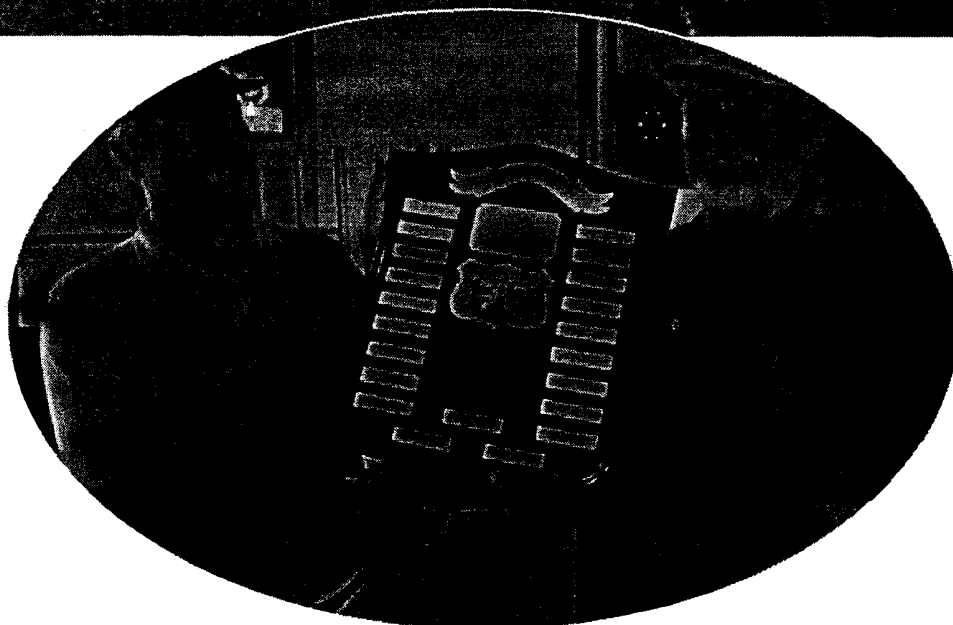


# The Thermaleer



Shown above is **Fred Stebbing**, winner of the 1/2 A Texaco Event displaying his Fox 107. This was Fred's first big win in a major event. Congratulations Fred.



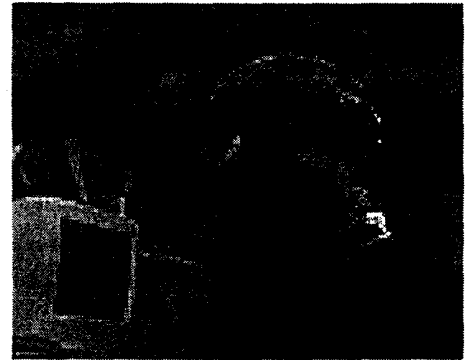
At left is **Mark Collins**, Y2K winner of the Roy Robertson Memorial Trophy. Shown receiving the Trophy from **Rob Till**, President of host club P&DARCS. A great effort and consistently excellent flying from Mark.

## **TWO BIG WINNERS AT THE ROY ROBERTSON 2000 MEMORIAL TROPHY**

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

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<b>SAM 600</b> .....	
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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**

The first event for this year had come and gone, ~~I would like to thank Rob Till~~ and the members of P&DARCS for a great day, the weather was perfect and the competitions fierce, 10 seconds between 2nd and 4th places in duration, Mark Collins won the day with a 29 minute flight in texaco.

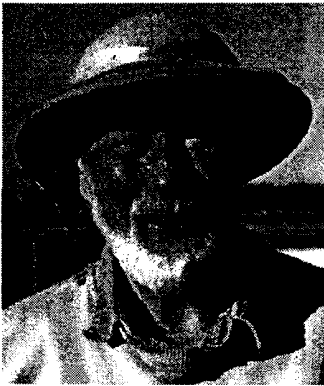
Peter Hosking thrilled the onlookers by catching a thermal close to the ground and going up again, in Half A there were 10 in the flyoff.

The raffle for the Cox 049 and the bottle of port was won by the local lad Ian Robinson, we will expect Ian to be in Half A next year, Norm was very pleased with the response for the raffle.

Every thing is organized for our next event at LEOPOLD Via Geelong, the venue sounds very good, I hope to see you all there,  
your President, KEVIN FRYER

## **Next Meeting:**

Meeting #72, Thursday 22nd March 2001, 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 #73, Thursday 24th May 2001  
Meeting #74, Thursday 26th July 2001  
Meeting #75, Thursday 27th September 2001  
Meeting #76, Thursday 22nd November 2001  
Meeting #77, Thursday 24nd January 2002



## Editor's Report.

First up, I'm indebted to Peter Hosking for these detailed directions as to how to locate the West Coast Soarers Leopold

Flying Field.

**Finding Leopold Flying Field.** Find Bellarine Hwy which runs from Geelong to Queenscliff.

Approx. 8 kilometers from Geelong you arrive at Leopold and just after 70 kph restriction sign and before you go up hill, turn right into Melaluka Rd . Drive down Melaluka Rd until you see NO THROUGH ROAD sign and turn right into Fitzgerald Rd just before you reach this sign. Then first turn left into Matthews Rd and proceed to Lake. Turn right into property named Lake View (concrete gate posts) and proceed straight ahead through gate next to shed. If gate is open, leave open and of course if closed make sure you close it after entry. Flying field is approx 300 metres from gate. Should you chose you can catch the car ferry from Sorrento to Queenscliff for a scenic enjoyable experience. Check cost of ferry.

### Playboy and Playboy Senior.

Actually there are 7 Playboy Designs by Cleveland. The Baby (33 in.), Junior (44 in.), Junior (46 in.), Junior (54 in.), Senior Nostalgia (70 in.), Senior (80 in.), and the Senior Cabin (80 in.). I asked Joe Elgin, the man himself, at the SAM Champs 2000 in Pensacola about the fuselage of the Cabin model. He said you can finish the cabin any way you like as long as the cabin matches the dotted lines on the side or profile view. This means you can pull the wing mount in at the trailing edge much the same as the Roger Hammer 1937 "Flamingo". This was confirmed with several SAMTalk internet postings. There is one peculiar trait in that most cabin versions seem to have a better glide than the pylon version. Several well known flyers in the US agree with the above statements.

**Prop Balance and all that.** (SmallNet Extract)  
Courtesy of Vice President, Peter Hosking.  
"The fundamental idea is to reduce vibration while

the prop is spinning. On a single-cylinder engine it's not possible to eliminate all the vibration due to the piston's motion. But it's been found by experimenters such as Don Garry and Herb Wahl that a model engine can sometimes be made to run more smoothly if it's equipped with a deliberately UNbalanced prop. (That is, one which has one "heavy" blade, as indicated on a "propellor balancer").

