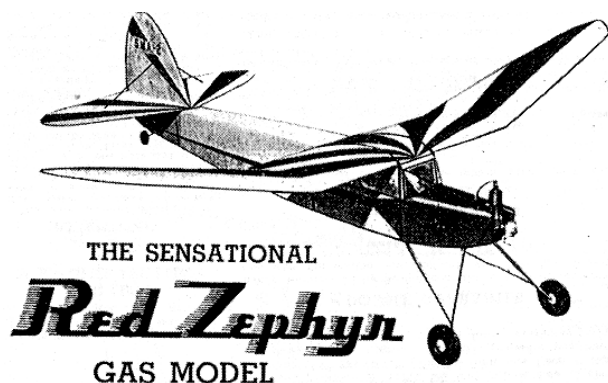
Herb was a great conversationalist and our canopy at the SAM Champs in Taft was often the site of modelers gathering to talk to Herb about the "old days". When asked, he could remember some details about the Red Zephyr prototype: Scientific paid him \$25 in 1936 for rights to kit the design and use the name. His original construction drawing may not have existed at the time because Scientific borrowed the model at a contest in Cleveland and later returned it. It was powered by a Hurlman Aristocrat and impressed the Scientific representative at the contest because it was one of the few models that didn't crash soon after launch. It took off, turned gently in a climb, and glided to a smooth landing after the engine quit.

Anyone who has ever built a Red Zephyr wants to quiz Herb about that wing. Here's what we learned from him about it: The prototype had three equal length panels that were slightly longer than the 24 inch panels in the Scientific kit. How much longer? Herb couldn't remember. We pressed him. Were your panels as much as an inch or two longer? Herb said "Maybe, Scientific took a little off each panel in order to use stock 24" lengths in the kit."

How about the wing chord? Herb thought he kit plans were about right. His original chord was always less than the cabin length in order to slide the wing fore and aft for adjustments. There were no wing hold down dowels. Instead, he used long strips of rubber from an old inner tube wrapped completely around the fuselage and wing and tied.

Were there other changes in Scientific's kit? Herb remembered some. The fin outline was more rounded, the nose area was reinforced with thin plywood, and the red sunburst decoration was Scientific's addition; the prototype was covered in plain white bamboo paper. I think I may have seen somewhere a photo of the original Red Zephyr but I don't remember reaching any conclusions about its dimensions from the photo.

I'm sending a copy of this message to Ned Nevels, a friend and former Air Force pilot, who also had some long talks with Herb on several occasions. He may have more to add to your question. I guess we should recognize that thousands of the kits were sold, built, and maybe flown, while there was only one prototype and its wingspan, at most four to six inches longer than



the kit version, was still inadequate as a high performance gas powered model. Most all of Herb's model designs were rubber powered and the Red Zephyr's proportions and layout reflect that heritage and probably contribute to its unique charm. It's definitely a genuine antique gas design.

Incidentally, the best flight of a Red Zephyr I have ever witnessed was my own RC model powered by a Torpedo 29 sparker but piloted by one of your countrymen, Bruce Abell of Cessnock NSW. Several years ago he made only one Texaco flight in drizzly, turbulent, low ceiling weather in Sacramento, hooking a succession of thermals to take the prize of the longest flight of the entire weekend! I'll never forget it.

I am listing below the names and addresses of several aeromodelers from New Jersey who knew Herb and could possibly have more to add. Also, Dave Thornburg has researched much model airplane history for his books and might point you to other sources of information. His address is -

5 Monticello , Drive, Albuquerque, NM 87123.

Other contacts:

Don Garofalow

10825 Barred Owl Circle, Estero, FL 33928-2442

Ben Shereshaw, 58 Village Drive, Montville, NJ 07045

Mike Granieri, 3 Dryden Road, Box 78 Pottersville, NJ 07979

Walt Geary, 622 Franklin Blvd. Absecon, NJ 08201-2717

Hope this helps a little. Let me know, Ed Hamler.

Subject: Newsletter #66

Date: Sat, 25 Mar 2000 08:25:22 -0500

From: Art Lane <jalane@freewwweb.com>

To: Peter Bennett <pcb@ozonline.com.au>

Peter, just received your latest. Congratulations are being sent to Kevin, Mark and Ray for their placings in the Victorian 2000 State Champs. Your newsletter (book) is very interesting and I like the idea of the Rules and Regs being posted.. Our webmaster (Harry Barr) has made a change to our web page. Click on the old one and you'll see the new address. Re your entry form for the Easter 2000 contest, (NO I'M NOT COMING, DARN IT!!) I noticed you have a Hangar Rat event. Hey, GREAT, but our postal is over as of March 31/00. Anyway, send me the results for this fun event and I'll see to it that they are in our next newsletter. Maybe next year we could entice some of these fellows and gals to participate in this event with us..

I will be sending (SOON) our entry forms for our annual 1/2 A Texaco Postal. It's slated for the month of July.(I hope you guys don't have too much SNOW to bother your entering!!!!) Our weather is starting to get nicer now and several of our members have been out testing our new and rebuilt models. This is just a short note (?) so will chat later, Regards, Art

Subject: Fwd: Sad News

Date: Fri, 14 Apr 2000 11:15:17 -0400

From: Charles Reich <reich@aug.com>

To: Bill Booth <wbp02@csufresno.edu>

>From: S1J2Kriv@webtv.net (Sydney Krivin)

>Date: Fri, 14 Apr 2000 01:25:34 -0400 (EDT)

>To: reich@aug.com

>Subject: Sad News

>Hi Charlie,

> Just found out long time SAM member **Mike Granieri, designer of the MG & MG2** passed away day before yesterday. I think he was 81 years old. I will pass along additional info. when I can get it.

