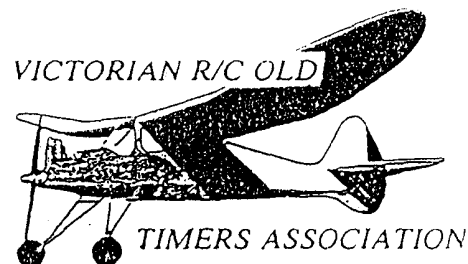


VOTA NEWS



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NEXT MEETING - FRIDAY JULY 31ST, 1992 AT 7:30 PM
AT THE SEC ENERGY BUSINESS CENTRE

OUR ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS WILL BE HELD .

VOTA SAM 600 NEWSLETTER NO. 20 - JULY 1992

PRESIDENTS REPORT.

As this will be the final report for this financial year let us look at where we are and a little of what we have achieved.

Without question we have grown - not so much in number of members but in our abilities and our attitudes. I am now quite confident we are capable of staging an Australia wide SAM Championship should we take the opportunity. The most recent contests and fly ins that have been run by various clubs as part of SAM 600 activity have been **FUN!** Performances have improved and the fellowship has been first class.

Probably our most significant step was to form our own chapter of SAM. Although we still have some work to do on that, we are established and running well. We need to perhaps correspond with SAM in the USA so news of our activities is spread more widely and we can be seen to belong to the world wide body. With regard to our own SAM numbers, this still needs to be worked out.

I think we still need to find a flying field where we can fly on a regular basis. This field needs to be within reasonable distance of the main centre of population - Melbourne - but be sufficiently remote so as to have no problems with noise or height. Perhaps we can come to some arrangement with SWAMPS on at least a temporary basis - the fly ins held there have been most enjoyable. As we have on recent contests, we need to continue to experiment with variations to the rules so we know what we want when the next changes come up.

It would be nice to think that we could take representation from each of the 4 SAM chapters in Australia to form a national body to set national rules and co-ordinate an Australian SAM championship. However I feel this is still a fair way off. I should like to charge those who take over VOTA SAM 600 from now on to keep that goal and continue to work towards it.

As stated above, our next meeting on Friday July 31st, 1992 will include our Annual General Meeting and election of office bearers for the next year. I ask all members to try to be there so we can have a truly representative opinion at the election.

After being privileged to serve as President for the last two years, I shall be standing down and can not accept nomination for any position at all. The pressure of my business is now such that I am not able to take any position on any committee of any organization.

Seldom is a president so well supported by his committee as I have been. My thanks to Ted Hall who has done a truly great job this last year and to Trevor Boundy (of the country Boundys!) before him. Peter Donovan has been a real back up for me. He attends EVERY event possible and has always been there if I were away or needed him. Thank you Peter. Ian Triffitt has battled hard with out much assistance from a disaster of a photo copier. Thank you too Ian. By the way, Ian has indicated to me that he can not accept the position of editor again but is willing to assist whoever does take it on. (A built in assistant Max!)

Thank you all for supporting me over the last two years. I have enjoyed working with you and honestly wish I could continue but I can not.

See you all at the next meeting.



SECRETARY'S REPORT

I would like to thank the members for their co-operation and the committee for their help and support with special thanks to our previous Sec. Treasurer Trevor who has always been ready to help and advise.

This past year has seen some changes with the club, we can now enroll our members direct with M.A.A.A if they are not affiliated with any other club which saves a few dollars.

Also the club is moving towards incorporation which I think is very necessary in this day and age, John Whittaker is organizing that for us.

Again I would like to thank everyone for an interesting and informative year.

Best Regards.
Ted Hall

NOTICE.

From the 23rd. of July, Trevor and Val Boundy can be found at their new workshop (small house attached) located:-
Lot 1 FISHER ROAD
DROUIN VIC 3818
Telephone 056 287 688
Just near the Robin Hood Motel!!.

Monty's Column.

by Monty Tyrrell SAM 375 (U.S.A.)
and VH-13

Members of Vota,

It is the night of 25th May and I've been watching T.V. I suddenly thought why am I watching this when's there's so much to be done in modelling. Also so much vast experience to be passed on. I therefore turned it off (finis) and so wrote.

I have been modelling for 55 years and personally I'm sick of seeing lobbying for the rules that suit me. I've been through it all in all those years and have at times actually lobbied to go a complete circle. I've grown up and decided the spirit of SAM is the only way to go for what interests us. I stress us.

Whether rubber models, powered free flight, controline or R/C I think, SHIT ! That cat is out of the bag again by some seven year wonder in the hobby. I, and many other old time modellers, went through it all in 1985, 1978, 1971, 1964, 1957, 1950, and even as far back as 1943. Them, and I, are sick of it all and want to know what does it all prove ?