This can ONLY be determined by trial and error. And one way to perform the trials is to stick a fair-sized piece of masking tape on the back side of one propellor blade; start the motor; and see whether the added tape weight has any effect on the smoothness of the engine's operation.

If the vibration gets WORSE, you stop the motor; remove the tape; then place it (or a new piece) on the other blade and try again.

Once you determine you can minimize vibration with pieces of tape (it may take several) on your propellor, you remove that prop from the engine, first making a note of its position on the shaft, because that's a critical factor.

Now you put the taped prop on a balance and determine (mainly by eyeballing the position of its heavy blade) how far out of balance it is. Finally, you peel off the tape, then reproduce the out-of-balance condition with coats of paint, or by sanding the opposite blade from the formally-taped one. This can become a LOT of work, but some modelers feel that it's worth the trouble. (I don't)".

More from Peter Hosking -

**BAI** (Ballarat Aeromodellers Club Incorporated).  
Flying Field Location: Carhan Rd., Haddon via BALLARAT. VicRoads 76 D3

**PDARCS** (Pakenham & District Aeronautical Radio Control Society). Flying Field Location: Wenn Rd., off Ballarto Rd., CARDINIA.  
Melway 139 K1. plus 10 Kms.

**CMFC** (Cohuna Model Flying Club Inc.) Flying Field Loc.: Chugs Rd., COHUNA. VicRoads 21 E7.

**SHMAC** (Swan Hill Model Aero Club). Flying Field Location: Blackwire Sporting Complex, SWAN HILL. VicRoads 210 B4.

### Bomber Undercarriage Solution.

Developed, tested & proven by Trevor Boundy.  
Have you ever been concerned about the number of

# SAM 600 CONTEST CALENDAR 2000 / 2001

YEAR	MONTH	EVENT	CLUB	LOCATION	TASK	CONTACT
2000	NOVEMBER	18 OLDTIMER 19 FLY-IN	BAI	HADDON	1/2 A Texaco, Clubman .25 & 38 Antique, Texaco, Duration & 2cc	(03) 5342 4285 Chris Foley
	JANUARY	27 ROY 28 ROBERTSON	P&DARCS	CARDINIA	1/2 A Texaco & Duration Texaco & '38 Antique	(03) 5248 5461 Peter Hosking
	FEBRUARY	3 OLDTIMER 4 FLY-IN	WCSC	GEE LONG	1/2 A Texaco & Duration Texaco & GB/2cc Combo	(03) 5248 5461 Peter Hosking
	<i>Flying Field Location: Mathews Rd. Leopold (Flat field site) Turn off 8kms West of Geelong, if lost phone Fred Roberts 0407 502715</i>					
2001	MARCH	3 VICTORIAN 4 STATE CHAMPS	BAI	HADDON	1/2 A Texaco & Duration Texaco & 2cc	Chris Foley & Peter Hosking <i>Paul</i>
	MARCH	24 OLDTIMER 25 FLY-IN	CMFC	COHUNA	1/2 A Texaco & Duration Texaco & 38 Antique	John Jakob (03) 5456 4118
	APRIL	13 EASTER 14 FLY 15 IN 16	SHMAC	SWAN HILL	1/2 A Texaco & 2 cc Texaco, Duration & Hanger Rat 38 Antique & Standard .40 Nostalgia	Peter White (03) 5032 9664 Kevin Fryer (03) 9842 4361
	APRIL	21/27	54th NATIONALS	W A BUSSELTON	W A	Paul Baartz paulbaartz@hotmail.com
2001	MAY	5 SOUTH AUST. 6 STATE CHAMPS.	S A	MONATO	Texaco & Duration 1/2 A Texaco & Nostalgia	Ian Promnitz promnitz.ian@cta.com.au
	JUNE	9 TBA 10	TBA	NORTH OF DIVIDE RANGE	TBA	Ray Woodhouse (02)60566900
2001	AUGUST	? TRI STATE	JERIDERIE	TBA	Ray Woodhouse	

times the front leg of the triangulated undercart wires of a Bomber pulls away from the motor mount on landing. If the landing wire is 12 inches long and the offset at the top is about 2 inches, the mechanical advantage is 6 to 1, so a conservative 4 oz horizontal load on a wheel in long grass turns out to be about 24 oz or 1.5 lbs tension in the front wire. As this front wire is only ever in tension it can be small in diameter, and if some sort of shock cord attachment connected it to the motor mount you would have to agree it would be neat.

Well; the veterinarian supply people have these rubber rings to terminate the reproductive capacity of most four footed animals. Here's the way I use this idea on my full-size Lanzo "Bomber", the ring is held captive on the end of the u/c leg using a small length of plastic sleeve then the ring is slid over a small length of 3/16th inch wooden dowel epoxied into the end of the wooden motor mount, which means the ring and/or the u/c can be removed easily. The system allows the u/c to move back as necessary on hard landings and then recover.

#### State Flying Field Proposal Accepted.

From the September 2000 Newsletter Report by the President of the VMAA, Darryl Gunst.

"The VMAA have been successful with accepting a proposal from a northern club for a State Flying Field, to present to the MAAA for approval. As described several times over the past three years in our minutes the object of the exercise was to find suitable land and clubs were able to tender their findings to the Committee. Over the past we have had 3 previous submissions, but unfortunately they were not successful.

The Northern Flying Group have found 100 acres just North of Sunbury, approx., 47 kilometres from the GPO. The land is flat, has electricity to the boundary, and an excellent flying shape. Both VMAA and MAAA Executives have inspected the property with positive results. VMAA are now seeking the available funding from the MAAA, while also approaching the local council for necessary permits etc. Let's keep our fingers crossed this time".

#### VMAA Web Site Launched.

The VMAA has launched its new Internet web site. Its address is <[www.ozemail.com.au/~vmaasec](http://www.ozemail.com.au/~vmaasec)> The site will be continually developed to contain

more details and information about the VMAA. The Victorian R/C Old Timers Association (SAM 600) Inc. has noted the site and is in the process of supplying information to go on the VMAA web site, such as details of our Special Interest Group, contest calendar and links to our own web page. In the near future various VMAA forms will be able to be downloaded as well as being able to access the current VMAA Newsletter. The Web Manager is Ivan Chislett, Secretary of the VMAA and you can email him at <[vmaasec@ozemail.com.au](mailto:vmaasec@ozemail.com.au)>

As reported in the Geelong Miniature Aircraft Association October Newsletter by President Murray Ellis: State Flying Field has been approved for Wallan. They are waiting for Council Permit Approval.

