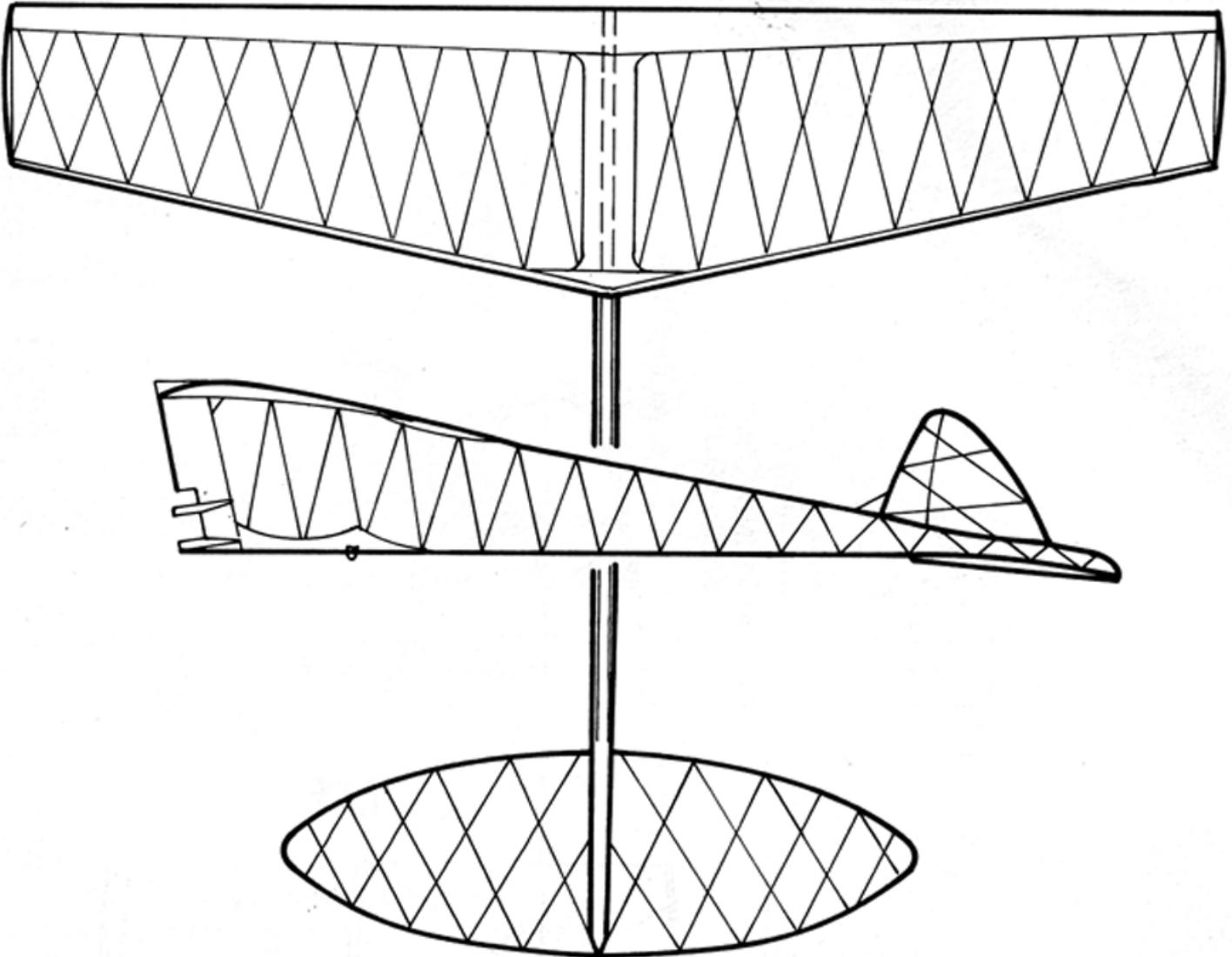


The Thermaleer



The “Fried Fritter” by Tom Smith

Published in the *Aeromodeller* October 1954, and therefore qualifies as a Nostalgia model.

With a projected span of 43.24 inches and a developed span of 44.50 inches, and a chord of 8.25 inches, the Mk 1 version used a geodetic wing layout, with a stab percentage of over 42 percent. A more complete background of the “Fried Fritter”, extracted from *Model Builder* of August 1987 by Bob Starlick, is contained on page 6 of this newsletter.

