

The Thermaleer

This is the first Thermaleer publication (#113w) based on Items from the SAM600 webpage for the period January 2008 to June 2008

SAM600 Transfers are available at \$1.00 each from Brian Laughton.

SWAMPS Roy Robinson Memorial Trophy Re-Run Report

10th Feb 2008

Rarely have we had such a perfect window of good flyable OT weather as the morning at SWAMPS for the Roy Rob re run.

CEO of SAM 600 events; Brian Laughton, chose to run Texaco and 1/2A in the superb pre-lunch session.

Strengthening breezes became constant marginal flying weather after lunch (cooked to perfection by Kalid) in which to attempt Duration and Burford, the latter being finally dropped as the conditions became untenable.

The "Motor Maestro" from Geelong; Chris Lawson had good reason to be happy with his morning's Texaco work, as he gained such height as to be a mere speck amongst the cumulus. Not since Mark Collins have we seen such eye-straining height, after a one hour stint Chris brought it down to applause for the second such flight in his entire OT flying career.

Brian Laughton stepped up in 1/2A with his Red Ripper to post a convincing win in this most popular (despite COX) event.

Steve Gullock continued his winning ways in the worsening conditions to show how to fly in the wind; they didn't stop him in USA and his Mt. Hollowback experience showed as he posted a runaway win in Duration.

Brian Laughton finally got his name on the Roy Rob Perpetual Trophy after only a mere 30 years in the trying.

Next event worth considering is the Premier event in Oz; Easter at Canowindra where the "cracks will certainly enter the fray"

B2

Roy Robinson Memorial Trophy Results 2008

				Sec								
	Name	Model	Engine	CC	Rd1	Rd2	Rd3	Rd4	F/off	Total	Freq	
Duration												
1	Steven Gullock	Dallaire Sportster	OS 53 4s	30	420	420				505	1345	607
2	Brian Laughton	Playboy	Irvine 36 2s	25	420	420				459	1299	621
3	Barry Barton	RC 1 (Lanzo)	OS 45 FX 2s	25	420	237	420			295	1135	623
4	Kevin Fryer	Cumulus	McCoy 60 spark	40	420	420				271	1111	613
5	Don Grant	Playboy	Thunder T 36 2s	25	420	188	420			252	1092	654
6	Brian Dowie	Playboy	OS 40 FX 2s	25	420	415					830	639
7	Chris Lawson	Bomber 85%	S 40 2s	25	308	374					682	26
8	Ally Kkhalid	Playboy	OS 61 4s	25	259	420	223				679	633
9	Norm Campbell	RC 1 (Lanz)	McCoy 60 spark	28	343	201					544	641
Texaco												
1	Chris Lawson	Racer	Saito 50 4s	24	600	580	600	600		3653	5453	28
2	Brian Laughton	Bomber 85%	OS 40 2s	12	600	600	600			3360	5160	621
3	Kevin Fryer	Red Zephyr	OK 60 spark	16	565	600	600	600		3292	5092	631
4	Barry Barton	Anderson Pylon	OS 60 4s	21	600	600		600		837	2637	6
5	Steven Gullock	Bomber 85%	Enya 53 4s	15	600	600	600			419	2219	607
6	Trevor Boundy	Westerner	Ok 60 spark	21	600	254	513	600			1713	619
7	Norm Campbell	Privateer (Petrities)	OS 60 4s	21	600	535					1125	605
8	Peter Bennett	Record Breaker	OS 61 4s	15	131	600	315				1046	605

9	D Sampson	Bomber 85%	OS40 4s	12						0	641
10	R Taylor	Cumulus	OS 61 4s	18						0	30

Half A Texaco

1	Brian Laughton	Red Ripper	Cox 049 2s	5 CC	360	360	360		551	1631	621
2	Barry Barton	Stardust Special			360	360	360		487	1567	16
3	Chris Lawson	Racer			360	360	360			1400	28
4	Peter Bennett	Red ripper			360	360	360		0	1080	643
5	Brian Dowie	Bomber			300	0				300	639
6	Norm Campbell	?			236					236	649
7	Steven Gullock	?			63					63	18

The Thermaleer Cohuna Model Flying Club (CMFC) March 9th 2008 *by Robert Taylor*

Hi Brian

I am sending details of our competition held on 9th March to both of your email addresses so lets hope you get them this time.

