

VOTA NEWS

VICTORIAN R/C OLD



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NEXT MEETING:- FRIDAY MARCH 27th, 1992 AT 7:30 PM
AT THE SEC ENERGY BUSINESS CENTRE

VOTA SAM 600 NEWSLETTER NO.18 - MARCH 1992

PRESIDENTS REPORT.

Unfortunately our photo copier has taken upon itself to refuse to work and is in desperate need of professional help. Any one who can assist with photo copying 50 odd copies of half a dozen pages every two months for the time being and/or overhaul of an old and tired photo copier **PLEASE** contact Ian Triffitt. Meanwhile I shall see what I can do. You will have to forgive the lack of a photograph and change of layout.

The rule changes for Old Timer R/C have been made and will be published by the MAAA in due course we understand. Mike Pettigrew attended the council conference on our behalf and has been appointed to the MAAA sub committee on Old Timers which will deal with rules and all matters pertaining to our particular interest in the hobby. Mike will attempt to produce a summary of the changes that have been made for us by the next meeting, or soon thereafter if that is not possible. Thanks Mike.

While we are talking about rule changes, let me get something off my chest. Several people have spoken to me and complained that "I" have ruined the 2CC event by changing the rules! Let me assure all of you that I only act as a servant of our association and do what the **MAJORITY** votes should be done. The 2CC changes came up in a general meeting of VOTA SAM 600 and were fully discussed there. The vote was taken and a clear majority was in favour of our submitting the changes which were subsequently adopted by the MAAA National Conference. In fact, the proposal was strongly supported by the NSW delegates and went through unopposed.

What occurred in this case is exactly the way things are, and should be, run. If we have an opinion, or wish to have some changes made, then we should attend meetings of our Association and DO something about it. If we can not get to meetings then we can call some one who can, preferably some one on the committee, or we can always write a letter. It is not a bit of good "bitching" about things later if we have not done something about it when we could.

Anyway, the changes to the Old Timer rules have been made and are set for the next 3 years. Should we wish to make changes then we should be talking about it well in advance of the next chance and we can now work through the MAAA sub committee for Old Timers.

These rules, of course, apply only to the National Championship events: we can run events to any rules we choose within our own territory. Clubs can set the rules that any particular contest is to be run to any time. So lets get back to the SAM preamble and HAVE FUN.

P. Donovan (Deery.)

REPORT ON WARRAGUL OLD TIMER WEEKEND - FEB.22nd &23rd. 1992

This report is taken from the LVMAC newsletter and comes to through Peter Donovan. Thanks to LVMAC and Peter.

" Well another WOT has been successfully run over the weekend 22/23 Feb. 8 Flyers and several helpers turned out for the weekend. It was good to see 4 LVMAC clubmembers (Greg Mitchell, Bill Burrows, Ian Robinson and Adrian Simm) flying in this event. Other flyers were from South Gippsland, Geelong & Melbourne. Scores throughout the weekend were very close in all events which is good to see.

Saturday was a very windy day, gusting to 30 mph, and the first event was Texaco. In this event a measured quantity of fuel (depending on the weight and motor type) is used for each flight. 8 registered for this event but only 6 flew because of the wind. The models were hand launched because of the wind and climbed until the fuel ran out. There were no thermals and most models were back on the ground pretty quick in these conditions. Because of the wind the models had to be caught as they touched the ground to stop them being blown over and this is not as easy as it looks. The event was won by Greg Mitchell (LVMAC), 2nd. was Peter Donovan (SWAMPS) and third was Warwick Bromby (SGMAC).

Sunday was also quite windy with gusts over 20 mph from the North West which eased at one stage and came back from the South West stronger. The odd light shower of rain also passed through during the day. The 2CC duration event had three starters and was held first. Bill Burrows receiver battery went dead on his first flight and the Anderson Pylon Model made a perfect down wind landing after a few hair raising moments for Bill. No damage and after new batteries were installed, flew on to gain 2nd. place for Bill (LVMAC). Warwick Bromby (SGMAC) was first in this event, again with an Anderson Pylon with a 1CC diesel engine and covered in tissue which was repaired and patched several times during the weekend. 3rd. place went to Peter Donovan (SWAMPS).

