

The Thermaleer

Swan Hill Comp -Easter 2001.

The weather proved to be excellent over the Easter long weekend with only some wind on the Saturday morning, making Texaco difficult at the start. The first event on Good Friday, Half A Texaco, had most people in the fly-off. Ron Adamson had a new 350 square inch, 52 inch span "Atomizer" that I called Black Beauty.

The black silk covering and larger size was to aid visibility when you are at great heights. The climb was slower and it is only used under calm conditions, but the idea worked and Ron took out first place. Kevin Fryer was second with the usual size "Atomizer" and Rex Brown with the small wing "Stardust Special" was third.



Kevin Fryer, President SAM 600 with his enlarged "Atomizer" for the Burford Event. Taipan 2.5cc plain bearing diesel, 9x4 Master airscrew. Model flew well.

Next event was 2cc Duration, which was supported mainly by South Australian flyers. This event has become a diesel event as Rex Brown with his Tyro 1.9cc Taipan diesel is hard to beat. The Taipan Tyro, when modified to the rotary intake, is a very potent diesel, only problem is that the screws holding down the cylinder can and do come loose. The writer had his 1.5cc Taipan Twin ball race diesel from 1969 running very well and this managed second place after Rex Brown.

Next day, Texaco was a popular event with about 23 entries. It was good to see flyers from Ballarat and Cohuna, who were very competitive. Lift was hard to find in the first two rounds, but improved during the day. The fly-off in Texaco was quite close and it was found that the Cohuna boys had won the event. A 118% "Kloud King" designed by Micky de Angelis with a Clark Y section, beat the Bombers of Mark Collins and Ron Adamson. The OS 61 four stroke powered model by Robert Taylor used a hand carved prop of 16x9 size. The price of large props these days from the USA makes it worth while to carve your own.

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President's report:

For anyone who didn't make it to Swan Hill you really missed out, the weather couldn't have been better, we were cleaned up again by the South Australians, congratulations to Ron and Rex who both performed very well, we did have a few first-timers at Swan Hill who did well.

Adrian Laurie with his McCoy powered Bomber came second in Duration and Robert Taylor OS 61 powered Cloud King came first in Texaco. This was no mean feat as there were 23 entries in Texaco. There were 30 adults and 9 children at the presentation dinner, I would like to thank the Swan Hill Club, sponsors and helpers that helped make this the success it was.

The INAUGURAL TRI-STATE GAS CHAMPS at Jerilderie have been scheduled for MAY 26 and 27, 2001. Let's make this happen. Ray Woodhouse has done an excellent job of getting this organized, entry forms will be out soon. You can contact Ray at work 02 60566900 or home after 8.00pm on 02 60562303. We will have quite a few going to the South Australian State Champs, by the time you get this I hope we will have a few winners. P.S I have just heard that Chris Lawson placed Second in Duration at the 2001 Nats in the West and Barry Barton got Second with Chris Lawson Third in half A. Congratulations to both of them.

We now have nearly 70 paid-up members. Let's keep it this way, this year forms will be out early. Hope to see you all at the next meeting Thursday 24th May,

Your President KEVIN FRYER.

Next Meeting:

Meeting #73, Thursday 24th May 2001, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12). off East Boundary Road. Saturn Hobbies will be open prior to 7:30pm.
 Meeting #74, Thursday 26th July 2001
 Meeting #75, Thursday 27th September 2001
 Meeting #76, Thursday 22nd November 2001
 Meeting #77, Thursday 24nd January 2002
 Meeting #78, Thursday 28th March 2002

VALE
Judith Chigwidden
 Born 10 Aug 1941
 Died 25 Mar 2001
 Loving wife of Fred, will be sadly
 missed by all.

STOP PRESS. SAM 600 flyers do remarkably well in the West!

MAAA 54th Nationals, Busselton W.A.
 •Chris Lawson places 2nd in Duration. Playboy/McCoy
 In Half A Texaco, •Barry Barton comes in 2nd, SS/Cox
 while •Chris Lawson places 3rd. Playboy. Well done chaps.

\$\$ An important message from your Treasurer. \$\$

Hi fellow modellers,

Just a friendly reminder that your subscription for SAM 600 is now due & payable.
 \$25.00 Seniors or \$15.00 Pensioners (must have a valid concession card).

Please forward a cheque, payable to SAM 600, as soon as possible to-
 SAM 600 Treasurer, Norm Campbell, 2/15 Glyndon Road, CAMBERWELL 3124.

Remember, only financial members will receive a copy of our newsletter "The Thermaleer".