>

Regards, Syd

Cohuna Fly In, 25th & 26th March 2000

Half A

name	model	motor	seconds	chan	rank
Barry Barton	Stardust Special 55"	Cox 049	1479	16	1
Jock McKenzie	Record Breaker	Cox 049	1342	30	2
Don Cameron	Record Breaker	Cox 049	1328	34	3
Chris Lawson	Playboy	Cox 049	1328	24	4
Geoff Lawson	Stardust Special 55"	Cox 049	1310	619	5
Peter Bennett	Anderson Pylon	Cox 049	1266	643	6
Steve Gullock	Bomber	Cox 049	643	24	7
Peter Hosking	Flamingo	Cox 049	609	20	8
Danny Missen	Anderson Pylon	Cox 049	573	635	9
Max Heap	?	Cox 049	558	605	10
Robin Yates	CloudKing	Cox 049		238	
36	11				

Texaco

Peter Bennett	Bomber	OS 60 4s	3109	605	1
Robin Yates	Cloud King	OS 40 4s	2964	633	2
Chris Lawson	Dallaire	OS 60 4s	2893	28	3
John Jacob	PowerHouse	Enya 60 4s	2400	647	4
Geoff Lawson	Bomber 92%	OS 60 4s	2296	655	5
Barry Barton	Record Breaker	OS 40 4s	2273	16	6
Jock McKenzie	Flamingo	OS 60 4s	2097	631	7
Peter Hosking	Record Breaker	Saito 65 4s	1734	28	8
Don Cameron	Bomber	OS 61 4s	1649	32	9
Danny Missen	Bomber	Enya 534s	1383	653	10
Max Heap	PowerHouse	OS 52 4s	981	605	11
Lyll Baker	Cloud King	YS 53 4s	979	618	12

Duration

Chris Lawson	Playboy 105%	McCoy2s	2262	637	1
Peter Bennett	Playboy 105%	Nelson40	2192	643	2
Geoff Lawson	Playboy 105%	Saito 65 4s	1680	655	3
Barry Barton	Playboy 105%	Saito 65 4s	1487	16	4
Steve Gullock	Dallaire 60%	OS 25 2s	1385	14	5
Lyle Baker	CloudKing	YS 53 4s	998	618	6
John Jakab	PowerHouse	Enya 60 4s	675	647	7



Editor Peter Bennett with his 105% Playboy, powered by a Nelson 40 two stroke. Peter was beaten in a fly-off with our President, Chris Lawson. (See Results)



Barry Barton, popular winner of the Half A event at Cohuna with his beautiful "Stardust Special" designed by Don Broggini. Extra building notes were supplied by the designer. Barry is a very keen competitor.

Photos taken at Cohuna by Jennifer Bennett



Danny Missen and Steve Gullock, "The Boys from Snake Valley" sorting things out. Two keen flyers who enjoy every moment. Steve is doing such a good job coaching Danny that pretty soon Danny will be in the winners circle.

Results - Eighth Annual SAM 600 Easter Fly-In at Swan Hill

2cc

name	model	motor	seconds	chan	rank
Chris Lawson	Playboy	OS CZ 11	900	28	1
Bill Britcher	Playboy	Tyro 1.8	872	619	2
Trevor Boundy	Fox 107	Cox 09	826	619	3
Don Howie	Strato Streak	Taipan 1.5	749	647	4
Ron Adamson	Bomber	Enya 09	740	615	5
Steve Gullock	RC 1	Cox 09	727	14	6
Danny Missen	Dallaire	PAX 15	603	635	7
Kevin Fryer	Atomiser	Cox 051	602	631	8
David Markwell	Atomiser	OS CZ 11	557	645	9
Barry Barton	Playboy	OS CZ 11	541	16	10
Ivan Stacey	Dallaire 50%	OS 10 2s	464	649	11
Bob Watson	Playboy	Chippola	452	613	12
Ken Lawson	MG 2	OS CZ 11	434	633	13

Half A

Ron Adamson	Atomiser	Cox 049	1443	615	1
Don Howie	Cumulus 50%	Cox 049	1273	24	2
Bill Britcher	Atomiser	Cox 049	1247	619	3
Rod Spurrier	Playboy 55%	Cox 049	1163	10	4
Bob Watson	Atomiser	Cox 049	1161	32	5
Kevin Fryer	Atomiser	Cox 049	1160	6316	
Trevor Boundy	Stardust Spl	Cox 049	1151	32	7
Ken Lawson	?	Cox 049	1112	36	8
Barry Barton	Stardust Spl	Cox 049	1101	16	9
Peter Bennett	Anderson Pyl	Cox 049	1083	643	10
Don Cameron	Record Brk55%	Cox 049	1057	34	11
David Markwell	Playboy Cab50%	Cox 049	1041	645	12
Danny Missen	Anderson Pyl	Cox 049	960	635	13
Ian Promnitz	Atomiser	Cox 049	902	629	14
Geoff Lawson	Stardust Spl	Cox 049	784	619	15
Chris Lawson	P'boy Cab 50%	Cox 049	692	28	16
Steve Gullock	Rd Brk 55%	Cox 049	675	24	17
Ivan Stacey	Red Ripper	Cox 049	590	649	18
Peter Dale	Atomiser	Cox 049	586	653	19
Fred Stebbing	Fox 107	Cox 049	570	36	20
P Ukoffukhoff	Playboy 66%	Cox 049	437	645	21

Duration

Ron Adamson	Bomber	Nelson40 2s	3663	615	1
John Whittaker	Bomber 85%	YS 53 4s	3164	22	2
Peter Bennett	Playboy 105%	Nelson40 2s	2925	6433	



Ron Adamson, Champ of Champs at Swan Hill, Easter 2000

Ron is shown here with his Duration winning 85% Bomber by Lanzo. Powered by a Nelson 40 two stroke, covered beautifully in traditional yellow Chinese silk.



