

The Thermaleer



Above: **Alan Wooding** and his impressive Lanzo "Champion" (aka "Stick") took out first in 38 Antique and second in Texaco, both using spark ignition engines. Well done Alan, a popular winner.

The inaugural Tri-State Gas Champs held at Jerilderie, NSW, May 16th & 27th was an outstanding success.

Reports and results for the Tri-State Gas Champs, the MAAA Nationals & the South Australian State Championships are in this end-of-season issue.



Above: Champ of Champs at the Tri-State Gas Champs held at Jerilderie, **John Whittaker**, seen here being presented with his trophy by SAM 600 President, **Kevin Fryer**.

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Next Meeting:

Meeting #74, Thursday 26th July 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 #75, Thursday 27th September 2001
Meeting #76, Thursday 22nd November 2001

President's report:



Well, twelve months have passed very quickly. I first of all would like to thank all the members of my Board, Vice President Peter Hosking, Secretary Barry Barton, Treasure Norm Campbell, Public Officer Ray Woodhouse, WebMaster Trevor Boundy, Editor Peter Bennett, Safety Officer Steve Gullock & Mailings Fred Stebbings for without all their help and support we would not have had the great year we have had. At the end of the year Sam 600 ended up with over 70 paid-up members, which was a great result. However I would like to see more active flyers at comps. Maybe we should think about a buddy system, where we have an experienced flyer take a member under his wing for a year and introduce him to competition life, help him to select and build a model, advise on a suitable engine, help and test fly the model and assist each other at comps. You never know, we may have 40 flyers in a half A event, let's think about giving it a go.

The Tri-State Gas Champs at Jerilderie was a great success. The event was opened by the local Mayor on Saturday, the weather left a bit to be desired, however we managed to get through all comps with some modifications. Congratulations to John Whittaker who was Champ of Champs. The South Australians decided at the last minute not to come due to the weather, they were however represented by South Australian type models taking out two first places. The local Lions Club, Mayor and councillors looked after us very well and made us very welcome, next year the Lions have offered to take the Ladies on a bit of a trip around to show them the local sights. I would like to thank Ray Woodhouse for doing a great job in getting this organized.

On the Saturday night we had a dinner at the local Golf Club, afterwards we had a bit of a talk about the rule changes. Sam1788 was in the process of asking all their members to vote on their State rules. As our State rules are very similar it was felt that there was an opportunity that we could work together to end up with the same rules format. This is being worked on at present and as soon as we have a proposal we will put it to Sam 600 members. Don't forget, please fill in your Membership renewal forms and Board nomination forms.

Hope to see you all at the next Meeting

Your President KEVIN FRYER.

Editor's Report.

Reduction in height achieved under power is a preoccupation of the MAAA as far as Old Timers are concerned. When we have a 2,000 foot clearance from CASA I just cannot see the problem, however the MAAA Old Timer Rules sub-committee is addressing the issue. The introduction of a wing loading rule is one of many actions being considered and for some objective input I asked former SAM USA President Don Bekins, who is Chairman of their new Rules Review Committee, for his input. The following comments are Don's personal views and do not necessarily represent the views of the Committee or SAM USA.

We currently have a general 10 oz wing loading rule. The only exceptions are 1/2A Texaco [8 oz] and Brown Jr., no wing loading rule. I think the electric lads had an eight oz rule as well. Eye sight is the limitation, no matter what the rule. If one catches a great thermal, it does not matter what the rule. Remember how high we got in Pensacola after nearly being on the ground?

1. The 10 oz rule receives grousing by those who can build very light and pride themselves in that fact. However, most people cannot build really light, and the 10 oz rule levels the playing field. I think it has worked out well. And I am going to recommend that the 10 oz rule remains.

Negatives? Some models like the Zipper do not fly well with a 10 oz wing loading. Thus they seldom appear in the winners circle. Light models do not penetrate the wind well. In our Brown Jr. flyoff at a contest last weekend it was WINDY!! One person could not get his model back to the field even with full down elevator. He broke his model when landing off field. A second person had the same problem. Two of the four of landed on field, and Ed Hamler had only a 1.5 minute flight, landing on field.

2. I have not read all the suggestions sent in. I have been waiting for the official announcement by Tom McCoy. Hamler and I will discuss the whole rules thing as we fly to Tulsa, Oklahoma, for a big contest the end of the month-- SAM 93 -- a mini-Champs.

Best regards, Don

Extra oz needed to make 10 oz /sq ft for some Victorian duration models.

Prepared by Trevor Boundy with thanks to Mark Collins for work done previously on this subject.