WebMaster's Report:

The "SAM Recognition Page" marches on, with 940 pictures or 3 views on the Web. Gene Wallock has been busy sending out additions to the USA plans list ie.. The following Designs have been approved or re-defined since the 1996 printing and have been added to the Model Recognition Page:-

- "Stretched Zipper", by Ralph Brandenburg.
- "Cloud Hopper", is a 1939 by George Reich, 60 in. span.
- "Gool" by Ted Enticknap 1941.
- "Lanzo 1937 R/C National Winner Cabin Version".
- "Yogi" by Jerry Stoloff. MAN October 1944.
- "Hell Razor" by Walt Musciano. Designed in 1939.
- "Sky Cat" by Anton Rafle. Class B Pylon Mar 1942.
- "Ted Klauser Low Wing". Antique low wing.
- "Hornet" by Canadian Modelcraft re-classified as Antique.
- "Connecticut Yankee" by the Albatross Model Airplane

Company 1936.

- "White Mystery" by SAM Hall of Famer Elmer Wasman.
- "White Peril" by Elmer Wasman. Smaller White Mystery.
- "Diamond" by Dick Korda. 1938.
- "Eaglet" by Walt Eggert. 1937 Parasol.
- "Mercury" by Ben Shereshaw. Re-classified to an Antique.
- "Finneran Flyer" by Jack Finneran. Name correction.
- "Benny Boxcar" by Henry Struck. 1938 Antique.
- "Airborne Glider" by Chet Lanzo. 1938 Cabin.

This newsletter, "The Thermaleer", is being distributed to 65 eager recipients. Trevor Boundy

Visit our web site & our Model Recognition Page-

SAM 600 of Australia: <http://www.sympac.com.au/jtboundy/sam600/index.htm>

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

Results - Ninth Annual Swan Hill Easter 2001 Old Timer Fly-in

| event | name | model | motor | seconds | chan | rank |
|--------------------------|----------------|-----------------|-------------------|---------|------|------|
| Friday 13 April | | | | | | |
| 2 CC | Rex Brown | Playboy | Taipan 1.5 diesel | 858 | 625 | 1 |
| 2 CC | Don Howie | Strato Streak | Taipan 1.5 diesel | 800 | 647 | 2 |
| 2 CC | Bill Britcher | Red Ripper | Cipolla 09 2s | 793 | 619 | 3 |
| 2 CC | Ron Adamson | Atomiser | Cipolla 09 2s | 765 | 615 | 4 |
| 2 CC | Ivan Stacey | Dallaire | OS 10 2s | 764 | 649 | 5 |
| 2 CC | Trevor Boundy | Fox 107 | Cox 09 2s | 641 | 619 | 6 |
| 2 CC | Kevin Fryer | Atomiser | Cox 09 2s | 516 | 631 | 7 |
| Half A | Ron Adamson | Atomiser | Cox 049 2s | 2225 | 615 | 1 |
| Half A | Kevin Fryer | Atomiser | Cox 049 2s | 1822 | 631 | 2 |
| Half A | Rex Brown | Stardust Spl | Cox 049 2s | 1613 | 625 | 3 |
| Half A | Trevor Boundy | Stardust Spl | Cox 049 2s | 1608 | 32 | 4 |
| Half A | Mark Collins | Bomber | Cox 049 2s | 1548 | 620 | 5 |
| Half A | Brian Stebbing | Stardust Spl | Cox 049 2s | 1350 | 649 | 6 |
| Half A | Fred Stebbing | Fox 107 | Cox 049 2s | 1223 | 36 | 7 |
| Half A | Barry Barton | Stardust Spl | Cox 049 2s | 1222 | 16 | 8 |
| Half A | Bill Britcher | Red Ripper | Cox 049 2s | 1159 | 619 | 9 |
| Half A | Don Howie | Atomiser | Cox 049 2s | 1156 | 24 | 10 |
| Half A | Ray Woodhouse | Dallaire | Cox 049 2s | 875 | 626 | 11 |
| Half A | Don Cameron | Record Bkr | Cox 049 2s | 709 | 34 | 12 |
| Half A | Ivan Stacey | Atomiser | Cox 049 2s | 690 | 634 | 13 |
| Half A | Bob Watson | Atomiser | Cox 049 2s | 581 | 30 | 14 |
| Half A | Mark Robinson | Atomiser | Cox 049 2s | 417 | 611 | 15 |
| Half A | Ian Promnitz | Atomiser | Cox 049 2s | 61 | 629 | 16 |
| Half A | Norm Campbell | Atomiser | Cox 049 2s | 0 | 641 | 17 |
| Saturday 15 April | | | | | | |
| Duration | Ron Adamson | Bomber 85% | Nelson 40 2s | 2279 | 615 | 1 |
| Duration | Adrian Laurie | Bomber | McCoy 60 2s | 2174 | 637 | 2 |
| Duration | Kevin Fryer | Cumulus | OS 46 2s | 2041 | 631 | 3 |
| Duration | Rex Brown | Stardust Spl | YS 53 4s | 1952 | 625 | 4 |
| Duration | Don Howie | Bomber 85% | Enya 53 4s | 1897 | 647 | 5 |
| Duration | Brendan Taylor | Playboy | Saito 50 4s | 1847 | 633 | 6 |
| Duration | Bob Watson | Kerswap | YS 53 4s | 1543 | 613 | 7 |
| Duration | Mark Robinson | Super Quaker | Enya 60 4s | 1509 | 611 | 8 |
| Duration | Greg Jenkinson | Buzzard B'shell | OS 52 4s | 1369 | 641 | 9 |
| Duration | Mark Collins | Cumulus | OS 46 2s | 1080 | 620 | 10 |
| Duration | Norm Campbell | Albatross | YS 53 4s | 1051 | 641 | 11 |
| Duration | Steve Gullock | Bomber | OS 25 2s | 925 | 14 | 12 |
| Duration | Trevor Boundy | Sup Quaker 103% | Saito 65 4s | 840 | 619 | 13 |
| Duration | George Thomson | Kerswap | GMS 40 2s | 597 | 645 | 14 |
| Duration | Bill Britcher | Playboy Cabin | O&R 60 2s spk | 420 | 619 | 15 |
| Duration | Barry Barton | Playboy Cabin | Saito 65 4s | 420 | 16 | 16 |
| Texaco | Robert Taylor | Cloud King | OS 61 4s | 3606 | 629 | 1 |
| Texaco | Mark Collins | Bomber | OS 60 4s | 3563 | 620 | 2 |
| Texaco | Ron Adamson | Bomber | Enya 60 4s | 3500 | 615 | 3 |
| Texaco | Fred Stebbing | Bomber | PAW 40 diesel | 3356 | 641 | 4 |
| Texaco | Max Heap | Cloud King | OS 52 4s | 3052 | 605 | 5 |
| Texaco | Jock McKenzie | Power House | Saito 65 4s | 3018 | 631 | 6 |
| Texaco | Kevin Fryer | Cumulus | Irvine 40 diesel | 3017 | 631 | 7 |
| Texaco | Bill Britcher | Gas Bird | Saito 50 4s | 2991 | 623 | 8 |
| Texaco | Greg Jenkinson | Power House | Saito 65 4s | 2947 | 645 | 9 |
| Texaco | Rex Brown | Bomber | Enya 60 4s | 2335 | 625 | 10 |
| Texaco | Don Howie | Bomber 85% | Enya 41 4s | 2303 | 647 | 11 |
| Texaco | Steve Gullock | Polly | Enya 41 4s | 2230 | 14 | 12 |
| Texaco | Trevor Boundy | West'ner W 110% | OS 60 4s | 1791 | 619 | 13 |