The dumb shit dedicated pot hunter will over all those years still beat the system. e.g. Ray Harwood, the late and great Alan King (1940's and 1950's) and in latter years the hot shots with McCoys, Doolings and Hornets and so forth in the Playboys just to mention a few products. McCoys, Doolings and Hornets weren't even built or developed when most of our Old Timer planes were in vogue. The same problem exists in the U.S.A.

Personally, and I stress personally, I feel that as we are utilizing pre 1942 models we should think of either pre 1942 engines or, alternatively, motors who's rated horsepower is no more than the original powerplant for the design. In other words, a current OS25FSR with the power of a pre-war clunker should be the ultimate. I feel rules should go along the lines of B.H.P. of engines utilized in the bygone days unless one is using an original or repro motor.

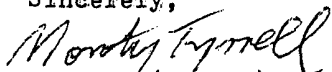
Tony Cincotta and I firmly agree on this after much discussion. So, what are your thoughts? It's another way of limiting altitudes which in the not too distant future could court trouble from the C.A.A.

As for 4-bangers, let's go by the manufacturer's B.H.P. figure. Quite recently, at the Geelong meeting member Warwick Bromby gave a lesson with a seven foot model of a Dallaire, powered with an OS 26 four stroke more than matching it with the same model powered by bigger two and four stroke motors. You just think about it !

American visitors Bob Munn and Mr. Old Timer himself, John Pond, were very much impressed. Quite a conversation piece going home in the car I must say.

So, to go around in the circle as per paragraph 2, let's get thinking in the overall future of Old Timer flying in our own interests without attracting the attention of the C.A.A. too much. Once a Government department gets too involved or interested you can be stuffed. So think about that also.

Sincerely,



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

VH-13 (VMAA) Life member.

MODELLING ITEMS FOR SALE

All items are for individual sale but the first person to give me \$500.00 saves over \$150.00 and takes the lot.
Call Warwick Bates on 700-1214.

ENGINES

D.S.60 FSR Brand new in box. Never used	\$150.00	ABC 2/10
D.S.40 FSR needs new front housings	\$ 40.00	
D.S.CZ 11 1/2A Pylon motor new, no muffler	\$ 60.00	
D.S.10 V.G.C. plus spare motor for parts	\$ 30.00	
ENYA 60 F/S V.G.C.	\$ 60.00	

C/L PLANES

43" Span C/L Stunter / Trainer c/w FOX 35 near new Motor	\$ 60.00
Junior Nobler damaged kit but buildable 15-25 engines	\$ 20.00

R/C PLANES

1/2 Built O/T Glider comes with plans. 70" Moby Dick	\$ 10.00
1/2 Complete Albatross O/T Power	\$ 15.00
1/2A Texaco Ranser. Fitted with ORC 049 c/w spare engine 2 O'haul kits and 2 Heads	\$ 50.00
Quiet Advancer Glider well used	\$ 20.00

RADIO GEAR

Very Old Futaba set (FP series) 5 Channel 3 servos, receiver, built in charger. May need batteries. Works.	\$ 30.00
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Miscellaneous

DREMEL SAW V.G.C. Flexi Shaft and spare blades. Circular Sander discs	\$ 80.00
Hi Torq Starter	\$ 10.00
Play Smoker Kit. Add smoke to your aero- batics. Includes valves, turbines and instr.	\$ 20.00
3 1/2" Pro Model wheels	\$ 3.00

Assorted Props

Top Flite Super M 8-6 (10)	\$ 5.00
8-4 (10)	\$ 5.00
Royal Nylon 7-4 1/2, 8-4 1/2 (10 ea)	\$ 5.00

MEMBERSHIP FEES DUE

Renewal of membership is now due and payable. You will find a membership form on the last page of this newsletter. Would you please be good enough to fill it out and either send it with your cheque to the Secretary/Treasurer or bring it to the next meeting.

You will notice that we can now affiliate with the VMAA and MAAA through VOTA SAM 600. This is available for those of you not in any other club and seeking to affiliate in order to cover yourselves with the insurance policy which affiliation brings.

SWAMPS OLD TIMER FLY IN - MAY 31ST, 1992

Organized by our secretary Ted Hall and well hosted by the SWAMPS club we had a great fly in at the field near Lang Lang. I personally dont know why I did not know about this field ages ago. It is **GREAT**. They tell me it gets to be somewhat inhospitable during the wet months of winter but it was good the day I was there.

Ted decided we would fly American Texaco rules. 3 attempts to make 2 flights, no maximum time. Best flight only to count.

The day was cool with a fair wind upstairs and little or no lift. The absence of maximums certainly sorted out the flyers. You had to try your best all day. No sitting back on a couple of ten minute flights waiting for the fly off. As far as we went only seven of us would have made a fly off.

RESULTS - (Best flight time shown.)

