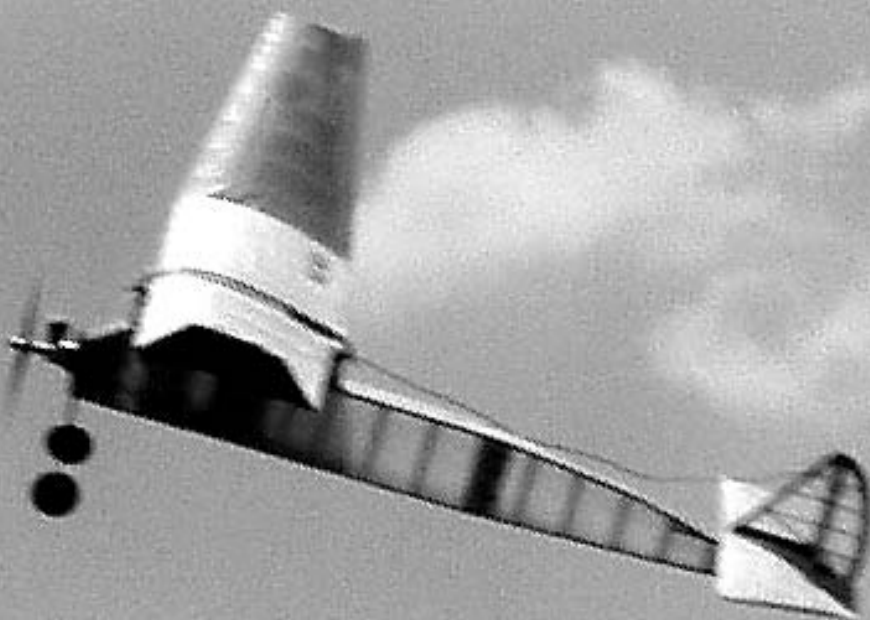


The Thermaleer



The infamous yellow "RED RIPPER" takes to the air to win the 1/2 A Texaco event at the 1st SAM Champs DownUnder, held in January 2003 at the MAS NSW State Model Flying Field, Cootamundra NSW.

Built & flown by Editor Peter Bennett & designed by Terry Peeples, this model helped Peter achieve "Champ of Champs" at Cootamundra.

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President's report:

Hi folks,

Our New Year 2003 has already hosted two Oldtimer Events, which have been well attended and enjoyed by our members. Special thanks to our members that made these events happen.

Sorry to receive news that Norm Campbell (our Treasurer) has serious health problems. Our Best wishes for a speedy recovery to Norm and Shirley.

Our next competition is the 17th Roy Robertson Memorial Trophy at P&DARCS on Saturday and Sunday 25th & 26th January followed by our Geelong event on Saturday and Sunday 8th and 9th February at the Leopold field.

Our Next meeting at Saturn Hobbies is on the 23rd January and I look forward to your attendance.

Your President, Chris Lawson.

Meeting #83, Thursday 23rd Jan., 2003, 7:30pm
 Saturn Hobbies, 17 Ardena Ct, Bentleigh E (Melway 68 J-12) off E Boundary Road.
 Meeting # 84, Thursday 27th March, 2003
 Meeting # 85, Thursday 26th June, 2003
 Meeting # 86, Thursday 28th August, 2003
 Meeting # 87, Thursday 24th October, 2003



Surprised at Haddon was Editor, **Peter Bennett** when he received a medallion inscribed 'Half A World Champion 2002' and a bottle of Yellow Glen sparkling wine from **Barry Barton**, representing the TOFFS (Thursday Old Farts Fun Fly). The TOFFS had a team in the recent International Half A Postal Competition. (see last issue #82 of "The Thermaleer" for results.

What a surprise to learn we had achieved fifth place and did it with one flyer short on our team.

Reason for the presentation: we subsequently received the full scored results and learned Peter and his trusty yellow "**Red Ripper**" was the only flyer in all the teams to score the two 15 minute maxes. What a surprise!

Important, SAM 600 contest rules changes:

Summary action necessary for financial members who wish to submit rules changes:-

1 Action required before Feb. 8th 2003, for the March Newsletter.

Proposed change in writing with at least 8 signatures of active financial members by February 28th 2003 to the Editor of "The Thermaleer", to be published in March newsletter with request for written comments.

2 Action required before Apr. 30th 2003, for the May Newsletter.

Comment on the proposals in writing submitted by April 30th 2003 to the Editor, to be published in the May newsletter with the Proposals and a yes/no Ballot Paper for each Proposal .

3 Results of the ballot to be announced at the AGM in July 2003.

4 Successful amendments will be published in August Newsletter and the SAM 600 Home Page, and will be effective until January 2008.

As a result of requests for a printable copy of our SAM 600 rules, a document has been up-loaded to our web site which contains a full set of rules, and can be accessed from the menu item "SAM600 rules" on the SAM 600 of Australia web page. 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.

Over the 8 weeks, including the festive season, we had 255 visitors to the SAM 600 site and 390 visitors to the Model Recognition site, both these sites can be seen from www.boundy39.com Regards, Trevor Boundy

Results, Haddon OldTimer Fly-in Saturday November 16th 2002

Duration

1	Mark Collins	McCoy 60	Cumulus 93%	1671
2	Trevor Boundy	Saito 65 4s	Sup Quaker 103%	1649
3	Fred Stebbing	TT 36 2s	Playboy Cabin	1564
4	Brian Stebbing	TT 36 2s	Playboy Senior	1531
5	Kevin Fryer	OS 46 2s	Playboy 110%	1450
6	Peter Bennett	YS 53 4s	Josephine 110%	1420
7	Barry Barton	Saito 65 4s	Playboy Cab 110%	1214
8	Chris Lawson	McCoy 60	Playboy Cabin	1198
9	Steve Gullock	OS 25 2s	Dallaire Sp 60%	1050
10	Greg Jenkinson	OS 25 2s	Playboy 70%	673

Half A

1	Brian Stebbing	Cox 049	Stardust Special	2179
2	Peter Bennett	Cox 049	Red Ripper	1976
3	Mark Collins	Cox 049	Bomber	1297
4	Chris Foley	Cox 049	Coronet	1223
5	Kevin Fryer	Cox 049	Atomiser	1210
6	Chris Lawson	Cox 049	RC 1	1197
7	Barry Barton	Cox 049	Stardust Special	1178
8	Trevor Boundy	Cox 049	Stardust Special	1152
9	Steve Gullock	Cox 049	R Breaker (1938)	1087
10	Fred Stebbing	Cox 049	Stardust Special	1052
11	Greg Jenkinson	Cox 049	Anderson Pylon	975
12	Paul Neville	Cox 049	Playboy Baby	675



A close second place in Duration is WebMaster Trevor Boundy, with his Saito 65 four stroke powered 103% "Super Quaker". Good to see Trevor back in the placings in this highly contested event.