The Nationals for 2002 has been bid for by: Ballarat, Albury/Wodonga and Horsham.

#### Brown Serial Numbers.

For those Brown Engine fanatics in the Club, here is an interesting list of Brown Serial Numbers correlated with their year of manufacture:

1932 - A1 to A50  
 1934 - B1 to B1000  
 1935 - B1001 to 4000  
 1937 - B4001 to B5550  
 1937 - C10000 to C12500  
 1938 - B5551 to B7600  
 1938 - C12500 to C13000  
 1938 - D1 to D135000  
 1938 - M1 to M600 flywheel  
 1939 - B7601 to 3B999  
 1939 - 1C1 to 24C00  
 1939 - 1D1 - 65D99  
 1939 - 1M1 to 1M600 flywheel  
 1940 - E1 to 94Exx  
 1941 - 10B00 to 22B00  
 1941 - 40C00 to 40C99  
 1941 - 80D1 to 97D99

#### Want to Build Light. (from SMALLNet #320)

Heavier does NOT necessarily mean stronger!

Consider a wing spar, say 3/16" x 3/4". Would you believe that by reducing its weight by 50%, you can DOUBLE its load-carrying ability? It's true. The rectangular spar, being of equal thickness from one end to the other, transmits all bending load to its "anchored end". But if the spar has half its material cut

away, so that it tapers from a knife edge at the "free end" to full depth at the "anchored end", it will flex when loaded. That distributes the load equally along its length, reducing the stress at the anchored end to HALF what it is for a constant thickness spar. Because of the convenience of using stock balsa strips for wing and tail spars and leading edges, we've all acquired the habit of using these constant cross-section structural members in our models. They work, of course - but a LOT of weight could be saved if we took the trouble to taper these parts.

As for plywood dihedral braces, I stopped using these 40 years ago. That was because I suddenly realised that half the wood in the usual plywood dihedral brace had its grain aligned the wrong way.

I used birch tongue depreceors for dihedral braces for a while. But then I asked myself, "Why does a wing spar need to be far stronger on the inboard side of rib #2 than on the outside?". I remembered the wing spars Joe Konefes used on his "Buzzard Bombshell", not a dihedral brace in sight!

After that, I've never again used anything but balsa for "dihedral braces" - and most of the time I just pre-assemble the wing spars in "Buzzard Bombshell" style. No problems - and doing that guarantees that dihedral in the completed wing will be as designed. JW

#### Cox 1/2 A Tip of The Month.

After flying your 1/2 A Texaco plane, store it during the week (month, whatever) with the nose down. This will allow the residual castor oil to settle in the front of the crankcase, and not on the reed valve. Next time it should be easier to start. This tip from Don Bekins passed on by Steve Roselle.

#### How to Shorten a Receiver Antenna.

(From SmallNet Posting # 317). Just modify it into a "base loaded" antenna. Using a plastic straw, punch a hole aboput 1/2 inch from one end. Thread the antenna into the end of the straw and out through the hole. Then wrap the antenna wire tightly in a spiral around the outside of the straw, until the overall length is about as short as needed. Cut the straw off to the desired length, then punch a second hole in it near the end, and thread the anrtenna wire through, and out the end of the straw. This method has been used for over 20 years without a glitch. A fully enclosed R/C antenna is a beautiful thing. Timothy.  
(Ed. disclaimer: The above is inserted for comment)

#### Rules, rules, rules !

As members are aware, your Editor also serves as a member of the MAAA Old Timer (O/T) Rules Sub-Committee, and as such represents the conduit between members of SAM 600 and the O/T rules sub-committee. Every endeavour has been made to ensure members of SAM 600 have been fully informed via "The Thermaleer" of proposed rules changes so that detailed discussion could take place followed by a formal vote. This is as it should be.

In December further suggested changes surfaced and the rules sub-committee were required to vote on a new section concerning engine run times in Duration. There was no opportunity to inform members, let alone having a formal discussion and a vote. This problem was clearly represented to the Chairman of the rules sub-committee explaining that this action came after the original recommended changes had been agreed by SAM 600 members and was contrary to the SAM 600 rules change procedure.

After consultation with your SAM 600 President, and in the knowledge that it was already a done deal, it was decided to support the submission. A full copy of the new Duration Rules submission appears opposite on page 7.

A full discussion took place regarding the MAAA Old Timer rules change procedure at our meeting, number 71 held on Thursday 25th January 2001 .

Regards, Peter

#### Covering Removing- from [SAMTalk]

Dear Dick Fischer :

A long time ago, from someone of SCAT boys ( Southern California Aero Team ), I learnt the following method to remove old silk, tissue, etc. from model frame. First of all you must know what type of adhesive you used to apply the cover to frame. I always use nitrate dope and this method works great.

As first step you must wrap the entire piece ( fuselage, wing, tail, etc. ) with toilette paper. You must generously overlap the structure with the paper. As second step you needs a large plastic trash bag. Now pour abundant nitrate dope thinner over the entire toilette paper wrap till soak well and quickly put the frame into plastic bag. Fold the plastic bag over itself around the structure trying to avoid thinner (...p6 ...)

away, so that it tapers from a knife edge at the "free end" to full depth at the "anchored end", it will flex when loaded. That distributes the load equally along its length, reducing the stress at the anchored end to HALF what it is for a constant thickness spar. Because of the convenience of using stock balsa strips for wing and tail spars and leading edges, we've all acquired the habit of using these constant cross-section structural members in our models. They work, of course - but a LOT of weight could be saved if we took the trouble to taper these parts.

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**MAAA RULES CONFERENCE 2001 - (Latest Submission from O/T Rules Sub-Committee, December 2000)****DURATION.**

**CHANGE RULE 5.4.4.1.(b)** Delete all words from and including "except" to the end of the paragraph, so that the rule now reads:

**5.4.4.1 (b)** The minimum wing area rule applies to this event as defined in clause 5.4.1.2(a).

**CHANGE RULE 5.4.4.4.** Delete all of the existing rule and insert:

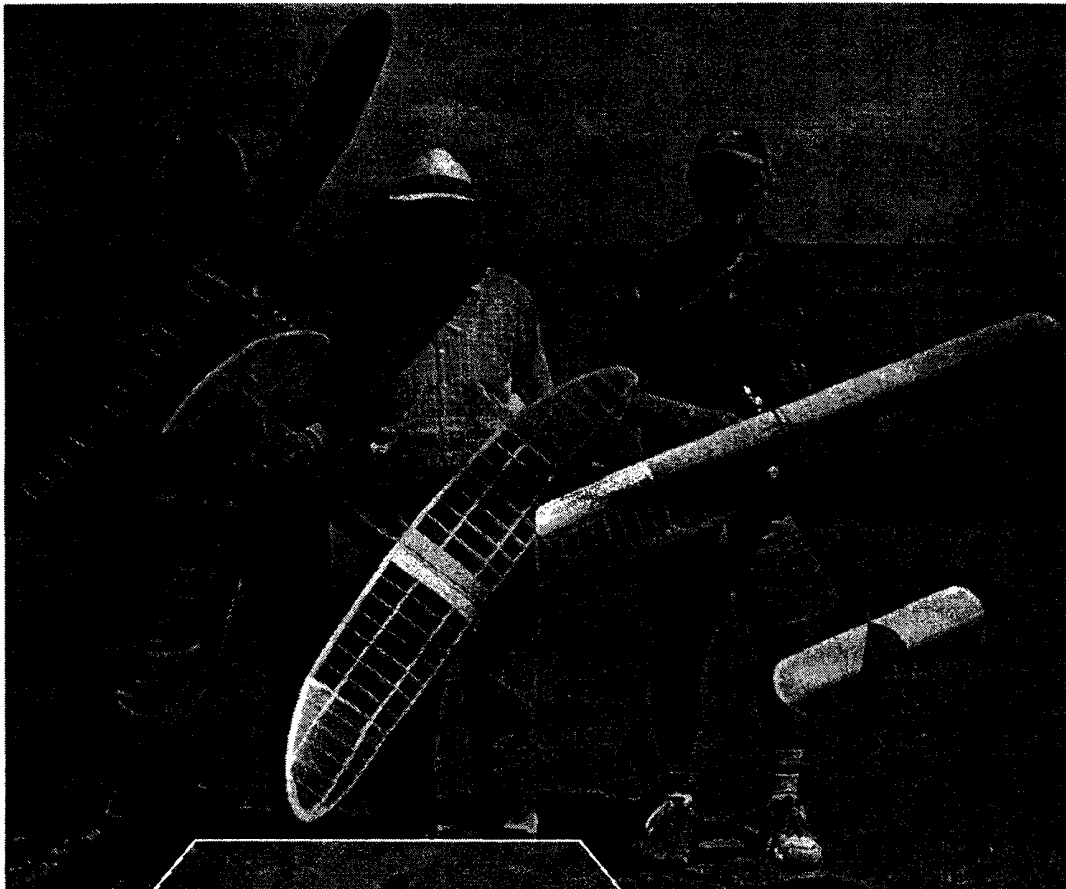
**5.4.4.4 (a) Engine run time allocations:**

- |   |            |
|---|------------|
| i) Any pylon racing or 'Quickie 500' type Schneurle or PDP ported two-stroke engine and any engine having a performance enhancing muffler.  | 20 seconds |
| ii) Any front induction, side exhaust, two-stroke glow engine including Schneurle or PDP ported engines that is as fitted with an expansion type muffler and an R/C carburetor as originally supplied by the manufacturer.<br>Nb. Any modification to carburetor or muffler will categorise the engine under clause 5.4.4.4(a)(i) | 25 seconds |
| iii) Any post-1950 diesel engine except schneurle or PDP ported engines   | 25 seconds |
| iv) Any post-1950 spark ignition engine except schneurle or PDP ported engines  | 25 seconds |
| v) Any four-stroke glow engine other than engines covered by rule 5.4.4.4(a)(ix)  | 30 seconds |
| vi) Any engine defined as Antique (glow, spark ignition or diesel) and fitted to an aircraft having a wing area greater than 170 square inches per 0.1 cubic inch of engine capacity  | 30 seconds |
| vii) Any engine defined as Antique Glow and fitted to an aircraft having a wing area less than 170 square inches per 0.1 cubic inch of engine capacity  | 25 seconds |
| viii) Any engine defined as Antique Spark Ignition or Antique Diesel and fitted to an aircraft having a wing area less than 170 square inches per 0.1 cubic inch of engine capacity   | 28 seconds |
| ix) Any four-stroke glow engine having a pressurized air/fuel mixture induction system using other than muffler pressure.   | 25 seconds |

**CHANGE RULE 5.4.4.5(b)** after "is" delete [eight (8) minutes (480)] and insert: "seven (7) minutes (420)", so that the rule now reads:

(b) The maximum flight time as defined in 5.4.1.5(f) is seven (7) minutes (420) points.



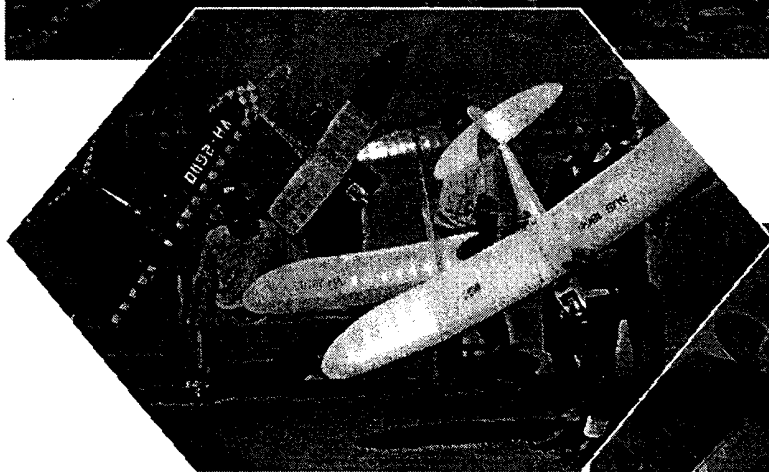


At left are the Half A placegetters in the 16th Roy Robertson Trophy.

In the centre in first place in **Fred Stebbing** with his Fox 107.

Left is **Barry Barton** in 2nd place with his Stardust Special, and...

On the right is **Mark Collins** with his Lanzo Bomber in third place.



Above is shown the fly-off participants in the Duration event.