Oldtimer Model flying alive and strong at Cohuna Model Flying Club.

Sunday 9th March 2008. CMFC held a Texaco competition for our members and invited local guests.

The rules were simple, fuel allocation 3cc per lb. Three flights, two to count, total flying time of the two best flights.

We had twelve entries.

Flying started at 10.30 in hot conditions, lift was very good at times, as the score sheet shows.

Our club provided a BBQ lunch. Then flying continued until 4.30. A most enjoyable day for all

We have 19 members of which there are:-

15 Texaco models, 6 Duration, 5 1/2 A, 12 Texaco, 4 Gordon Burford, 3 38 Antique



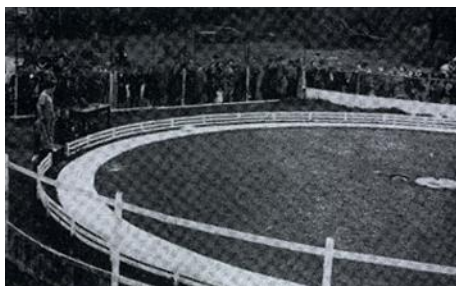
The Texaco (Cohuna 9th March 2008) results are as follows.

Name	Model	Rnd. 1 min	Rnd. 2 min	Rnd. 3 min	Total	Place
Pat Keely	118% Kloud King	22.05	18.16		40.21	1st
Robert Taylor	118% Kloud King	16.22	15.24		31.46	2nd
Lyn Clifford	115% RC 1	13.17	13.30	17.28	30.45	3rd
Jock McKenzie	Flamingo	5.12	12.24	12.36	25.00	4th
Max Heap	RC 1	9.39	14.50		24.29	5th
Joel McKenzie	Flamingo	7.24	6.20	15.01	22.25	6th
Lyle Baker	Berryloid	7.13	12.18		19.31	7th
Peter Miller	Kloud King	9.43	5.51	15.32		8th
Ron Morris	Kloud King	8.16	5.44		14.00	9th
Alan Oliver	RC 1	11.13	11.13			10th
Robin Yates	85% Bomber	5.01	3.50	3.45	8.51	11th
Trevor Taylor	RC 1	5.11	5.11			12th

Regards,
Robert Taylor

The Thermaleer

Victorian Racing Engines (in the 1940's) *by Don Howie*



Riverside Racing Miniature Car Club Track



*Model Dockyard 9cc Whirlwind.
Pic Charlie Bruce SS #202*



Model Dockyard 3cc Cub

Going back to pre-war days, The Model Dockyard at 216-218 Swanston Street, sold the 6cc Vanguard Pup petrol engine based on the American Baby cyclone.

The "Whirlwind" at 9cc was the most popular and in 1947 these two engines were priced at £7-10-0 each. Also at this price was the new 3cc "Cub" petrol engine.

About 1949, Victoria had two model racing tracks, one run by the Riverside Miniature Car Club and the other run by the Victorian Model Race Car Club.

The Model Dockyard sold a set of castings at 40/- for the "Hurricane" super petrol motor based on Ray Snow's "Hornet", the first American racing engine. This was a full 10cc Special Racing Car engine 15/16 inch bore x 7/8 inch stroke, mentioned as "The World's fastest Model Petrol Motor, claimed to develop .89 h.p.", this was taken from the 1947 catalogue.

Another engine sold by Hearn's Hobbies in Melbourne was the "H.H. Tempest" in ignition or glo from about 1949, selling for ten pounds. This was based on the 1946 black case, red head McCoy 60 and last models had a black case and green head. This was low production and Mal Sharpe in South Australia remembers ordering an engine from Hearn's Hobbies, but was never able to obtain one.