Winners in Half A at the Haddon Fly-In. On the right is Brian Stebbing, first place, with his most successful Brodigni designed "Stardust Special". On the left holding his yellow coloured "Red Ripper" is second place getter, Editor, Peter Bennett.



Father and Son rivalry has never been stronger since Brian moved to South Australia and it looks as though Fred has finally got the upper hand. Shown here are **Father Fred** and young **Brian Stebbing** with their matching Duration models. Fred with his Thunder Tiger 36 "Playboy Cabin" came in at third place, congratulations Fred. The man on the bottom is Brian with his Thunder Tiger 36 "Playboy Senior" who came in behind his Father (on this occasion) in fourth place. These Thunder Tigers are considerably 'worked over'.

What does Mum do when the boys are playing with their aircraft (apart from timekeeping). Under the shade of the awning some fine needlework is in progress. **Verna**, wife of Fred, Mother of Brian, is at work on another creation. It's good to see that SAM 600 is really a family affair.



POWERMMASTER

FACTS ABOUT FUEL No. 3 - Nitromethane, the Mystery Ingredient?

(The following is the third in a series of articles exploring all facets of model engine fuel. The writer is Don Nix, past owner of Powermaster).

Nitromethane.....everybody knows it's there, but few, it seems, really know much about it. Although most seem to know - at least vaguely - that's its primary purpose is to add power, we still get an occasional call or letter asking, "Why do you use it in model fuel?" At best, there is much misinformation regarding this somewhat exotic ingredient. Let's see what we can do to clear some of it up.

Nitromethane is just one of a family of chemicals called "nitroparaffins." Others are nitroethane and 1-nitropropane and 2-nitropropane. Nitroethane can be used successfully in small quantities. (Top fuel drag racers, which generally run on straight nitromethane, sometimes add a little in hot, humid weather to prevent detonation.) At one time, nitroethane was only about half as expensive as nitromethane, but its cost now is so nearly the same, using it to lower cost is hardly worth the trouble. Neither of the nitropropanes will work in model engine fuel. Incidentally, nitromethane is made of propane, in case you didn't know (and I'll bet you didn't).

Yes, NITRO = POWER! But....there are conditions and contingencies. First of all, it doesn't add power because it's such a "hot" chemical. Not at all. This may come as a surprise to most readers, but the methanol (methyl alcohol) in the fuel is by far the most flammable ingredient....nearly twice as flammable as nitromethane. As a matter of fact, if nitro were only 4 degrees less flammable, it wouldn't even have to carry the red diamond "flammable" label!

In actuality, nitromethane must be heated to 96 degrees F. before it will begin to emit enough vapors that they can be ignited by some sort of spark or flame! (I demonstrated this not long ago to a friend by repeatedly putting a flaming match out in a lidful of nitro. I might add that he insisted on standing about 20 feet away during the demonstration.)

So....how does it add power? We all know (I think) that although we think of the liquid part substance we put in fuel tanks (in our automobiles

or model airplanes) as the fuel, in truth, there is another "fuel," without which the liquid part would be useless. Remember what it is? Right....just plain old air (in reality, the oxygen in the air).

Every internal combustion engine mixes air and another fuel of some sort....in our case, a liquid... glow fuel. The purpose of the carburetor is to meter those two ingredients in just the right proportions, and every individual engine has a requirement for a specific proportion of liquid fuel and air. Try to push in too much liquid without enough air, and the engine won't run at all. That's the purpose of the turbocharger on full-size engines....to cram in a lot more air than a simple carburetor or fuel injection system can handle.

Now....suppose we were to find a way to run more liquid through our model engines without increasing the air supply? That would add power, wouldn't it? Well, guess what....we can! An internal combustion engine can burn more than 2 1/2 times as much nitromethane to a given volume of air than it can methanol. Voila! More Power! That's how it works, and it ain't all that complicated. Nor do we have to spend a lot of time thinking about it in the course of a normal day's sport flying.

However, there are some factors we do need to consider. As a practical matter, virtually all our everyday sport flying can be done on model fuel containing from 5% to 15% nitromethane. If you're flying something like a trainer or a Cub or similar model, there's probably no reason why 5% won't work perfectly well. Need a little more power? Move up to 10% or 15%. In most of our sport engines today, I really wouldn't recommend going any higher than that. It probably won't hurt anything, but it won't do you much good, either.

We sell more 15% fuel than any other single blend, and for good reason. Most of the popular engines on the market today are built to run on something very near that blend. Typically, European engines will successfully run on lower nitro blends, because they are built to do so. Why? In Europe, nitro can cost between \$150 to \$200 a gallon! Reason enough?

Nitro does more than just add power. It also helps achieve a lower, more reliable idle. One good rule of thumb for checking to see if a particular engine needs a higher nitro blend is to start the engine, let it warm up for a few seconds, set throttle

to full idle and remove the glow driver. If it drops rpm, move up to a 5% higher nitro blend. If there is no discernible drop, you should be fine right where you are.

One of the most popular misconceptions is that by adding substantial nitro, the user will immediately achieve a huge power jump. Just ain't so. Most will be surprised to learn that in the 5% - 25% nitro range, you will probably only see an rpm increase of about 100 rpm static (sitting on the ground or on a test stand) for each 5% nitro increase. In the air, it will unload and achieve a greater increase, and it will probably idle better, too.

My pet rule is this: If you have a model that's doing well, but just isn't quite "there" powerwise, go up 5% in nitro. If that doesn't do it, you need a bigger engine, not more nitro!

Most of our popular sport engines in use today aren't set up to run on much more than 15% or 20% nitro. Increasing the nitro has the effect of increasing the compression ratio, and each specific engine has an optimum compression level. Exceed it and performance will probably suffer, not gain, and the engine will become much less "user friendly."

High performance racing engines, for example, are tuned entirely differently....compression ratio, intake and exhaust timing etc....and are usually intended to run on much higher nitro blends. One exception, of course, are racing engines used in certain international and world competition (FAI). By the rules, these engines are not allowed to use any nitro at all, and they go just as fast as those that run on 60 or 65%! The first question that comes to mind, then, is, "Why aren't all engines designed to run on no nitro, so we can all save a lot of money?" Ask any of the world-class competitors. Those engines are a serious bitch to tune and run, and are definitely not user-friendly! In fact, they are well beyond the skill levels of most average flyers. There's a price to everything.

Another statement we read or hear frequently is that nitromethane is acidic and causes corrosion in engines. It isn't acidic, and the manufacturers say it doesn't happen....can't happen. However, at least one noted engine expert and magazine writer insists that it does. Flip a coin. (I once asked Dave Shadel, 3-time World Pylon Champion, and a fellow who works on more high performance engines than anyone I know, how frequently he encounters rust in engines

that have been using high nitro blends. His answer? "Never.")

Why does nitro cost so much? While I have no clue as to the cost of manufacturing, other than it takes a multi-million dollar investment in a large refinery to produce it, there is one pretty good reason: There is only one manufacturer of nitromethane in the Western Hemisphere. Figure it out for yourself.