Some other models by the same designer to remember:
“Scalded Kitten”, “Toasted Crumpet”, and the “Nig Nog”.

| | |
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President's report:

Hi folks,

I would like to thank Kevin Fryer for his efforts as President, and all those rule change proposals. John Whittaker, Mark Collins and a few others have volunteered to assist the MAAA in running the Old Timer events at the Albury 2003 Nationals.

The rules will be the same as flown at the last Nats, which means 3cc/lb for four strokes in Texaco.

Hope to see lots of entries for both the Nats and the SAM Champs DownUnder at Cootamundra.

Don't forget the Eastern States Gas Champs at Albury on the 5th & 6th October. More details in the contest calendar.

Your President, Chris Lawson.

HADDON

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November 16th - 17th 2002

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1/2 A Texaco, .25 Clubman & Duration

Sunday:

Texaco and Nostalgia & GB Combo.

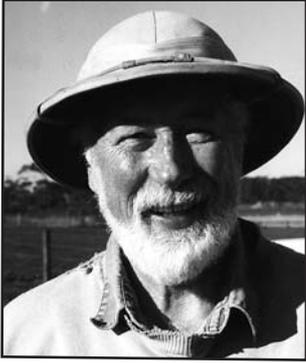
ON FIELD CATERING

Club Raffle, \$100 of Goodies

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Meeting #81, Thursday 26th Sept, 2002, 7:30pm sharp at Saturn Hobbies, 17 Ardena Ct, Bentleigh E (Melway 68 J-12) off E Boundary Road. Saturn Hobbies open prior to 7:30pm.
 Meeting #82, Thursday 28th November, 2002
 Meeting #83, Thursday 23rd January, 2003
 Meeting # 84, Thursday 27th March, 2003
 Meeting # 85, Thursday 26th June, 2003



Editor's Report.

This months Editor's Report contains a significant contribution from John Whittaker. I urge all members to read it carefully as it contains

some excellent reflections on issues that should be close to all Old Timer aeromodellers.

I agree with almost all John has said, with the exception of his reference to *"the MAAA committee is now vary aware that the rule making process has been corrupted by a few individuals in the Rules sub-committee"* which I comment on with a note from the Editor in the body of his article. Apart from that I say congratulations John, we need more members of SAM 600 who are prepared to have an opinion and express it so well. John's contribution now follows.

"Nationals, National Rules & Old Timer

Like myself, there are other many other modellers who believed that Old Timer should be held at the Nationals this year, as we not only need to cater for the Old Timer flyers in Victoria & NSW, but also for other interstate flyers who may wish to compete as well. As most of you who attended the 55th Nat's will know, we had a few modellers from interstate who do not normally fly Old Timer competing.

This scenario has occurred at the last three Nat's I have attended, & one should ask why these people seem to only compete at the Nat's & not at other Old Timer events. I believe it is because they want to experience as much of the Nat's as they can by getting involved with other aspects of modelling other than what they would normally do. There is a special feeling of fellowship & togetherness at a Nationals. We get to talk to modellers from other disciplines & also watch their events. This broadens our outlook on modelling as a whole & much can be learned from these experiences.

I have also made some very close friends as a result of attending Nationals, both from Victoria &

interstate.

I also believe that competing at a National level holds a greater degree of prestige than any of the other events held throughout the year. You are competing against the best flyers in the whole of Australia, & first place in any Nat's event gives you the official status of "Australian National Champion".

The Nationals is the glue that binds aeromodelling (as a whole) together. Without the Nationals, we would all be a collection of different splinter groups doing our own thing with no interaction with other disciplines or any real awareness of what other aspects of aeromodelling are available for us to pursue.