The Riverside Miniature Car Club formed in 1948 had two top modellers, CW Balleem who had a Dooling 61 powered McCoy car, which was Australia's fastest at 107.4 mph in 1949. The other was Peter Larson, who was a pioneer of Australian car racing, producing his own car and engine called Manx Meteor. The car on the grass with body removed, held by Peter is shown in the photo, taken from the Australian Model Hobbies magazine, September 1949.

Bill Evans, who produced the magazine in Adelaide was a speedway fan and went on to open his Skyline Speedway in the Adelaide hills in the mid nineteen fifties.

Peter Larson made his engines based on the early black case, red head McCoy 60, that was the top car motor in Australia until the 7 fin Dooling 61 came out in the USA in 1948. About 15 years ago, a dozen or so casting sets were produced for the Peter Larson Manx 60 racing spark engine. Bill Britcher obtained two sets and Stan Gurr has produced two engines for Bill. The first one shown has the small rear McCoy intake, this shown in the photo. The second engine made by Stan Gurr, has the larger intake from the McCoy 60 series 20 fitted.

These race car engines were later used in control line speed models, the McCoy being more reliable than the Dooling. In modern times, the McCoy 60 on ignition in the USA and in glo form in Australia are used in our Duration models and these old McCoy engines, many modified, produce lots of power.

The Manx 60 shown is perhaps the best Australian made engine of the era and should be seen flying in the future.



Peter Larson



Manx 60 Racing Spark Engine

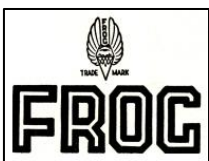
DH



Dooling Style(but Glo shown)

The Thermaleer

The world of FROG by Don Howie



If you are an older modeller that grew up after World War Two, then you possibly started with a Frog engine or kit. The IMA (International Model Aircraft) Company was formed in 1932 by Wilmot and Mansour in London, but was sold to its agents or distributors, the Lines Bros., Group, just before the end of the war. Wilmot and Mansour went on to open a new factory and started Jetex Products in 1948.



Frog reached its peak in 1951 when they had some great engines, designed by Bert Judge (pic 2005), these being the Frog 500 Red Glo and the Frog 150 diesel. This 1.5cc diesel dominated the market in Australia at this time and Gordon Burford in the mid fifties tried to produce a 1.5cc diesel, but could not get the price down to three pounds, seventeen shillings and sixpence that the Frog 150 sold for.



Looking at the back cover advert from Model Aircraft magazine, August 1951, they had some great kits, these being highly prefabricated, making building much easier than other British kits. The 40" span "Fox" pylon model had a two piece moulded balsa fuselage making a round fuselage simple and quick to build.

The 36" span "Firefly" bi-plane also had a moulded balsa fuselage and I remember seeing one of these free flight models flown in England at Old Warden in recent times.

At this time, the Lines Bros., Group with round logo and L shown in a triangle, was the largest toy company in the world, so they could afford to produce great products, much better than other small companies, who did not have the money for advertising.



Oliver Tiger.

Many small model shops in the UK would not stock Frog products as they would cut the price of their kits and engines to gain sales. The retailer, who had bought an engine or kit at a higher price, would often lose money selling at lower prices.

Frog had 80 or so Overseas Agents, who were eager to get the latest kits and engines that sold quickly in places like Australia. Bert Judge left Frog at the end of 1951, just after designing the Frog 50 diesel to become chief designer at Jetex. It was not until late 1954 that Frog got a new designer, this being George Fletcher. The standard of Frog engines now improved and his first Frog engine was the Frog 249 BB diesel with dust cover, the engine based on the low volume



This engine was well made and performs well on small props as it is a racing diesel. Many of the Taipan 2.5cc diesels of the 1950's will outperform this engine on a 9x4 APC prop. The Frog, however, is much better on smaller props.