Also (and this will come as a big surprise), our hobby industry only consumes about 5% of all the nitromethane produced; and full-size auto racing about another 5% or so. This means we have no "clout" whatever, and simply must pay the asking price. Where does the rest of it go? Industry. It's used for a variety of things - a solvent for certain plastics, insecticides, explosives (yes, it was an ingredient in the Oklahoma City bombing) and I'm told it's an ingredient in Tagamet, a well-known prescription ulcer medication (no wonder that stuff is so expensive!). Please note that while nitromethane is an ingredient in making some explosives, under normal use, it in itself, is not explosive. (Remember....the guy used fertilizer, too.)

Hardly a month passes that someone doesn't call to ask, "I hear more nitro will make my engine run cooler. Is that true?" Nope. The higher the nitro content, the higher the operating temperature. Fortunately, in most of our sport engines, the difference in operating temps between 5% and 10% is negligible, and there are lot of other factors (proper lubrication, etc.), that are much more important.

Finally, remember in the beginning of this, we said that nitro adds power because we can burn more of it than we can methanol, for a given volume of air? This also means that the higher the nitro content of the fuel, the less "mileage" (or flying time) we will get. In a typical .40 size engine using 15% nitro, we can usually get a minute to a minute and a half flying time for every ounce of fuel. The Formula 1 guys are lucky to get 2 minutes out of an 8 oz. tank!

What's the practical side of this? If you go to a higher nitro blend, be sure to open your needle valve a few clicks and reset before you go flying. Otherwise, you'll be too lean, and could hurt your engine. Conversely, if you drop to a lower nitro blend, you'll have to crank 'er in a little.

Next Installment:
2-Stroke vs. 4-Stroke Fuels -
Is there really a difference?

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 (these events postponed until 2003)		
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	17th Roy Robertson Memorial Trophy	Cardinia	P&DARCS
	Saturday 25th	1000 Start	1/2 A Texaco & Duration
	Sunday 26th	1000 Start	Texaco, 38 Antique /Nostalgia combo
Feb 8-9	3rd Old Timer Fly-in	Leopold	WSC
	Saturday 8th	1000 Start	1/2 A Texaco & Field Mouse
		1400	Duration
	Sunday 9th	1000 Start	Texaco & Field Mouse
		1300	Combo 2cc, Burford & Nostalgia
Mar 1-2	VICTORIAN STATE CHAMPS	Haddon	BAM
	Saturday 1st	1000 Start	1/2 A Texaco & Duration
	Sunday 2nd	1000	Texaco, 38 Antique /Nostalgia combo
Mar 22-23	1st North Vic. Old Timer Champs	Cohuna	CMFC
	Saturday 22nd	1000 Start	1/2 A Texaco & Duration
	Sunday 23rd	1000	Texaco, Nostalgia & GB combo
Apl 18-21	11th SAM600 EASTER FLY-IN	Swan Hill	SHMAC
May 3-4	South Australian State Champs	Monato	South Australia
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		

After receiving queries on what RULES are being used for our various events :- All SAM600 events will use SAM600 rules.

SAM Championships Downunder will use SAM1788 rules. 56th Australian Nationals will use same rules as used at 55th Australian Nationals. eg Texaco-Four Strokes will be allotted 3cc per pound, diesels 2cc per pound. Advice from MAAA has advised that Wodonga Racecourse is CASA friendly.

INAUGURAL SAM CHAMPS DOWN-UNDER 3rd to 6th JANUARY, 2003. COOTAMUNDRA.

Pat & I travelled to Cootamundra on the preceding Tuesday. Setting up the caravan and annex took up most of what remained of the day, after we arrived. On the following day I visited **Sharon and Robert Smith**, the caretakers of the field, and finished up spending the whole day sorting out a centre of gravity problem and re-rigging the controls on Robert's Lanzo Bomber. We finally got back from the field about 6.30pm. with a reasonably trimmed aeroplane, albeit with a very noisy set of ballraces in the engine.



Report author Basil Healy and his "Spacer" for the Burford Event.

On Thursday morning **Paul Farthing** and I set up the floodlights in the hay shed and the toilets. When the generator was fired up, just on dusk, the effect was quite impressive. During the day some of the campers arrived and a small "tent city" appeared beside the creek at the back of the hay shed.

On Friday, the rally day, Pat and I arrived at the field about 9.00am. to find some contestants already test flying models and Sharon had the canteen established and open for business. We immediately set up a registration point and started handing out the "goodie bags". These contained the score sheets for all events and even a pen and pencil set to complete the competitor and model details. After renewing a lot of friendships I took my Twin Pusher out to the field and managed to get in a couple of flights just before the

wind came up. **Harold Stevenson** spent the whole day sorting out his new Cavalier. He must have made a dozen flights. The Queensland contingent also made a lot of flights mainly to check the operation of their engines in the dry conditions.

On the Control-Line field, **Ron Adamson** flew an impressive looking Shark and **Peter Leaney** flew an All American as well as a combat model. Of the Nostalgia era models we had **Don Howie** with a Tomboy and **Brian Payne** with a Chatterbox, both of which made several flights despite a rising wind. By mid-afternoon most people gave flying a miss due to the heat and wind. At 6.00pm **Sharon and Robert** excelled themselves with a lamb spit roast with a pasta salad, everybody ate too much! **Peter Scott** was heard to remark, "This is Christmas all over again", (burp). The left-over lamb was a popular filling for sandwiches the next day. The general consensus of those present was that the rally day was a good idea. It was certainly a first at an Old Timer competition.

Saturday - Gordon Burford event.

The briefing was at 8.15am. for an 8.30am. start. Twenty four starters lined up to do battle in what started off as a light breeze that got progressively stronger throughout the day. Thermals were not very numerous but big patches of sink were. These conditions prevailed throughout the whole three days of flying. **David Owen and Gordon Burford**



Duration: 1st, Bruce Knight (centre) "Playboy".
2nd, Kevin Fryer (right) 92% "Cumulus".
3rd, Jim Hardy (left) "Playboy"

wandered among the competitors offering words of advise and helping start the odd recalcitrant motor. My Taipan was in this category until I located a split in the fuel line, I replaced the fuel line and had no further trouble. Thirteen made it to the fly-off which was eventually won by **Harold Stevenson** with a flight of 30 minutes 46 seconds.

Duration.

The event started at 1.00pm. after an extended lunch break. By this time the wind was getting fairly strong and a few contestants elected not to fly. We were almost ready to fly when a wind direction change necessitated relocating the flight line. In the wind conditions there was a fairly high attrition rate in the first couple of rounds. **Paul Farthing** and I both made a bid for the "Memorable Moment" award, more about that later. Just to prove that the air was not all bad a full size glider was seen thermalling a couple of kilometres east of the field about mid-afternoon. Due to the wind and variable conditions only four contestants made it to the fly-off. Two of them found lift and battled it out for over half an hour while the other two did not even make a six minute flight. **Bruce Knight** won with a flight of 37 minutes and 35 seconds.