| | | | | | | |
|--------|---------------|----------------|-------------|------|-----|----|
| Texaco | Don Cameron | Record Bkr | OS 61 4s | 1788 | 32 | 14 |
| Texaco | Mark Robinson | Bomber | OS 61 4s | 1673 | 659 | 15 |
| Texaco | Ian Promnitz | Bomber | OS 61 4s | 1622 | 629 | 16 |
| Texaco | Ivan Stacey | Bomber | Saito 50 4s | 1545 | 649 | 17 |
| Texaco | Trevor Tailor | Miss America | OS 48 4s | 1487 | 633 | 18 |
| Texaco | Bob Watson | Gas Bird | OS 26 4s | 1479 | 613 | 19 |
| Texaco | Norm Campbell | Albatross | OS 48 4s | 1246 | 641 | 20 |
| Texaco | Barry Barton | Record Bkr 90% | OS 40 4s | 1031 | 16 | 21 |
| Texaco | Robin Yates | Cloud King | OS 40 4s | 401 | 633 | 22 |
| Texaco | Don Watson | Trenton Terror | OS 25 2s | 218 | 647 | 23 |

Sunday 15 April

| | | | | | | |
|------------|---------------|-----------------|-------------------|------|-----|---|
| 38 Antique | Rex Brown | Westerner (Wea) | OK 60 2s spk | 2507 | 625 | 1 |
| 38 Antique | Ron Adamson | Westerner (Wea) | OK 60 2s spk | 2449 | 615 | 2 |
| 38 Antique | Trevor Boundy | Westerner (Wea) | OK 60 2s spk | 2380 | 619 | 3 |
| 38 Antique | Bill Britcher | RC 1 | Atwood 60 spk | 1707 | 621 | 4 |
| 38 Antique | Bob Watson | Westerner (Wea) | OK 60 2s spk | 1701 | 613 | 5 |
| 38 Antique | Adrian Laurie | RC 1 | O&R 60 2s spk | 1352 | 637 | 6 |
| 38 Antique | Don Howie | Miss Fortune X | Forster 29 2s spk | 1157 | 605 | 7 |
| 38 Antique | Fred Stebbing | Power House | Super Cyclone 60 | 1045 | 641 | 8 |
| 38 Antique | Norm Campbell | Westerner (Wea) | Super Cyclone 60 | 910 | 641 | 9 |