Duration was held next, 8 starters, with some excitement here when Greg Mitchell flying a playboy, landed out of the field on two occasions. The first he got away with it but the second time he crashed into the barn and the model came to bits. Damage wasn't that bad. Greg also had a propeller come off at 500 ft and it floated away. Ian Robinson (LVMAC) had a rather heavy landing with

his playboy to give him top score and first place in this event. Ian won the event by 14 seconds from John Whittaker (P&DARCS) with third place to Mark Collins (P&DARCS) both flying Super Quakers.

Many thanks to Len Mostert for running the weekend, Tim Mellor, Greg Mitchell, Alan Male, Wayne Lewis and many others for helping out with the catering and timekeeping etc."

SOME THOUGHTS FROM OUR VICE PRESIDENT - AN OPEN LETTER.

To whom it may concern and the Old Timer Rules Committee.

Some suggestions to keep Old Timer Flying Alive

Point 1 - Some planes are getting too high and exceeding CAO legal height limits by a large margin !

Point 2 - Some planes are perceived as being too loud and annoying!

Point 3 - Some planes (Duration Mainly) are grossly overpowered to the point of self destruction if not flown vertical !!!
(See notes on Duration in Vic State Champs - Ed.)

To keep height, noise and power within reasonable limits these are my suggestions :-

General The old 225 rule to apply to **ALL** motors.

Duration 25 seconds engine run for 2 strokes & 4 strokes.
30 seconds for antique glow.
35 seconds for antique spark.

Texaco Supplied standard fuel to be administered by "fuellers".
2 stroke and 4 stroke 3CC/lb
Antique 4CC/lb
No 4 stroke spark unless genuine antique.

2CC Two rounds of texaco and duration.
No circle bonus.

Cox RV Texaco
Leave as it is.

Old time Glider
No winches. Hand tow and bungy only.

New event Pure Antique Texaco
Spark ignition only. December 1942 engine cutoff date. No scaling of designs. 225 rule to apply. 4CC of fuel per pound. Replica motors allowed

All events
Mufflers compulsory on all motors except antique and if you can fit a muffler to your antique - GREAT!
Yes Max, Muffler/Exhaust pipes were in use in 1942

If these rules, or some very similar, are not adopted, Old Timer will die or be **BANNED** !!!!

Peter L. Donovan.

THE 1992 VICTORIAN STATE CHAMPIONSHIPS - OLD TIMER R/C - BENDIGO.

One of the greatest sites for flying Old Timers is the BRCAC club field at Marong out from Bendigo. The hospitality is also the best around. It is a pity they can't get grass to grow on the field though!! It can be a bit of a dust bowl. Still I love to fly there and I know many of you agree with me.

On February 15th, and 16th, we all trooped up to Bendigo for the annual Victorian State R/C Old Timer championships. As usual the weather was absolutely perfect - well perhaps a little hot for some but great for the events.

Looking at the results (shown later in this issue) it is remarkable how close the scores are in the two large aircraft events among the top three or four positions.

DAY 1

After some discussion (and perhaps confusion) it was decided to run the Texaco event first. The air was about what we have come to expect on occasions at Bendigo. Some lift about but hard to find and there was this layer of air at mid-level which many found it very hard to get through. With the low throttle settings most people use for Texaco, your aircraft just would not climb above a certain height and that height was not enough for a really good certain max.

On the other hand, if you were to use power to blast through "the layer", your motor run was reduced. A real challenge and good for a championship event !

The day was quite hot and with a few frequency clashes and some motor problems the rounds took some considerable time to fly. As the day wore on the field of competitors began to spread out till in mid afternoon there were only 4 in the fly off. Two or three only missed out by missing a circle however. Pretty close up the top!

Fuel allocations were halved. There was no frequency clash so only one wave. The air was warm so there should have been lift about. After warming motors they, the four, were off. We all settled back for a long look up!

Just as we got settled, about 4 minutes into the flight, the first aircraft began to approach the circle for landing. In under 6 minutes every one was down and it came down to mere seconds between them. Andrew Kennedy 1st. with 2841, Graeme Sinclair 2nd. with 2820, Mark Collins 3rd. with 2777 and Peter Donovan 4th. with 2735. The shortest fly off on record. 5 minutes 41 seconds won it. Congratulations to all.

With the afternoon drawing on we launched into 2CC. Really, with the fuel allotment as it is at present for the texaco segment, the last bit of the motor run is conducted with the model almost out of sight - certainly not possible to accurately control for the top performing models.

Maxs were very hard to come by in the late afternoon and there was no need for a fly off. Graeme Sinclair won with 2392. Graeme Sheckelton was second with 2162 and Warwick Bromby third with a very creditable 1843. The Bendigo people do like the old rules for 2CC and I suspect we will be flying a version of them there again.

