

The Thermaleer



***Fred the Elder and Fred the Younger
(that's Fred Stebbing, on the left, and Fred Chigwidden)
show what the Old Timer movement is all about -
pure relaxed enjoyment with great camaraderie.***

The real question - who is the Elder and who is the Younger ?

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Next Meeting:

Meeting #78, Thursday 21st March 2002, 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 #79, Thursday 23rd May 2002

Meeting #80, Thursday 25th July 2002

Meeting #81, Thursday 26th September, 2002

Meeting #82, Thursday 28th November, 2002



President's report:

There has been plenty of flying since my last report. We had a warmup for the Nats at Haddon, the weather was a bit up and down and we tried a new location for the campers and the cars which made things a lot safer for everyone.

At the Victorian State Champs the Haddon team are going to have a trailer to transport us out to the flight line. Because we expect a few interstateers we have elected to fly the National rules as flown at the MAAA 2001Nats.

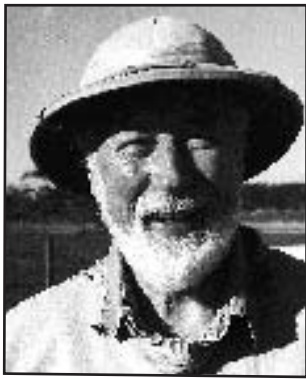
A great time was had by all who attended the Nats, no dust, no flies and only one bad day. Our site was located by Ray Woodhouse and with the cooperation from Graham Scott of the VMAA, I think most of us had a great but exhausting time.

All SAM chapters had a very productive meeting on the Thursday evening with no fights. The minutes of that meeting are in this issue of "The Thermaleer". It was decided we should work together to have a "SAM Champs DownUnder" completely separate, and at a different time from the MAAA Nats.

The next comp we had was the Roy Robertson Trophy. The weather put a few people off from turning up on the Saturday. Sunday was very hotly contested with Mark Collins coming out the winner for the second year in a row.

Last weekend was at Leopold, after a clearing thunder storm on the Friday night, we had perfect weather on both days. It was just superb, those who didn't turn up really missed out, Fred Roberts and the West Coast boys made us very welcome and did a great job. Hope to see you ALL at the STATE CHAMPS. Because of Easter **the next meeting is on the 21st of March , not the 28th** as in the original calendar,

Hope to see you all at Haddon
KEVIN FRYER,
President SAM 600 of Australia
email-<frayerkd@bigpond.com>



Editor's Report.

At the 76th meeting of SAM 600 members a resolution was moved and passed that we revisit the SAM Preamble and consider adopting some guiding principles for the SAM 600 Chapter. To this end our immediate past President, Chris Lawson, spoke to the subject. It was agreed that our Guiding Principles be entitled and known as -

“In the Spirit of SAM”.

We therefore ask all members to resolve to:

- Re-read the SAM preamble and conduct my modelling endeavours in its true spirit.
- Support, rather than criticize.
- Encourage, rather than discourage.
- Contribute, rather than take.
- Make a friend, rather than an enemy.
- Negotiate rules, rather than argue them.
- Help your fellow modellers, rather than offend them.
- Participate in meets to enjoy the gifts of life and friendship.
- Put fun and fellowship ahead of winning prizes and trophies.

These Guiding Principles should in no way be taken as reflecting negatively in any way on the attitude and sportsmanship of any SAM 600 members or of visitors to our meetings or fly-ins and contests.

Rather, in this day and age, when sportsmanship and attitudes exemplified by our national sporting teams and by our spectators particularly on television, has sunk to new lows, it is timely to reflect on what is the essence of the Old Timer movement. Enjoyment and fellowship gained by building and flying these wonderful Antique, Old Timer and Nostalgia aircraft is what it is all about

Most importantly, we do it together, and love every minute of it. For those of you who may not have read the SAM preamble for some time, here it is :-)

“The competition flying of free flight and R/C model aircraft of vintage design is intended to be casual, enjoyable and interesting for both competitor and spectator alike. It is neither desired to advance the state-of-the-art of aeromodeling, per se, other than to increase participation in the sport generally, nor to reprove again that which is already recorded in aeromodeling history books.

The intent of these rules is to categorize the basic types of vintage models and establish an equitable and simple framework of regulations for competition purposes. Therefore, model designs that revolutionized free flight competition and necessitated the formation of three basic classifications, “ANTIQUE”, “OLD TIMER and “NOSTALGIA”; are expected to compete in the Old Timer Events.”

WebMaster's Report:

The newsletters numbered 77/78 were sent out to 68 people this month, with just a few members still needing to pay their fees to the Treasurer.

The 55th Nats results were posted to the SAM 600 home page on January 10th, and another 44 pictures have been added to my SAM Model Recognition Page, making a total of 1044, with 969 pictures to go.

The search for pictures to complete the Antique part of the “Model Recognition/SAM Approved Model” has evoked a terrific response from Old Timers and I would like to give credit to all of the people listed below for their help. (Hope I've not missed anyone).

Bob Kalinak, Harry Cook, Bucky Walter, Eut Tileston, Gene Wallock, Lee Campbell, Don Bekins, Charles Reich,

Dan Vincent, Thomas Ryan, Lyman Slack, Fred Emmert all of these gentlemen from the USA.

Ray Forbes- Canada. David Simmonds- England. Edwin Lamb- WA. Bob McDougall- QLD. Peter Hosking- VIC. Domenico Bruschi- Italy.

These pages can be visited at:

www.boundy39.com

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



Results- Haddon Contest, Ballarat, Saturday 17th November, 2001

Name	Motor	Model	Place	Ch
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DURATION

Mark Collins	McCoy 60 2s	Cumulus 92%	1738	620
Kevin Fryer	OS 46 2s	Playboy Cabin	1733	631
Peter Bennett	YS 53 4s	Josephine 110%	1681	643
Trevor Boundy	Saito 65 4s	Super Quaker103%	1652	619
Chris Lawson	McCoy 60 2s	Pacer 110%	1173	28
Barry Barton	Saito 65 4s	Playboy	1035	16
Steve Gullock	OS 25 2s	Dallaire	893	14
Norm Campbell	YS 63 4s	Albatross	858	32
Greg Jenkinson	OS 52 4s	Buzzard Bombshell	832	637
Fred Stebbing	Thunder T 362s	Playboy	790	641

HALF A TEXACO

Trevor Boundy	Cox 049 2s	Stardust Special	1158	32
Barry Barton	Cox 049 2s	Stardust Special	1155	16
Mark Collins	Cox 049 2s	Bomber	1146	620
Peter Bennett	Cox 049 2s	Red Ripper	1145	643
Kevin Fryer	Cox 049 2s	Atomiser	1138	631
Peter Hosking	Cox 049 2s	Anderson Pylon	1110	20
Chris Foley	Cox 049 2s	Coronet	1055	623
Chris Lawson	Cox 049 2s	Commando	1023	28
Brian Stebbing	Cox 049 2s	Stardust Special	908	649
Don Cameron	Cox 049 2s	Record Breaker	716	34
Steve Gullock	Cox 049 2s	Anderson Pylon	714	24
Greg Jenkinson	Cox 049 2s	Red Zephyr	692	20
Paul Neville	Cox 049 2s	Playboy	654	643
Fred Stebbing	Cox 049 2s	Fox 107	648	36
Graham McDonald	Cox 049 2s	Bomber	617	633
Fred Roberts	Cox 049 2s	Dallaire	602	36
Norm Campbell	Cox 049 2s	Atomiser	561	641