2cc Duration winners -

Left: Bill Britcher in 2nd place with his Playboy, Taipan Tyro powered diesel

Centre: Chris Lawson in 1st place with his OS CZ11 powered Playboy.

Right: Trevor Boundy in 3rd place with his Fox 107% powered by a Cox .09

Bill Britcher	Kerswap	McCoy 60	2812	619	4
Don Howie	Bomber	Enya 53 4s	2698	647	5
Trevor Boundy	SprQuaker103%	Saito 65 4s	2677	619	6
Kevin Fryer	Cumulus 92%	OS 46 2s	2497	631	7
Bob Watson	Kerswap	Saito 65 4s	2455	613	8
Mark Robinson	SuperQuaker	Enya 60 4s	2340	611	9
Barry Barton	Playboy 105%	Saito 65 4s	2318	16	10
Steve Gullock	Dallaire 60%	OS 25 2s	2299	14	11
Ian Promnitz	Playboy 105%	Rossi 40 2s	1664	629	12
Chris Lawson	Playboy 110%	McCoy 60	1638	637	13
Brendon Taylor	Playboy	Saito 50 4s	1615	633	14
Adrian Laurie	Record Breaker	YS 53 4s	1605	637	15
Robert Taylor	Hayseed	Saito 65 4s	1500	18	16
David Markwell	Playboy 105%	Fox Q402s	1345	645	17
Fred Stebbing	ES GasChamp	ThT402s	1153	641	18
Ivan Stacey	Buzzard B'shell	OS 15 2s	753	625	19
Norm Campbell	Playboy	YS 53 4s	413	641	20

Texaco

Bill Britcher	Bomber	OS 61 4s	3840	619	1
Peter White	Flamingo	OS 60 4s	3733	623	2
Peter Bennett	RC 1	Irvine 40d	3730	605	3
Ron Adamson	Bomber	Enya 46 4s	3696	615	4
Chris Lawson	Dallaire	Saito 65 4s	3581	28	5
Peter Dale	MG 2	Enya 60 4s	3541	653	6
Kevin Fryer	Cumulus 92%	Irvine 40d	3516	631	7
Trevor Boundy	Bomber	OS 60 4s	3505	619	8
Barry Barton	Record Breaker	OS 40 4s	3244	16	9
Ian Promnitz	Bomber	OS 60 4s	3236	629	10
Robert Taylor	Cloud King	OS 61 4s	3207	643	11
Jock McKenzie	PowerHouse	Saito 65 4s	2957	631	12
Don Howie	Bomber 85%	Enya 41 4s	2867	647	13
Mark Robinson	Bomber	Enya 53 4s	2400	633	14
Rod Spurrier	Bomber	Enya 53 4s	2392	655	15
David Markwell	Miss Fortune X	OS 26 4s	2358	645	16
John Whittaker	Bomber 85%	OS 48 4s	2229	22	17
Danny Missen	Bomber 85%	Enya 53 4s	2217	635	18
Ivan Stacey	Super Buccaneer	Saito 50	2187	649	19
Don Cameron	Bomber	OS 61 4s	1800	32	20
Robin Yates	Cloud King	OS 40 4s	1349	633	21
Bob Watson	Gas Bird	OS 26 4s	906	613	22
Steve Gullock	Polly	Enya 41 4s	852	14	23
Paul Beretta	Cloud King	OS 40 4s	795	617	24
Lyle Baker	Cloud King	YS 53 4s	597	618	25
Trevor Tailor	Miss America	Saito 65 4s 4	79	633	26



'38 Antique

Left: Trevor Boundy in 3rd place with his Weathers designed "Westerner" Super Cyclone 60, Profilm.

Centre: Ron Adams in 1st place with his Shereshaw "Cumulus". OK Super 60. Traditional silk covering.