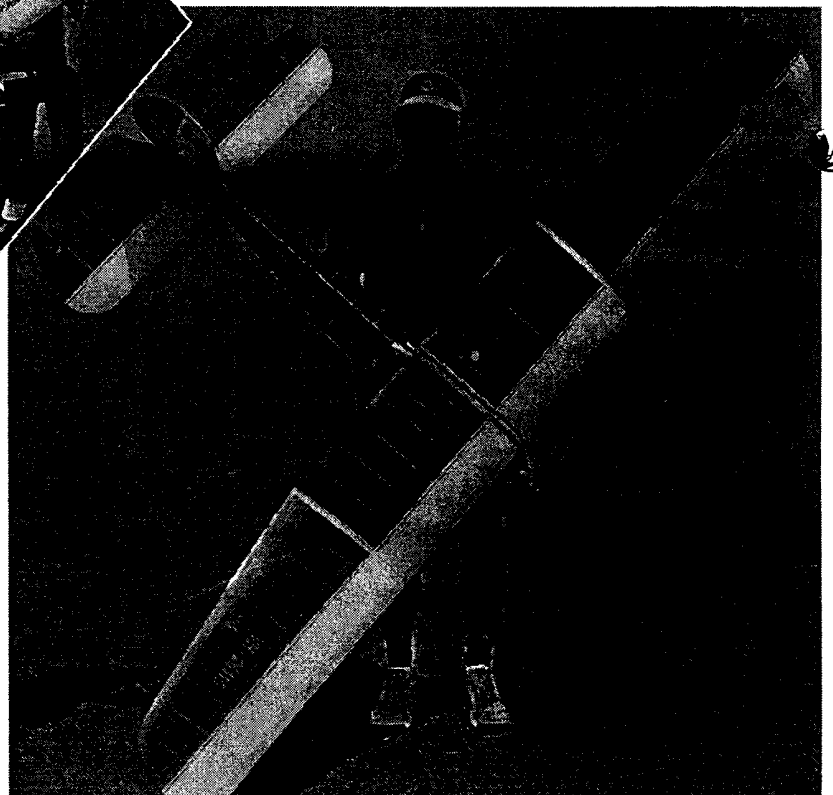
Mark Collins, Fred Stebbing, John Whittaker, Ian Robinson and the winner of the event, Kevin Fryer.

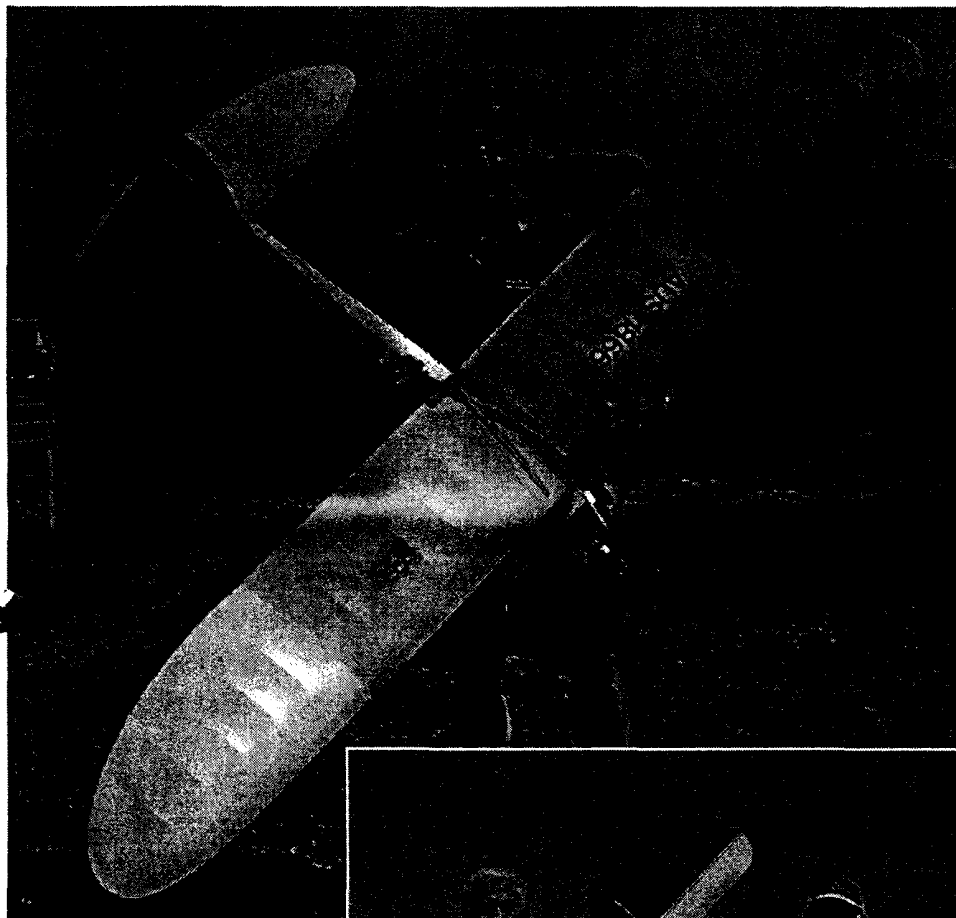
**Kevin Fryer**, flew a Playboy Cabin 110% with an OS 60 2s.

**Mark Collins** flew a Cumulus powered by an OS46 2s.

**Ian Robinson** flew a Playboy with Saito 65 4s.

**John Whittaker** had a Super Quaker powered by a YS 53 4s.



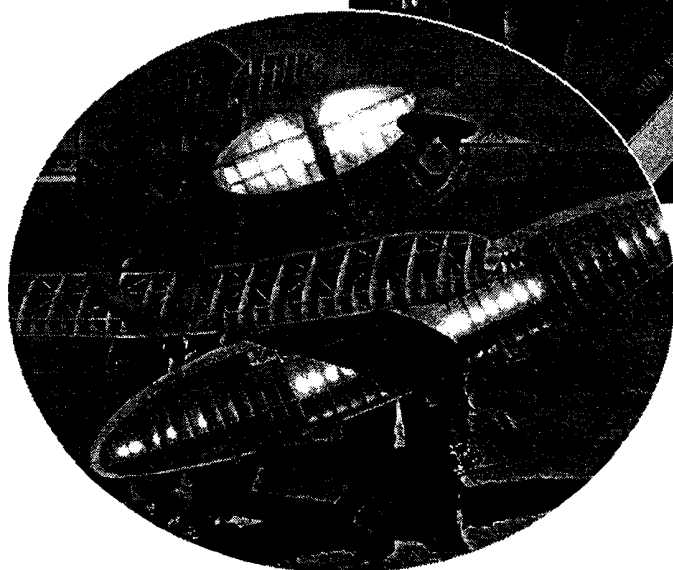
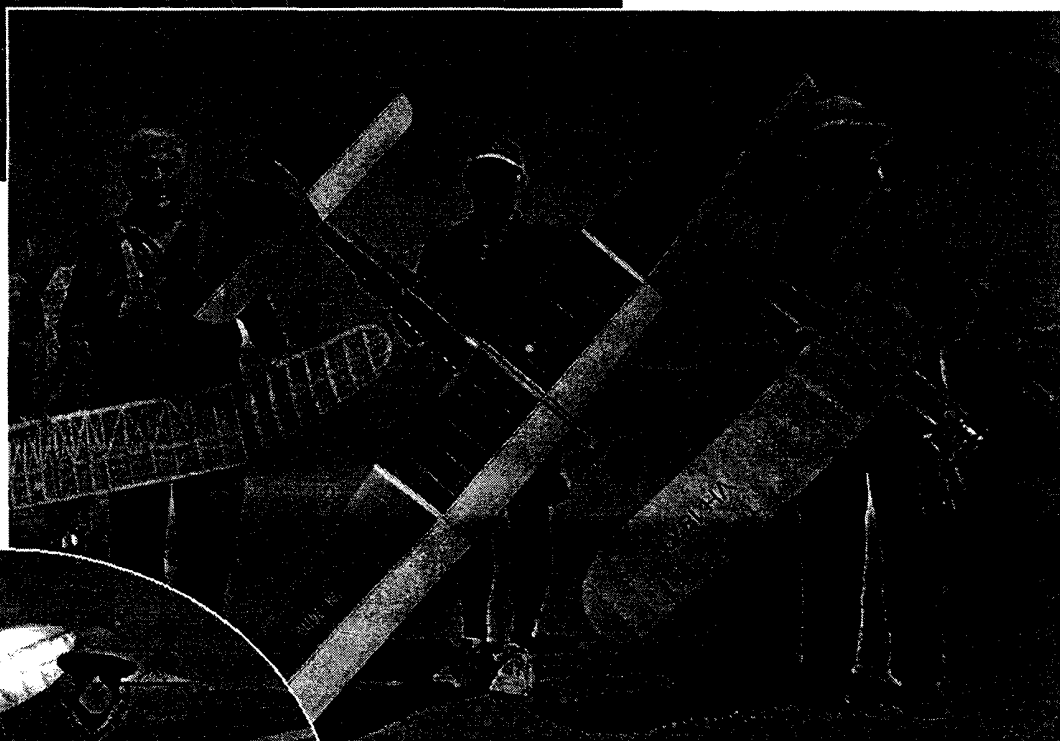