TEXACO (Also ran as the VMAA Victorian State Championship 2001)

Peter Bennett	Irvine 40 diesel	RC 1	3207	605
Mark Collins	OS 60 4s	Bomber	3020	620
Robert Taylor OS	61 4s	Cloud King	2906	649
Peter Hosking	Saito 65 4s	Bomber 85%	2863	34
Steve Gullock	Enya 41 4s	Polly	2796	14
Trevor Boundy	OS 60 4s	Westerner W110%	2729	619
Graham McDonald	Irvine 40 diesel	Bomber 90%	2539	633
Paul Neville	OS 40 4s	Bomber 85%	1800	643
Chris Lawson	OS 60 4s	RC 1	1787	28
Greg Jenkinson	Saito 65 4s	Power House	1546	645
Kevin Fryer	Irvine 40 diesel	Cumulus	1167	631
Fred Roberts	Saito 45 4s	Comet Clipper	305	635
Norm Campbell	OS 60 4s	Lanzo Stick	2	641
Barry Barton	OS 60 4s	Anderson Pylon	0	16
Don Cameron	OS 61 4s	Record Breaker	0	32

Steve Gullock, (famous in Snake Valley for having a keen eye), accompanied by his estwhile timer and spotter, **Dave Myers**, photographed during the Texaco event at Haddon.



SAM 600 of Australia

Victorian R/C Old Timers Association (SAM 600) Inc.
(Special Interest Group)

Cordially invite you to attend and participate in our

Tenth Birthday Annual Swan Hill Easter Fly In

Program Of Events :

GOOD FRIDAY 29th MARCH 2002

Registrations from 10:00 am

1/2 A Texaco	1:00 pm
2cc	4:00 pm

EASTER SATURDAY 30th MARCH 2002

Texaco	9:30 am
Duration	1:00 pm

EASTER SUNDAY 31st MARCH 2002

38 Antique & Gordon Burford	9:30 am
Standard 40 Duration	1:30 pm

SUNDAY NIGHT GET-TO-GETHER 6.30 pm

Commercial Hotel - 91 Campbell Street Swan Hill
Ph (03) 50321214 (All welcome to attend)

EASTER MONDAY 1st APRIL 2002

Nostalgia	9:30 am
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Presentation - at the field following last event

Catering at field all four days

SPONSORS DETAILS:-

MODEL ENGINES AUST.	(03) 9569 4440
SATURN HOBBIES	(03) 9759 7666
BALSA WORKS AUSTRALIA	(03) 5452 1105
TATES PERFORMANCE HOBBIES	(03) 5222 4201
NIDDRIE MODEL SUPPLIES	(03) 9331 0656
ROGERS R/C REPAIRS	(03) 5222 5085
P.W. HOBBIES	(03) 5032 9664
MODEL FLIGHT SOUTH AUSTRALIA	

Minutes of the Old Timer meeting held at the 55th Nationals held 8:30 pm on Thursday 03/01/2002.

Chaired by Kevin Fryer, President SAM 600 (VIC) and Paul Farthing, President SAM 1788 (NSW).

Apologies: Paul Baartz, WA Chairman MAAA Old Timer Rules sub-committee.

Present: Kevin Fryer, SAM 600, Paul Farthing SAM 1788, Doug Moody SAM 84, Basil Healy SAM 1788, Brian Payne SAM 1788, Ian Avery SAM 1788, David Owen SAM 1788, Don Southwell 1788, Ron Adamson SAM 1998, Dave Markwell SAM 1998, Peter Bennett SAM 600, Steve Gullock SAM 600, Jason Gullock SAM 600, Peter Scott SAM 1788, Jim Hardy SAM 84 and 1788, Darryl Gunst VMAA President and Adrian Coggins Sam 84.

Kevin Fryer welcomed all present and indicated that the aim of the meeting was to find ways to eliminate all the cloak and dagger stuff regarding rules changes that has happened in the past. He said the aim should be to implement a democratic rules change procedure and as a consequence to grow the SAM Chapters in Australia overall.

1] Peter Bennett read out a letter from Paul Baartz, the main context of which indicated that a submission from the rules sub-committee regarding heights had been sent to the MAAA indicating that there was no apparent problem in any state regarding heights at this time. Peter, a member of the rules subcommittee for a period of nearly two years, then spoke about the archaic way the the whole rules change procedure had been set up < albeit with good intentions > and the problems it causes regarding individuals' rights and the perceived undemocratic, unrepresentative nature of the outcomes.

2] There was a lengthy discussion by all on the MAAA derective as regarding heights achieved by Duration and Texaco models under power. Victoria has conducted tests using a very expensive Laser Range Finder these indicate that the heights achieved are well within the the NOTAM requirements that we fly within the 2000ft ceiling as defined by CASA. [Ed. Note: This restriction has been overtaken by the new rules that come into effect on July 1, 2002].

Recent results which were measured at Haddon on December the 17th and 18th during a SAM 600 competition were as follows- Chris Lawson, Pacer with
continued on page 13 ...

Our Hero Is Gone

A Tribute to Dick Korda

Born Feb. 15, 1915 – Died Oct.12, 2001

A tribute to Dick Korda was held at the Mentor Way Nursing Home on October 17, conducted by Dick's daughter, Susan Stevens, and his very close friend Victor Eyth. Dick's oldest sister Grace, and his older brother Jack, and his youngest sister Doris were present. Dick also had a younger sister, Florence, who has passed away and a younger brother, Edward, who lives on the West Coast, who was not present. George Reich, who is married to Dick's sister Doris, was present with their two sons, daughter and son-in-law. Their other daughter, who lives on the East Coast, could not be present.



Some people present were friends from Dick's various passions in his life: airplanes, sailplanes, golf, swimming, gardening, and model airplanes. Some patients from the nursing home were at Dick's tribute. Also present was Victor Eyth's dog, Shannon, whom Dick adored.

Victor led the tribute to Dick by reading a poem titled, "What Is A Friend." It was quite moving and brought a tear to Victor's eye. He talked about meeting Dick at the YMCA swimming pool over a decade ago and became his closest friend. He found out that Dick loved to golf and introduced Dick to a golfer who

also swam at the pool. After the first day the golfer took Dick out to the golf course, he called Victor and wanted to know what was Dick's last name. Victor told him it was Korda. The golfer exclaimed, "He is my Hero!" Then he told Victor about Dick's Wakefield win and all the model airplanes he designed. Victor said, "I did not know I had royalty for a friend."