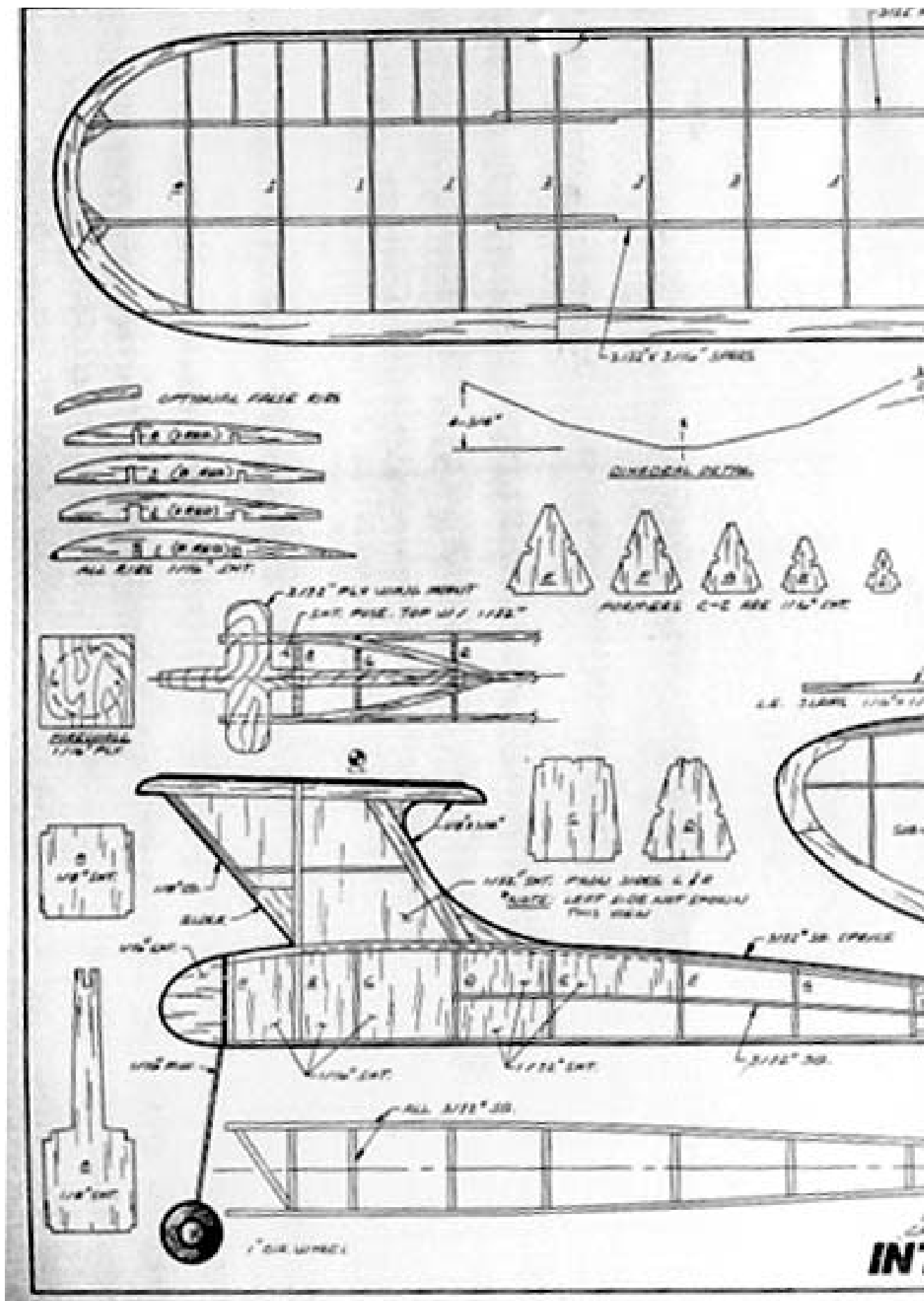
Right: Bill Britcher in 2nd place with his Lanzo designed RC-1, powered by a Madewell 49. (Bill won the recent Nats event with this aircraft and was also Champ of Champs. Congratulations Bill.)