Model	Motor	Span in	Chord in	Sq Feet	Lb Oz	Oz	Oz/SqFt	Extra Oz Needed
Cumulus 92% (Mark)	McCoy 60 2st	87.40	11.96	7.26	4lb	64.00	8.82	8.6
Super Quaker 100% (Trev)	Saito 65	78.00	12.75	6.91	3lb8oz	56.00	8.11	13.1
Alabatross 100% (Trev)	Saito 65	78.75	11.56	6.32	3lb10oz	58.00	9.17	5.2
PlayboyCabin 110% (Kevin)	OS 46 2st	88.00	12.10	7.39	3lb8oz	58.00	7.84	15.9
Josephine 110% (Peter)	YS 53	81.00	11.25	6.33	4lb	64.00	10.11	-0.7
Playboy 110% (Chris)	McCoy 60 2st	88.00	12.10	7.39	4lb10oz	74.00	10.01	-0.1
Playboy Cabin 105% (Barry)	Saito 65	84.00	11.55	6.74	4lb12oz	76.00	11.28	-8.6
Playboy 100% (Fred)	TT 36	80.00	11.00	6.11	3lb4.8oz	52.80	8.64	8.3

WebMaster's Report:

As the mailing list stands at the moment, we have a total of 66 newsletters posted out to members and complimentaries. In the 12 months from 30th June 2000, according to my records, SAM 600 members have flown in eight contests as follows:-

Jerilderie 2001, 9th SAM Easter, 2001 March Cohuna, 2001 Vic State Champs Haddon, 16th Roy Robertson, 2001 Feb WCSC FlyIn, 2000 Nov Haddon and the 6th E/S Gas Champs.

As a result of the contests mentioned above, the table below shows the number of contestants, the number of contests and the average number of contestants per event for each type of event over that 12 month period, as you can see, the most popular events were :- total numbers - Half A, overall average - Texaco.

Event	Contestants out of 8	Contests plus	Average per event
Half A	96/8/12	Duration	81/7/11.6
Texaco	75/5/15	38 Antique	29/5/5.8

Burford 16/2/8

Nostalgia 13/2/6.5

Standard Duration 9/1/9

2 CC 7/1/7

Does this mean that 38 Antique/2cc were the least popular, or has the committee erred in not running more 38 Antique/2cc events? I have heard that in the US the new rules committee and its members may seek to reduce the number of contests they fly in the US (may make their rules more attractive to us ??)

Our web page rolls on, I think some people use it because the number of hits is around 60 per month.

The model recognition page get about 35 hits per month, there are 1733 model details recorded and 968 pictures shown.

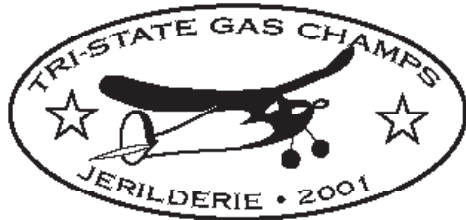
Trevor Boundy

SAM 600 of Australia:

<http://www.sympac.com.au/jtboundy/sam600/index.htm>

Model Recognition page:

<http://www.sympac.com.au/jtboundy/pics/SamSearch.htm>



RESULTS - INAUGURAL TRI-STATE GAS CHAMPS

held at Jerilderie, NSW
MAY 26 & 27

Event	Name	Model	Motor	Seconds	Chan	Rank
Half A	Kevin Fryer	Atomizer	Cox 049	1056	631	1
	Condo Smith	Little Diamond	Cox 049	1052	629	2
	Graham Sinclair	Dallaire	Cox 049	710	625	3
	Peter Bennett	Red Ripper	Cox 049	707	643	4
	Paul Farthing	MG 1	Cox 049	678	639	5
	Mark Collins	Bomber	Cox 049	643	620	6
	John Whittaker	Dallaire 50%	Cox 049	641	633	7
	Chris Lawson	Playboy Cabin	Cox 049	627	28	8
	Brian Stebbing	Stadust Special	Cox 049	616	649	9
	David Foster	Bomber	Cox 049	567	623	10
	Basil Healy	Bayridge Mke	Cox 049	515	32	11
	Don Southwell	Bomber	Cox 049	432	637	12
	Ray Woodhouse	Dallaire	Cox 049	311	636	13
	Fred Stebbing	Fox 107	Cox 049		636	14
Duration	Mark Collins	Cumulus 93%	McCoy 60	2513	620	1
	John Whittaker	Super Quaker	YS 53	2371	633	2
	Paul Farthing	Playboy 100%	McCoy 60	2312	24	3
	Tony Farnan	Playboy 105%	OS 40FX	2187	645	4
	Chris Lawson	Playboy 100%	McCoy 60	1639	637	5
	Basil Healy	Sunduster	McCoy 60	1630	12	6
	David Foster	Playboy 100%	YS 53	1561	623	7
	Don Southwell	Bomber 85%	YS 53	840	14	8
	Kevin Fryer	Playboy 110%	McCoy 60	804	631	9
	Peter Bennett	Josephine 110%	YS 53	420	643	10
Texaco	Ray Woodhouse	Anderson Pylon	YS 53	420	626	10
	Brian Payne	Playboy 105%	McCoy 60	420	32	10
	Don Southwell	Bomber 85%	EV 41	1995	14	1
	Allan Wooding	Lanzo Stick	Anderson S	1941	605	2
	John Whittaker	Bomber 85%	OS 48	1721	22	3
	Mark Collins	Bomber	OS 60	1710	620	4
	Fred Stebbing	Bomber	PAW 40	1679	641	5
	Ray Woodhouse	Cumulus	OS 60	1658	626	6
	Graham Sinclair	MG 2	Irvine 40 d	1570	625	7
	Basil Healy	Bomber	Enya 41	1470	20	8
	Paul Farthing	Lanzo Stick	Enya 53	1470	639	9
	Chris Lawson	RC 1	OS 60	1378	28	10
	Kevin Fryer	Cumulus	Irvine 40 d	1302	631	11
	David Foster	Bomber	OS 60	1048	623	12
Condo Smith	Bomber	Enya 41	610	635	13	
Peter Bennett	RC 1	Irvine 40 d	294	605	14	
Brian Payne	Dallaire	OS 60	0	32	15	
38 Antique	Allan Wooding	Lanzo Stick	OK Super 60	1361	605	1
	Paul Farthing	Flamingo	Contestor 60	1307	639	2
	Peter Bennett	Flamingo	OK Super 60	1162	605	3
	David Foster	Dallaire	Atwood Champ	846	20	4
	Basil Healy	Scram	Orwick 64	992	16	5
Nostalgia	Kevin Fryer	Hyphen	OS 40	1181	631	1
	Condo Smith	Swayback	S/Tigre 40	1162	629	2
	Ray Woodhouse	Spacer	K&B 40	1124	626	3
	John Whittaker	Spacer	K&B 40	985	22	4
	Mark Collins	Hyphen	OS 40	975	626	5
	Chris Lawson	Pine Needle	T/Tiger	849	28	6