Sunday - 1/2A Texaco.

On a test flight early in the morning **Bruce Knight** lost sight of his model in some low haze so applied full rudder and up elevator, but did not see it re-appear. It was spotted on a adjacent hillside later in the day by **Paul Farthing** and recovered undamaged, more about this later.



*Peter Bennett's "Bomber" takes to the air in the Texaco event. **Lanzo designs** took the top 6 places in Texaco.*

At 8.30am **Don Southwell** held the contestant briefing and at 8.45am. opened the first round. There was the usual amount of grouching about Cox motors, but eventually all were started and running, some a lot better than others. The wind was strong enough to give large models and those with large fuselages a problem penetrating forward. Bumpy air also made it difficult to maintain a steady heading with these small aircraft. Fortunes were mixed with some flyers finding good lift while others battled to achieve 4 minutes. Fifteen competitors made the fly-off. **Peter Bennett** was the eventual winner with a flight of 11 minutes 21 seconds. Four of the competitors in the fly-off did not achieve the normal 6 minute max., due to bad motor runs and encountering large patches of sink.

Texaco.

With 31 entrants this was the premier event of the week-end. Twenty five contestants flew two rounds or more, many dropping out after failing to max twice. By this time the wind and the heat was getting to everybody. Flyers were retiring to the shade of the hay shed between flights and the canteen was doing a roaring trade in cool drinks. For those out on the field it was a constant battle with the wind direction which kept changing making take-offs a hazardous business. Lift was hard to find and turbulent when you did find it with large areas of sink in between. Eleven flyers made the fly-off. **Simon Bishop** was the eventual winner with a flight of 14 minutes 39 seconds in air that offered little help.

Monday - '38 Antique.

One contestant retired before the start when told that the rules stipulated that he must use petrol in his spark ignition motor and not methanol as he had been doing at home. The weather was windy again, but the heavier aircraft seemed to be unaffected by it. Small and light models made hard work of the conditions with many finishing up straight overhead after 2 to 3 minute motor run. It was difficult to hear diesels running when there was a noisy spark ignition motor in the air at the same time. My E.D. 3.46 would not turn over when I came to make my third flight. Investigation revealed that the disc rotor pin had come out of the backplate. **Trevor Carey** lent me his spare to allow me to complete my flights. It was a bit hungrier than mine and ran the tank dry a few seconds short of the allowed engine run each time. At least it allowed me to complete my flights. Thanks Trevor!



A great line-up of competitors in the **SAM Champs DownUnder '38 Antique** event. Terrific fun by all.

Nostalgia.

Boy was it windy at start time! A couple of models were damaged when blown over after landing in the first round. Mine survived this misfortune twice without damage, more by good luck than good management. Three to four minute flights were the norm. While packing my model away after the third flight I observed two models having difficulty getting down out of some good lift to the west of the field. Lucky devils! There was no fly-off in this event.

Presentation Dinner.

This was held in the Ibis Room which turned out to be a renovated hotel, probably more than 100 years old. On arrival all of the ladies received a single red rose. During the meal lucky door prizes, in the form of bottles of wine, were drawn. After the meal



the Contest Director, **Don Southwell**, made an award of a set of "Magic Glasses" to **Bruce Knight**. He looked like Dick Smith with them on. **Paul Farthing** received the "Monumental Moment" award for his efforts in re-kitting two models over the week-end. Trophies for the competition were presented by **Gordon Burford** (for the G.B. event naturally), **Jim Hardy**, on behalf of SAM 84, **Peter Bennett** on behalf of SAM 600, and **Paul Farthing** on behalf of SAM 1788. The meal was excellent, the camaraderie top notch. Everybody agreed that it had been a good evening.



Upholding the honour of SAM 600 were **Barry Barton** (above) with his "Swiss Miss" for the Gordon Burford event. **Kevin Fryer** (left) and his "Hyphen" 3rd in Nostalgia, and **Graham McDonald** (not shown) and his "Bomber" in Texaco and "RC1" in Antique.

Inaugural SAM Champs “Down-Under” MAS Flying Field, Cootamundra, NSW



Saturday 4th January 2003

Gordon Burford Event,

Brown /Stevenson	1942 CabRuler	PB	900	3286
Kevin FRYER	1941 Atomiser	PB	900	3129
Bruce KNIGHT	1951 Jaded Maid	PB	900	2421
Grahame MITCHELL	Dream Weaver	PB	900	990
Simon BISHOP	1947 Ajay	BB	900	558
Peter LEANEY	1938 Bomb 50%	PB	900	456
Peter SMITH	FAIson	PB	900	286
Ron ADAMSON	Foote Racer	PB	900	243
Paul MARSHALL	Eliminator	PB	900	220
Peter BENNETT	1941 Atomiser	PB	900	183
Paul FARTHING	Pencil Jr	PB	900	176
Dave MARKWELL	1941 Atomiser	PB	900	165
Grant MANWARRING	Eliminator	PB	886	0
Basil HEALY	1953 Spacer	PB	883	0
Mike MOORE	Clot	PB	883	0
Don HOWIE	1942 StratoStreak	PB	879	0
Darren MARSHALL	1941 L' Diamond	PB	874	0
Peter SCOTT	1954 Swiss Miss	PB	848	0
Jim HARDY	1941 L' Diamond	PB	771	0
Trevor CAREY	1938 Gasbird	PB	754	0
Arthur RUSHTON		B/B	666	0
Barry BARTON	1954 Swiss Miss	B/B	600	0
Peter BUCKLEY	Spacer	PB	295	0

'38 Antique resulted in equal firsts for **Bruce Knight** (left) and his GB 5cc diesel powered Doyles "Folly" and **Paul Farthing** with his Contestor powered "Flamingo".

Duration

Bruce KNIGHT	1941 Playboy	McCoy 60g1440	2255
Kevin FRYER	1936 Cumulus	McCoy 60g1440	2118
Jim HARDY	1941 Playboy	YS 63 4/ 1440	297
David FOSTER	1941 PlayboyC	Saito 56 4/ 1440	233
Peter BENNETT	1941 PlayboyC	McCoy 60g1433	0
Barry BARTON	1941 Playboy	Saito 65 4/ 1429	0
Darren MARSHALL	1941 Playboy	McCoy 60 1411	0
Grahame MITCHELL	1941 Playboy	S Tiger 29 1410	0
Don HOWIE	1938 Bomber	Enya 53 4/ 1385	0
Simon BISHOP	1941 Playboy	OS 61 4/ 1368	0
Mike MOORE	1941 Playboy	Saito 56 4/ 1361	0
Trevor CAREY	1941 Fth M	YS 63 4/ 1339	0
Steve WHITE	1941Playboy	YS 53 4/ 1273	0
Peter SCOTT	1938 Bomber	OS 48 4/ 1199	0
Ron ADAMSON	1938 Bomber	McCoy 60 1080	0
Grant MANWARRING	1941 Playboy	YS 53 4/ 1058	0
Brown/Stevenson	1941 Sailplane	Rossi 40 2/ 1007	0
Peter BUCKLEY	1941 Playboy	OS 61 4/ 948	0
Michael TOWELL	1938 Cumulus	Enya 53 4/ 803	0
Peter LEANEY	1941 Playboy	McCoy 60 801	0