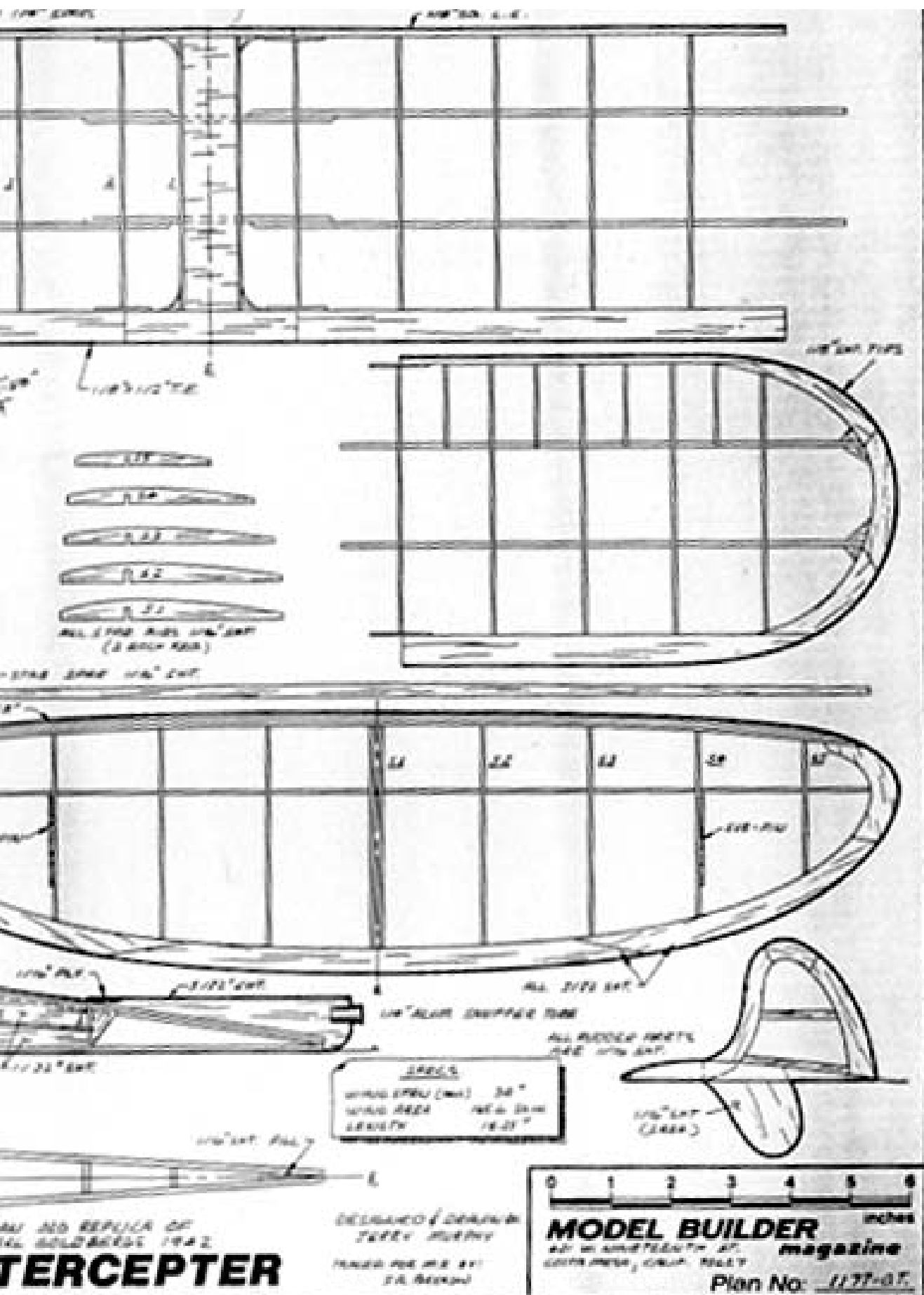


Half A Texaco

Our esteemed Special Roving Correspondent Don Howie shown above with his 1/2 size "Cumulus" with which he gained 2nd place in Half A Texaco. Don is always a keen competitor and he was rewarded at Swan Hill for his efforts.

First place went to Ron Adamson flying an "Atomizer" In third place was Bill Britcher, also flying the popular South Australian Half A model, an "Atomizer".





NO REPLICAS OF
INTERCEPTOR

DESIGNED / DRAWN BY
 TERRY MURPHY
 PHASE ONE INC BY
 P.A. BEARDS

MODEL BUILDER magazine
 Plan No: 1177-07

Results - Eighth Annual SAM 600 Easter Fly-In cont.**'38 Antique**

Ron Adamson	Cumulus	OK 60 spk	1800	615	1
Bill Britcher	RC 1	Madewell49sp	1679	619	2
Trevor Boundy	Westerner(Wea)	Cyclone 60 spk	1621	619	3
Don Howie	Miss America	OK 60 spk	1616	647	4
Peter Bennett	Flamingo	Atwood 60 spk	1585	605	5
Peter White	Cloud Cruiser	OK 60 2s spk	1501	623	6
David Markwell	Cadet (Megow)	OK 60 2s spk	1194	645	7
Kevin Fryer	Red Zephyr	McCoy 60 spk	995	631	8
Chris Lawson	Long Cabin	Brown Jnr spk	845	28	9
Peter Dale	Flamingo	Cyclone 60 spk	0	653	0
Bob Watson	Westerner(Wea)	OK 60 2s spk	0	613	0

Standard Duration

Ron Adamson	Bomber 85%	Enya 40 2s	1843	615	1
Bill Britcher	Atomiser83"	OS 40 2s	1754	619	2
Rod Spurrier	Bomber 85%	Enya 40 2s	1431	649	3
Trevor Boundy	Bomber 85%	OS 40 2s	1395	619	4
David Markwell	Bomber 90%	K&B 40 2s	1344	645	5
Chris Lawson	Rambler 109%	Webra 40 2s	1338	28	6
Ivan Stacey	Bomber 85%	K&B 40 2s	1298	631	7
Bob Watson	Playboy	Enya 40 2s	1263	613	8
Norm Campbell	Playboy	K&B 40 2s	1228	641	9
Steve Gullock	Bomber 70%	OS 25 2s	609	14	10

Nostalgia

Trevor Boundy	Spacer 70"	K&B 40 2s	1260	619	1
Ron Adamson	Hyphen	ST 51 2s	1243	615	2
Bill Britcher	Spacer 70"	Fox 35 2s	1242	619	3
Chris Lawson	Playboy	K&B 40 2s	1170	637	4
John Whittaker	Spacer 70"	K&B 40 2s	1116	22	5
Bob Watson	Hyphen	K&B 40 2s	1056	613	6
Don Howie	Hyphen	OS 40 2s	1013	647	7
Kevin Fryer	Hyphen	OS 40 2s	950	631	8
Don Cameron	Junior 60	OS 30 2s	457	0	9

Editor Peter Bennett with his new Lanzo designed RC-1 configured for both Texaco and '38 Antique. Shown here with an OK Super 60, the model had its first contest at Swan Hill in Texaco powered by an Irvine 40 diesel. Peter managed a 3rd in this event.



Photos by Don Howie

Ron Adamson with his Sal Taibi designed "Spacer" Nostalgia model.

Powered by an OS 40 Max H two stroke, all Chinese silk covered in the traditional manner. Most popular Nostalgia model in both Victoria and S.A.