There appears to be a growing number of Old Timer flyers who are pushing for a breakaway from the umbrella of the MAAA. (Particularly in regard to the Nationals, the National Rules & the process by which they have been formulated over recent years.) I do not believe that this is a path we should go down, as it is fraught with danger. We need to stick together as an organised, united group. As the saying goes, "United we stand, divided we fall". Also, if we disassociate ourselves from the MAAA, we may struggle to attract new members. Being affiliated with the MAAA / VMAA gives us:

- (a) *A voice to lobby the government for funding etc.*
- (b) *Bargaining power to obtain affordable public liability insurance.*
- (c) *Involvement on a global level. (eg CIAM)*
- (d) *Financial help from our state body to run our State Champs. (Trophies, equipment etc.)*
- (e) *Free event advertising.*

As a result of the protest by SAM 1788 members saying they will not attend the Nat's because of the fuel allotment change in Texaco, the MAAA committee is now very aware that the rule making process has been corrupted by a few individuals on the Rules Sub-Committee pushing their own agenda, instead of following the directives as voted on by the majority of SAM members around Australia. It is as a result of this awareness, that they are allowing us to run with the old Texaco fuel allotments at the coming Nat's.

(Editor's Note: "As a member of the MAAA Old Timer Rules sub-committee, representing SAM 600, I am in a position to know the facts. All members of the Rules sub-committee were diligent in their efforts to represent the SAM Chapters who nominated them and ensure that the rules change procedure was as democratic as possible. SAM 600 was at the forefront in this regard and spent over two years endeavoring to objectively (complete with laser measured height tests) address the alleged height problem. To no avail, the MAAA simply would not listen. The problem rests squarely with the MAAA Committee, it is up to them to demonstrate a willingness to listen to the Old Timer movement."

So, instead of giving up & saying "To hell with the MAAA & the National Rules, let's do our own thing!", we should be working to change the rule making process by ensuring that the people we elect to represent us on the Rules Sub-Committee are people we can trust to put forward the wishes of the majority, regardless of their own personal opinions.



John Whittaker shown above at a meet with his now famous, or is it infamous, "Mystery Man".

If the system is biased towards representatives from the minority States being able to influence the outcome of rules changes against the wishes of the majority vote, then lobby the MAAA to change the system.

If the people representing us are not doing what we want them to do, get rid of them. Don't let's just take the easy way out & hide our heads in the sand, as this is the path towards self destruction.

If we take the right approach, the MAAA will support us, as it is in their own interests to do so.

In reference to the timing of the Nat's, well, if we want them at a different time of the year, it's up to us to start lobbying the VMAA & MAAA. If South Australia & N.S.W can do it, then so can we.

Regarding rule changes, most Old Timer flyers would most probably not be aware, that the recent push by certain people on the Old Timer Rules Committee to get heights down, is starting to impact on other aspects of aeromodelling, gliding in particular. We have to be careful not to be self cantered or selfish, & take into account what impact any proposals or changes regarding this issue may have on other groups. Any such proposals should be done in consultation with these groups, otherwise we will make ourselves very unpopular with the rest of the aeromodelling fraternity.

There are many other modellers who share my opinions & concerns, & like myself, also believe that the Nationals should be retained in it's current format for the sake of aeromodelling as a whole.

For those of you who agree with me, get behind your committee to help them achieve the outcomes you want. Don't just spend your time bitching to everyone else about the things you don't like. Just remember that they can't do it all on their own.

We would also like to see as many of you as possible at the upcoming Nat's.

May all your thermals be boomers!

Best Regards,

John Whittaker"

It's Official, Old Timer events included in the 56th Nats.

(Following is an email from John Whittaker).

It's now official. Old Timer is on at the 56th Nat's! As Mark Collins & myself are not involved in the organisation of Cootamundra, we are prepared (with help) to run Old Timer at the Nats in the absence of the SAM 600 Committee.

After discussions with the MAAA Technical Secretary, Peter Harris & VMAA Contest Director, Graham Scott, the program for Old timer at the 56th Nats is as follows:

Saturday 28th Dec.(Registration Day) 1.30 pm to 4.30 pm. - Weighing of Texaco & '38 Antique models (Administration Centre)

The first four placegetters in all other events, will be processed at the field, immediately following the conclusion of the event. These competitors will be required to present plans of their models to the contest director on request to validate dimensions & construction.

Therefore ALL competitors are required to bring their construction plans.

Sunday 29th Dec. Texaco
(10.00 am start) - *Fuel allotments as flown at 55th Nats, 2002*

Monday 30th Dec. - Duration
(10.00 am start) & Nostalgia (2.00 pm start)

Tuesday 31st Dec. - 1/2 A Texaco
(10.00 am start) & 38 Antique (2.00 pm start)

Wednesday 1st Jan. - Gordon Burford
(10.00 am start)

The venue: the Wodonga Racecourse.