| | | | | | | |
|-------------------|---------------|-----------|------------|------|-----|---|
| Standard Duration | Rex Brown | Bomber | OS 40 2s | 1441 | 625 | 1 |
| Standard Duration | Ron Adamson | Bomber | K&B 40 2s | 1440 | 615 | 2 |
| Standard Duration | Trevor Boundy | Bomber | OS 40 2s | 1372 | 619 | 3 |
| Standard Duration | Steve Gullock | Bomber | OS 25 2s | 1367 | 14 | 4 |
| Standard Duration | Ivan Stacey | Bomber | K&B 40 2s | 1325 | 631 | 5 |
| Standard Duration | Bill Britcher | Atomiser | OS 40 2s | 1231 | 619 | 6 |
| Standard Duration | Mark Collins | Cumulus | OS 40 2s | 1192 | 620 | 7 |
| Standard Duration | Norm Campbell | Albatross | K&B 40 2s | 477 | 641 | 8 |
| Standard Duration | Bob Watson | Playboy | Enya 40 2s | 0 | 613 | 9 |

Monday 16 April

| | | | | | | |
|---------|---------------|------------------|------------------|-----|-----|---|
| Burford | Ron Adamson | Foote Racer | Burford 2.0 d pb | 864 | 615 | 1 |
| Burford | Bill Britcher | Jaded Maid | Burford 2.0 bb | 588 | 619 | 2 |
| Burford | Don Howie | Strato Streak | Burford 2.0 d pb | 563 | 647 | 3 |
| Burford | Kevin Fryer | Atomiser | Burford 2.0 d pb | 505 | 631 | 4 |
| Burford | Rex Brown | Stardust Special | Burford 2.0 pb | 0 | 625 | 5 |

| | | | | | | |
|-----------|---------------|---------------|-----------|------|-----|---|
| Nostalgia | Trevor Boundy | Spacer | K&B 40 2s | 1687 | 619 | 1 |
| Nostalgia | Bill Britcher | Spacer | K&B 40 2s | 1619 | 619 | 2 |
| Nostalgia | Mark Collins | Hyphen | OS 40 2s | 1513 | 620 | 3 |
| Nostalgia | Ron Adamson | Crescendo 74" | K&B 40 2s | 1487 | 615 | 4 |
| Nostalgia | Kevin Fryer | Hyphen | OS 40 2s | 874 | 631 | 5 |
| Nostalgia | Bob Watson | Spacer | K&B 40 2s | 0 | 613 | 6 |
| Nostalgia | Rex Brown | Spacer | K&B 40 2s | 0 | 625 | 7 |

Duration showed no particular engine had a real advantage, except perhaps Ron Adamson getting 25 seconds with his Nelson 40. The writers Enya 53 four stroke was running quite well, not far behind the YS 63 engines, that I expect still need more running before they get maximum power. Adrian Laurie had an almost brand new McCoy 60 in his Bomber and this performed very well to take second place in the



Duration

Left: Kevin Fryer with his 110% Playboy Cabin. OS 46 FX with a Nelson tuned muffler. Kevin flew to Third place.
Centre: Ron Adamson, 85% Lanzo "Bomber". Silk covered, Nelson 40 two stroke. Ron took out First place.

fly off. Kevin Fryer had his OS 46 FX with Nelson tuned muffler going well in his 110% "Playboy Cabin"; this is the first I have seen of the OS 46 going and they go very well, certainly better value than a Nelson 40 these days. Kevin managed third place, showing the YS supercharged four strokes do not dominate, even allowing for the 30 second engine run allowed for four strokes at Swan Hill under the SAM 600 rules. (Editors' note- basically the MAAA 1995 rules).

Next event was '38 Antique and lift was hard to find during the event. We had 5 Westerners (Elbert J Weathers design from 1938) 3 from South Australia and 2 from Victoria. All used OK Super 60 engines except Norm Campbell who was running a Super Cyclone. Adrian Laurie had a good combination of RC1 with a 1946 O&R 60 teardrop engine; this should be quite competitive in the future, once he sorts out the engine.

The result after the fly-off between Rex Brown and Ron Adamson, with similar models and engines, was Rex winning the event with Ron second and Trevor Boundy third. All used "Westerners" with OK Super 60 engines. Looks like the RC1 has now been replaced.



Nostalgia:

Left: Bill Britcher with his Sal Taibi designed "Spacer" with a series 66 K&B 40 Torpedo rear induction pylon racing engine. Bill was in Second place.

Centre: Trevor Boundy with his beautiful "Spacer" powered by a K&B 40. Trevor flew to First place.

Right: Mark Collins with his superb "Hyphen". A Bill Evans 1950 design with an OS 40 Max H two stroke. Covered in purple and white ProFilm. Mark scored Third place.

Standard Duration was the usual light weight 85% “Bomber” event won again by Rex Brown, giving Rex three wins at Swan Hill.