15th Roy Robertson Trophy, 2000

name model motor seconds chan rank

Half A

Barry Barton	Stardust Spl 50"	Cox 049	1083	16	1
Chris Lawson	Playboy	Cox 049	1026	24	2
Ray Woodhouse	Dallaire 50%	Cox 049	946	626	3
Norm Campbell	Anderson Pylon	Cox 049	751	641	4
Mark Collins	Bomber 45"	Cox 049	720	620	5
Don Cameron	Request	Cox 049	557	34	6
Trevor Boundy	StardustSpl50%	Cox 049	443	32	7
Danny Missen	AndersonPylon	Cox 049	382	635	8

Duration

Ray Woodhouse	AndersonPylon	OS 46 2s	1380	626	1
Kevin Fryer	Cumulus	OS 46 2s	1346	631	2
Mark Collins	Cumulus	OS 40 2s	1337	620	3
Ian Robinson	Playboy	Saito 65 4s	1325	637	4
Chris Lawson	New Ruler	Webra 60	1118	28	5
Trevor Boundy	S Quaker 103%	Saito 65 4s	976	619	6

'38 Antique

Trevor Boundy	Westerner(Wea)	Super 60	1800	619	1
Peter Bennett	Flamingo	Atwood 60	1763	605	2
Ted Hall	ContGas Mdl	K&B 26	1675	20	3
Chris Lawson	Comet Clipper	DCW d	1494	28	4
Norm Campbell	Westerner(Wea)	OK 60 2s	543	641	5

Texaco

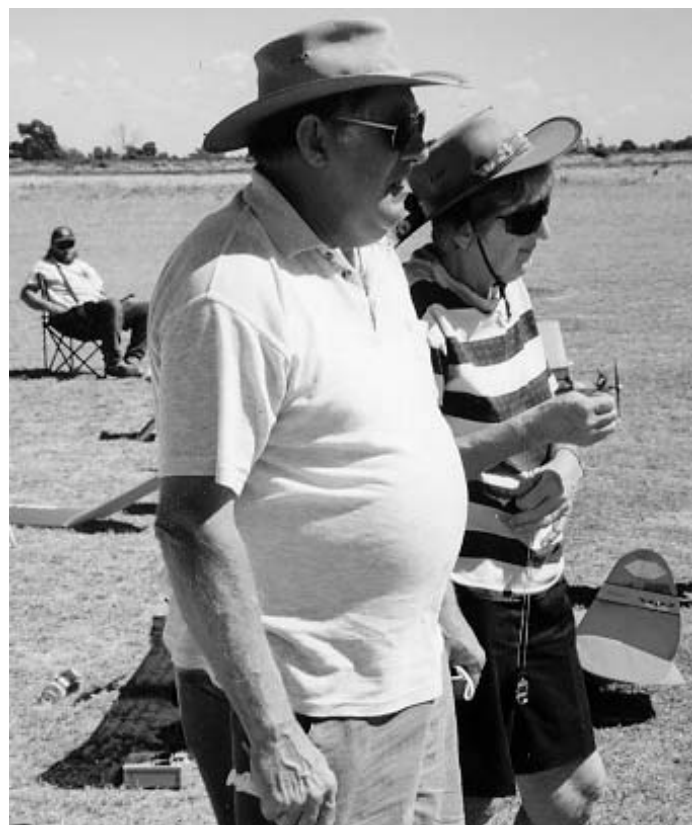
Peter Bennett	Bomber	OS 60 4s	3528	605	1
Trevor Boundy	Bomber	OS 60 4s	3311	619	2
Chris Lawson	Dallaire	OS 60 4s	3284	28	3
Geoff Malone	Dallaire 90%	Enya 60 4s	3253	20	4
Don Cameron	Bomber	OS 61 4s	3231	32	5
Brian Laughton	MG 2	OS 40 4s	3144	621	6
Barry Barton	Record Breaker	OS 40 4s	2626	16	7
Ian Robinson	Bomber	OS 60 4s	2400	637	8
Peter Hosking	RecordBreaker	Saito 65 4s	2360	20	9
Ted Hall	Cst Gas Model	Enya 60 4s	2345	649	10
Norm Campbell	Bomber	OS 60 4s	2068	641	11
Greg Mitchell	Record Breaker	Enya 60 4s	2012	637	12

The face of a winner at the Cohuna Comp, Barry Barton, Half A.



Photos by Jennifer Bennett

Chris Lawson, President of SAM 600 with his McCoy on glo powered "Playboy". This is the plane which won Duration at Cohuna in a fly-off with the Editor. Chris is a keen competitor who is willing to experiment. He flew his Webra powered "New Ruler" at the Roy Robertson Trophy. Maybe he should have pulled out the McCoy Playboy ?



Photos by Jennifer Bennett

Geoff and Angela Lawson, a great team photographed at the Cohuna Comp. Geoff is a most competitive, and I must say passionate, flyer. He puts everything into it.



Ramblings - Impressions of Swan Hill by Don Howie

The most popular event for the South Australians is Swan Hill.

This year we again received a great goodie bag from Model Engines when we arrived. The writer flew a "Cumulus" Half A model in the first event and this handled the windy conditions very well.

In the fly-off, Ron Adamson managed nearly 4 minutes engine run, climbing higher. Ron easily won the event with the writer second.

In the 2cc Duration event, Chris Lawson had his CZ11 really on song, and his "Playboy" was unbeatable; Bill Britcher also had a Playboy with Taipan Tyro 1.9cc diesel. The diesel turns a 8x4 prop whilst the OS CZ11 turns a 7x3 at 26,000 revs. In Texaco, Bill Britcher was using the more modern OS61 four stroke with enclosed rockers. Bill spent time reducing the compression so that he could turn a 16x10 APC prop. Bill decided to fly a "Bomber" this year in place of the usual "Anderson Pylon" and managed 24 minutes in the fly-off. Bill won this event for the first time at Swan Hill.