At left is first placegetter in Duration, **Kevin Fryer**, shown with his 110% Playboy Cabin powered by an OS 46 2s.

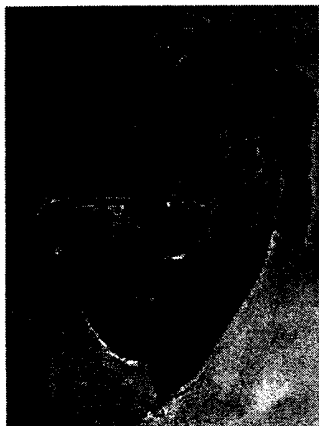
Below and shown at right is **Mark Collins** with his Texaco winning Lanzo Bomber in first place. Powered by an OS 60 4s Open Rocker.

On the right in second place is **Peter Bennett** with his Irvine 40 diesel powered RC1, and on the left...

**Peter Hosking** in third place with his 85% Bomber powered by a Saito 65 4s.



At left are two of the placegetters in '38 Antique. First, on the left is **Trevor Boundy** with his Weather's Westerner. On the left in second place is **Peter Bennett** with his Roger Hammer Flamingo. Both aircraft powered by OK Super 60s spark ignition running on petrol based fuel.



## Developments in South Australia

by Don Howie.

The South Australian flyers had quite a good contest year, though several events were rained or blown out. I thought the Victorian O/T flyers may be interested in recent developments over here with regard to recently built models.

In 1/2 A Texaco, Rex Brown has taken a note from Barry Barton and built a "Stardust Special". The model was recently flown and did two 15 minute maxes. This was flying to the US rules, with the model weighted up to 8 ozs per square foot wing loading. Ivan Stacey and Bill Britcher are flying "Red Rippers" and I expect they will fly them in the coming contest season. Bill thought the model was so good, he is now building a larger version. The writer's "Cumulus" is ideal for very windy weather, but requires too much concentration to fly under calm conditions.

In '38 Antique we have seen more development with Ron Adamson and Rex Brown flying Weather's "Westerners", both powered with OK Super 60 Sparkies! Watch out for these in the coming season. Stan Gurr has one of the best Lanzo RC-1 models (3 1/2 lbs), and he has his OK Super 60 going very well. Stan is a great machinist and is producing replacement con rods, serrated prop drivers and spinner nuts for the OK Super 60. I know several Victorian flyers have these items.

The writer has been flying several spark engines

in the Trenton Terror, mainly for overseas magazine articles. Shown is the Frog 500 replica sparkie that now starts first flick on the running setting; no need to adjust the needle or timer all day. Only problem, the engine lacks performance, but is fun for sport flying. Bill Britcher is flying a 78" span "Riser Rider" for '38 Antique, powered with an Anderson Spitfire 60, with blue Denver head. The model certainly looks different.

The top Nostalgia model is Ron Adamson's "Crescendo" of 73" span. The model weighs only 2 3/4 lbs, covered with Chinese silk and is the English Ron Draper design from 1956. Bill Britcher has a 76" span "Jaded Maid" for Nostalgia with K&B 40 rear rotor '66 pylon engine. These two models outperform the popular "Spacer". Hoping to see you at Easter time.

Don Howie



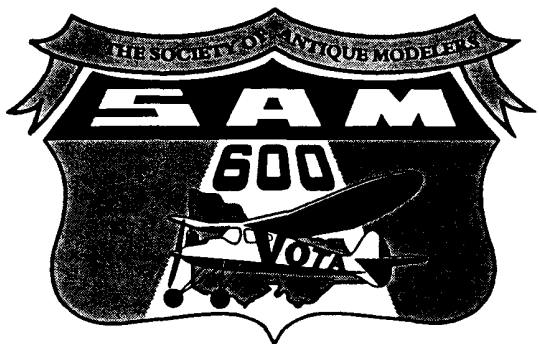
Shown left, Rustler 500 Ignition. (Frog 500 replica of 1950) in Don Howie's "Trenton Terror". 10 1/2" x 5" Bolly prop. (Note spinner nut for electric starting.

(...from page 6...) evaporation. Let the piece stay several hours in a dark place. Now begins the most important step. Go out, seat in your preferable chair and begin to remove the silk or tissue. Take out from the plastic bag just a short portion of frame and begin to remove toilette paper and covering from model frame. Take it easy maintaining the rest of frame into the bag as you progress in the removing to avoid evaporation.

The covering is removed cleanly from the frame and usually you finished the work with a frame that looks as a brand new one.

I use the same method to remove wear out sandpaper glued with contact cement to extruded aluminum sanding blocks. Obviously, I use the appropriate solvent.

Thermals! Alfredo.