Nostalgia the next day was still a Sal Taibi “Spacer” event. Bill Britcher has the fastest climbing Nostalgia model, now fitted with a 1966 K&B Torpedo 40 pylon engine. This rear induction motor on a 9x6 prop climbs higher than any other model seen to date on the 20 second engine run (SAM 600/ MAAA 1995 rules) except it will be out of sight with a 25 second engine run (new MAAA 2001 rules). Mark Collins has the best flying “Hyphen” at present and Kevin Fryer had a new “Hyphen” that he flew. Bill Britcher and Trevor Boundy were both on the same frequency, so two fly-off rounds were needed. Trevor took out the event.



Texaco:

Left: Ron Adamson, Lanzo “Bomber” silk covered, Enya 60 four stroke. Ron achieved Third place

Centre: Robert Taylor (Cohuna Club) with his 118% “Cloud King”, a Mickey de Angelis design. Clark Y section, 16x9 hand carved wooden prop. OS 61 four stroke. Well deserved First Place.

Right: Mark Collins, Lanzo “Bomber” OS 60 four stroke. ProFilm covered. Second place.

Burford 2.5cc diesel was a quick run event with Ron Adamson winning with his Foote “Racer”. The weekend at Swan Hill was most enjoyable, the Dinner very good value with good merchandise and prizes. Ron Adamson won the “Concours d’élégance” with his “Westerner” and also won “Champ of Champs”.



Half A Texaco:

Left: Ron Adamson, black silk 52” span “Atomizer” in First place.

Centre: Kevin Fryer with his 47” “Atomizer” was in Second place.

Right: Rex Brown and his 50” “Stardust Special” came in a hard fought Third place.

This Swan Hill Report and photographs courtesy of Don Howie from South Australia.

Results - Cohuna Fly-In, March 24 & 25

| <u>Event</u> | <u>Name</u> | <u>Model</u> | <u>Motor</u> | <u>Seconds</u> | <u>Chan</u> | <u>Rank</u> |
|--------------|-----------------|-------------------|--------------|----------------|-------------|-------------|
| Half A | Jock Mackenzie | Record Breaker | Cox 049 | 1507 | 30 | 1 |
| Half A | Fred Stebbing | Fox 107 | Cox 049 | 1478 | 36 | 2 |
| Half A | Peter Bennett | Red Ripper | Cox 049 | 1470 | 634 | 3 |
| Half A | Chris Lawson | Playboy Cabin | Cox 049 | 1454 | 28 | 4 |
| Half A | Kevin Fryer | Atomiser | Cox 049 | 1409 | 631 | 5 |
| Half A | Graham Sinclair | Dallaire | Cox 049 | 1317 | 625 | 6 |
| Half A | Barry Barton | Stardust Special | Cox 049 | 1305 | 16 | 7 |
| Half A | Steve Gullock | Anderson Pylon | Cox 049 | 1060 | 24 | 8 |
| Half A | Max Heap | Reg Truman Pyl | Cox 049 | 520 | 605 | 9 |
| Half A | Greg Jenkinson | Red Zepher | Cox 049 | 492 | 20 | 10 |
| Half A | Robin Yates | Cloud King | Cox 049 | 196 | 36 | 11 |
| Duration | Graham Sinclair | Dallaire | YS 53 4s | 3019 | 641 | 1 |
| Duration | Kevin Fryer | Playboy Cabin | OS 46 2s | 2872 | 631 | 2 |
| Duration | Peter Bennett | Josephine | YS 53 4s | 2654 | 643 | 3 |
| Duration | Chris Lawson | Playboy | McCoy 60 2s | 1627 | 637 | 4 |
| Duration | Barry Barton | Playboy Cabin | Saito 65 4s | 1419 | 16 | 5 |
| Duration | Steve Gullock | Bomber 70% | OS 25 2s | 1328 | 14 | 6 |
| Duration | Greg Jenkinson | Buzzard Bombshell | OS 52 4s | 1273 | 641 | 7 |
| Texaco | Graham Sinclair | MG | Irvine 40 d | 3820 | 625 | 1 |
| Texaco | Peter Bennett | RC 1 | Irvine 40 d | 3506 | 605 | 2 |
| Texaco | Kevin Fryer | Cumulus | Irvine 40 d | 3112 | 631 | 3 |
| Texaco | Chris Lawson | Bomber 70% | OS 60 4s | 3013 | 28 | 4 |
| Texaco | Steve Gullock | Polly | Enya 41 | 2919 | 14 | 5 |
| Texaco | Barry Barton | Rec. Breaker 90% | OS 40 4s | 2773 | 16 | 6 |
| Texaco | Robert Taylor | Cloud King | OS 61 4s | 2400 | 629 | 7 |
| Texaco | Robin Yates | Cloud King | OS 40 4s | 2089 | 633 | 8 |
| Texaco | Jock Mackenzie | Powerhouse | Saito 65 4s | 1807 | 631 | 9 |
| Texaco | John Jakab | Powerhouse | Enya 50 4s | 1800 | 647 | 10 |
| Texaco | Lyle Baker | Cloud King | YS 53 4s | 1763 | 618 | 11 |
| Texaco | Trevor Taylor | Miss America | Saito 50 4s | 1714 | 633 | 12 |
| Texaco | Greg Jenkinson | Powerhouse | Saito 65 4s | 1397 | 645 | 13 |
| Texaco | Bryan Groves | Flamingo | OS 60 4s | 564 | 16 | 14 |

Cohuna Fly-In Contest Report.