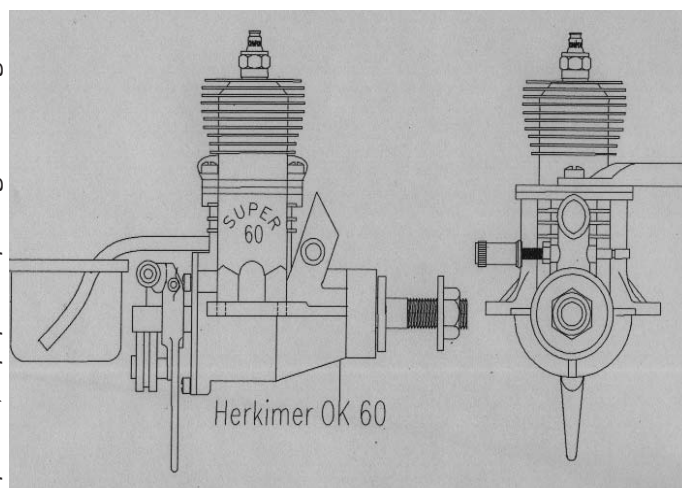
Duration had some potent machines and with SAM 600 rules (1995 MAAA rules, Ed.) allows a great variety of engines to be used. Ron brought out his very light 85% Bomber with the Nelson 40, and this will stay up longer than most other models. John Whitaker had a new 85% Bomber, with his usual finish, powered with a potent YS 53 four stroke. Ron's model was at least a pound lighter and in the late fly-off he had a 33 minute flight to win the event. The new "Super Quaker" at 103% by Trevor Boundy also went very well.

We had some great models in '38 Antique. I must admire Chris Lawson for flying a Brown Junior powered model. This was a "Long Cabin", 76 inch span, certainly much better than the motor owned by the writer. Bill Britcher has used a great variety of engines in his "RC-1", but used a smaller engine, the Madewell 49 to get an extra engine run. New S.A. flyer to Swan Hill, Peter Dale, was flying an ex Ron Adamson pink "Flamingo" with 1941 Super Cyclone. In the first round the engine flamed out early and Peter

came down to restart. After retuning the model was released but the receiver was not switched on. The model climbed perfectly in the strong wind, with the engine really on song. Bob Watson set off on foot to chase the model, but whilst Peter took off in his Commodore; whilst still in view, the model kept climbing with the engine running at peak performance. Bob never got to fly his "Westerner" with OK Super 60 in the event, as he spent over 2 hours looking for his model. Ron Adamson won the event with a great looking "Cumulus" with OK Super 60.

The standard 40 event is not really a beginners event at present, with super light 3 lb models, mainly 85% bombers, dominating. Bill Britcher had an 83 inch span "Atomizer" for the event that still looked very good, being scaled up from the original 44 inch span model, designed by John Tatone for the Atom .009. This event is fairly popular in S.A., with continued improvements being made, this reflecting in the results.

OK Super 60, a popular spark ignition engine.



The last event, Nostalgia, is quite an interesting event these days. The "Hyphen" is rapidly being replaced by the Sal Taibi "Spacer". This model is fairly easy to build and the underfin gives it stability on the climb. Trevor Boundy had a new "Spacer" with K&B 40, weighing 3 lbs. Most people use a venturi with pressure and this gives improved performance. Trevor had three maxes and took out the event.

The trophies were great and the merchandise won by Ron Adamson, who was Champ of Champs, included an excellent fast charger and three Old Timer kits. We did not have any rain this year and would like to thank SAM 600, guided by President Chris Lawson, for a great event.

Don Howie

MAKE YOUR OWN FUEL TANK.

Sourced from Smallnet Posting # 314 on the Internet, courtesy Peter Hosking .

I am thinking of trying to use a Kodak 35mm film can as a fuel tank for a motorglider. Will I have to seal the lid on with a silicone (or other) sealant -- or will it be secure and leak-free on its own? .Dave Segal

...Dave, I've used these canisters for fuel tanks, and here's my input: The lids seal nicely. That's good, because silicone doesn't stick to the plastic anyway. Insofar as connecting fuel tubing to the canisters goes, I've had good luck by carefully hand-drilling holes in the "bottom" of the canister, of such diameter (found by trial and error: these canisters are easily obtained free) as to provide leakproof "squeeze sealing" around the tubing.

Here's how I installed my tubing. I cut off one end at a long taper, then insert the pointed end in the hole, gripping the protruding end with miniature Vise-Grip pliers. Then the plastic tubing can be stretched (a helper is nice to have while doing this) until its diameter reduces enough to pass readily through the canister hole.

After releasing tension on the tubing, it regains its original diameter, and (if the hole is smooth and the proper size!) seals nicely to the canister.

BTW, I don't use silicone much for fuel lines any more. Tygon is tougher, nearly bulletproof, and well worth its extra cost. [JW]

Subject: Re: Forster Bros 99 spark ignition engine [SAMTalk, 3 May 2000]

To: SAMTalk@topica.com

The Forster Bros. main business was reloading tools for rifles, etc., and these are a life time purchase even today, they are so well made. Frank Parmenter, who is a club member now, says that their early engines were fit so well, 10 hours was nothing for breaking them in ! It took a long time for them to convince them to loosen the fits, so that it only took about 2 hours ! Frank worked for the Forster Bros. during summer vacations.