The Frog kits with the VAN name were designed by JR Vanderbeek, who joined the company in 1941. Shown are two models by him in the advert, the "Vanfire" which was a control-line stunter for the new Frog 500 glo. The other model was the "Powervan", a high thrust-line free flight Duration model.--DH.
(Ed →FROG Flies Right Off the Ground?)

The Thermaleer OT SA and OT Vic @ Monarto April 2008 by B²

State Titles (Australian)
A Resounding Success

Eighty odd kms from Adelaide the Monarto Field is a triumph of rare, long term political wisdom. The "NOISY AREA" set aside in the Dunstan Era, accommodates several differing codes all having the potential to annoy the neighbours. No residential development is allowed within two kilometres and no curfews apply. Adelaide Model Aerospport purchased the area ten years ago and finished paying for it last month, it has a sealed strip for JET ACTION, an event that attracts overseas fliers, this plus other big attractions is managed by Trevor Croser who cares for the field rather as Dave Myers cares for HADDON. Overall a situation devoutly to be wished in Victoria.

Seven of SAM 600 made the effort and in a sign of the times most paired up to do it, exception being Fred Stebbing who did the journey with Verna and was able to witness son Brian fly his diesel powered Rambler to success in Texaco. The Cohuna pair of Lyn Clifford and Rob Taylor pushed Lyn's hot diesel 'PUG' and Lyn; flying Robert's cast-off models took many places Day One. Snake Valley's Steve Gullock and Dave Samson were much in evidence throughout with Steve creating an incident with a spectacular collapse on the runway which had many thinking he was in serious trouble, not so, he tripped in a rabbit hole and came to Earth with a thud, the Earth shook!. Brian Laughton hoped to do well in Burford and didn't, whilst Barry Barton thought his chances in 1/2A were good; they weren't. Chris and Ida were across from Geelong with Chris's latest model; a PEEWEE. Chris must be Victoria's most energetic builder as every time he comes out he sports another interesting model.. Stan Gurr, our valuable and highly skilled toolmaker took home an armful of trophies Day Two much to his surprise and delight.

Weather was good and got better toward Burford, the last event, with lift starting to pop.

It is to be hoped that this exercise in Inter-State co-operation continues as it has begun; in obvious success.
B²

The Thermaleer Return of the Glory Days by B²

Canowindra 2008

There is only one dedicated venue of O/T flying in Oz, no other form of model flying is fortunate enough to get access, it is laid back, superbly organised and if anything getting bigger and better. No one matches the devoted input of SAM 1788 President, Paul Farthing and his team at his "Bogwood" property. Increasing numbers have

Taken from the web page of SAM600 of Australia 7/30/2008

woken up to the fact, traveling immense distances using fuel becoming even more expensive to be part of Australia's and probably the World's Premier O/T event.

Small wonder Paul & Kym heave a sigh of relief when the last vehicle departs after Easter.

SAM 600's small band of faithful did not fare as well as last year. Steve Gullock's Burford powered "Polly" did not retain '38. Brian Laughton did not achieve the great run of high placing's, switching stupidity resulting in a fly-away. Kevin Fryer surprised many with the potential of his "uncompetitive" "Red Zephyr" but lacked the tank capacity to get amongst it. Robert Taylor lost his "Cumulus" in dark cloud, flew another model thereafter only to later see his model plummeting vertically to a shattered conclusion. Brian Dowie lacked R&D on his P/B so retired, B2 did not lose, bend or achieve anything.

Outstanding among results was Brian Laughton's Texaco effort, in a field of 42 he was amongst those high fliers who overcame low level glass ceilings to get that optimum height to almost guarantee success. After 50 minutes however his ageing eyes and body cried "enough" so he brought it down to gain a creditable 3rd against Australia's toughest competition.

So the "Mexicans" returned South of the border vowing to return next year to be part of the very best in Oz. Mooted for 09, when Easter is in early April, thereby avoiding the dreaded Autumnal Equinox, there was to have been the OZ Nationals one week later at Cootamundra (restricted to two days). Some thought is now being given to making the Nats concurrent with SAM 1788's Easter at "Bogwood". Watch this space.