SAM Approved Design Addendum.

The following Designs have been approved or re-defined since the 1996 printing of the Approved Gas and Rubber Design List. Some listings new, some data changes.

“Classic” by Chet Lanzo. The final approved plan for this Wakefield design is through the efforts of Jim Adams and Jim O’Reilly. Plans are available from Jim o’Reilly.

“Toot’s C Stick” - Area is 144 sq. inches. Otto Curth plan.

“Champion”, by Shereshaw, may be built as a 6 foot or 9 foot span. FA April 1937 article.

“Lanzo Record Holder”, Fuselage Model, Air Trails August 1942, 64 Inch span, 350 sq. in., 18 inch 2 Bladed Folder. Submitted by Tom McCoy

“Eugene” by Ed Lidgard, Wakefield, is a 1940 design. Submitted by Jim O’Reilly. The “Eugene II”, per Ed Lidgard, is a 1946 design and is not eligible for OT Rubber.

“Hoosier Hi-Flier”, by Jim Cahill, Fuselage Model, 1935, 300 sq. in., 19 inch 2 Bladed Folder. Jim O’Reilly has plans.

“Stretched Zipper”, by Ralph Brandenburg. 1939 Goldberg Zipper with a 12 inch wing center panel added and the fuselage extended 5 inches. Picture in the Bunch Ad January 1942 MAN. Jim O’Reilly has plans, Bob Holman laser cut. Picture in SAM Speaks

“Cloud Hopper”, is a 1939 design by George Reich, 60 in. span, Brown powered, 468 sq. in..Submitted by George Reich.

“Skyrocket”, drawn by Tony Penhall. 1935 design originally powered by a Comet 18 c.c. petrol engine. 8 1/2 foot span. It looks like a huge Kanga Cub. This one is for the discriminating builder. Submitted by Jim Coffin

“Jim Fullerton Rubber Driven Champion”, Dec., 1939 Radio and Hobbies magazine from Australia. Triangular fuselage with folding prop. Aerodyne has plans.

“Gool” by Ted Enticknap designed in 1941. Original model had a 6 1/2, 7 and 8 foot Span. According to Ted, the February 1950 FM article on the post-war Gool shows the ROW version which is the pre-war arrangement EXCEPT, the stab is mounted on top of the fuselage, a large sub-rudder is added and it had a 2 wheel landing gear. Pictures in SAM Speaks #154.

“Lanzo 1937 R/C National Winner Cabin Version”. The SAM Plan Service has the original sketches of Chet’s in a single drawing, thanks to Floyd Reck. The simple Trapezoid banded on structure eliminates the wire parasol mount. Submitted by Bucky Walter.

“Yogi” by Jerry Stoloff. Published in MAN October 1944, the original was designed in 1942.

“Hell Razor” by Walt Musciano. Designed in 1939, published in August 1983 MAN. Submitted by Mal Maclean. Original powered by an Ohlsson 23.

“Gamboleer” 24 inch parasol, poly wing, octagon fuselage, free wheeling prop. Published in Model Aircraft. Article available from the SAM Library.