RESULTS 1992 VICTORIAN STATE CHAMPIONSHIPS - OLD TIMER R/C.TEXACO

1.	Andrew Kennedy	Miss America	2841
2.	Graeme Sinclair	M.G.	2820
3.	Mark Collins	M.G.2	2777
4.	Peter Donovan	Fisk Hanley T.W.	2735
5.	Alan Bray	Powerhouse	2460
6.	Robin Hiern	Dallaire	2440
7.	Warwick Bromby	Dallaire	2431
8.	Greg Mitchell	Lanzo Record	2418
9.	Peter White	Flamingo	2262
10.	Frank Achterdenbosch	Red Zephyr	2041
11.	Brett Achterdenbosch	Lanzo Bomber	1902
12.	A.Thomas	Red Zephyr	1834
13.	Ted Hall	Ealing	1765
14.	Peter Hoskins	Record Breaker	1689
15.	Ron Beames	Powerhouse	1160
16.	Don Cameron	Record Breaker	600
17.	Ray Walters	Flying Quaker	492
18.	Derry Brown	Dallaire	355

2 CC

1.	Graeme Sinclair	Dallaire	2392
2.	Graeme Sheckelton	Dallaire	2162
3.	Warwick Bromby	Anderson Pylon	1843
4.	Peter Donovan	Lanzo Stick	1161
5.	John Whittaker	Super Quaker	582
6.	Frank Achterdenbosch	Cyclonic	336
7.	Ted Hall	Trenton Terror	173

1/2A TEXACO

1.	Peter Donovan	Primary Midget	1570
2.	Andrew Kennedy	Playboy	1463
3.	Ted Hall	Ehling	1454
4.	Brett Achterdenbosch	Cyclonic	1032
5.	Wawick Bromby	Anderson Pylon	981
6.	Frank Achterdenbosch	Cavu	712

DURATION

1.	Graeme Sinclair	Playboy	2268
2.	John Whittaker	Super Quaker	2262
3.	Mark Collins	Super Quaker	2235
4.	Ted Hall	Kerswap	1240
5.	Peter White	Playboy	1235
6.	Brett Achterdenbosch	Playboy	1085
7.	Peter Hoskins	Playboy	964
8.	Peter Donovan	Interceptor	486
9.	Andrew Kennedy	Playboy	-
10.	Don Cameron	Playboy	-

CONTINUING THE — BENDIGO STATE CHAMPIONSHIPS

DAY 2

First event was the 1\2a Texaco competition, only five entrants took part and after three rounds had been flown the winner was Peter Donovan with Andrew Kennedy second and Ted Hall third.

It seems a pity that more people don't fly this event, it is very enjoyable and not expensive, the models could almost be made out of your scrap box and when we use standard fuel it will be a real "FUN" event. Hope to see you at the next competition so start building now.

The Duration event started with Andrew Kennedy's model parting company with it's tailplane and making a rapid return to earth which put him out for the day, the rest of the event was pretty uneventful apart from some people who couldn't find the circle I think it must have been undersize, should have measured it maybe, (only joking).

The flyoff was exciting with Graham Sinclair and Mark Collins models blasted off into space till they were specks in the sky, if you blinked you would lose sight of them, then John Whittaker's model took off gaining much less height than the other two but after about fifteen minutes the three models were almost at the same height due to some excellent flying by John making the most of every small amount of lift he could find. at the finish there was only seconds separating them with Graham Sinclair first, John Whittaker second and Mark Collins third.

Ted Hall

OLD TIMER FLY IN - SHEPPARTON - MARCH 7th. & 8th.

One of the basic concepts of the SAM preamble is to have fun flying Old Timer Aircraft. On the Saturday March 7th. and particularly Sunday March 8th. the Valley Radio Flyers provided an opportunity to do just that. Those few of us who attended had one of the best days fun flying imaginable.

Vice President Peter Donovan was there on both days (isn't he always?). Graeme Sinclair, Ford Lloyd, Bob Parker and I joined Peter and the locals on the Sunday. Hot weather but beautiful for flying. I caught thermals twice which had me wondering if I could get the Dallaire down without tearing the wings off. I made it in spite of exceeding VNE (Velocity never exceed or max safe speed) on the way down according to Peter Donovan.

The hospitality was great. The field is still in the formative stage but it will be great and they (VRF) OWN it! Really the way to go for clubs now.