B²

The Thermaleer OT @ Haddon 24-25 May 2008 Report. *by Barry Barton*

THE LAST GASP?

In 1996 the OT fraternity first went to the Haddon flying field for the Nats, we have endured Ballarat Weather there ever since, which was always offset by the very evident country-style hospitality of the resident club; we had the best hamburgers on the circuit, plenty of firewood for when fires when proper and a meal at the Snake Valley pub which has always been of exceptionally consistent quality.

This event may however spell an inglorious end to all these good things, as only six fliers fronted on a weekend which had a superb forecast and no organising Club can reasonably be expected to get fired up for so few, the only glimmer of optimistic light being the involvement of the locals in the "Queensland 60sec Climb and Glide" event which definitely engendered enthusiasm, after being taken out by local lad Brad Johnson with a time of 15.50 using his Bomber powered by an O/S 25, the OT people couldn't match this performance. A further adjustment to this event; a 90sec climb as in QL, could mean the saving of the whole shebang as an event worthwhile.

Weather was changeable; as expected, mostly bitterly cold and breezy with some moments of warmer perfect flying stuff as on afternoon Day One for 1/2A, mostly however it was excellent Cumulus Weather (witness the results). Chris Lawson once again put up a fantastic flight in Texaco with his Saito 50 powered Lanzo Racer followed in by Kevin Fryer and his "uncompetitive" Red Zephyr, the laurels must go to Lyn Clifford for the weekend, as he followed up his great success at Monarto with a first in Burford, a second in Duration and a third in C&G, we will have to dream up some method of stopping this!

B²

The Thermaleer Haddon Results (May 24th and 25th 2008) *by Brian Laughton*

Name	Model	Engine		Rd1	Rd2	Rd3	Rd4	F/O	Total	Freq	
Gordon Burford											
1	Lynn Clifford	Creep	B B	35	300	223	300	300	445	1345	2.4
2	Steve Gullock	Swiss Miss	P B	40	300	L/O	300	300	437	1337	613
3	Barry Barton	Dixielander	P B	40	262	300	300	285		885	623
5	Chris Lawson	Foote Racer	P B	40	238				238		28

38 Antique

1	Rob Taylor	Cumulus	OK super 60	120	600	600	600		684	2484	629
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Taken from the web page of SAM600 of Australia 7/30/2008

Page 6

2	Kevin Fryer	Red Zephyr	OK super 60	92	600	600	600		606	2406	631
3	Steve Gullock	Polly	G B 5 Burford	204	600	600	568	230		1468	607
4	Chris Lawson	Cyclonic	DC Wildcat	123	266	299				565	28

1/2A Texaco

1	Kevin Fryer	Stardust Spl	Cox		360	360	360		490	1570	631
2	Chris Lawson	Lanzo Racer			360	360	360		438	1518	28
3	Barry Barton	Stardust Spl			360	360	360		427	1507	16
4	Steve Gullock	Polly			360	317	360	360	367	1447	613
5	Lynn Clifford	Stardust Spl			348	360	360	360	363	1443	2.4
6	Rob Taylor	Stardust Spl			360	360	360		324	1404	629

Duration

1	Rob Taylor	Cumulus	YS 63 f/s	28	420	420	420		540	1800	30
2	Lynn Clifford	Cumulus	YS 63 f/s	28	420	420	420		483	1743	2.4
3	Kevin Fryer	Cumulus 92%	McCoy60spk	40	420	420	420		271	1531	631
4	Steve Gullock	Dallaire Sprt	OS 52 f/s	32	310	420	L/O	420		1150	607
5	Barry Barton	RC1	OS 45	25	420	L/O	290	420		1130	623
6	Dave Sampson	Little Diamond	OS 25	25	305	324	420	278		1049	643
7	Chris Lawson	Lanzo Racer	OS 40	25	420					420	28