The above program will leave Wednesday afternoon available as insurance in case an earlier event has to be re-scheduled due to bad weather. It will also leave at least one clear full day for those competitors who are travelling on to Cootamundra.

At this early stage, we also have two other people who have indicated that they are prepared to help, with at least two of us (possibly three) prepared to CD at least one event each. However, we need at least two more people to CD an event.

Any person willing to help, can contact either myself or Mark Collins.

The VMAA have also offered their help & support to ensure all events runsuccessfully.

As a matter of courtesy, our proposal to run Old Timer at the Nat's in the absence of the SAM 600 Committee, was discussed with Chris Lawson prior to making our submission to the MAAA & VMAA.

We have made it quite clear that our motives for offering to do this are purely in the interests of Old Timer & aeromodelling as a whole. On this basis, Chris has advised that the SAM 600 committee has no problem with us running Old Timer at the Nats in their absence.

Best Regards,

John Whittaker

WebMaster's Report:

Peter

I only know of 15 financial members as of today (September 2nd) so this news letter will be going out to 73 financial (and others) from the end of last financial year.

Our web page was visited approximately 330 times over the last 8 weeks and the Model Recognition page rolls on with 1784 models listed and 1180 pictures on the web.

The SAM 600 and Model Recognition web pages can be seen from

www.boundy39.com

The WebMaster can be contacted by email at trevor@boundy39.com.

Regards JTB



The Fried Fritter **by Tom Smith**

(From Model Builder August 1987 by Bob Stalick)

Last month, this ship appeared as the Mystery Model right here in this column. Now, here it is as the three-view. To give you some of this model's lineage, Tom Smith, who is/was a designer with English Electric (of Canberra bomber fame) produced a number of highly competitive and unusual free flight models during the fifties and sixties.

Some names to remember: **Scalded Kitten**, **Toasted Crumpet**, and the **Nig Nog**.

The Fried Fritter follows the same kind of design philosophy as his earlier designs very lightweight, cross-controlled airframe layout, high rate of climb, and thin under cambered airfoils for a superb glide.

Due to the unusual construction techniques used in this design, the three-view this month is not one that can be easily enlarged and used for construction of the model. For your information, the small three-view included in the full-page three-view is the Mk 11 version of the Fried Fritter-it used a geodetic wing layout. Either version of this ship would be eligible for our Nostalgia Event competition.

I have finished the framework for the fuselage and stabilizer for my Fried Fritter, and some pictures of it appear in this issue of Model Builder Free Flight. I expect to include some pictures of the completed model next month.

Mine will be powered by a K&B Greenhead.15, although I believe that a good K&B .09 would be sufficient power to be competitive-and it might be easier to trim. Don't let the ship's 'V' dihedralled highly tapered wing fool you, it packs in over 360 square inches in its projected area. The stab is also quite large at 150 square inches, giving a stab percentage of over 42 percent.

These numbers mean that the model is actually larger than it may first appear, and if it can be built to the original weight of 9.25 ounces, it should literally glide forever.

ENGINES FOR SALE

1947 ETA 5, 5cc diesel (English) S/No 10476 MECA rating EXC. Complete with exhaust stacks, appears to have had little use. Price \$568.00

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1954 ED 1V HUNTER 3.46 Diesel (English), this is an original, not a repro! S/No 4A476, MECA rating Exc. Motor has been used but has excellent compression and minimal wear. Price \$190.00

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FROG 349 plain bearing diesel, ED Mk111 2cc Glo (has the optional glo head fitted to the diesel bottom half), **DC 350 Diesel** and a **1.9cc K KESTREL** (Rare)

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Phone: 03 5782 2165

AIRPLANE CLEANERS **by Roy Bourke**

What do you use to clean up your airplane after a flying session?? That is a question that I have been asking fellow modelers all summer long, and I find that there is as much variation in concoctions to clean airplanes as there are airplanes. Everyone seems to have his or her favorite formula.

The list below summarizes the results of my survey. There were more brand names mentioned than listed but with the exception of well-known name brands, I have tried to keep the list as generic as possible. The proportions for mixing ingredients also varied widely.