The .99 as originally made needs a big prop. Sal Taibi flies with a 16 x 8. Other use an 18 x 6. We don't use the 5:1 mix, but stick with a 3:1 for gas n' oil fuel. You have a good 'un, treat it nice ! GMA

CASTOR OIL - from www.rcplanet.com/aldrich

Back in 1983 there was quite a controversy in Radio Control Modeler magazine about the tests that were necessary to measure the "lubricity" of various oils that might be useful in model engines. Castor oil was used as the benchmark, but it was obvious no one knew why this was so. They apparently got a lot of info on various industry tests of lubricants, but these were really designed for other purposes. This was my answer. I will remind you that I was a lubrication engineer and not a chemist, but I drew my chemical info from Bob Durr, the most experienced lubricant scientist in the labs at Conoco. Bob worked with my group on many product development projects and I can tell you that he is one smart hombre! Small changes were made in the text, but surprisingly very little has really changed since this was originally written. Here goes with the answer:

"I thought I would answer your plea for more information on castor oil and its "film strength", which can be a very misleading term. I have never really seen a satisfactory way to measure the film strength of an oil like castor oil. We routinely use tests like the Falex test, the Timken test or the Shell 4-ball test, but these are primarily designed to measure the effect of chemical extreme pressure agents such as are used in gear oils. These "EP" agents have no function in an IC engine, particularly the two-stroke model engine types.

You really have to go back to the basics of lubrication to get a better handle on what happens in a model engine. For any fluid to act as a lubricant, it must first be "polar" enough to wet the moving surfaces. Next,

it must have a high resistance to surface boiling and vaporization at the temperatures encountered. Ideally the fluid should have "oiliness", which is difficult to measure but generally requires a rather large molecular structure. Even water can be a good lubricant under the right conditions.

Castor oil meets these rather simple requirements in an engine, with only one really severe drawback in that it is thermally unstable. This unusual instability is the thing that lets castor oil lubricate at temperatures well beyond those at which most synthetics will work. Castor oil is roughly 87% triglyceride ricinoleic acid, which is unique because there is a double bond in the 9th position and a hydroxyl in the 11th position. As the temperature goes up, it loses one molecule of water and becomes a "drying" oil. Castor oil has excellent storage stability at room temperatures, but it polymerizes rapidly as the temperature goes up. As it polymerizes, it forms ever-heavier oils that are rich in esters. These esters do not even begin to decompose until the temperature hits about 650 degrees F. Castor oil forms huge molecular structures at these elevated temperatures – in other words, as the temperature goes up, the castor oil exposed to these temperatures responds by becoming an even better lubricant!

Unfortunately, the end byproduct of this process is what we refer to as "varnish." So, you can't have everything, but you can come close by running a mixture of castor oil with polyalkylene glycol like Union Carbide's UCON, or their MA 731. This mixture has some synergistic properties, or better properties than either product had alone. As an interesting sidelight, castor oil can be stabilized to a degree by the addition of Vitamin E (Tocopherol) in small quantities, but if you make it too stable it would no longer offer the unusual high temperature protection that it did before.

Castor oil is not normally soluble in ordinary petroleum oils, but if you polymerize it for several hours at 300 degrees F, the polymerized oil becomes soluble. Hydrogenation achieves somewhat the same effect. Castor oil has other unique properties. It is highly polar and has a great affinity for metal surfaces. It has a flash point of only 445 degrees F, but its fire point is about 840 degrees F! This is very unusual behavior if you consider that polyalkylene glycols flash at about 350-400 degrees F and have a fire point of only about 550 degrees F, or slightly higher. Nearly all of the common synthetics that we use burn in the combustion chamber if you get off too lean. Castor oil does not, because it is busily forming more and more complex polymers as the temperature goes up. Most synthetics boil on the cylinder walls at temperatures slightly above their flash point. The same activity can take place in the wrist pin area, depending on engine design.

Synthetics also have another interesting feature – they would like to return to the materials from which they were made, usually things like ethylene oxide, complex alcohols, or other less suitable lubricants. This happens very rapidly when a critical temperature is reached. We call this phenomena "unzipping" for obvious reasons. So, you have a choice. Run the engine too lean and it gets too hot. The synthetic burns or simply vaporizes, but castor oil decomposes into a soft varnish and a series of ester groups that still have powerful lubricity. Good reason for a mix of the two lubricants!

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In spite of all this, the synthetics are still excellent lubricants if you know their limitations and work within those limits. Used properly, engine life will be good with either product. Cooked on a lean run, castor oil will win every time. A mix of the two can give the best of both worlds. Most glo engines can get by with only a little castor oil in the oil mix, but diesels, with their higher cooling loads and heavier wrist pin pressures, thrive on more castor oil in the mix.

Like most things in this old life, lubricants are always a compromise of good and bad properties. We can and do get away with murder in our glo engines because they are "alcohol cooled" to a large degree. Diesels, though, can really stress the synthetics we use today and do better with a generous amount of castor oil in the lubricant mix. Synthetics yield a clean engine, while castor oil yields a dirty engine, but at least now you know why! "

Bert Striegler

Bert was the Sr. Research Eng'r. (ret.) at Conoco Oil Co.
He's a graduate in aeronautical engineering, and a long time modeler.
I never understood how he wound up in the oil research
business, but I guess it's because he's just very smart!
I deserve no credit, Bert's the brain! GMA