Climb & Glide

1	Brad Johnston	Bomber 40%	OS 25	60	495	949	409			949	647
2	Kevin Fryer	Cumulus	McCoy 60 spk	60	704					704	631
3	Rob Taylor	Cumulus	YS 63	60	700					700	30
4	Chris Lawson	Jump	OS cz11	60	608					608	28
5	Kevin Howard	Dallaire Spt	Enya 25	60	383	420	448			448	613
6	Barry Barton	Dixielander	Burford 2.5	60	328					328	623
7	Graeme Gulbin	Red Zephyr	Super Tiger 29	60	281	255				281	

Texaco

1	Chris Lawson	Lanzo Racer	Saito 50 f/s	12cc	600	600	600		1238	3038	28
2	Kevin Fryer	Red Zephyr	OK Super 60	16cc	479	600	600	600	1166	2966	631
3	Dave Sampson	Bowden Intn'l	OS 60 f/s	21cc	L/O	600	600	600	921	2721	641
4	Lynn Clifford	RC1 115%	Enya 60 f/s	18cc	600	600	600		756	2556	2.4
5	Rob Taylor	Cumulus	O S 61 f/s	18cc	600	600	600		64	1864	30
6	Steve Gullock	Bomber 85%	Enya 53 f/s	15cc	600	338	476	565		1641	607
7	Barry Barton	Anderson Pyl	OS60 f/s	21cc		L/O					16

The Thermaleer Contest Director's Champ of Champs 2008 by Brian Laughton

Event	1 st Place	2 nd Place	3rd place	Contestant	Points
Roy Robinson Memorial Trophy					
Duration	Steve Gullock 3	Brian Laughton 2	Barry Barton 1	Brian Laughton	12
Texaco	Chris Lawson 3	Brian Laughton 2	Kevin Fryer 1	Chris Lawson	13
½ A Texaco	Brian Laughton 3	Barry Barton 2	Chris Lawson 1	Steve Gullock	6
S.A./Vic State Champs					
Texaco	Lynn Clifford 3	Robert Taylor 2	Chris Lawson 1	Barry Barton	5
Duration	Lynn Clifford 3	Brian Laughton 2	Robert Taylor 1	Kevin Fryer	9
½ A Texaco	Chris Lawson 3	Brian Laughton 2	Bill Britcher 1	Lynn Clifford	15
Burford	Lynn Clifford 3	Bill Britcher 2	Brian Laughton 1	Robert Taylor	9
				Bill Britcher	3

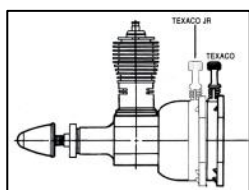
Haddon

½ A Texaco	Kevin Fryer 3	Chris Lawson 2	Barry Barton 1
Texaco	Chris Lawson 3	Kevin Fryer 2	Lynn Clifford 1
Burford	Lynne Clifford 3	Steve Gullock 2	Barry Barton 1
38 antique	Rob Taylor 3	Kevin Fryer 2	Steve Gullock 1
Duration	Rob Taylor 3	Lynne Clifford 2	Kevin Fryer 1

SWAMPS

The Thermaleer

Frank Ehling & Other 1/2A International Postal's. by Barry Barton



Around the early eighties SAM 1836 in Texas was a hotbed of 1/2A activity even going to the extent of putting out an 1/2A newsletter, Jim Reynolds was the driving force. The San Diego area SAM 41 soon caught the enthusiasm and George Wagner proposed a national postal event, Frisco Bay SAM 21 and Houston SAM 82 came on board to compete in the second national event. Enter John Pond who was stricken by the original idea, going so far as to donate and seriously refurbish an old Ehling F/F Trophy.

The San Diego area was knee deep in enthusiastic 1/2A fliers at the time (85) with ten of them vying for a position on the 3 man team. The event as an American National Contest was flown twice in 85 according to records kept by current CD, Bob Grice, both times the SAN DIEGO AERONEERS took the trophy and were so strong that many thought it impossible to wrest it from them.