Half A.

In steady North Westerlies, with occasional light showers, eleven hopefuls fronted for this, deservedly the most popular event. It even attracted the legendary Graham Sinclair out of a two year retirement.

Nine made the fly-off with local hotshot 'Jock' Mackenzie looking good with his Lanzo "Record Breaker", which ultimately and convincingly took first place. Some flyers reached good height during the fly-off with Barry Barton, the Broginni Specialist losing the lot in spectacular fashion.

Duration.

Winds gusting to near-limit conditions. With nine contestants and their go-fast machines battling the wind. Peter Bennett's tailplane giving much cause for wonder; it survived the torsional rigours.



midnight oil to repair his Sal Taibi "Powerhouse". Kevin Fryer, Steve Gullock, Barry Barton and Rob Taylor all maxed the early rounds with ease, but with a freshening wind it became harder, with several not making it back to the field and recording an OOB.

Editor's Observation: The first three placings were made with aircraft using Irvine 40 diesels. Perhaps more important though was the fact they all flew 'slippery' aircraft which performed extremely well in the high wind conditions. Graham Sinclair with his "MG", Peter Bennett and his "RC1" and Kevin Fryer flying his "Cumulus".



The "Dallaire" specialist from Bendigo (Graham Sinclair) with his much modified YS 53 four stroke, took the honours, with other 'out-of-towners' Peter Bennett and Kevin Fryer showing the way.

Texaco.

A pall of sorrow overcame starters in this event as we learned of Fred Chigwidden's loss. Judy died after a long battle with cancer. Fred, our thoughts were with you and your family.

Fifteen starters began in ideal conditions, with locals coming out in strength. John Jakab burned the



Half A Texaco. At the top of the page are the Half A Texaco winners. From Left, Peter Bennett in third place with Jock Mackenzie with a well deserved first place, and Fred Stebbing coming second. Only 37 seconds separated first and third places.

Duration. On the left is shown placegetters in the Duration event. From the left is Peter Bennett in third place, Graham (the unbeatable) Sinclair in a clear first place and Kevin Fryer coming in second.

Texaco. At the bottom of the page are the Texaco winners. From the left is Peter Bennett in second place, Graham Sinclair a clear first (once again) and Kevin Fryer in third place.

Letter from Charlie Reich to Trevor Boundy.

Dear Trevor,

Please feel free to publish this information as you wish. I provided this to AMA for their library of biographies. It is now a public records document.

When I did the Elmer Wasman biography Elmer was 97 years old and in a nursing home. Fortunately his wife was very sharp and able to provide/loan me with a huge box of Elmer's memorabilia. One month after the biography was completed and Elmer had reviewed it, he died.

I recently completed a biography on Ben Shereshaw and my next assignment is Jerry Stoloff. I'll be interviewing Jerry shortly and will send you a photograph.

Charlie

Excerpt from by Charlie Reich's "The Biography of Elmer Wasman".

In 1937 Elmer traveled to Detroit Michigan to enter into the Tenth National Championship Model Airplane Meet. This meet featured the first ever radio control event and Elmer entered his own design of gas powered model airplane and a very complex radio guidance system. There were six entries in this inaugural event.

The following is Walt Good's description of Elmer Wasman's radio controlled ship as observed by Walt at that same 1937 event where he was also entered as a contestant: "Elmer Wasman was the second to fly with a well designed system. It was called the "White Mystery" because it had a wind-driven propeller on the front of the rudder fin. No one knew what it did except Elmer? He had an industrial arts degree and was teaching aeronautics at John Gorrie Jr. High School in Jacksonville, Florida at the time. At 28, he was in the middle age group of the entries.

His 11-ft span model with a wing chord of 18 inches weighed 14 lb. including the radio gear. With 16.5 sq. ft. of wing area, that gives 13.6 oz./sq. ft. wing loading. This model really needed the Forster .99 engine with a 16 in. prop to fly it. Even then, the climb was marginally slow, but safe. This was his third gas model. This plane was provided with controls for rudder, elevator, and ignition cutoff. All of the engines in this r/c event were of the ignition type, requiring spark coil and two 1-1/2 volt (total 3 volt) D size dry cell batteries.