“Sky Cat” by Anton Rafle. Class B Pylon. Published in Model Aircraft. Article available from the SAM Library.

“Sticky” by Edward Tinnerman. Class C Stick rubber model. Twin rudder, 5 panel wing, 15 1/2 Single Bladed Folder. Article available from the SAM Library.

“Ted Klauser Low Wing”. Antique low wing from the Heyday of H.A.Thomas and Sadler ‘s pacemaker”. Originally powered by a Little Hercules. Submitted by Russ Stokes. Pictures in SAM Speaks #154.

“Vargo-Wok” by Lou Vargo. A first model Gollywock was modified by adding Twin Rudders and a Low Pitch Single Bladed Folder to fight the Chicago High Winds.Submitted by Lou Vargo. Aerodyne has plans.

“Hornet” by Canadian Modelcraft is re-classified as an Antique. Submitted by Roy Burke. Pond has the plan

“Connecticut Yankee” by the Albatross Model Airplane Company was released in 1936. It is a Fuselage Model with a 75 inch wingspan, Brown B powered. This is not to be confused with Henry Struck’s design of the same name. Submitted by Scott Cannon. Pond has the plan.

“White Mystery” by SAM Hall of Famer Elmer Wasman. One of the pioneer R/C models from the mid 1930’s that competed at the Nationals. Original was Forster 99 powered. Submitted by Fred Mullholland. Drawings by John Hatch. Really well done effort. The restored original is in the AMA Museum. Plan is available from the SAM Plan Service.

“White Peril” by Elmer Wasman. Smaller version of the White Mystery that Elmer used to test his innovative devices. Plan is available from the SAM Plan Service.

“Diamond” by Dick Korda. Ralph Turner drew the excellent set of plans of this 1938 Brown powered Pylon Model. Model was originally dated at 1939. Plan is available from the SAM Plan Service.

“Eaglet” by Walt Eggert. This 1937 Antique Parasol has a tapered wing, long tail moment and comes in a 7 and 8 foot version. Brown powered. Submitted by Cal Ettl. 3 view available from the SAM Plan Service.

“Mercury” by Ben Shereshaw. Re-classified to an Antique based on information from Ben. The original model was built and flown by Jimmy Condon in 1938, prior to Scientific’s model release.

“Finneran Flyer” by Jack Finneran. Designer’s name was mis-spelled as Finnerman.

2001 Old Timer Nationals - Busselton W.A.

Blessed with perfect weather and obvious numerical superiority over all other disciplines, the Busselton Old Timer Nationals got off to a great **Duration** start at SWARMS field with 17 contestants jostling for top honours. Notable among top finishers was Mike Keenan (3rd) in his first ever O/T event with his YS53 powered Playboy.

The howl of McCoys dominated the day however, with the win by Paul Baartz proving as popular as is the man himself. A travel-weary Chris Lawson made 2nd place.

1/2 A Texaco proved a popular entry level event for many new to the Old Timer movement, with the two RC 1's of Weir-Smith and Sunderland having been finished the night before. As regular glider competitors these two should feature strongly in future events, when they have come to terms with LeRoy's Revenge.

Bruce Knight began his domination of this O/T Nats with a gutsy half-hour flight in the fly-off, going way back following lift where no one else dare. The rest of us being down long before him.

The low numbers in **Standard 40 Duration** point up the problems that WA has population-wise. Despite this being their next most popular O/T event in the State, very few faced the starter with the "regular" O/T flyers having an obvious edge. Paul Baartz came within 6 seconds of winning, but that driver of the immaculate FJ Holden did it again. Alan Trott (of the ragged shoe) had the other podium finish.

Superb flying weather greeted us for Friday's Texaco stint and with only one event of 2x10 minutes and 2x15 minutes it made for a very relaxed day, with lots of badinage between flyers. A disturbing feature was the downing of Chris Lawson's model with a rash of mobile phones being suspect, despite valiant efforts by the Contest Director to curb their influence.

Both Rod McDonald and Mike Keenan featured well in the final outcome,, a great credit to first time O/T flyers. Bombers with OS 60 open-rocker four strokes the winning combination in the hands of Bruce Knight (obvious Champ of Champs overall) Paul Baartz and Pete Buckley all finishing in a tight knit group at the top.

Much was made of the low numbers at this Nationals but suffice to say that without the strong Old Timer presence things would have been very thin indeed.

Organisation, particularly in rapid result posting was tops, the social side was, at times, hilarious, due to the "Irish influence", but sadly the tyranny of distance plus ever rising fuel costs means that flyers from the Eastern States will think long and hard before making the WA scene in 7 years time.

Special Nationals 2001 report by **Barry Barton**.



OLD TIMER 2001 NATIONALS RESULTS.