Numerous stories were told about Dick. A woman sailplane pilot talked about her first cross-country flight, which she was a little afraid to attempt. The weather turn crummy and she had to land at an airport. She felt alone and not sure what to do. Dick landed with the tow plane and towed her back to the home field. She said, "Even though the weather was crummy, I felt a warm feeling in my heart that Dick was at the controls of the tow plane." George Reich's son-in-law took a business trip to a small town in Missouri. He noticed a picture on the office wall of a sailplane and asked who flew the sailplane. A guy responded that he flew the sailplane. The conversation continued on about sailplanes and it turned out that the guy flew against Dick in sailplane contests and knew him very well. It is a very small world! A pretty nursing home worker told about going into Dick's room and his roommate Fred would always try to embarrass her with sexy comments. Dick would just sit with a twinkle in his eye and a slight chuckle of agreement. She said, "I always liked going into their room." Another story was about The 1993 Korda Commemorative at Shelby, Ohio. Dick came to the scorekeeper's tent, where the women kept the scores, and lingered for quite awhile. One of the woman asked, "Don't you want to be with the guys that are honoring you?" Dick responded with, "OOH I don't know about that!"

Victor asked the group if they could come up with words describing Dick, using the letters of his name. Victor had an easel with a large piece of paper, upon which he wrote vertically the letters of Dick's name. After each letter he would write the word that he received from the group. This seemed to bring out more stories about Dick. The word "Resourceful" was mentioned and a nursing home attendant shouted out, "He sure was!" He went on to tell about all the strange stuff Dick stored in one of his dresser drawers. Whenever somebody had a mechanical problem, Dick would get something from his dresser draw and repair the problem. Susan wished the letter "S" was in his name because she would have used the word

“Stubborn.” Susan said, “He was the most “Stubborn” man I have ever known!” George Reich thought “Mischievous” was a good word to describe Dick. Dick always carried firecrackers and would light off some as he approached the flight line at a contest. Somebody would yell out “Korda is here.” Another time Dick threw a lighted firecracker into a shower stall as one of his flying buddies was taking a shower. The stench from the firecracker going off and the steam from the shower was pretty bad and his buddy was not happy, to say the least.



Victor asked the group to go to the chapel to hear him play the organ. That would make it easier for the ladies to set up the luncheon. The chapel was small and Victor pointed out the chair where Dick always sat. Every Saturday Victor would play the organ for Dick before going to the YMCA to swim. If he were late, he would find Dick sitting in that chair waiting for his arrival. While he played the organ, Dick would pet Shannon and give him treats. Susan said when her father would telephone, she would ask him if he needed money for treats for Shannon. Shannon was also at the chapel at this time and anybody near him, petted him. But Shannon did not get any treats this day. Victor played old time melodies, all the armed forces tunes and ended with some hymns. Some of people in the chapel hummed along. While Victor was playing, Susan brought in a large Mc Donald's paper bag and set it on the organ. Victor explained that the only place Dick enjoyed eating was at Mc Donald's. Dick liked a small single patty hamburger with a slice of cheese. Susan had Dick's ashes in an urn and placed the urn in the Mc Donald's bag. We

wondered why Susan was carrying the Mc Donald's bag most of the morning. Now we knew.

Victor expounded on one thing that bothered him about Dick. Dick was the worst dresser he knew. He never color-coordinated his clothes. If the shirtsleeves were too long, he would roll them up, the same for pant legs. Victor told about taking Dick on a trip. He got Dick color-coordinated clothes and personally tailored them to fit Dick. He told Dick to pack his new clothes. When they arrived at their destination, Dick had not packed the new clothes. This goes along with Susan stating he was the most stubborn man she had ever known. We left the chapel and returned to the conference room for the luncheon.

Susan had taken Gourds and flowers from Dick's garden and made very clever centerpieces for the luncheon tables. During the luncheon, stories about Dick came fast and furiously. The walls of the room were covered with large photos of Dick pertaining to various passions in his life: airplanes, sailplanes, golf, swimming, gardening, and model airplanes. Victor announced that any of the pictures on the wall could be taken as a remembrance of Dick. Jack Korda

brought all of Dick's model airplanes and gave them George Reich. Susan remembered her father calling to tell her he did not think he could win with his new Wakefield because it had a warp in the rudder. Dick flew the model at his Commemorative at Shelby, Ohio. Dick came in second, losing by five seconds. Dick told the winner, who was also a golfer, that the least you could do for an old man was to give him a six second handicap. Victor told us that we all were welcome to come to his farm and see Dick's garden and to feel free to take any of the vegetables that were ready for harvest.

Dick Korda's ashes were spread out at some of the various places where he enjoyed doing his passions in life.

If you asked Dick Korda about his 1939 Wakefield Win, he would answer with: “I made one lucky flight. What is all the fuss about!”

Our Hero Is Gone

Robert J. (Bucky) Walter, October 23, 2001

55th MAAA Nationals 2001-2002 Results

Name	Motor	Model	Score	RnkCC/Sec	Chan
2cc 04/01/02					
Bill Britcher	Cippolla 09 2s	Red Ripper	900	1 30	619
Don Howie	Taipan 1.5 d	Strato Streak	779	2 30	647
Rick Sutherland	Tyro 2 d	Ambition 150%	709	3 30	608
Kevin Fryer	Burford 1.5 d	Atomiser	679	4 30	631
Mark Weir-Smith	Tyro 2 diesel	Ambition 150%	656	5 30	637
Chris Britcher	CZ ??	Cloudster 1939 ?	625	6 20	621
Steve Gullock	Burford 1.5 d	RC 1	452	7 30	14
Peter Scott	Enya CX11 2s	American Ace	432	8 20	633
Dave Paton	MVVS 1.5 diesel	Clot	234	9 30	643
Ron Adamson	Burford 1.5 d	Bomber	108	10 30	615
Jim Hardy	Enya CX11 2s	?	0	0 20	625
Bruce Knight	Tyro 1.8 diesel	Crescendo	0	0 30	643
Don Southwell	Tyro 2 diesel	? By Nolin?	0	0 30	637



1

38 Antique 04/01/02					
Ron Adamson	OK 60 2s spk	Cumulus	2336	1 110	615
Peter Bennett	Atwood 60 spk	Flamingo	2138	2 90	605
Ian Avery	Madewell 49 spk	Flying Quaker	1586	3 175	12
Bill Britcher	Anderson 60 spk	Riser Rider	1529	4 75	619
Paul Farthing	Contestor 60	Flamingo	1466	5 132	639
Don Howie	Forster 29 2s spk	Miss Fortune X	1419	6 87	605
Jim Hardy	GB 5 diesel	Privateer	1320	7 225	625
Basil Healy	Orwic 64 spk	Scram	1176	8 65	16
David Owen	GB 5 diesel	Challenger Mk	931	9 116	615
Chris Britcher	Madewell 49 spk	RC 1	911	10 100	621
Bruce Knight	GB ??	Folly	883	11 87	611
D Paton	GB 5 diesel	Clipper Mk I	839	12 87	643
Kevin Fryer	Oliver 2.5 d	Red Zephyr	758	13 160	631
Dave Markwell	OK 60 2s spk	Cadet Shersshaw	608	14 132	645