1/2 A TEXACO, Sunday Jan 5, 2003

First	Last Name	Model	Score	Fly Off
Peter	BENNETT	Red Ripper	1080	681
Peter	SCOTT	1941 Kerswap	1080	640
Paul	MARSHALL	1941 Lil Diamond	1080	622
Darren	MARSHALL	1941 Lil Diamond	1080	553
Jim	HARDY	1941 Lil Diamond	1080	499
TOWELL /FIRTH		1942 Kerswap	1080	491
Paul	FARTHING	1936 MG 2	1080	480
Kevin	FRYER	1941 Atomiser	1080	436
Barry	BARTON	1938 Starduster Spcl	1080	410
David	FOSTER	1938 Bomber 50%	1080	333
BROWN /STEVENSON		1940 Playboy Jnr	1080	255
Peter	LEANAY	1938 Bomber 50%	1080	193
Dave	BROWN	1942 Kerswap	1080	10
Don	HOWIE	1937 Cumulus	1080	0
Peter	BUCKLEY	1942 Kerswap	1080	0
Adam	GOULDING	1942 Playboy Cabin	1068	0
Basil	HEALY	Schmaedig Stick	1061	0
Bruce	KNIGHT	1942 Playboy	1057	0
Ron	ADAMSON	1941 Atomiser	1045	0
Dave	MARKWELL	Playboy Cabin 65%	1044	0
Grant	MANWARRING	Lil Diamond	1039	0
Arthur	RUSHTON	1941 Playboy	1018	0
Michael	MASTERS	1938 Lanzo Bomber	995	0
Simon	BISHOP	1941 Playboy	751	0
Peter	SMITH	1941 Lil Diamond	734	0
Dave	THOMAS	1942 Kerswap	264	0

Texaco

Simon	BISHOP	Bomber	Magnum 61 4/s	2400	879
David	FOSTER	Bomber	OS 60 4/	2400	709
Darren	MARSHALL	R Breaker	O.S.61 4/	2400	603
Ron	ADAMSON	Bomber	OS 61 4/	2400	546
Peter	SMITH	Bomber	OS 60 4/	2400	541
Peter	BENNETT	Bomber	O.S.60 4/	2400	537
Brown /Stevenson		Cloud Cruiser	Marden 60	2400	521
Grant	MANWARRING	Dallaire	O.S. 60 4/	2400	490
Peter	SCOTT	Bomber 80%	Enya 53 4/	2400	487
Jim	HARDY	Bomber	OS 46 diesel	2400	459
Basil	HEALY	Coupe de France	OS 61 4/	2400	327
Bruce	KNIGHT	Airborn	O.S 61 4/	2362	0
Grahame	MITCHELL	1936 Dallaire	Enya 60 4/	2097	0

Peter	LEANAY	1938 Airborn	OS 60 4/	1706	0
Geoffrey	MALONE	Dallaire 90%	Enya 60 4/	1405	0
Michael	MASTERS	Bomber	Enya 60 4/	1354	0
Barry	BARTON	Anderson Pylon	OS 61 4/	1290	0
Paul	FARTHING	Lanzo Stick	Enya 53 4/	1226	0
Dave	BROWN	Ehling Contest	OS 60 4/	1070	0
Peter	BUCKLEY	Bomber	OS 60 4/	905	0
Brian	PAYNE	Lanzo RC1	GB 5cc diesel	875	0
Graham	McDONALD	Bomber	Irvine 40 d	690	0
Adam	GOULDING	Bomber	Enya 60 4/	568	0
Arthur	RUSHTON	Candid	Enya 60 4/	516	0
Kevin	FRYER	Bomber	Irvine 40 d	58	0

Monday 6th January 2003**'38 Antique**

Bruce	KNIGHT	1937 Folly	GB 5cc diesel	1800
Paul	FARTHING	1938 Flamingo	Contester 60	1800
David	FOSTER	1936 Dallaire	Atwood SC	1794
Dave	THOMAS	1937 Hop-A-Long	ED 3.46 diesel	1779
Don	HOWIE	1936 Miss FortuneX	Elfn 2.49d	1687
Basil	HEALY	California Chief	ED 3.46 diesel	1656
Peter	BENNETT	1938 Flamingo	Atwood SC	1640
Peter	BUCKLEY	Record Breaker	Anderson Spit	1640
Mike	MOORE	1937 Quaker Flash	ED Hunter	1603
Brown /Stevenson		1938 Cloud Cruiser	Marden 60	1505
Graham	McDONALD	1934 RC1	OK Super 60	1501
Peter	SCOTT	1938 Folly II	GB 5cc diesel	1388
Peter	LEANAY	1938 Rec Hound	K & B Torp32	1330
Jim	HARDY	Clevld Cloudster	Taipan 2.5 diesel	1146
Peter	SMITH	Standby	O & R 60	872
Kevin	FRYER	1936 Red Zephyr	Oliver Tiger DNQ	(1140)

Nostalgia

Darren	MARSHALL	1944 Swayback		1080	0
Brown /Stevenson		1956 Ultra Hogan	OS 40	915	0
Kevin	FRYER	1950 Hyphen		914	0
Peter	LEANAY	1954 Spacer	K & B 40	866	0
Peter	SMITH	FAison		813	0
Jim	HARDY	1950 Hyphen	Webra 40	606	0
Basil	HEALY	1953 Stomper	OS 60	478	0
Grant	MANWARRING	1954 Spacer		360	0
Bruce	KNIGHT	Dream Weaver		51	0

**Champion of Champions;
Peter Bennett, SAM 600****Pilots Choice; (Rally)
Harold Stevenson, Cavalier.**

Shown at left is **Peter "Condo" Smith** weighing **Ron Adamson's Bomber** for Texaco. There was great controversy regarding the accuracy of the scales, and the funnel effect of the shed didn't help. All agreed, however, that the scales were weighing on the light side and contestants (including **Graham McDonald** and the **Editor**) were forced to add considerable lead to their models to compensate.



**WESTCOAST SOARERS
OLD TIMER FLY IN, (LEOPOLD Melway 409 F7)
8th & 9th February 2003.**

Westcoast Soarers invites you attend and participate in our 3rd Annual "Leopold" Old Timer Fly In.

SATURDAY 8TH FEBRUARY.

9am: Registration,

10am: 1/2 A Texaco,

Field Mouse round 1 & 2, during lunch break

2pm: Duration.

SUNDAY 9TH FEBRUARY.

10am: Texaco,

Field Mouse round 3 & fly off during lunch break

1pm: Combined event,

[2cc, Gordon Burford & Nostalgia.]

3-30pm: *Concours d'elegance* Presentation.