DURATION:

1. Paul Baartz (WA)	Hayseed McCoy.60	1920 + 540
2. Chris Lawson (Vic)	Playboy McCoy .60	1920 + 419
3. Mike Keenan (WA)	Playboy YS.53	1850
4. Bruce Knight (NSW)	Playboy McCoy.60	1846
5. Basil Healy (NSW)	Sunduster McCoy.60	1763
6. Gary Turna (WA)	Playboy YS.53	1706
7. Barry Barton (Vic)	Playboy Saito.65	1642
8. Alan Trott (WA)	85% Bomber Saito.56	1595
9. Mark Sherburn (WA)	Playboy Magnum.52	1466
10. Steve Houlahan (WA)	Playboy Magnum .52	1293
11. Matt Pickin (WA)	Playboy Rossi.40	1248
12. Ray Sherburn (WA)	Flamingo Saito.65	989
13. Peter Buckley (NSW)	Playboy OS61fs	885
14. Dave Pointon (WA)	85% Bomber OSFP.40	862
15. Rob Rowson (WA)	Alert Saito.65	733

16. Grahame Mitchell (NSW) Playboy Frog 500	584	3. Alan Trott	85%Bomber OS.40H	1333
17. Ian Avery (NSW) 75% Dallaire OS48fs	511	4. Bernie Rowney	105%Playboy OS.40H	1226
1/2A TEXACO:		5. Mark Sherburn	105%Playboy OS.40H	1182
1. Bruce Knight Playboy	1080 + 1813	6. Rob Rowson	Alert OS.40H	1089
2. Barry Barton Stardust Spl	1080 + 579	7. Basil Healy	85%Bomber OS.40H	999
3. Chris Lawson Playboy	1080 + 551	8. Chris Lawson	94%RC1 Webra.40	535
4. Ian Avery Playboy	1080 + 528	9. Ray Sherburn	105%Playboy OS.40H	191
5. Mark Weir-Smith RC1	1080 + 509	TEXACO:		
6. Ray Sherburn Bomber 50%	1080 + 443	1. Bruce Knight	Bomber OS.60fs	3000
7. Mike Keenan Playboy	1080 + 442	2. Paul Baartz	Bomber OS.60fs	2983
8. Rob Rowson Dallaire 50%	1080 + 67	3. Peter Buckley	Bomber OS.60fs	2963
9. Paul Baartz RC1 55%	1073	4. Alan Trott	Scram OS.60fs	2886
10. Bernie Rowney Bomber 50%	1065	5. Rod McDonald	MG2 OS.60fs	2781
11. Basil Healy Bay Ridge Mike	1052	6. Mike Keenan	Bomber Saito.50fs	2707
12. Selwyn Saunders Bomber 50%	1016	7. Basil Healy	85%Bomber Enya.41fs	2689
13. Steve Houlahan Coronet	971	8. Ray Sherburn	Flamingo Saito.65fs	2611
14. Rod McDonald Spearhead	893	9. Grahame Mitchell	Candid OS26fs	2495
15. Richard Sutherland RC1	858	10. Ian Avery	75%Dallaire OS.40fs	2476
16. Alan Trott Bomber 50%	no	11. Rob Rowson	Flamingo Enya.60fs	2429
luck.		12. Bernie Rowney	Cloud Cruiser OS.48fs	2141
STANDARD DURATION:		13. Barry Barton	Record Breaker OS.40fs	1785
1. Bruce Knight 105% Playboy K&B.40	1426	14. Chris Lawson	85%Bomber OS.61fs	600
2. Paul Baartz 175% Kerswap OS.40H	1420	15. Chris Walker	Buccaneer OS.60fs	323

Draft SAM 600 Contest Calendar for 2001-2002

September	8th through 16th - Half A Texaco International
September	29th - 30th - Eastern States Gas Champs, Albury/Wodonga. Host SAM 1788
November	18th - 19th - Haddon Field, Ballarat. Host CFMC.
December	31st to Jan- 06th - 55th MAAA Nationals - Albury/Wodonga.
January	26th - 27th - Roy Robertson. P&DARCS
February	16th - 17th - Leopold Field, West of Geelong. Host WCSC.
March	3rd - 4th - Victorian State Champs. Haddon Field, Ballarat.
March	29th - April 2nd - 9th Annual Easter Comp., Swan Hill. Host SHMAC
April	15th - 16th - Cohuna Field, Ballarat. Host CFMC.
May	26th - 27th - 2nd Tri State Gas Champs. Jerilderie, NSW .

Comps left to slot in are VMAA Trophy, South Australian State Champs, finish off Leopold and 2001 Victorian State Champs, (Bathurst and the Aust. Grand Prix to be allowed for in timing).



From the March • April 1999 issue of SAM Speaks.
Kit review by Don Bekins.

Red Ripper

It's a Great Flyer! Ugly? Maybe,--it's all square, strange looking stab, and has a humpback. But envision what the wind sees as it flows over the wing and tail in flight.