2

Gordon Burford 05/01/02					
Ron Adamson	Burford 2.5 pb	Foote Racer	1330	1 45	615
Bruce Knight	Taipan 2.5 pb	Cumulus	1319	2 45	643
Basil Healy	Taipan 2.5 pb	Spacer	1243	3 45	32
Peter R Smith	Taipan 2.5 pb	Lemon Crate	1199	4 45	641
Barry Barton	Taipan 2.5 pb	Stardust S 110%	1168	5 45	16
Don Southwell	Taipan 2.5 pb	Eliminator	1108	6 45	637
Paul Fathing	Taipan 2.5 pb	Flying Pencil	900	0 45	639
Kevin Fryer	Baurford 2.5 pb	Atomiser	883	7 45	631
Don Howie	Taipan 2.5 pb	Strato Streak	868	5 45	647
Peter Smith	Taipan 2.5 pb	Little Diamond	861	9 45	635
R. Sutherland	Taipan 2.5 pb	Ambition 150%	860	10 45	608

Peter Bennett	Taipan 2.5 pb	Atomiser	855	11 45	643
Jim Hardy	Sabre 250 diesel	Little Diamond	804	12 45	625
Dave Paton	Taipan 2.5 pb	Clot	779	13 45	617
Chris Britcher	Taipan 2.5 pb	Cloudster 1939 ?	754	15 45	621
Mark Weir-Smith	Taipan 2.5 pb	Ambition 150%	723	14 45	637
Bill Britcher	Taipan 2.5 pb	Jaded Maid	708	16 45	619
Ian Avery	Taipan 2.5 pb	Dallaire 50%	675	17 45	621
Dave Markwell	Taipan 2.5 pb	Atomiser	662	18 45	645
J Firth	Taipan 2.5 pb	Spacer	600	19 45	627
Steve Gullock	Taipan 2.5 bb	Bomber 70%	599	20 35	14
Peter Scott	Taipan 2.5 pb	Buzzard B'shell	528	21 45	633
Doug Moody	Taipan 2.5 bb	Flamingo	442	22 35	625

Duration 03/01/02					
Peter Condo Smith	McCoy 60 2s	Stardust Special	2324	1 30	635
Paul Farthing	Dooling 61 2s	Playboy 112%	2309	2 30	639
Don Howie	Enya 53 4s	Bomber	2260	3 30	647
Bill Britcher	McCoy 60 2s	Kerswap	2249	4 25	619
Mark Collins	McCoy 60 2s	Cumulus	2183	5 30	620
John Whittaker	YS 53 4s	Super Quaker	2145	6 25	633
Dave Paton	os 61 4 special	Playboy 105%	1929	7 30	643
Ron Adamson	McCoy 60 2s	Bomber	1711	8 25	615
Kevin Fryer	McCoy 60 2s	Playboy 110%	1600	9 25	631
Ray Woodhouse	YS 53 4s	Anderson Pylon	1534	10 25	626
Bruce Knight	McCoy 60 2s	Playboy 110%	1485	11 30	643
Chris Britcher	Saito 50 4s	Atomiser	1442	12 30	621
Basil Healy	McCoy 60 2s	Sunduster	1405	13 30	16
Dave Markwell	Saito 65 4s	Playboy 105%	1317	14 30	645
Doug Moody	OS 52 4s	Miss America	1296	15 30	625
Peter Bennett	YS 53 4s	Josehine	1243	16 25	643
Jim Hardy	YS 53 4s	Playboy	1232	17 25	655
Herbie Drayton	Saito 65 4s	Playboy 105%	1105	18 30	639
Barry Barton	Saito 65 4s	Playboy 110%	1038	19 30	16
Steve Gullock	OS 25 2s	Dallaire	816	20 25	14
Graham Mitchell	Frog 500 2s	Playboy	320	21 30	617
A Goggins	YS 53 4s	Playboy	0	0 25	28
Peter Smith	McCoy 60 2s	Playboy	0	0 25	635



3

Half A Texaco 02/01/02					
Chris Britcher	Cox 049 2s	NZ Texaco Wnr	3139	1 0	621
Bill Britcher	Cox 049 2s	Red Ripper	3125	2 0	619
Richard Sutherland	Cox 049 2s	RC 1 58%	2120	3 0	608
Mark Collins	Cox 049 2s	Bomber	1833	4 0	620
Jim Hardy	Cox 049 2s	Lil Diamond??	1766	5 0	625
Ron Adamson	Cox 049 2s	Atomiser	1725	6 0	615
Kevin Fryer	Cox 049 2s	Atomiser	1719	7 0	631
Barry Barton	Cox 049 2s	Stardust Special	1699	8 0	16
Bruce Knight	Cox 049 2s	?	1660	9 0	643
Don Howie	Cox 049 2s	Cumulus	1651	10 0	24
David Markwell	Cox 049 2s	Playboy Cabin	1558	11 0	645
Paul Fathing	Cox 049 2s	MG 2	1434	12 0	639

Ian Avery	Cox 049 2s	Playboy Cabin	1433	13	0	12
Basil Healy	Cox 049 2s	Flying Stick	1402	14	0	16
Mark Weir-Smith	Cox 049 2s	RC 1 58%	1376	15	0	637
Peter Bennett	Cox 049 2s	Red Ripper	1267	16	0	643
Tom Taylor	Cox 049 2s	Bomber 45"	1131	17	0	10
Peter Scott	Cox 049 2s	Baby Burd	1080	18	0	0
Ray Woodhouse	Cox 049 2s	Dallaire	1068	19	0	626
Steve Gullock	Cox 049 2s	Anderson Pylon	1062	20	0	24
Dave Paton	Cox 049 2s	Interceptor	1027	21	0	639
Don Southwell	Cox 049 2s	Bomber 45"	8	22	0	637

Nostalgia 31/12/01

Ron Adamson	OS 40 2s	Crescendo 74"	1891	1	25	615
Bill Britcher	K&B 40 2s	Spacer	1808	2	25	619
Mark Collins	OS 40 2s	Hyphen	1527	3	25	620
Chris Britcher	Fox 35 2s	Spacer	1249	4	25	619
John Whittaker	K&B 40 2s	Spacer	1246	5	25	22
Peter Condo Smith	ST 40 2s	Swayback	1201	6	25	635
Don Howie	OS 40 2s	Hyphen	1184	7	25	647
Bruce Knight	Webra 40 2s	Crescendo 74"	1183	8	25	643
Jim Hardy	Webra 40 2s	Hyphen	1148	9	25	625
Kevin Fryer	OS 40 2s	Hyphen	1083	10	25	631
Ray Woodhouse	K&B 40 2s	Spacer	940	11	25	626
R. Sutherland	Enya 19 2s	Ambition	914	12	25	608
Dave Paton	K&B 40 2s	Powerhouse Korder896	13	25	643	
Basil Healy	OS 60	Stomper	681	14	25	16
Mark Weir-Smith	OS 15 2s	Ambition	636	15	25	637
Paul Fathing	OS 40 2s	Swiss Miss	401	16	25	635
Don Southwell	K&B 40 2s	Stomper	13	17	25	637