Originally only a Two Day event the future of the Frank Ehling was handicapped by weather constraints, when it became International, and the weather window was lengthened, is not known, but those two factors were critical in the eventual rise in popularity of the event.

California must be a wonderful spot to fly, as the vast majority of winning SAM Chapters come from there. SAM 51 of Carmichael CA has to date been the most successful, winning five times since the inception of the event. SAM 56 of Wichita - KS has also been very strong both in the American version of the game and the 1/2A postal originating in NZ and run by Myrtle Clarke of the OKAPI club which began in Feb: 1993.

Here again the event was only a Two Day over Easter which shut out the Australians as their major O.T. events were being held then in central NSW. The NZ event peaked in 1995 with 23 teams (5 man) using the small tank and striving for a 10min max. SAM 56 won the NZ event 3 times and were placed three times in the six year period of the contest: so strong at that time was the Kansas based club that they fielded two five man teams in 1994.

In 1999 the NZ event came to an end due in part to the death of Myrtle's husband, Pat, and the gradual lessening of interest in the event, only 4 teams entered in 1998. Teams from Mossel Bay in South Africa, Bassano in Italy and Coventry in England together with the big American and NZ presence made for a truly International feel to the NZ 1/2A postal.

The lengthening of the weather window to it's current state has been the savior of the event, giving as it does an opportunity to choose the moment, even if we in Oz are in early Spring when weather is notoriously fickle, this is particularly so on the highly populated coastal fringe, though why more inland areas don't often indulge as a mystery. At the time of writing the trophy is sitting in the window over the workbench of Bob Grice (SAM 51) and his club has declared their intention of keeping it there after winning five times previously, hopefully the hungry Ozzies can thwart their ambition.

An 8oz per square foot of wing area loading, a 15 min max: 2 out of 3 times, far longer than any other class in O.T. flying, the vagaries of the COX motor and the eye-straining height the small models get for ageing eyes, all pose serious challenges for those motivated enough to confront the obstacles in this, the Age of ARF's and easy living. Acknowledgements for historical info on this great event are due to Bob Grice in USA and Graham Main in NZ.

B²

The Thermaleer

2008 SAM 600 Contest Calendar

Updated 30 July 2008

[Back to top page](#)

Contests commence at 10 am unless otherwise stated.

The CD for all events will be Brian Laughton (phone 03 5689 7443) ([email Brian](#)) unless otherwise stated.

For the latest contest Calendar please visit the web site at
http://www.sam600.com/d_contest_calendar/d_2008_calendar.pdf

January 20th SAM 600 event	Roy Robinson Memorial Trophy: P&DARCS, Victoria. SUNDAY: Texaco Duration.
February 10th SAM 600 event	SWAMPS: Caldermeade, Victoria. SUNDAY: ½ A Texaco Burford 38 Antique.
March 20-24th SAM 1788 hosted	26th Easter Canowindra Champs: NSW. Phone Paul Farthing 02 6364 0264 (entry and program form here)
April 19-20th SAM 1993 hosted	Victorian-South Australian combined State Championships at Monarto, S.A. SATURDAY--8.30am-Texaco 1.00 pm-Duration SUNDAY--9.00am-½ A Texaco 11.00am-Gordon Burford Pre-entry (entry form here), needed, points will be allocated for Victorian flyers, highest places in each comp will attract points as if 1 st , 2 nd , 3 rd for champ of champs.
May 17 & 18th May 24 & 25th SAM 600 event	Haddon: Ballarat. SATURDAY--½ A Texaco, Duration, 38 Antique SUNDAY--Gordon Burford, Climb & Glide, Texaco Both days' NEW TOMBOY comp. best of 4 flights, 2cc fuel allocation.
June SAM 600 event	Jerilderie: cancelled due to lack of interest from interstate.
September 9th September 14th SAM 600 event	SWAMPS: Caldermeade. SUNDAY -- Duration, Texaco, 1/2A Texaco, Tomboy, All events flown at once, fly off's at end of day.
October 4-5-6th SAM 1788 hosted	EASTERN STATES GAS CHAMPS: Wangaratta. Events to be advised later. phone Paul Farthing 0263640264
September 22 October 14 International event	Frank Ehling -- ½ A postal event, approx dates only. C/D Barry Barton 0356551767.
November 8-9th SAM 600 event	COHUNA: SATURDAY -- 1/2A Texaco, Texaco, Gordon Burford, Tomboy SUNDAY -- Duration, 38 Antique, Climb & Glide and Tomboy.
November 30th SAM 600 event	HADDON One Day event. Texaco, Duration, Climb & Glide, Tomboy.