Elmer's control system was most elaborate for those early days. The radio signal went first to the airborne receiver, which closed the relay contact to the selector switch. This sequential switch had five positions to give up/down elevator, left/right rudder and engine cutoff. Absence of signal gave neutral rudder and elevator and full engine! A selector contact arm, driven by the air paddle wheel could be stopped at any one of the five contacts by sending the correct number of pulses. Examples: one pulse would give left rudder, two pulses right rudder, three pulses up elevator, four pulses down elevator. Five pulses would cut off the engine.



Note that only one control function was available at a time. That control was held as long as needed, then the pilot would proceed to the next control. This is characteristic of a "sequential" system which does not allow simultaneous operation of the various controls. However, the desired single control could be obtained quickly. A set of three navigation lights was mounted on the plane and connected so that red was left rudder, green was right and white was down elevator. Thus he had a visual indication of the activated control.

How did the signal activate the control surface? The selector wiper connected the signal to one of five electromagnets, which engaged a rotating shaft to the selected control surface. The rotating shaft was powered by a four-bladed air driven propeller mounted at the front of the vertical rudder fin. Again, air power was the motive force! Very clever-and very complex. Perhaps this is why the plane was called the White Mystery-because very few understood the complicated mechanism.

At the transmitter end he used a simple switch, watching the navigation lights on the model to keep track of the airborne selector position.

The receiver, a three-tube regenerative detector, was on the 5-meter band. The whole control system

weighed 3.5 lb. but the big ship carried that additional weight easily. His turn to fly saw a dark thunderstorm approaching, so he tried to hurry things along. Roy Marquardt assisted and strained as he launched the plane into the gusty air, while Elmer worked busily at the transmitter control. The plane nosed up into a stall and sagged into the ground, ending its flight abruptly—much too soon to suit Elmer.

He said later, that he hadn't had the time to test fly the big ship before the meet. It turned out that it was tail heavy, which had caused the stall. Such happenings are normal when developing something new! Hindsight, says Elmer, tells him he should have entered a smaller ship with a simpler control for that first meet. He scored third place."

In March of 1985 Walt and Elmer were corresponding while Elmer supplied Walt with materials and information with which to publish the above article. In one letter Elmer stated: "My system was certainly not the simplest. It certainly did draw a crowd all day long that liked to see the wheels spin and the controls move. I was embarrassed by all the reels of film the news/movie photographers took.

(Ed. wonder where they are today?)

A local Jacksonville, Florida School newspaper "The Siren" dated Monday October 25, 1937 printed the following article about Elmer's Nationals achievement. "Last week we interviewed our Aeronautics teacher about the first radio-controlled model airplane contest held in this country. Only six planes entered this event. One of these was built and owned by Elmer Wasman of John Gorrie Junior High School. Mr. Wasman's flight was cut short by a thunderstorm and he was unable to fully control his little ship, so for this reason he won only third place—The Flying Aces Award. The contest took place on July 12, 1937 in Detroit, Michigan.

His plane, dubbed the "Flying Windmill" was under construction for nine months. It was given this nickname by other contestants because of the small four-blade propeller near the back, which furnished the power for the moving controls. It did not have a wind driven dynamo/generator as many people thought. The wingspread was of the rare mid-wing design. The completed model, including gasoline engine and radio controls weighed almost 15 pounds and costing one hundred dollars.



Reminder !!! Don't forget to enter the
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10:00am- 1/2 A Texaco

2:00pm- Duration

Sunday May 27th

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1:30pm- '38 Antique/Nostalgia combo

(You may enter one event, either '38 Antique or Nostalgia).

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Please let Ray Woodhouse know if you are attending, the Lions Club, who are handling the catering, needs to know.

Trivia source: from Charlie Reich.

All Shereshaw designs had dihedral...none used the polyhedral wing. The "Ensign" was the only pylon model designed by Shereshaw, all others were cabin.