4

Texaco 01/01/02

Mark Collins	OS 60 4s	Bomber	3408	1	21	620
Rob Taylor	OS 61 4s	Cloud King	3395	2	18	629
Basil Healy	OS 61 4s	Coupe de France	3242	3	0	16
Don Southwell	Enya 41 4s	Bomber 85%	3227	4	0	637
Bruce Knight	OS 60 4s	Bomber	3212	5	12	611
Ray Woodhouse	OS 60 4s	Cumulus	3198	6	0	626
Jim Hardy	Saito 65 4s	Miss America	2406	7	18	625
Peter White	OS 60 4s	Flamingo	2348	8	18	623
Dave Paton	Saito 65 4s	Bomber	2343	9	18	18
John Whittaker	OS 48 4s	Bomber 85%	2330	10	0	22
Dave Markwell	Saito 40 4s	Bomber 95%	2230	11	0	645
Kevin Fryer	Irvine 40 diesel	Cumulus	2215	12	10	631
Peter Bennett	Irvine 40 diesel	RC 1	2188	13	10	605
Bill Britcher	Madewell 49	RC 1	2178	14	16	621
P Smith	os 61 4 special	Bomber 85%	1990	15	14	635
Chris Britcher	OS 48 4s	Bomber 90%	1907	16	12	619
Steve Gullock	Enya 41 4s	Polly	1854	17	15	14
Mike Masters	Enya 53 4s	Bomber	1768	18	18	617
Chris Chalker	Enya 53 4s	Lanzo Stick	1766	19	18	653
Tom Taylor	Enya 53 4s	Bomber	1690	20	15	24
Paul Farthing	Enya 53 4s	Lanzo Stick	1611	21	0	639
Greg Mitchell	OS 26 4s	Candid	1575	22	9	615
Barry Barton	OS 60 4s	Anderson Pylon	1544	23	18	16
Don Howie	Enya 41 4s	Bomber	1530	24	12	647
Doug Moody	OS 40 4s	Bomber	1274	25	21	0
H Drayton	Saito 65 4s	Record Breaker	659	26	0	639
Ron Adamson	OS 61 4s	Bomber	600	27	0	615
J Rae	Oliver 2.5 diesel	Dallaire	0	0	0	637



5



6

- 1) **2cc.**
Don Howie- Strato Streak. (2nd)
Bill Britcher- Red Ripper. (1st)
- 2) **38 Antique.**
Ron Adamson- Cumulus. (1st)
Peter Bennett- Flamingo. (2nd)
- 3) **Duration.**
Peter "Condo" Smith- Stardust Spl. (1st)
- 4) **Nostalgia.**
Mark Collins- Hyphen. (3rd)
Ron Adamson- Crescendo 74". (1st)
Bill Britcher- Spacer. (2nd)
- 5) **Texaco.**
Rob Taylor- Cloud King. (2nd)
- 6) **Basil Healy- Coupe de France. (3rd)**

Historical and Background Notes to the new GB 5cc Diesel.

“My first engine was a Mighty Midget. Alex Barter, who was a leading light in the Prospect Model Aero Club in Adelaide, sold them as a kit of parts. These cost 3 guineas in 1938, which was a lot of money, but less than half the price of an assembled engine. Mine ran very well and introduced me to engines.

The very day war was declared, I received three Zipper kits and three Dennymite .57 engines, exactly as used in the original Zippers by Carl Goldberg. These supplies had to last me throughout the war years, as no other modeling items were available.



David Owen on left, Gordon Burford on right with their Challenger/ GB 5cc combination.

After the war, severe import restrictions were imposed and it was virtually impossible to buy engines. Jack Black and I, both in Adelaide, decided to do something about the situation. We each ordered a Hercus lathe and I received mine in October 1946. Jack commenced the limited production of his own engine, a 10cc called the Jay Bee. Similar to a Super Cyclone, less than twenty were made before Jack resumed his illustrious flying career.

I had never seen a diesel, but was attracted by the apparent simplicity of the Sparey 5cc Diesel, which had just been published in *Aeromodeller*. Its complete lack of ignition components promised easy operation and

less parts to make. I didn't realize at the time that much more precision would be required in the manufacture of a diesel, compared to an ignition engine.

I based my first diesel on the Sparey bore and stroke, but re-designed the crankcase and cylinder assembly along more practical lines. I was still employed by the Department of Aircraft Production and made three of my first engine design in my home workshop, at 18 Surrey Street, Grange. I am sure these were the first model diesel engines seen in Adelaide.

The engine ran well and I flew it in both free-flight and control-line models. George Putterill, a mate from work, bought one from me and became the first of what would be tens of thousands of engine customers. I do not recall what happened to the third engine.

The engine I was flying, now quite battered from continual use, was entered in the Handicraft Section of the 1947 Royal Agricultural Exhibition in Adelaide. It won 2nd Prize, being beaten by a pristine spark ignition engine. This was displayed under a bell jar and had obviously never been run. The judges were helpful, though, and advised me that I may have done better had my engine been complete, noting that it was missing a 'proper sparking plug'.

My 5cc diesel had been displayed on a shadow board, along with the various materials and parts used in its construction. After the show, I found that the engine had been stolen from the board.

It remained missing for 50 years, being located quite by chance in the United States.

Bert Striegler of 'Ebenezer' fame, who owned it at the time, had no idea of the background of this engine and was only too pleased to return it to Australia. Here it became known as GB1 and was run again many times to the delight of engine enthusiasts and collectors.

GB1 was truly the start of my engine manufacturing career, which has now spanned well over 50 years. I have enjoyed every bit of it and my

enthusiasm for model engines has never waned!

To celebrate the discovery and return of GB1, David Owen and I decided to manufacture a small quantity of similar 5cc diesels. Your new GB 5cc Diesel is based on my original GB1 engine. I hope it gives you much pleasure to own and to fly.”

Gordon Burford, August 2001,
Wollongong, NSW 2500, Australia.

The ‘GB 5cc Diesel’



Bore: 17.50 mm, (.689 in)
Stroke: 22.50 mm, (.885 in)
Capacity: 5.40cc, (.33 cu in)
Weight: 265gm, (9.25 oz)

Typical performance of prototype (Made in Australia) GB 5cc diesel engines on Bolly props:
14x6 6100rpm, 13x7 6100rpm, 12x6 6500rpm

Above engine is a prototype. Production engines have brass needle valve and crystal clear tank.

Gordon Burford built his first model diesel engine in 1947. It was based on the Sparey 5cc design, which had just been published in *Aeromodeller*. Gordon incorporated several changes, which he felt were necessary. Only three engines were made, one of which was recently found, quite by chance, in the United

States. This engine, now known as GB1, was returned to Australia 50 years later, in 1997.

After running GB1, and seeing the interest created by this historic engine, Gordon Burford and David Owen decided to manufacture a small run of similar engines. This new engine is based on GB1, but with the benefit of more than 65 years of engine building experience between them, have incorporated some minor changes. Maintaining close-to-original appearance and named simply the ‘GB 5cc Diesel’, the new engine has larger fin area for improved cooling, and a counter-balanced crank-shaft and lighter piston/rod assembly for good performance with minimum vibration.

The ‘GB 5cc Diesel’ is built in Wollongong NSW on high-precision Hardinge, Schaublin and Weiler lathes. All parts are carefully made from the best available, yet traditional, materials for long life. Crankcases are gravity die-cast. Hardened steel cylinders are internally ground on the original Taipan Overbeck high-frequency grinder and fitted with honed, cast-iron pistons and conrods. The hardened and ground, nickel-chrome crankshaft runs in a honed, phosphor-bronze bush. Features include a heavy-duty 7075-T6 alloy conrod, a replaceable 1/2" HT prop bolt, a genuine ‘Gits’ tank cap and blackened steel parts to resist corrosion. The tank bowl may be removed for connection to a larger tank.