The wind sees almost exactly what it sees in a Lanzo Bomber, one of the most popular and best flying antique models. The wings have similar dihedrals, planforms and efficient airfoils. The tails have large, lifting stabs. The moments are similar, giving both models great stability. Both the Bomber and Red Ripper have a minimal amount of cross section and wood in them. And both are relatively easy to build and to keep under minimum weight. This airplane is a sleeper, and may climb to the top of the competition results when discovered.

The Kit: Bob Hartwig's B&W 1/2A Models, Ltd. asked SAM Speaks to review their new laser-cut 1/2A Texaco Red Ripper short kit. On opening the box, I was surprised at how few curved parts there were in the kit. The Red Ripper is truly a square model.



The laser-cut ribs and firewall were clean and accurate, but as usual, with laser-cut parts, the edges have a brownish tinge to them which can be lightly sanded out. The only inaccuracies in the wing tip ribs were the slot locations for the spars—they did not line up exactly, giving the spars a wiggly look when assembled. Of particular note are the laser-cut parts for the pylon. They are intricate and fit together exactly like an erector set. Impressive. Included with the kit is a copy of the original published article by Jerry T. Peeples, which is instructive and helps to interpret the rather sparse plans for the reduced size 1/2 A Texaco

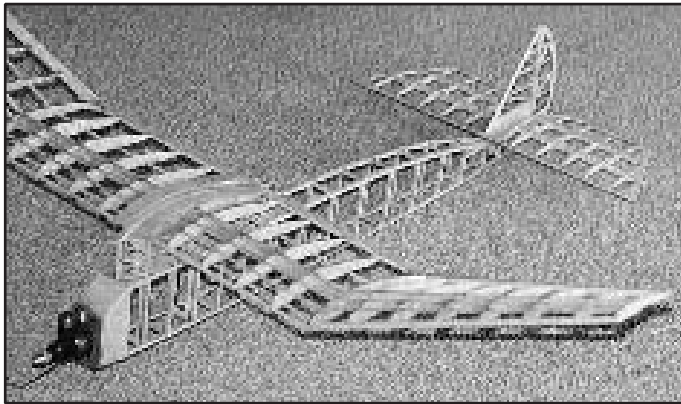
version. Neither the plans in the article nor the 1/2 A plans show the location of the CG, which came out to be just about 50%, or just slightly back from there. The 1/16 bent wire gear is OK, but does not accurately follow the plans. However, the gear should be made from slightly heavier piano wire, as it seems to lack the stiffness needed for hard landings. The wheels included with the kit are superb, with light but solid plastic hubs.

Modifications: When I framed the Ripper, I decided I would make the model dual purpose--both 1/2 A Texaco and Class A ignition. I made a removable firewall that would actually fit two engines: the Cox Texaco engine and the Elfin 2.49 diesel. The 2.49 was mounted with shims to give it 5° downthrust, whereas the 1/2 A engine has none. I mounted a 1 1/2 oz. Perfect tank on the back of the firewall, and made it removable when flying with the 1/2 A Cox engine to save weight. I then glued fuel line and filler tubes through the firewall for the diesels. For the diesel fuel shutoff, I used a positive actuation OS-type shutoff, actuated by a micro servo via a Dubro flexible wire cable. You may ask, "How can you adapt two engines of such different size and weight to the same model?" Easy, the minimum wing loading requirement for *A Texaco is 8 oz. per square foot and the loading for LER-type events is 10 oz. per square foot.

With the Red Ripper, these minimums can be obtained for both events and the CG easily adjusted because of the long pylon. The wing can be moved fore and aft on the pylon and keyed to shift the CC back and forth and maintain the 50% CC. For the heavier diesel, I located the Rx battery in the bay behind the pylon with a hatch in the bottom of the fuselage. The micro servos are located just behind the center of the pylon with receiver just in front of the servos. Using the Cox 049, the Rx battery is velcroed up front, right at the firewall in place of the Elfin tank. The wing location for the Elfin is right at the front of the pylon and for 1/2 A is at the back of the pylon. The wing loading for the Elfin came out right at 10 oz. And the 1/2 A configuration came out right at 8 oz., utilizing micro servos and a 110 mAh pack.

In order to have removable tail feathers, I shaped a 1/16 plywood platform glued to the back of the fuselage and four 2-56 screws to secure the stab. I covered the model with Polyspan, doped with nitrate and trimmed with Super Pox. My computer created

the Red Ripper graphic and AMA numbers which were cut out of Monokote. Then the whole model was sprayed with a coat of clear Super Poxy to provide fuel proofing. I use black underside of my wing and tail tips for improved visibility in all types of sky conditions. The black & white contrast shows up against clouds, deep blue sky or hazy sky. The top and bottom covering need to be semi-transparent in order for the light to glow through the underside center sections.