## SAM 600 of Australia

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#### GOOD FRIDAY 13 APRIL 2001

Registration from 10:00am

1/2 A Texaco	1:00pm
2cc	4:00pm

#### EASTER SATURDAY 14 APRIL 2001

Texaco	9:30am
Duration	1:00pm
Hanger Rat	7:30pm 'til 10:30pm

#### EASTER SUNDAY 15 APRIL 2001

'38 Antique	9:30am
Standard 40 Duration	1:00pm
PRESENTATION DINNER 6:30 PM 'TIL ?	

#### EASTER MONDAY 16 APRIL

Nostalgia	9:30am
-----------	--------

CATERING AT FIELD ALL FOUR DAYS

Please contact the SAM 600 Contest Director or The Secretary for any queries and supply of entry forms, complete with a list of suggested accommodation possibilities.

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Phone (03) 5248 5461 email: <peterh@webaxs.net>  
**Barry Barton: Secretary**  
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#### Care and feeding of Balsa [SAMTalk]

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

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

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

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

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

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

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

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

Thermals, Gene Wallock

## Results- 16th Roy Robertson Trophy

date	description	event	name	model	motor	seconds	chan	rank
1/28/01	16th Roy Robertson	Duration	Kevin Fryer	Playboy Cabin	110% OS 46 2s	2615	631	1
1/28/01	16th Roy Robertson	Duration	Ian Robinson	Playboy	Saito 65 4s	2433	637	2
1/28/01	16th Roy Robertson	Duration	John Whittaker	Super Quaker	YS 53 4s	2432	633	3
1/28/01	16th Roy Robertson	Duration	Fred Stebbing	Playboy	Thunder T 36 2s	2426	6341	4
1/28/01	16th Roy Robertson	Duration	Mark Collins	Cumulus	OS 46 2s	2321	620	5
1/28/01	16th Roy Robertson	Duration	Barry Barton	Playboy	Saito 65 4s	1892	16	6
1/28/01	16th Roy Robertson	Duration	Norm Campbell	Playboy	YS 53 4s	1571	641	7
1/28/01	16th Roy Robertson	Duration	Trevor Boundy	Super Quaker 103%	Saito 65 4s	1562	619	8
1/28/01	16th Roy Robertson	Duration	Peter Bennett	Josephine	YS 53 4s	1449	643	9
1/28/01	16th Roy Robertson	Duration	Peter Lansley	Bomber	OS 61 4s	1019	32	10
1/28/01	16th Roy Robertson	Duration	Greg Mitchell	Playboy	Magnum 40 2s	456	637	12
1/28/01	16th Roy Robertson	Duration	Chris Lawson	RC 1	McCoy 60 2s	420	28	12
1/28/01	16th Roy Robertson	Half A	Fred Stebbing	Fox 107	Cox 049 2s	1593	36	1
1/28/01	16th Roy Robertson	Half A	Barry Barton	Stardust Special	Cox 049 2s	1468	16	2
1/28/01	16th Roy Robertson	Half A	Mark Collins	Bomber	Cox 049 2s	1448	620	3
1/28/01	16th Roy Robertson	Half A	Trevor Boundy	Stardust Special	Cox 049 2s	1431	32	4
1/28/01	16th Roy Robertson	Half A	Kevin Fryer	Atomiser	Cox 049 2s	1380	631	5
1/28/01	16th Roy Robertson	Half A	Don Cameron	Record Breaker	Cox 049 2s	1311	34	6
1/28/01	16th Roy Robertson	Half A	Chris Lawson	Playboy	Cox 049 2s	1296	28	7
1/28/01	16th Roy Robertson	Half A	Peter Bennett	Anderson Pylon	Cox 049 2s	1254	643	8
1/28/01	16th Roy Robertson	Half A	Peter Hosking	Anderson Pylon	Cox 049 2s	1097	20	9
1/28/01	16th Roy Robertson	Half A	Norm Campbell	Anderson Pylon	Cox 049 2s	805	641	10
1/29/01	16th Roy Robertson	38 Antique	Trevor Boundy	Westerner (Wea)	OK 60 2s spk	1751	619	1
1/29/01	16th Roy Robertson	38 Antique	Peter Bennett	Flamingo	OK 60 2s spk	930	605	3
1/29/01	16th Roy Robertson	38 Antique	Chris Lawson	Long Cabin	DC Wildcat	786	28	3
1/29/01	16th Roy Robertson	38 Antique	Norm Campbell	Westerner (Wea)	Cyclone 60 spk	71	641	4
1/29/01	16th Roy Robertson	Texaco	Mark Collins	Bomber	OS 60 4s	4140	14	1
1/29/01	16th Roy Robertson	Texaco	Peter Bennett	RC 1	Irvine 40 diesel	4069	605	2
1/29/01	16th Roy Robertson	Texaco	Peter Hosking	Bomber 85%	Saito 65 4s	3508	34	3
1/29/01	16th Roy Robertson	Texaco	Trevor Boundy	Westerner We 110%	OS 60 4s	2951	619	4
1/29/01	16th Roy Robertson	Texaco	Ian Robinson	Bomber	OS 60 4s	2400	643	5
1/29/01	16th Roy Robertson	Texaco	Kevin Fryer	Cumulus	Irvine 40 diesel	2296	631	6
1/29/01	16th Roy Robertson	Texaco	Barry Barton	Record Breaker 90%	OS 40 4s	2198	16	7
1/29/01	16th Roy Robertson	Texaco	John Whittaker	Bomber 85%	OS 48 4s	2116	22	8
1/29/01	16th Roy Robertson	Texaco	Chris Lawson	Long Cabin	OS 40 4s	2090	28	9
1/29/01	16th Roy Robertson	Texaco	Fred Stebbing	Bomber 85%	PAW 40 diesel	1864	641	10
1/29/01	16th Roy Robertson	Texaco	Don Cameron	Record Breaker	OS 61 4s	1781	32	11
1/29/01	16th Roy Robertson	Texaco	Norm Campbell	Bomber 85%	Irvine 40 diesel	77	641	12

## Herby Greenburg From Ned Nevels via SAMTalk

... continued from Issue #69

"Herb Greenberg was 21 years old when he finished 11th at the 1936 NATS with his "Red Zephyr". The plane had not been test-flown prior to that flight as Herb finished it up in time to leave New Jersey for Detroit. "I let that thing go and it corkscrewed straight up just like a bomber," said Herb Monday, while watching the Brown Junior events at the '93 SAM Champs. "I never had a chance to decorate the Zephyr, it was finished in lightweight white Japanese tissue just in time to leave for the NATS."