Easy to start and smooth-running, the ‘GB 5cc Diesel’ is intended for use in oldtimer FF, RC and CL models. Classification as an Antique engine under SAM AUSTRALIA rules has been approved. Engines are numbered. Signed, historical notes and full instructions are included with each. Two batches of the GB 5cc have been built. Most of the production runs have been taken, however a limited number may be available.

If you are interested in the GB 5cc diesel please contact David Owen or Gordon Burford.

Phone: 02-4227 2699 or Intl+ 61 2 4227 2699,
Fax: 02-4227 2975, email: <owendc@1earth.net>

Write to: D.C. Owen, PO Box 264,
Fairy Meadow, NSW 2519, AUSTRALIA

Roy Robertson Trophy 27-28 Jan 2002

Name	Motor	Model	Seconds	Rank	CC/Sec	Chan
38 Antique						
Trevor Boundy	OK 60 spk	Westerner (Wea)	1800	1	110	619
Peter Bennett	Atwood 60 spk	Flamingo	1267	2	90	605
Don Cameron	DC Wildcat	Candid	742	3	87	28
Ted Hall	K&B 29 2s	Contest Gas Model	0	4	178	20
Gordon Burford						
Kevin Fryer	Burford 2.5 pb d	Atomiser	900	1	45	631
Peter Bennett	Burford 2.5 pb d	Atomiser	802	2	45	643
Chris Lawson	Burford 2.5 pb d	Playboy Cabin	679	3	45	28
Ted Hall	Burford 2.5 bb d	Kerswap	589	4	35	643
Trevor Boundy	Burford 2.5 pb d	Eliminator	65	5	45	619
Duration						
Mark Collins	McCoy 60 2s	Cumulus	2373	1	25	620
Brian Laughton	Irvine 36 2s	Playboy Senior	2281	2	25	641
Trevor Boundy	Saito 65 4s	Super Quaker 103%	2279	3	30	619
Ian Robinson	Saito 65 4s	Playboy Senior	2277	4	30	637
Kevin Fryer	OS 46 2s	Playboy Senior	2234	5	25	631
Brian Stebbing	Thunder T 40 2s	Playboy Senior	2182	6	25	649
Fred Stebbing	Thunder T 40 2s	Playboy Senior	2081	7	25	641
Tony Farnan	OS 40 2s	Playboy Senior	1682	8	25	645
Ted Hall	Rossi 40 2s	Playboy Senior	1110	9	25	643
Chris Lawson	McCoy 60 2s	Pacer C	670	10	25	28
Alan Male	OS 29 2s	Red Zephyr	69	11	25	647
Charlie Wyatt	Irvine 36 2s	Playboy Senior	0	12	25	639
Peter Bennett	YS 53 4s	Josephine 110%	0	12	30	643



Mark Collins, winner of the 2002 Roy Robertson Trophy with his McCoy 60 powered "Cumulus".

Half A Texaco

Peter Bennett	Cox 049 2s	Red Ripper	1095	1	0	643
Brian Stebbing	Cox 049 2s	Stardust Special	1093	2	0	649
Mark Collins	Cox 049 2s	Bomber	1069	3	0	620
Kevin Fryer	Cox 049 2s	Atomiser	1062	4	0	631
Peter Hosking	Cox 049 2s	Anderson Pylon	896	5	0	20
Barry Barton	Cox 049 2s	Stardust Special	720	6	0	16
Trevor Boundy	Cox 049 2s	Stardust Special	667	7	0	32
Chris Lawson	Cox 049 2s	Commando	666	8	0	28
Don Cameron	Cox 049 2s	Record Breaker (*38)	587	9	0	34
Fred Stebbing	Cox 049 2s	Fox 110%	319	10	0	36
Ted Hall	Cox 049 2s	Bomber	0	11	0	633



Peter Bennett took out the Texaco event with an Irvine 40 diesel in his 1937 Chet Lanzo "RC 1".

Texaco

Peter Bennett	Irvine 40 diesel	RC 1	3766	1	10	605
Mark Collins	OS 60 4s	Bomber	3511	2	21	620
Ted Hall	OS 60 4s	Bomber 110%	3441	3	24	633
Kevin Fryer	Irvine 40 diesel	Cumulus	3435	4	10	631
Peter Hosking	Saito 65 4s	Bomber 85%	3426	5	18	34
Ian Robinson	OS 60 4s	Bomber	3382	6	21	637
Trevor Boundy	OS 60 4s	Westerner (Wea)	3307	7	18	619
Chris Lawson	OS 60 4s	Powerhouse	3279	8	18	28
Brian Laughton	OS 40 4s	Red Zephyr	3109	9	15	53
Fred Stebbing	Irvine 40 diesel	Rambler	2526	10	8	641
Tony Farnan	OS 52 4s	Bomber 85%	1115	11	15	645
Fred Roberts	Saito 40 4s	Clipper Mk I	757	12	12	655
Alan Male	OS 25 2s	Red Zephyr	669	13	12	647
Don Cameron	OS 61 4s	Record Breaker (*1938)600	14	18	32	

... continued from page 5

a McCoy 60, very speedy machine, 1100 ft, Kevin Fryer Playboy with an OS 46, 1100 ft, Peter Bennett in Texaco, RC1 with an Irvine 40 diesel, 1250 ft, Half A contestants were at maximum of 900ft. The day was slightly overcast with moderate lift.

Tests done by South Australia using an altimeter watch indicated heights of over two thousand feet were achieved. Having had a look at the watches, we elected not to use them as the instructions in the manual indicated that the results achieved were not to be relied upon. On the other hand the Laser Range Finder was accurate within 1meter when tested on a Geelong City Block.

Don Southwell indicated that SAM 1788 hadn't had any safety problems or complaints as regarding heights. Don will follow up SAM 1788 position with >a letter. There was a general discussion on safety and compliance with the rules.

Darryl Gunst, VMAA President, indicated that SAM 600 should have an official Wind Meter and will provide one upon the appropriate request. Paul Farthing will apply for one in NSW SAM 1788.

Motion: "That Victoria continue with more tests and submit results to the MAAA through the Old Timer Rules Subcommittee. State bodies should also be sent results.

Proposer: Basil Healy

Seconder: Ron Adamson

Motion was passed unanimously.

3] Copies of the Old Timer Rule Change Procedure as used by SAM 600 were distributed. These procedures were derived from the SAM USA model.

The ensuring discussion agreed that we should aim to have a set of rules that was democratically arrived at so that in the future we could run a "**SAM Champs DownUnder**", separate from, and at a different time of year to the MAAA Nationals. The "**SAM Champs DownUnder**" would be held in addition to the Nationals. It was debated as to whether the SAM Champs would be held annually or biannually.

Motion: "That a committee be set up to work on the rule procedure and timing and location for a "**SAM Champs DownUnder**". Members nominated

for this Committee were Ron Adamson representing South Australia, Kevin Fryer representing Victoria, Jim Hardy representing Queensland, and Paul Farthing representing New South Wales. Paul will investigate a new site at Cootamundra in central NSW and get back to us.