ON FIELD CATERING, Hired Toilet
TROPHIES 1st, 2nd & 3rd PLACES, CONCOURS,
CHAMPION OF CHAMPIONS & FIELD MOUSE.

ENTRY FEE \$5-00 PER EVENT.

MAX OF \$15-00 PER FLYER Field Mouse FREE

Contact: Chris Lawson 03 5275 8482

Peter Hosking 03 5248 5461

email: peterh@webaxs.net

Fred Roberts 03 5256 2273

CAMPING AT SITE IS PERMITTED BUT NO OPEN
FIRES ALLOWED

CARAVAN PARKS:

BEACON RESORT CARAVAN PARK 78 BELLARINE, HWY.
QUEENSCLIFFE. 03 52581133.

MOOLAP CARAVAN PARK 365 BELLARINE, HWY.
MOOLAP. 52501381.

PELICAN SHORES HOLIDAY PARK CLIEFTON AVE.
LEOPOLD. 1800816429.

SANDS CARAVAN PARK. 140 ALEXANDER AVE. LEOPOLD.
52501290.

B&B's COTTAGE GARDEN. 395 GRUBB RD. WALLINGTON.
52502620.

FIELD MOUSE RULES:

THE MODEL MUST BE THE "CLOUD TRAMP" AS
DESIGNED BY CHARLES H. GRANT

See page 9 for details, plan p12, construct p13.

**56th MAAA Nat's Report
Sat 28th – Registration Day**

The decision to only weigh Texaco & '38 Antique models on registration day & to only fully process the place-getter's on the field after each event ended up ended up being a smart one, as it greatly reduced the work load experienced last year. With the help of Mark Collins, Peter 'Condo' Smith, Peter Hosking & Don Cameron, all 27 models entered were weighed by 4 p.m. The only real hiccup experienced required a ruling from the MAAA to disallow a competitor wanting to fly with a radio requiring a 4" key. I'm not sure who it was, but one of the guys weighing models was suspected of trying to get rid of the opposition when the 1 lb. weight parted company with its restraint hook & fell through the front center section of the wing of one of the Cohuna boy's models. Fortunately, the damage was minimal.

Sun 29th – Texaco

(With some of the following text courtesy of Graham Scott)

Of the 20 entrants originally entered only 18 actually flew after 2 competitors withdrew before the start of the event. The weather was very warm with the temperature reaching the mid 30's & light winds of approx. 5 to 10 knots. Despite the relatively light conditions, there were quite a few crashes in the first couple of rounds. Ray Woodhouse crashed his Cumulus on take off in the 1st round. His model was not quite square on to the wind & his efforts to straighten the model only made the situation worse with the aircraft doing nearly a full roll into the ground breaking off the nose section. A postmortem revealed that his rudder servo had been reversed. The model was not terminally damaged & will be repaired to compete again.

Lift was patchy all day with only 4 contestants making the fly-off with Ron Adamson & John Whittaker being the only 2 to make the fly off without having to fly the 5th round. This luck was not to continue in the fly-off.

In the fly-off Ron Adamson released his model slightly off the eye of the wind which caused his undercarriage to bend enough for the prop to hit the ground & stop the engine, thus ending Ron's campaign for the day. He did however become the 4th place-getter without even leaving the ground!

Any lift that was around in the qualifying rounds disappeared in the fly-off, a phenomenon that was to continue over the next 3 days. The event was won by Chris Lawson flying a Lanzo Racer, powered by an antique DC Wildcat diesel. A genuine 'All-Antique' affair, as it were. Except for Chris of course! Mark Collins was second, with his ever trusty OS 60 O/R 4/S powered Lanzo Bomber & John Whittaker was third with his OS 48 Surpass powered 85% Lanzo Bomber. Chris was the only flyer to exceed a round "max" time of 10 minutes whilst only 5 seconds separated Mark & John.

Peter 'Condo' Smith did a great job as CD with his fair & 'to the rule-book' style of CD-ing ensuring a smooth running event with virtually no hold-ups enabling us to complete the event in under 4 _ hours! Not bad considering the heat, & 3 frequency clashes. Many thanks to Peter for his efforts, & his fairness in dealing with the competitors & rules.

Morning of Mon 30th – Duration

Weather conditions were much cooler than Sunday with light winds & a fair amount of cloud in the sky. These conditions were to continue for the rest of the day.

After two late withdrawals, 16 entrants flew in the first 2 rounds, after which James Rae & Don Watson of N.S.W. retired due to problems unknown to this writer. Peter 'Condo' Smith's McCoy 60 powered Stardust Special "clapped hands" at the top of the climb in Round 1 forcing him to complete the event with his Playboy back-up model. (Surprisingly, the Stardust Special was not badly damaged & will be repaired despite one half of the wing fluttering away into the wild blue yonder).

Steve Gullock retired after Round 4, and of the remaining 13 contestants, 11 made it into the fly-off with only John Whittaker unable to find the required lift in Round 5 to be part of the final action.

This was to be the only event that reasonable lift was to be found in the fly-off with Brian Stebbings winning with a flight time of 20 min 26 sec flying a 'worked'? Thunder Tiger 36 powered Stardust Special. Bob Edwards finished second with his McCoy 60 powered Super Quaker only 17 seconds behind Brian, and Peter 'Condo' Smith was third with a McCoy 60 powered Playboy.

Afternoon of Mon 30th – Nostalgia

Entries for this event were lower than we would have liked with only 8 contestants in the final line-up. However, this was expected due to the low number of Interstate contestants, particularly N.S.W. & Qld. Nostalgia is very popular in South Australia, N.S.W & Qld and was flown for quite some time in these states before being embraced by Victorian flyers. However, it is now gaining popularity in this state. It is a relatively cheap event to fly, the models generally fly better than the best Duration model, they are a lot simpler & easier to build, and, you can buy a brand new engine for under \$150.

Ron Adamson's Crescendo "clapped hands" at the top of the climb in Round 4 forcing him to retire, and remarkably, as with 'Condo' Smith in Duration, his model is also repairable, despite one of his wing panels also floating away. Once again, really good lift was elusive & only four contestants made it into the fly-off.

In the fly-off, lift became even more difficult to find & each finalist had to work hard to make the best of what little they did find. This was reflected in the final flight times. 'Condo' Smith was the eventual winner with a K&B 40 powered Faison (A very slippery & efficient looking model with nice lines) with a flight time of 12 min 20 sec. John Whittaker was second with his K&B 40 powered Spacer, (10 min 32 sec) & Ray Woodhouse was third, also with a K&B 40 powered Spacer, (10 min 9 sec)

Thanks to both Peter Hosking & Don Cameron who did a great job as co-CD's for both Duration & Nostalgia.

Morning of Tues 31st – 1/2A Texaco

Overcast skies & a cool fresh wind were to greet us on the field this morning, with a forecast of gale force winds & rain later in the day. Sixteen contestants lined up with only eight maxing in Round 1, & nine in Round 2 despite the increasing wind strength.