SAM 600 CONTEST CALENDAR 2000 / 2001

| YEAR | MONTH | EVENT | CLUB | LOCATION | TASK | CONTACT |
|---|-------------------------|----------------|-----------|---------------------------------------|-------------------------|--|
| 2001 | JANUARY | 27 ROY P&DARCS | CARDINIA | 1/2 A Texaco | & Duration | (03) 5248 5461 |
| | | 28 ROBERTSON | | | Texaco & '38 Antique | Peter Hosking |
| | FEBRUARY | 3 OLDTIMER | WCSC | GEELONG | 1/2 A Texaco & Duration | (03) 5248 5461 |
| | | 4 FLY-IN | | | Texaco & GB/2cc Combo | Peter Hosking |
| <i>Flying Field Location: Mathews Rd. Leopold (Flat field site) Turn off 8kms West of Geelong. if lost phone Fred Roberts 0407 502715</i> | | | | | | |
| MARCH | 3 VICTORIAN | BAI | HADDON | 1/2 A Texaco & Duration | | Chris Foley |
| | 4 STATE CHAMPS | | | Texaco & 2cc | | & Peter Hosking |
| MARCH | 24 OLDTIMER | CMFC | COHUNA | 1/2 A Texaco & Duration | | John Jakob |
| | 25 FLY-IN | | | Texaco & 38 Antique | | (03) 5456 4118 |
| APRIL | 13 EASTER | SHMAC | SWAN HILL | 1/2 A Texaco & 2 cc | | Peter White |
| | 14 FLY | | | Texaco, Duration & Hanger Rat | | (03) 5032 9664 |
| | 15 IN | | | 38 Antique, Standard .40 | | Kevin Fryer |
| | 16 | | | Nostralgia, Gordon Burford | | (03) 9842 4361 |
| APRIL | 21/27 | 54th NATIONALS | W A | BUSSELTON W A | | Paul Baartz |
| MAY | 5 SOUTH AUST. | S A | MONATO | Texaco & Duration | | paulbaartz@hotmail.com |
| | 6 STATE CHAMPS. | | | 1/2 A Texaco & Nostralgia | | Ian Promnitz promnitz.ian@etsa.com.au |
| MAY | 26 TRI-STATE GAS CHAMPS | JERIDERIE | | 1/2 A Texaco & Duration | | Ray Woodhouse |
| | 27 | | | Texaco & '38 Antique/Nostralgia combo | | (02) 6056 6900 |

“Centre of Gravity”

extract, SMALLNET # 838

From: “Joe Wagner” SMALLnet@alaweb.com
Wednesday, 18 April 2001

So far nobody has responded to Tommy Wilson’s statement near the end of Posting # 381: “...Despite the forward CG I had to crank in full down trim to try & control the climb at half throttle & above.”

This provides a good example of a common, and paradoxical, mis-belief. Tommy’s model needed full down trim to control the climb, not “despite” the forward CG, but BECAUSE of it.

Here’s why. A nose-heavy model needs a down force on the tail to balance it out in level flight. A down force on the tail is equivalent to “up elevator”. That can -- and usually DOES -- provide stable flight. But anything that changes the model’s flying speed ALSO changes the amount of down force at the tail. More power = more down force = a climbing effect.

Years ago Frank Zaic experimented with ways of controlling the climb of high-powered free flight models. These tended to loop under power. With the traditional (but erroneous) concept in mind that a nose-up tendency in flight indicates tail-heaviness, Frank built one test model that balanced on the leading edge of the wing!

And that one turned out to be the loopingest flying machine Frank had ever seen!

Model flight is a DYNAMIC thing, affected by what happens to a body IN MOTION, and not just sitting statically balanced on a pair of fingertips.

Here’s how to check out an R/C model for proper CG placement. Take it up a hundred feet or so; trim it for level flight; then put it into a shallow (say 15 degree) straight dive. Now ease the transmitter stick back to neutral. (Don’t let it snap back: the model will almost surely zoom, from the rapid trim change.)

What you want to see your model doing is gently nosing up, then smoothly returning to its previous level flight attitude. If your model dives more steeply after the Tx stick comes back, it’s TAIL HEAVY, and needs a more forward CG. If your model zooms, it’s NOSE HEAVY. This seems to contradict everything that’s ever been published on trimming out a free flight

model by hand gliding. ALL the books and magazines showed diagrams of “possible glide paths”: nosing up indicated tail-heaviness; diving showed a nose-heavy condition.

That ONLY holds true at a constant flight speed. (Note that I don’t use the term “airspeed”. That’s a misnomer. Does a waterskier ever talk about “waterspeed”, or a locomotive engineer ever say “railspeed”? No; because we all realize that neither the water nor the railroad tracks are in motion. Well, neither is the air that an airplane travels through. The PLANE is moving, not the air!)

Back to CG placement: When you trim your R/C model for level flight, you set its controls to balance out all the in-flight forces due to gravity, power, and the effects of the flying surfaces. Then, when you put it into a shallow dive, you change ONE variable: flight speed increases.

Returning the stick gently to neutral lets you observe the effect of that speed increase. If the model noses up strongly, that indicates excessive down-load on the tail. And that’s caused NOT by an aft CG position, but by a big increase in the down force provided by the horizontal tail, because of the speed change.

If the model DIVES after the transmitter stick is eased back, that can ONLY be caused by an increased UP load on the tail from the speed increase. And THAT shows that the tailplane must be carrying a UP load in level flight.

Longitudinal stability in aircraft (full scale and model) requires a small download on the horizontal tail. Nose-heavy airplanes can be -- and often ARE -- flown quite satisfactorily. Bill Evans’ “Scimitar” designs provide excellent examples of docile R/C models with their CG’s well ahead of what could be considered aerodynamically optimum. Control-line trainers are also balanced way forward.

But we should all be aware that when a model airplane climbs more steeply than we want when its throttle is opened, that’s NOT a sign of tail-heaviness. Just the opposite... [JW]

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