The (white) Red Zephyr showed tremendous stability and looked like a real plane, properties that attracted the attention of John D. Frisoli, President of Scientific Model Airplane Company. John inquired if Herb would be interested in letting Scientific kit his design. He offered \$25 and Herb let him borrow his plane. The Scientific people measured every part of the plane and produced a kit that sold in the multi-thousands in quantity over the years. Herb, of course, only received \$25 for that design. The Frisoli family still reside near Herb in New Jersey, and the Scientific Model Airplane Company has evolved into a mail order tool firm run by the son of the founder, that company is called Micro-Mark's.

Herb had belonged to the Bamberger Aero Club since 1931. The club met on an upper floor of Bamberger's Department Store in Newark, NJ--later purchased by Macy's and operated today under the same name. Irv Polk ran the model hobby section of the department store and was the first president of the club 1931-32. You may remember Irv as he later left Bamberger's and started his own emporium, Polk's Models. Irv is still alive and he and his family own the Aristocraft label. Later, Mike Granieri was president of the club. Speakers at club meetings included -Jimmy Doolittle, Clarence Chamberlin, and Sir Fredrick Ives, famous aviators of the period. Herb has an Doolittle-autographed Shell Oil memento from that visit.

Interestingly enough, Herb reports that the famous "sunburst" finish depicted on Scientific's plans was a creation of Scientific's, as his aircraft was plain white. SAM 27 has had a special relationship with Herb Greenberg as a result of Ed Hamler's (and your observer's) affection for the Red Zephyr. Prior to the 1991 SAM Champs, Ed had flown a Ben Buckle-kitted

Red Zephyr and he and your observer had started parallel Red Zephyr projects for the Ohlsson Event and Class "C". Ed contacted Herb and invited him to Jean where he got a chance to fly Ed's completed Zephyr and had a marvelous time. (as did nearly everyone who came in contact with Herb)

This past winter, SAM 27 decided it would be terrific if they put together a Red Zephyr for Herb to fly at this year's edition of the SAM Champs. The plans were scaled to 90% of the original to size the wing area for an electrified version of the Red Zephyr. (knowing that Herb lived in an urban area, it was felt he would be able to fly the electric version more easily than a gas version) Club members contributed radios, motors, servos and construction skills.

Ed Hamler assembled and finished the final product. A full listing of contributors to the Red Zephyr project will be printed in Wednesday's 'Review'. Monday, Herb got in several training flights and soloed the Zephyr for an additional five flights, the last of which was very special as the Zephyr took off in lift and eventually put in over 12 minutes. Herb was enthralled with the plane and the flying. Conversations with the 78-years-young Herb, (he celebrated that birthday on Monday) are an interesting mixture of old and new. Herb will be talking about engineering problems he worked on as a Navy pilot in WWII and in the next second remark that the twin tails on a contestant's model reminded him of another design that he sold to a kit company, the Miss World's Fair. (This time, Herb received \$50 for his design!).

If a listener isn't prepared for Herb's wide-ranging interests, he or she can suffer from a severe case of verbal whiplash as Herb careens from subject to subject. He has a 486/33 MHz PC at home and works with Computer Aided Design programs from his work. He still works full-time and flies full-scale gliders and airplanes out of the busy Newark/NY corridor. After the SAM Champs at Taft, Herb is on his way to Lyon, France for a "total immersion" seminar in French. Herb is a prolific writer and has had stories published in soaring magazines of his exploits soaring in Germany a few years ago. He is currently working on a patentable idea for ice warning devices for aircraft and is in line for a defense department development grant to develop the idea. If you get the idea that Herb doesn't let his age have anything to do with how he pursues life, you're right! Herb doesn't endure, pass or put up with life. He attacks, relishes and pursues it with gusto.

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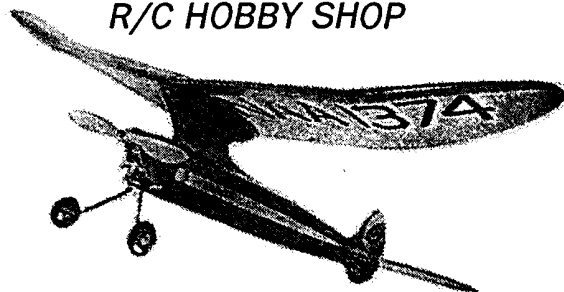
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**President/Treasurer** Kevin Fryer  
(H) 03 9842 4361 (Fax) 03 9848 8901  
2 Bogong Court, EAST DONCASTER 3109  
email <fryerkd@bigpond.com>

**Vice President  
& Contest Director** Peter Hosking, (H) 03 5248 5461  
43 Miller Street, NEWCOMB 3219  
email <peterh@webaxs.net>

**Secretary** Barry Barton,  
(H) 03 5655 1767 (Fax) 03 5655 2090  
RMB 2103 KARDELLA 3951

**Treasurer** Norm Campbell, (H) 03 9836 0437  
2/15 Glindon Road CAMBERWELL 3124

**Auditor & Public Officer** Ray Woodhouse  
(W) 02 6056 6900 (H) 02 6056 2303  
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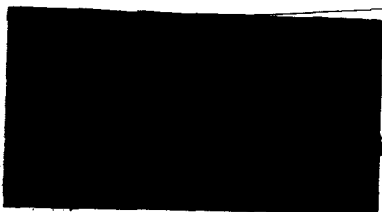
**WebMaster** Trevor Boundy  
(H) 03 5628 7688  
45 Fisher Road DROUIN WEST 3818  
email <jtboundy@sympac.com.au>

**Publisher/Editor** Peter Bennett  
(H) 03 9645 7272 (Fax) 03 9645 7732  
3 St Vincent Place ALBERT PARK 3206  
email <pcb@ozonline.com.au>

**Safety Officer** Steve Gullock  
(H) 03 5344 9334  
Lot 16, Main Road, SNAKE GULLY 3351

**Newsletter Mailings** Fred Stebbing  
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 **The Thermaleer**  
SAM 600 of Australia Newsletter



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**Trevor Boundy**, our intrepid WebMaster, was seen at his patriotic best at the 16th Roy Robertson Trophy weekend. Seen here with one of his models, all of which sported an Australian flag at the top of the rudder. Well done Trevor, an Aussie through and through. Ed.

**Web Report.**

During the months of November/ December we have had about 1350 visitors to the SAM 600 web page, and during this time the SAM model recognition data base, which attempts to represent the SAM USA approved list, has been published on the web, the CD version being passed over for the convenience of heavy updating via the web, which will probably continue for some time, this data base can be seen at:-

[www.sympac.com.au/jtboundy/pics/SamSearch.htm](http://www.sympac.com.au/jtboundy/pics/SamSearch.htm)  
The data base at the time of writing has 1698 named models and about 858 three views or pictures.

Regards Trevor