Round 3 started with the wind strength increasing even more, with the sky darkening proportionately. After approx. 20 min the contest was called off for the day as the wind speed had well & truly exceeded the legal limit. Because Round 3 had not been completed by all contestants, all scores were declared null and void in accordance with the rules & it was decided that the contest would be postponed & continued first

up the next morning. However, there were a few disappointed fliers as a couple were unable to stay until the next day to complete the event & one other was annoyed because he was the only one to max in Round 3 & thought the score should stand, until he was shown the appropriate clause in the rules.

About 10 min after calling off the contest, the heavens opened & the wind strength increased to the point where we thought it was going to flatten the CD's tent.

Rounds 3 & 4 were flown first thing the next morning before the Burford event in relatively cool & calm conditions with nine contestants making the fly-off.

Once again, lift was elusive in the fly-off with only two contestants exceeding 7 minutes. The winner was Michael Towell (Son of control line stunt flier Reg Towell) of N.S.W. with a very nicely trimmed Kerswap. Second place went to Fred Stebbings with his ever trusty Stardust Special & in third place was 'El Presidento' Chris Lawson with his RC-1.

Afternoon of Tues 31st – '38 Antique

The storm had blown itself out by 2 p.m. with only a few odd spits of rain & a very cool wind blowing steady at around 10 to 12 knots. After one late withdrawal, seven contestants launched into Round 1 with only three achieving a max. Chris Lawson & Fred Stebbings were to be plagued with engine problems for whole event putting them out of contention.

Rounds 2 & 3 were even worse with Dave Markwell of South Aust. Flying an OK Super 60 powered Shereshaw Cadet, being the only one to achieve a max in each round. Consequently, no fly-off was required & Dave was declared the winner. Ron Adamson was second with an OK Super 60 powered Weathers Westerner & Peter 'Condo' Smith was third with an O&R 60 TD powered Standby.

It is interesting to note that Dave Markwell's Cadet was the only model able to penetrate into the wind. The wing section on this model is similar to a Clark Y but with a "Phillips" entry on the bottom of the leading edge.

Our thanks to the VMAA CD Graham Scott for volunteering his services to CD this Event.

Morning of Wed 1st – Gordon Burford

With the storm having blown itself out overnight we were greeted by a mild morning with blue sky being broken up with lots of "cotton wool" type cloud blocking out the sun for long periods. After completing _ A, Round 1 got under way at around 11.30 am with seven contestants on the starting blocks.

Lift appeared to be easy to find with five making it into the fly-off. Ron Adamson was disqualified in Round 3 for over flying the pits, and as he couldn't make the fly-off, he elected not to fly the fourth Round.

Fred Roberts flying his Saturn Hobbies 'Dixielander' in his first serious contest, looked like he was going to blow everyone away after three consecutive max's, despite a couple of very ordinary engine runs. This model just hangs in the air as if attached to a sky hook!. I have flown this model and can confirm that it is very stable and has a fantastic glide. Despite problems fitting equipment into a very narrow fuselage, this aircraft appears to have a lot of potential.

The fly-off looked like it was going to go down to the wire, but you guessed it, the "Sink Gods" attacked with a vengeance! 'El Presidento' Chris Lawson flying a Mercury Mallard was the winner, with a flight time of only 4 min 39 sec. Not even a max! 'Condo' Smith was second flying a Faison, (4 min 22 sec), and Don Howie was third with a Strato Streak. (4 min 3 sec). Trophies were presented by Gordon Burford himself.

Fred Roberts must have flown right into the middle of the sink-hole as his model literally "fell" out of the sky with a flight time of only 2 min 54 sec.

Thanks to Mark Collins for CD'ing this event & for his help & support in the organization & running what ended up being a very successful Old Timer Nat's, despite predictions of gloom & doom.

Thanks must also go to the VMAA & MAAA, for without their help & support we couldn't have done it. Thanks also to all the others I haven't mentioned here, you all know who you are.

**John Whittaker,
SAM600 Special Correspondent.**

(Full Nationals Results are on pages 17 & 18.)

Texaco

Place	Contestant	Model	Engine	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Fly-off	Total
1	Chris Lawson	Lanzo Racer	DC Wildcat D	600	600	528	600	600	698	3098
2	Mark Collins	Bomber	OS 60 O/R 4S	521	600	600	600	600	556	2956
3	John Whittaker	85% Bomber	OS 48 Surpass	600	600	600	600	-	551	2951
4	Ron Adamson	Bomber	OS 61 4S	600	600	600	600	-	0	2400
5	Don Howie	Bomber	?	598	600	600	600	355	-	2398
6	Robert Taylor	Kloud King	?	0 (O.L.)	600	600	581	600	-	2381
7	Dave Markwell	?	?	569	600	600	600	551	-	2369
8	Robin Yates	Kloud King	?	513	600	541	600	346	-	2254
9	Greg Jenkinson	?	?	541	408	451	600	600	-	2192
10	Don Watson	?	?	558	600	558	449	366	-	2165
11	Steve Gullock	Polly	?	414	600	320	402	362	-	1778
12	James Rae	Bowden Contest Winner?		211	323	211	420	206	-	1165
13	Max Heap	?	?	183	444	217	219	264	-	1144
14	Peter Hosking	Lanzo Record Breaker?		?	519	600	Withdrawn			1119
15	Don Cameron	Bomber	?	511	600	Withdrawn				1111
16	Fred Stebbings	?	?	70	180	285	Withdrawn			535
17	Peter White	Flamingo	?	600	0	DNF	Withdrawn			600
18	Ray Woodhouse	Cumulus	OS 60 O/R 4S	0	Withdrawn					

Duration

Place	Contestant	Model	Engine	E/R	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Fly-off	Total
1	Brian Stebbings	Stardust Special	Thunder T 36	25	420	420	114	420	420	1226	2906
2	Bob Edwards	Super Quaker	McCoy 60	25	420	420	420	420	-	1209	2889
3	Peter Smith	Playboy	McCoy 60	25	0	420	420	420	420	1149	2829
4	Peter White	Playboy	OS 61 4S	30	415	420	420	420	420	1091	2771
5	Don Howie	85% Bomber	Enya 53 4S	30	420	420	305	420	420	646	2326
6	Mark Collins	92% Cumulus	McCoy 60	30	420	420	420	420	-	645	2325
7	Ron Adamson	Bomber	McCoy 60	30	420	420	420	420	-	555	2235
8	Chris Lawson	112% Playboy C	McCoy 60	30	420	420	420	420	-	550	2230
9	Adrian Laurie	Bomber	McCoy 60	30	420	420	420	420	-	535	2215
10	Greg Jenkinson	85% Bomber	OS 52 4S	30	420	323	420	420	420	517	2197
11	Ray Woodhouse	Anderson Pylon	YS 63 4S	25	420	420	420	347	420	409	2089
12	John Whittaker	Super Quaker	YS 53 4S	25	420	420	0	335	420	-	1595
13	Fred Stebbings	Playboy Cabin	Thunder 36	25	0	309	420	281	357	-	1367
14	Steve Gullock	60% Dallaire	OS 25 FX	25	391	358	131	330	DNF	-	1210
15	James Rae	Spearhead Jnr	MP Jet 100	25	263	109	Retired				327
16	Don Watson	Bomber	OS 61 4S	30	97	93	Retired				190