It was great to see several new to the scene designs - not only from Peter Donovan. Ford Lloyd had a Viking - pretty model - and Ian Watts was flying (when he could see it) a single channel rudder only diesel powered aircraft. Graeme Sinclair, after poking holes in the sky with his Krupps (including a mild aerobatic display and some formation aros with a local eagle), wowed everybody with a demo of what a full power duration climb by a McCoy powered Playboy can be like. A really great day of fun flying and good fellowship. Thanks to the Valley Radio Flyers.

SOLUTION TO A PROBLEM SOLVED - REPRINTED FROM US "SAM SPEAKS"

"WHERE ARE THE JUNIORS? PROBLEM SOLVED! By Dave Gilbert

Here is a proposal that should solve a nagging problem with the stroke of a pen and it doesn't cost a thing. The problem: It's the age old question of where are all the Juniors? This is really just an administrative matter that can be corrected by defining a SAM unique set of member grades as follows:

<u>Member Grade</u>	<u>Age Requirement</u>
Antique	over 70
Old Timer	60 to 70
Senior	50 to 60
Junior	under 50

So you see the juniors were there all the time. It is just a matter of counting them right!"

A comforting thought for someone of my age but we **DO NEED JUNIORS!**

SUGGESTIONS FOR A VOTA SAM 600 LOGO

Dear Ted, as requested at our last meeting please find attached three sample logo's for your consideration.
Regards Trevor B.

You may remember at the last meeting we agreed to submit ideas for a logo for VOTA SAM 600, well here are two ideas.



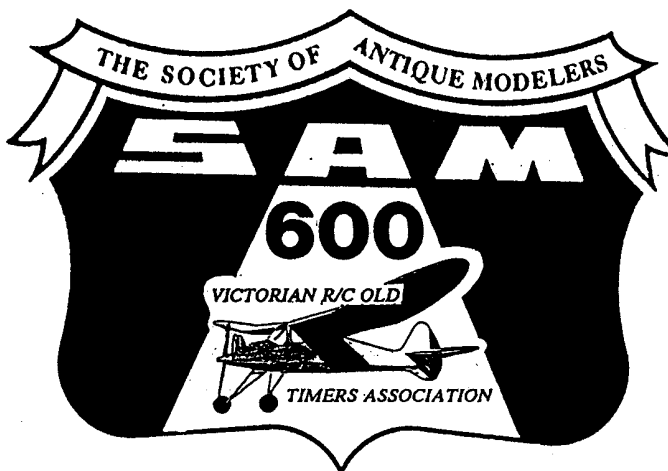
The first three are from Trevor Boundy who points out that borders could be added round the outside to enclose the whole design.



Next we have a suggestion from John Whittaker using the traditional SAM logo and superimposing our motif.



Thank you to those two. If you have an idea for the logo please bring it to the next meeting or send it in to Ted Hall.



DONT FORGET. THE NEXT MEETING: FRIDAY MARCH 27 1992 AT 7:30 PM AT THE SEC ENERGY BUSINESS CNTR. NORTH ROAD, STH CAULFIELD.

Hi ! You fellow Old-Timers,

Our worthy President, G.D.T. Brown, a friend of mine for around 44 to 45 years, has asked me to do a bit of an article for our VOTA newsletter but I'm damned if I know what to write about. So I'll just go into a bit of true nostalgia.

Back in 1955 well known past Aussie controline speed flier, Mal Sharpe, and I took two kids to the 9th Australian Nationals in Queensland. Their first big deal away from home without parents, they marvelled at the wonders of Sydney and King's Cross on the trip up, had a ball at the Nationals, had a ball back in Sydney on the return trip and so forth and Mal and I got a kick out of the fun they had. One we have unfortunately lost track of. The other was our steadfast stalwart member we all know as Trevor Boundy.

Back in 1964 there was a club known as the Stuntmasters. It was a controline club and you were steppin' into fast company to even be a member. Unless you were a National, State or many times local contest winner you were flat out becoming even a member. Our President and I were members and we were running Vintage Stunt Events at least fifteen years before the Yanks latched on to the idea. So how about that !

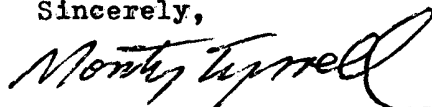
Also back in the mid 1960's there was two Victorians flying Old Timers before the movement was even started in the U.S.A. viz., Ford Lloyd and myself. Ford flew an occasional Old Timer (free flight) for kicks way back then and I was doing the same thing. Ford concentrated on the smaller jobs, but I, assisted by Brian Douglas of the Echuca Club (he made the wing, I made the rest) was flying a free flight Miss America powered by an Anderson Spitfire ignition 65.