Flying: Both the 1/2 A and Elfin powered configurations flew right off the building board with almost no trim corrections. Even though there is about a 4.5 oz. difference in weight between the versions, the Ripper had a superb flat glide with hands-off directional stability, just like a Bomber. And the model could be easily controlled with trim alone. Under power, the Elfin-powered Ripper had an almost vertical climb, and because of the 5° downthrust, was nearly hands-off in the climb. A superb flying model. Congratulations, Bob Hartwig and B&W Models, on creating a fine partial kit and making the Red Ripper available to the modeling world in the 1/2 A Texaco and full sized 72" versions.

Don Bekins,
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Belvedere CA 94920.
DonBekins@earthlink.net.

The Editor: **Peter Bennett** with his "Red Ripper" (in Yellow).
Photo by Don Howie at the South Australian State Championships.

2001 International 1/2 A Texaco Postal Challenge. Host SAM 51. September 8th thru September 16th.

Your Host, SAM 51 of Northern California invites All SAM chapters to the challenge. Contest dates are Sept. 8 thru Sept.16 allowing two weekends and time in between for Southern Hemisphere friends and others to find a sunny day.

Contestants must conform to the SAM Official Rule Book, 1998-99 edition. Engines must be Cox reed valve .049's with the small fuel tank. (not over 5.1 cc). TeamManagers are encouraged to become familiar with the rule book. Remember the four minute rules on page 13 and remind your team of attempt (abort) policy.

Mail-in / call-in results from members too far away to fly with the gang is allowed, however, all must fly on the sameday. Only the top five scores apply and there's no limit on the number of entrants.

Send results to: SAM 51, Bob Grice,4351 Greenvale Rd., Fair Oaks, Ca. 95628.

E-MAIL
<mailto:harrysam51@aol.com>harrysam51@aol.com
for information or results.

State flyer's name, model name, area / wt. in oz., ft.# 1, ft. # 2, total and team total, record flight times in seconds. State sky conditions. Include your SAM chapter number, date flown, and your team manager's name and address and phone number. Mail results so they will be received NLT Monday, October 15, 2001.

SAM 51 wishes you the best of luck and sunny skies. We're holding the Frank Ehling trophy for the winner.



South Australian State Champs Monato Field- 5th & 6th May

All events were flown to the new MAAA 2001 Rules as passed by the MAAA Rules Conference in February 2001.

No copy of the rules were seen by most contestants. In **Texaco** diesels had an allowance of 1.5cc per lb. Victorians did very well 1st & 3rd in Texaco. Chris Britcher, young flyer, best from South Australia. Two models were lost OOS, Leo O'Reilly's 85% Bomber and Ron Adamson's Bomber. Ron still had not found his at the time of writing. 85% Bomber with Enya 41 is popular in South Australia.



Name	Model	Engine	Seconds	Place
Texaco				
Mark Collins	Lanzo Bomber	OS 60	3968	1
Chris Britcher	Anderson Pylon	OS 60	3764	2
John Whittaker	Bomber 85%	OS 48	3710	3
Don Howie	Bomber 85%	Enya 41	3465	4
Peter Bennett	RC 1	Irvine 40d	3429	5
Bob Watson	Gas Bird	Enya 41	3350	6
Kym Stringer	Bomber 85%	Enya 41	3287	7
Stan Gurr	Bomber 85%	Enya 41	3270	8
Ian Promnitz	Lanzo Bomber	Saito 50	2907	9
Ivan Stacey	Lanzo Bomber	Saito 50	2907	10
Rex Brown	Lanzo Bomber	Enya 60	2861	11
Rod Spurrier	Lanzo Bomber	Enya 53	2408	12
Leo O'Reilly	Bomber 85%	Enya 41	2400	=13
Ron Adamson	Lanzo Bomber	Enya 60	2400	=13
Bill Britcher	Gas Bird	Saito 50	2366	14
Peter Hosking	Bomber 85%	Saito 65	2162	15
Don Cameron	Record Breaker	OS 61	1177	16
Barry Barton	R/Breaker 90%	OS 40	600	17

Leo spent his time in an aircraft looking for his lost Bomber, so did not enter **Duration**. Weather became windy, many models were damaged so could not be flown. Writer damaged wing so changed to a heavy, strong wing for last round and fly-off and obtained lift, what a fluke. (DH).

We had 6 YS 53 four strokes, Rex had a YS 63, expect needs more running. Very pleasing to beat the mighty

McCoys. I had a 30 second engine run whilst YS motors had 25 seconds (new rules). The old Enya is competitive.