Nostalgia

Place	Contestant	Model	Engine	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Fly-off	Total
1	Peter Smith	Faison	K&B 40	420	420	230	420	740	2000
2	John Whittaker	Spacer	K&B 40	356	420	420	420	632	1892
3	Ray Woodhouse	Spacer	K&B 40	420	420	420	-	609	1869
4	Chris Lawson	Playboy	K&B 40	420	420	420	-	438	1698
5	Don Howie	Hyphen	OS H 40	420	420	410	328	-	1250
6	Mark Collins	Hyphen	OS 40 MAX	409	420	391	420	-	1249
7	Dave Markwell	Ultra Hogan	Enya 35	DNF	311	420	420	-	115
8	Ron Adamson	Crescendo	OS 40 MAX	420	420	0	0	-	840

Gordon Burford

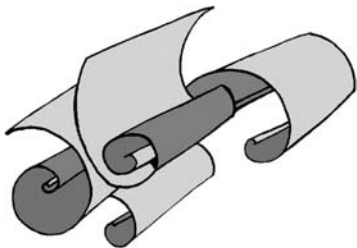
Place	Contestant	Model	Engine	Eng	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Fly-off	Total
1	Chris Lawson	Mercury Mallard	T 2.5 P.B.	45	300	300	300	-	279	1179
2	Peter Smith	Faison	T 2.5 P.B.	45	300	300	300	-	262	1162
3	Don Howie	Strato Streak	T 2.5 P.B.	45	300	300	300	-	243	1143
4	Dave Markwell	Atomiser	T 2.5 P.B.	45	300	180	300	300	239	1139
5	Fred Roberts	Dixielander	T 2.5 P.B.	45	300	300	300	-	174	1074
6	Greg Jenkinson	Playboy	T 2.5 P.B.	45	170	174	236	300	-	710
7	Ron Adamson	Footie Racer	T 2.5 P.B.	45	300	285	0	DNF	-	585

A Texaco

Place	Contestant	Model	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Fly-off	Total
1	Michael Towell	Kerswap	360	360	360	-	702	1782
2	Brian Stebbings	Stardust Special	360	360	360	-	611	1691
3	Chris Lawson	RC-1	360	360	360	-	411	1491
4	Ron Adamson	Atomiser	360	360	360	-	408	1488
5	Peter Smith	Little Diamond	274	360	360	360	395	1475
6	Don Cameron	Bomber	360	360	360	-	383	1469
7	Mark Collins	Bomber	360	360	360	-	323	1403
8	Don Howie	Cumulus	360	344	360	360	310	1390
9	Dave Markwell	Playboy Cabin	360	360	360	-	283	1363
10	Greg Jenkinson	Stardust Special	276	224	180	307	-	807
11	Matt Jenkinson	Anderson Pylon	131	306	307	94	-	744
12	Steve Gullock	Bomber	354	360	Retired			714
13	John Firth	Kerswap	192	339	Retired			531
14	Fred Stebbings	Stardust Special	0 (O.L.)	335	Retired			335
15	Ray Woodhouse	Dalliare Sportster	266	Retired				266
16	Peter Hosking	Anderson Pylon	165	0	Retired			165

'38 Antique

Place	Contestant	Model	Engine	Eng	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total
1	Dave Markwell	Shereshaw Cadet	OK Super 60	110	600	600	600	-	1800
2	Ron Adamson	Weathers Westerner	OK Super 60	88	600	598	573	533	1762
3	Peter Smith	Standby	O&R 60 T.D.	110	600	508	452	448	1560
4	Don Howie	Miss Fortunex	Elfin 2.49 D	105	580	420	472	285	1472
5	Adrian Laurie	RC-1	O&R 60 T.D.	88	537	397	492	382	1426
6	Fred Stebbings	Powerhouse	Super Cyclone	90	52	348	131	228	707
7	Chris Lawson	Trenton Terror	O&R 60 T.D.	88	576	42	Retired		618

**Model Draughting Services****02 6351 2513****Laser Cutting
Parts for your plans**

Adoption of the Old Fashioned Hobbies will be to laser cut the "cut" parts, (ribs, curved tips wing and tail, formers and undercarriage doublers where applicable), A completion list of what materials will be needed to finish the model, (excluding hardware), and the plans to build them from.

All of the existing blue line films are presentable for scaling and or copying and as I get new work, hope to plot my own out for the "scaled up or down versions".

DESIGN	SOURCE/PLAN	TYPE	PRICE	POST				
DG67		O/T Glider	62.00		Lil Diamond 120% (1/2A)	Airborne Plan	Old Timer	52.00
					Pacific Ace (ribs)	Pond Plan	Old Timer	
					Pencil OT		Old Timer	
					Playboy 105%		Old Timer	66.00
					Playboy 105% wing only		Old Timer	37.00
Brooklyn Dodger 120%	Sam 600	Old Timer			Playboy 92%, 100%,	Old Fashion		
Buzzared Bombshell		Old Timer	60.80		105% 115%	Hobbies	Old Timer	56.00
Cavlier-OT		Old Timer	71.00		Playboy cabin		Old Timer	53.00
Cloudster		Old Timer	62.00		Playboy cabin 1/2A		Old Timer	33.80
Cumulus 100%	Shereshaw	Old Timer	66.00		Privateer 1/2A OT		Old Timer	
Dallaire 90"	Model Builder	Old Timer	76.00	8.45	Rambler 1/2A	Airborne Plan	Old Timer	
Dream Weaver 135%		Old Timer			Record Hound	American version	Old Timer	67.00 3.00
Experimental		Old Timer			Red Zephyr		Old Timer	55.00 4.00
Feather Merchant		Old Timer	73.00		Sailplane	Goldberg plan	Old Timer	
Lancer		Old Timer	50.00		Spacer 108%		Old Timer	50.60
Lanzo Airborn Glider hoops	Lanzo	Old Timer	86.00		Trenton Terror 75"	Model Builder	Old Timer	48.50 8.60
Lanzo Bomber 100%	Lanzo	Old Timer	70.00		Trenton Terror 90"	Model Builder	Old Timer	59.00 8.60
Lanzo Bomber 85%		Old Timer	62.40		V Tail Swallow	Magazine	Old Timer	
Lanzo Bomber 85% wing only		Old Timer	37.00		Yates Pylon		Old Timer	57.00
Lil Diamond 1/2A	Airborne Plan	Old Timer			Zoot Suit Ribbs set		Old Timer	18.00
Lil diamond 115% (450 sq")	Airborne Plan	Old Timer	50.00	3.75				

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