Proposer: Basil Healy

Seconder: Don Southwell

Motion was passed unanimously.

4] Kevin thanked all members that had helped make the Nats the success it was, in particular, Don and Beryl Southwell, Ray and Ann Woodhouse, Paul Farthing, Jim Hardy, Ron Adamson, John Whittaker and Mark Collins.

5] OldTimer Raffle Was drawn by Darryl Gunst and won by Peter "Condo" Smith.

6] Meeting closed at 10.35 pm.



Richard Sutherland and Mark Weir-Smith at the Nats with "Ambition 150%" models powered with Tyro 2 diesels for 2cc. The same models were used for the Gordon Burford event powered with Taipan 2.5 cc plain bearing diesels.

West Coast Soaring Club Old Timer Fly-In, Leopold Flat Field, Geelong.

Name	Motor	Model	Score	RnkCC/Sec	Chan
1/2 A Texaco					
Brian Stebbing	Cox 049	Stardust Spl	1740	1	649
Mark Collins	Cox 049	Bomber	1699	2	620
Fred Stebbing	Cox 049	Fox 107	1633	3	36
Barry Barton	Cox 049	Stardust Spl	1594	4	16
Fred Roberts	Cox 049	Dallaire	1322	5	36
Chris Lawson	Cox 049	Commando	1148	6	28
Don Cameron	Cox 049	R. Breaker	1110	7	34
Peter Bennett	Cox 049	Red Ripper	1106	8	643
Steve Gullock	Cox 049	Anderson Pyl	980	9	24
Kevin Fryer	Cox 049	Atomizer	958	10	631
Peter Hocking	Cox 049	Anderson Pyl	690	11	20
Norm Campbell	Cox 049	Atomizer	223	12	641



Duration						
Kevin Fryer	OS 46	Playboy 110%	2480	1	25	631
John Whittaker	YS 53 4s	Super Quaker	2457	2	30	633
Mark Collins	McCoy 60	Cumulus	2416	3	25	620
Fred Stebbing	Thunder T 36	Playboy	2233	4	25	641
Peter Bennett	YS 53 4s	Josephine 110%	2191	5	30	643
Barry Barton	Saito 65 4s	Playboy C 110%	2129	6	30	16
Tony Farnan	OS 40 FX	Playboy	2107	7	25	450
Brian Stebbing	Thunder T 36	Playboy	1680	8	25	649
Steve Gullock	OS FX 25	Dallaire	1468	9	25	14
Fred Chigwidden	Saito 65 4s	Playboy Cabin	1366	10	30	629
Norm Campbell	YS 63 4s	Albatross	1328	11	30	641
Chris Lawson	Saito 65 4s	RC1	1140	12	30	28
Greg Jenkinson	OS 25	Playboy 70%	1060	13	25	641

Texaco						
Mark Collins	OS 60 4s	Bomber	3839	1	21	620
Kevin Fryer	Irvine 40d	Cumulus	3785	2	10	631
John Whittaker	OS 48 4s	Bomber	3686	3	15	22
Chris Lawson	OS 60 4s	Powerhouse	3605	4	18	28
Peter Bennett	Invine 40d	RC1	2377	5	10	605
Fred Chigwidden	Enya 60 4s	Record Breaker	2317	6	21	629
Peter Hosking	Saito 65 4s	Bomber 85%	2302	7	18	34
Fred Stebbing	Irvine 40d	Rambler	2262	8	8	641
Barry Barton	OS 60 4s	Anderson Pyl	2251	9	21	16
Steve Gullock	Enya 41 4s	Polly	2181	10	15	14
Tony Farnan	OS 52 4s	Bomber	1521	11	15	450
Don Cameron	OS 61 4s	Record Breaker	1200	12	18	32
Norm Campbell	OS 60 4s	Lanzo Stick	378	13	18	641



Combo: Nostalgia/Burford 2.5d		17/02/02				
John Whittaker	K&B 40	Spacer	848	1	20	22
Kevin Fryer	Taipan 2.5d	Atomizer	509	2	45	631
Chris Lawson	K&B 40	Playboy 1944	497	3	20	28
Peter Bennett	Taipan 2.5d	Atomizer	394	4	45	643
Mark Collins	OS 40	Hyphen	320	5	20	620
Don Cameron	OS 30	Junior 60	6	20	32	
Steve Gullock	Taipan 2.5d	Dallaire	7	45	14	

Opposite page:

Kevin Fryer with his "Playboy Cabin" Duration winner.

The hard fought Texaco event saw **Kevin Fryer** 2nd, **Mark Collins** 1st and **John Whittaker** 3rd.

Tony Farnan and his spotter **Fred Roberts** with his "Bomber" that went OOS & lost. Fred spotted it.

Brian Stebbing and his "Stardust Special", a well deserved win in the competitive 1/2 A event.

On this page in the Combo event: **Chris Lawson** 3rd, **John Whittaker** 1st with **Kevin Fryer** 2nd. A successful event.



SAM 600 Contest Calendar for 2001-2002

- September 8th through 16th - Half A Texaco International
 - September 9th - 30th - Eastern States Gas Champs, Albury/Wodonga. Host SAM 1788
 - November 17th - 18th - Haddon Field, Ballarat. Host BAI.
 - 17th - Half A, Clubman, Duration.
 - 18th - Texaco & 2cc rerun of last year's Vic. State Champs.
 - December 29th to Jan- 5th - 55th MAAA Nationals - Albury/Wodonga. - Host VMAA.
 - January 26th - 27th - Roy Robertson. Host P&DARCS. Contact Mark Collins.
 - Sat: 9:30 - 1/2 A, '38 Antique & Nostalgia/Burford combo.
 - Sun: 9:30 - Texaco & Duration.
 - February 16th - 17th - Leopold Field, West of Geelong. Host WCSC.
 - Sat: 10:00 - Half A Texaco 2:00pm - Duration. Note: Catering both days.
 - Sun: 10:00 - Texaco 1:00pm [2cc, GB & Nostalgia] combined event.
 - March 2nd - 3rd - Victorian State Champs. Haddon Field, Ballarat. Host BAI.
 - Sat: 10:00 - Texaco & Duration.
 - Sun: 10:00 - Half A & '38 Antique. [MAAA 2001 Rules]. Contact, Chris Foley.
 - March 29th - April 1st - 9th Annual Easter Comp., Swan Hill. Host SHMAC
 - Fri: 10:00 - Registration 1:00pm - 1/2 A Texaco. 4:00pm - 2cc
 - Sat: 9:30 - Texaco. 1:00pm - Duration
 - Sun: 9:30 - 38 Antique & Gordon Burford. 1:30pm - Standard 40 Duration
 - Sunday Night Get-Together - Commercial Hotel.
 - March 29th - April 1st - 20th Annual Easter Fly-in, Canowindra. Host SAM 1788
 - April 13th - 14th - Cohuna - Host - CFMC.
 - April 20th - 21st - South Australian State Champs. Monarto SA.
 - May 25th -26th-2nd TriState Gas Champs. Jerilderie, NSW.
- (Plus two one-day events at a time and place to be decided).