From left, **Bill Britcher, Don Howie & Mark Collins**

Duration

Don Howie	Bomber 85%	Enya 53	2484	1
Bill Britcher	Kerswap	McCoy 60	2434	2
Mark Collins	Cumulus 92%	McCoy 60	2404	3
Ron Adamson	Bomber 85%	YS 53	2282	4
John Whittaker	Super Quaker	YS 53	2186	5
Barry Barton	Playboy Cabin	Saito 65	2145	6
Rex Brown	Stardust Special	YS 53	1162	7
Chris Britcher	Spectre	Saito 65	1156	8
Bob Watson	Kerswap	YS 53	1125	9
Peter Bennett	Josephine 110%	YS 53	820	10
Stan Gurr	Bomber 85%	Enya 53	632	11
Kym Stringer	Kerswap	YS 53	-	-

Nostalgia was a good result for Mark Collins, showing that the "Hyphen" is still competitive. His OS 40 Max H with venturi & high nitro is a very strong motor that goes well. The "Super Thermic" flown by Rex Brown (2nd) was designed by Max Nicol of Victoria and won the open F/F power at the 1952/53 Bendigo Nats, very interesting model. New rules gave 25 second engine runs, but only four made the fly-off, due to zero lift conditions in some of the four rounds (new rules). Leo O'Reilly lost his Stomper, OOS in the second round (flat battery), he got both models back as he had his name etc., on the model. We certainly had a variety of different models in this event.

It was a good result for the Victorians and Mark Collins in particular. He took home the perpetual "Max Sarick Trophy" as he was Champ of Champs at the event. I hope the 6 Victorians and their wives enjoyed the hot lunches (dinners), I know I did. Weather was very good. DH

Nostalgia

Mark Collins	Hyphen	OS40 MH	2203	1
Rex Brown	Super Thermic	K&B 40	2026	2
Ron Adamson	Crescendo	K&B 40	1995	3
Bill Britcher	Jaded Maid	OS 49	1834	4
Stan Gurr	Hyphen	K&B 40	1246	5
Don Howie	Hyphen	OS40 MH	1236	6

Texaco Placegetters: John Whittaker, Mark Collins & Chris Britcher.

John Whittaker	Spacer	K&B 40	1193	7
Leo O'Reilly	Stomper	Enya 40	782	8



Mark Collins and his Nostalgia "Hyphen".



Above: **Ron Adamson** and his "Crescendo". Nostalgia.
 Below: **Rex Brown's** "Super Thermic", 1953 Australian design by Max Nicol. Nostalgia.

In Half A Texaco Red Rippers ahead of Stardust Specials and Atomizers. Peter Bennet almost beat Bill Britcher. Bill did 22 min 50 sconds in the fly-off, Peter did 22 min 40 seconds in the fly-off and Ron Adamson did 22 minutes 0 seconds - very close. Victoria and SA close in this event.

Half A Texaco

Bill Britcher	Red Ripper	Cox 049	2810	1
Peter Bennett	Red Ripper	Cox 049	2800	2
Ron Adamson	Atomizer	Cox 049	2760	3
Barry Barton	Stardust Special	Cox 049	2738	4
Mark Collins	Lanzo Bomber	Cox 049	2130	5
Don Howie	Atomizer	Cox 049	2068	6
Ivan Stacey	Atomizer	Cox 049	1997	7
Rod Spurier	Playboy Cabin	Cox 049	1882	8
Don Cameron	Record Breaker	Cox 049	1875	9
Ian Promnitz	Atomizer	Cox 049	1779	10



Stan Gurr	RC 1	Cox 049	1695	11
Chris Britcher	Truman Texaco	Cox 049	1684	12
Peter Hosking	Anderson Pylon	Cox 049	1371	13
Rex Brown	Stardust Special	Cox 049	720	14



Placegetters in Half A texaco:
 From left - **Peter Bennett & Bill Britcher** - both "Red Rippers".
Ron Adamson - "Atomizer".

P.W. Hobbies

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Dallaire 75%	80"	850 Sq"	.50 4st	\$120.00	Full range of spare parts and partial kits available on request.				
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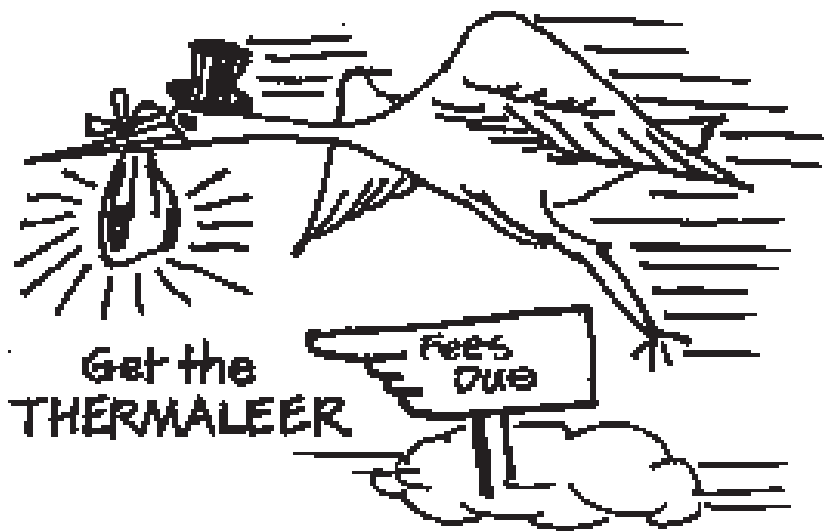
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