- *Windex, or other glass cleaner (the most common cleaner reported)*
- *Fantastik, Vim, etc.*
- *Spic and Span solution*
- *Mister Kleen glass cleaner with added household ammonia*
- *liquid detergent mixed 1: 1 with water*
- *a 1: 1: 1 mixture of detergent, water, and ammonia*
- *a 1: 1 mixture of summer windshield washer fluid and ammonia*
- *a 1: 1 mixture of winter windshield washer fluid and ammonia alcohol (straight)*
- *Varsol (straight)*
- *a degreaser (Gunk, Dunk etc) thinned with kerosene*
- *Benjamin Moore M83 Oil and Grease*
- *Disc Brake Cleaner*
- *Tri-sodium Phosphate solution (proportion unknown)*

- *Carburetor cleaner (for tough spots)*
- *a dust rag (for cleaning electric-powered aircraft)*

There you have it! It is up to you to experiment with whichever of these you want to try. The club offers no apology nor assumes any responsibility if you blow yourself up or melt your airplane.

The only that conclusion I can draw from the list is that, since it appears in several of the concoctions, the addition of household ammonia seems to work well.

If you have other cleaners or mixtures that you want added to the list let me know and I will publish them. Or if you experiment with the cleaners that are listed, let us know which one(s) work the best. Good luck!

(Editor's note: This contribution was downloaded from SAMTalk dated July 22, 2002)



*Nice photo of the Texaco winners taken at the 2002 South Australian State Champs, courtesy our VP, Peter Hosking. 1st **Stan Gurr** in the Centre with his Lanzo "Bomber", Second **Peter White** on left, Hammer designed Jasco "Flamingo", **Peter Hosking** 3rd on right, Lanzo "Bomber".*

SAM600 Contest Calendar 2002 / 2003.

| | | | |
|---------------------|--|------------------------------------|-----------------------|
| Sept 7-15 | Old Timer International Postal Comp. | Contact Barry Barton, 03 5655 1767 | |
| Oct 5-6 | Eastern States Gas Championships | Albury/Wodonga | SAM1788 |
| Nov 16-17 | Old Timer Fly-in | Haddon | BAM |
| | Saturday 1/2A Texaco, .25 Clubman & Duration | | |
| | Sunday Texaco & Combo 38 Antique / Nostalgia | | |
| Dec 28-Jan 4 | 56th AUSTRALIAN NATIONALS | Albury/Wodonga | MAAA |
| | MAAA Old Timer Events:- | | |
| | Sunday 29th Dec. - Texaco (10.00 am start) - (Fuel allotments as flown at 55th Nats, 2002) | | |
| | Monday 30th Dec. - Duration (10.00 am start) & Nostalgia (2.00 pm start) | | |
| | Tuesday 31st Dec. 1/2 A Texaco (10.00 am start) & 38 Antique(2.00 pm start) | | |
| | Wednesday 1st Jan. - Gordon Burford (10.00 am start) | | |
| | The venue for all Old Timer Nats events is the Wodonga Racecourse. | | |
| Jan 3- JAN 6 | 1st SAM CHAMPS DOWNUNDER | Cootamundra | SAM1788/600 |
| | Friday 3rd January | 0900 Start | Rally (F/F, C/L, R/C) |
| | | 1800 | BBQ & get-together |
| | Saturday 4th January | 0900 Start | Gordon Burford |
| | | | Duration |
| | Sunday 5th January | 0900 Start | 1/2 A Texaco |
| | | | Texaco |
| | Monday 6th January | 0900 Start | '38 Antique |
| | | | Nostalgia |
| | | 1900 | Presentation Dinner |
| Jan 25-26 | Roy Robertson Memorial Trophy | Cardinia | P&DARCS |
| Feb 8-9 | Old Timer Fly-in | Leopold | WSC |
| Mar 1-2 | VICTORIAN STATE CHAMPS | Haddon | BAM |
| Mar 22-23 | North Vic. Old Timer Champ | Cohuna | CMFC |
| Apl 18-21 | 10th SAM600 EASTER FLY-IN | Swan Hill | SHMAC |
| May 24-25 | 3rd Tri State Gas Champs. | Jerilderie | SAM600 |

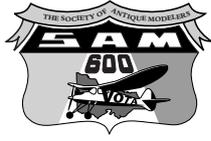
Contest calendar contacts:-

Contest Director: Peter Hosking, 03 5248 5461, email: <peterh@webaxs.net>

President: Chris Lawson 03 5275 8482



Claiming the Date



Inaugural SAM Champs “Down-Under”