The Second GVRC Contest in Argentina

GVRC (Guardia Vieja Radio Control) is a new category introduced in Argentina around last June. That's a LER (Limited Engine Run) category for Old Time gas models designed before 31 December 1942. This limit is applied to foreign designs. The limit for Argentine designs was covered until December 31st 1953 and the same limit was valid for foreign designs published in "Aeromodelismo" magazine, an excellent publication that was very formative for all modelers, both newcomers and experts during the late 40's and early 50's.



The second contest for GVRC was scheduled for 18th of November at "Club Aeromodelismo Ciudadela" which is located outside the western limits of Buenos Aires city. Due to a National Census, the flying field was closed that weekend and was impossible to use the regular club flying field. Mr. Carlos Pezzoni (one of the participants), offered his private ranch located around 70 miles north west from Buenos Aires city, near San Antonio de Areco, a lovely small city with lots of very well preserved historical bulidings which date from the 18th and 19th Century

We (my partner Carlos Rojo, Sure Fire and me) head for the contest at dawn from Olavarría (my home town; around 250 miles south from Pezzoni's farm). The sky looked gray and

menacing, but we drove north no matter what. In middle of the trip we crossed a warm frontal system with heavy rains, low ceiling and high northern winds. Fortunately, the stormy weather gradually faded away and we arrived at the flying field around 10 AM with excellent weather conditions. I could define Pezzoni's ranch as the "dream of any flyer". It is placed next to route 41 with all the living and flying facilities that one fly minded guy could get.

Carlos Pezzoni is a full size glider pilot and Old Time modeler. He is the owner of a Pik 20 motor glider with his own hangar and an excellent half mile grass runway very well tendered that we used for ROG and landing our models. The single runway is surrounded by plowed patches with sufficient extension for free flight activity.

This time, we were seven participants, not bad for a new category in Argentina. Before the first round the wind was almost zero, blue sky and good thermal activity. Daniel Iele did the first test fly with his JU 2 and after a neat climb centered a smooth thermal with the model hands off orbiting the sky with no displacement That flight was like an injection of enthusiasm.

Each one did a test flight before starting the contest, but Just at the beginning of first round, the almost nil wind suddenly veered 180° northwards and started to increase the intensity Murphy's law ! they say. During his first official flight, Daniel Iele climbed his nervous JU 2 at full bore and high speed in the wind without adverting that elevator trim was setting for glide position. The model did a half loop and wing colapsed after a suddenly flutter and fuselage dived at full bore into the plowed field

At the end of first round the contest was interrupted due to high wind, so we avail to go lunch and talk a lot about old time models. After around three hours the wind started to settle and we restarted the contest and completed the two remaining rounds. It was a pleasant experience and an encounter of very interesting guys with lots of personal knowledge and enthusiasm.

We returned home the same day but stayed for dinner and some rest in the colonial San Antonio de Areco with all that antique atmosphere of old streets, patios and houses Well, this is another STORY !!!.

Till the next. Alfredo.-

Second GVRC Contest in Argentina

Place : Pezzoni's Ranch, Baradero, Argentina. N° of Participants : 7. Date: 18/11/2001

Participant	1° Round	2° Round	3° Round	Total	Model	Position
Gaozza Carlos	309	402	402	1113	Playboy.	1
Grippio Marcelo	202	420	299	921	Playboy Sr.	2
Pezzoni Juan	297	222	247	766	JU2	3
Lopez Fernando	155	85	115	355	Pacer	4
Herbón Alfredo	125	135	63	323	Sure Fire	5
Fernando Rodriguez	86	83	Crashed	169	Power House	6
Iele Daniel	Crashed	Crashed	Crashed	-----	JU2	7



Opposite page: **Fernando Lopez Jr.** holding Dad's "Pacer". At just 9 years old he is an excellent pilot and lover of Old Timer designs. Above: Carlos Rojo releases the "Sure Fire" for **Alfredo Herbon's** first flight. See the shaved grass on the runway.



Left: **Carlos Gaozza**, well protected from the hot midday sun, prepares his winning "Playboy". Right: **Daniel Iele** with his beautiful "JU 2" powered by a Magnum .25 with a special venturi. The "JU 2" was a Frederico Deis design from 1950. It appeared in "Aeromodelismo" magazine in the December 1950 issue.

P.W. Hobbies

17 Bruton Grove, Swan Hill, VIC 3585
 Manufacturers of 'Old Fashioned' & 'Oldtimer Kits'
 Phone: 03 5032 9664 Fax: 03 5032 9106

PRODUCT	SPAN	AREA	ENG	RETAIL	PRODUCT	SPAN	AREA	ENG	RETAIL
OLDTIMERS:					GLIDERS / SLOPE:				
Playboy Snr	80"	855 Sq"	.60 4st	\$117.00	Thermal Raiser	1.8m Elec.	Astro 05		\$90.00
Playboy 105%	84"	934 Sq"	.40 2st	\$132.00	Sagitta	2 mtr 2 ch	600 Sq"		\$121.00
Playboy 66%	53"	373 Sq"	2 cc	\$ 82.00	Ridge Rebel	51" Slope soarer	foam cores		\$86.00
Dallaire 75%	80"	850 Sq"	.50 4st	\$132.00	SPORTS / SCALE:				
Dallaire 50%	54"	374 Sq"	2 cc	\$ 82.00	Carrera.46 high Perform	57"	658 Sq"	.46 2st	\$197.00
Buzzard Bomb	72"	860 Sq"	.50 4st	\$117.00	Wayfarer Bipe	52"	800 sq"	.65 4st	\$197.00
Lanzo Bomber	90"	1260 Sq"	.60 4St	\$140.00	Flybaby	65"	720 sq"	.65 4st	\$197.00
Lanzo Bomber	76.5"	918 Sq"	.40 2st	\$127.00	Super Flybaby	65"	720 sq"	.65 4st	\$197.00
Flamingo	89"	1340 Sq"	.60 4st	\$140.00	Extra 300	54"	420 sq"	.46 2st	\$204.00
Hyphen (Nost)	80"	666 Sq"	.40 4st	\$121.00	MAIL ORDER AND PHONE ORDER SERVICE AVAILABLE. WE ACCEPT VISA, BANKCARD, MASTERCARD OR CHEQUES. PRICES INCL. GST.				
CONTROL LINE:					FREIGHT IS APPROXIMATELY \$25.00 PER KIT CHEQUES SHOULD BE MADE OUT TO PW HOBBIES.				
Peacemaker	35.5" Combat		3.5 cc	\$ 57.00					
Fury	24" Team Racer		2.5 cc	\$57.00					

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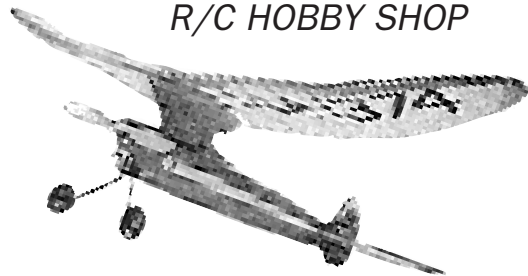
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Barry Barton ably assists **Graham McDonald** in his pursuit of even higher thermal activity. (Photo by Trevor Boundy taken at the Haddon meeting last November, 2001).