Photo Galleries for 2008



Graham's Davis, bones with Saito.



Fred Stebbing with Graham in workshop.



Fred Chigwiddn's 80 inch Howard
In line twin power.



Fred Chigwiddn's latest project
Gloster Gladiator 80 inch Zenoh 45 power.



Canowindra 26th Easter Champs 2008



Rex Brown



Barry Barton and Kevin Fryer



Robert Taylor



BB's Texaco Anderson Pylon

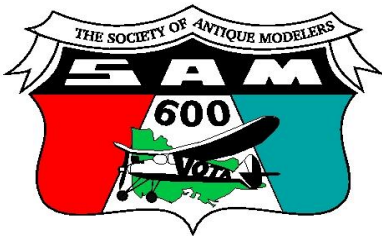


Kevin Fryer's Red Zephyr

The Thermaleer

Contacts

<p>President, Kevin Fryer NOTAMS MAAA Rules Chairman Home : 03 9 842 4361 Mobile : 0438 561 440 fryerkd@dcsi.com.au</p>	<p>Secretary, Auditor & Public Officer, Brian Dowie Home : 03 9 706 2074 brian@onewaymanagement.com.au</p>	<p>Contest Director, Brian Laughton Mobile : 04 0074 4363 brianlaughton@dcsi.net.au</p>
<p>Vice President, Robert Taylor Home : 03 5456 7140</p>	<p>Safety Officer, Steve Gullock Home : 03 5344 9 334 Mobile : 0438 249 245 coodgiebear@bigpond.com</p>	<p>Web, Trevor Boundy jtboundy@dcsi.net.au</p>
<p>Treasurer, Norm Campbell Home : 03 9836 0437</p>		



SAM 600 of Australia

The chapter for Old Timer Model flying in Victoria Australia
Formally:- SAM Southern Region,
NOTAM-Nagambie Old Timer Aero Modellers,
VOTA-Victorian Old Timer Association
Updated Feb 2008

Application a for **NEW** or **Renewal** membership of SAM 600
(please circle one of the above)

Date:-..... / /

Your Surname
First Name/s, and/or preferred

Please print clearly!

Name.....

Your Address.....P'code

OccupationE-Mail.....

MAAA Number (from your FAI card): AUS.....Club.....
(Fliers must be a current member of an MAAA-affiliated club to have the required insurance)

Telephone Numbers:-Home () Work ().....
(please include area codes)

Mobile Fax ().....

Important: to help avoid frequency-clashes at competitions, would you please list your radio frequencies:

Do you consent to have your name, phone number and email address published to other SAM 600 members to enhance the free flow of information? **Yes / No** (Please circle one)

Annual subscriptions become due at or before the Annual General Meeting (usually in July) each year.

\$25 Adult members

*NEW members
joining between
January and June
pay half the subs.
amount*

\$15 Concession/Pensioner Card holders Card Number

\$10 Juniors (as noted on FAI / MAAA Card) Date of Birth / /

Please make your cheque or Money Order payable to:-**SAM 600** and post with this completed application form to:-
Brian Dowie, PO Box 5137, Cheltenham, Vic. 3192

Our meetings are held at 7 30pm on the fourth Thursday of:-
July (AGM), September, November, January, March, and May of each year.
The meetings are held at the Offices of One Way Business Advisers, 24A 479 Warrigal Road, Moorabbin (9555 9445)
This is near the corner of Cochranes Road and Warrigal Road and opposite Bunnings.