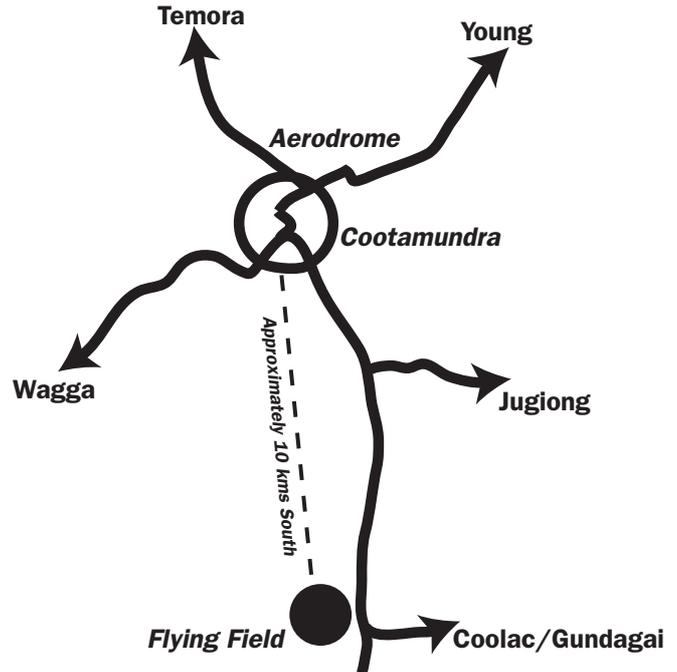
Jointly hosted by SAM 1788 & SAM 600

When: January 3rd - 6th, 2003

Where: MAS NSW State Model Flying Field
Cootamundra NSW Australia

Proposed Programme

| | | |
|-----------------------------|------------|-----------------------|
| Friday 3rd January | 0900 Start | Rally (F/F, C/L, R/C) |
| | 1800 | BBQ & get-together |
| Saturday 4th January | 0900 Start | Gordon Burford |
| | | Duration |
| Sunday 5th January | 0900 Start | 1/2 A Texaco |
| | | Texaco |
| Monday 6th January | 0900 Start | '38 Antique |
| | | Nostalgia |
| | 1900 | Presentation Dinner |



If you would like to have more information, please contact:

| | | |
|-----------------------|--------------|------------------------|
| SAM 1788: | Basil Healy | basnpat@tac.com.au |
| SAM 600: | Chris Lawson | peterh@webaxs.net |
| Field Manager: | Sharon Smith | shaz416@ozemail.com.au |



Extract from Ned Nevel's posting on SAMTalk regarding Ed Hamler's 490 sq "Lanzo "Airborn" above.

This plane will change your mind eventually. The wing and airfoil are different than a bomber and it flies differently.....I flew it for a while and noticed the following: You cannot tip stall it, even with no washout at all and a fairly severe turn rolled in, it will just keep flying.....

That augurs well for thermal circling and a bomber WILL tip stall under similar circumstances.

The model turns into lift and announces lift with a very

visible wing bobble even in the lightest thermal. The flat plate stab requires a 40% CG but allows for pretty stable flight under heavy power with just down elevator.

I don't mean to rave this much about a model but it is difficult not to rave when you get around this mdoel....and it's a CABIN model and, did I fail to mention that it was originally designed as a glider and shown with an engine on the plans?

It may take a Lanzo design to beat a Lanzo Bomber....Ned (Ed. Note: Back cover shows Don Bekins 419 sq ").

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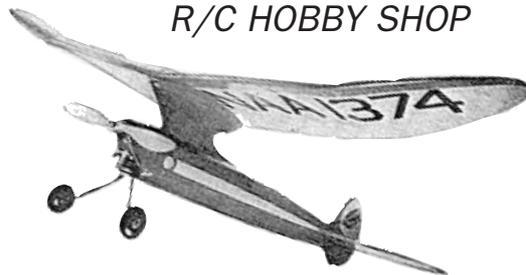
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"The Thermaleer" is the official newsletter of SAM 600 of Australia, Victorian R/C Old Timers Association (SAM 600) Inc.

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