In both instances of controline and free flight there was complete apathy from the V.M.A.A. members. But once the Yanks started it a few years later many many said 'How about this! What a caper.' and got on to it and things went rolling from there. Especially as propo radio had come on the scene by the late 1960's.

Australia can hold it's head high on the Old Timer scene. It just bugs me that so much went unrecorded and not acknowledged. The other thing that bugs me and the great John Pond warned me of it years ago. Once the pot hunters and hot shots take over you'll find, as we did in the U.S.A., they'll stuff it all up. How true.

The main idea in the preamble was to have fun. Are we losing sight of that ?

Sincerely,



Life member V.M.A.A. VH-13

Life member: Knox Controline Club.

Life member: SAM (U.S.A.) 375L

**GEEELONG MINIATURE AIRCRAFT ASSOCIATION (inc)
PO Box 429, Belmont 3216. Tel.(052)414360**

TED HALL,
VOTA,
545 FRANKSTON FLINDERS RD,
TYABB, 3913.

20/1/1992

Dear TED

It's on again the GMAA
OPEN FUN FLY FOR ALL CLASSES the day is Sunday the 29th of
March at our field located at Dog Rocks rd Batesford.

For those that want to make a whole weekend of it you
are also welcome on Saturday for a more informal session.

The format of the day is that all classes and types
are welcome and circles will be provided for control line
models, we encourage modelers to bring everything and
anything particularly the large and oddball models. Several
members of our club have been constructing flying signs,
flying cars etc if you have a flying broomstick, witch or
whatever bring it along.

The day is also our annual open day were we invite the
public along to see our great hobby, whilst the bulk of the
day will be devoted to general fun flying, under the
direction of the co-ordinator and safety officers two 1
hour public displays will be held, one at about 11.00am
and the second at 2.30pm.

For those that fly Gliders Towing demonstrations will
be done and tows will be available for suitable gliders (a
radio operated release must be fitted).

The event will be fully catered (on Sunday) and
admission will be free to all who bring a model. Trophies
including best Static Model and best Flying Model will be
awarded.

Arrangements have also been made if the day is a total
fire ban so that the event can still proceed.

The members of the GMAA look forward to meeting all of
you from the VOTA and we will make sure you are made
welcome have a great time.

If you have any queries please call.

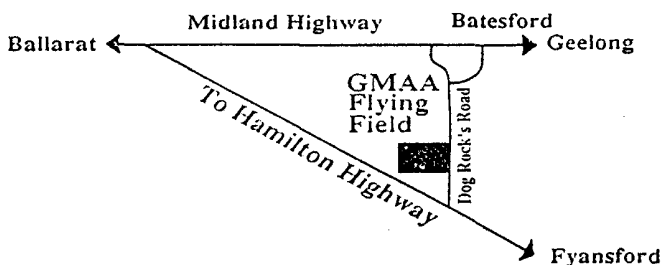
Regards


Eddie Kuyper,
Secretary GMAA.



You're invited to
 Geelong Miniature Aircraft Association's
 Biggest and Best Ever
MODEL AIRCRAFT OPEN DAY.
 10:00am onwards **SUNDAY 29th March**
 at our flying field

DOG ROCK'S ROAD BATESFORD



- ★ See LARGE 1/4 SCALE FLYING MODELS
- ★ HELICOPTERS, FAN JETS
- ★ 100'S of MODELS FLYING and on DISPLAY
- ★ FULL CANTEEN FACILITIES AVAILABLE ALL DAY

DON'T MISS IT!

DONT FORGET! NEXT MEETING FRIDAY MARCH 27TH, 1992 AT 7:30 PM
 At the SEC Energy Business Centre, North Rd. South Caulfield.
 If any member has and items of interest please bring them along.
 Also if any one has any Videos worth showing please bring these
 along also.

I shall bring one video on basic aerodynamics in case there are
 no more interesting ones available.

Please remember the SEC Energy Business Centre is a no smoking area
 inside the building. So you can join Monty outside for a smoke if
 you must. - No one more virtuous than a reformed smoker is there?

I look forward to seeing you all at the next meeting. Sorry this
 newsletter was a bit late in getting out.

May your props keep turning and your tail never drag.

Darry!