Position	Name	Time in Mins. & Secs.
1.	John Whittaker	16:38
2.	Warwick Bromby	15:32
3.	Brian Laughton	14:41
4.	Mark Collins	14:07
5.	Ted Hall	14:02
6.	Len Mostert	13:00
7.	Allan Bray	12:48
8.	Derry Brown	12:43
9.	Peter Hosking	11:46
10.	Frank Achterdenbosch	10:58
11.	Graham Plaskett	9:31
12.	Brett Achterdenbosch	8:26
13.	John Weston	8:25
14.	Peter Lansley	8:11
15.	Chris Lawson	4:32
16.	Bert Evans	2:55
17=	Ian Triffitt	DNF
17=	Don Cameron	DNF

BENDIGO ANNUAL OLD TIMER FLY IN WEEK END - JUNE 20TH, & 21ST.

On Friday June 19th, I braved the Calder Highway after work and travelled to Bendigo with Peggy for the annual Old Timer bash. We left straight after work and stopped at the road house at Carlsruhe for a meal. We wont do that again! On to Sinclair mansions where we were made most welcome and asked to sleep in the van. Just lucky we had brought it with us.

Saturday dawned as one of those days you dream about for flying. Perfect! we ran the 2cc event first in the great weather and using the new SAM 1788 2cc rules. Two rounds of duration followed by two rounds of texaco. Reduced engine run for the duration. Perhaps the fuel allocation for the texaco could be reduced too.

RESULTS (On the next page.)

Pos.	Name.	Aircraft.	Motor.	Score.
1.	Graeme Sinclair	Dallaire	MVVS	1665
2.	Graham Sheckelton	Dallaire	MVVS	1525
3.	Peter Donovan	Lanzo Stick	Enya	1483
4.	John Whittaker	Super Quaker	MVVS	1463
5.	Warwick Bromby	Anderson Pylon	AE	1234
6.	Chris Lawson	Gas Buggy	ASP	980
7.	Bert Evans	Super Quaker	OS	911
8.	Derry Brown	Powerhouse	Elfin	907.

There followed the duration event with 3 rounds. The first of 5 minutes max. The next with a max of 10 mins. and the last having a 15 min. max. As we found at SWAMPS this really kept people trying hard all day. You had no fly off to rely upon. This is the way it turned out although there could have been a fly off if more than one person had achieved all maxes. This event was run to the new engine run times too.

RESULTS

Pos.	Name.	Aircraft.	Motor.	Score.
1.	Graeme Sinclair	Playboy	McCoy	1800 (Max)
2.	Mark Collins	Super Quaker	McCoy	1632
3.	Warwick Bromby	Playboy	Irvine	1592
4.	John Whittaker	Super Quaker	Rossi	1409
5.	Allan Bray	Playboy	Saito	1331
6.	Derry Brown	Kerswap	Saito	1114
7.	Fred Chigwidden	Playboy	Saito	1029
8.	Chris Lawson	Red Zephyr	OS	405
9.	Ken Lawson	Red Zephyr	Saito	357
10.	Peter Donovan	Playboy Cabin	Rossi	280
11.	Bert Evans	Record Hound	Saito	DNF

After the flying and the presentation we all repaired to our various choices of evening entertainment. Honestly, I dont know how some people can get up and fly after the way they carry on in the evening! Me, I go to bed early but it does not seem to help my performance the next day.

Would you believe that Sunday dawned just as good as Saturday? Unbelievable for this time of the year. The 1/4A texaco was run first and we saw a case of the sort of sportsmanship we need to encourage in this hobby. Peter Donovan after the shortest flight known to man had the misfortune to crash and wreck his model. So he lent his equipment to Fred Chigwidden **SO THAT FRED COULD FLY AND BEAT HIM.** That is what I mean when I talk about the SAM preamble! Well done Peter.

I must build something to get into 1/4A texaco. There seems to be less competition there.

RESULTS (Once again on the next page).

Pos.	Name.	Aircraft.	Motor.	Score.
1.	Warwick Bromby	Anderson Pylon	Cox	1800 (Max)
2.	Fred Chigwidden	Primary Midget	Cox	92
3.	Peter Donovan	Primary Midget	Cox	Small.

Finally we had the Texaco event and again we were trying something new. There were to be three rounds and the maxes were to be 10 mins. 20 mins. and 30 mins. respectively. This proved to be a tough trial and a real nail biter to the finish. The weather held up well but one or two found that it is hard to fly in cloud unless you are in the aircraft and fully equipped with instruments. Graeme Sinclair was one. At tremendous height his aircraft suddenly disappeared into the cloud. Graeme held on to the circle pattern he was flying while everybody who was free looked frantically for the aircraft.

After what seemed like a long time some one spotted it and directed Graeme to where it was. The result - a half hour max and the first place in the contest.

RESULTS

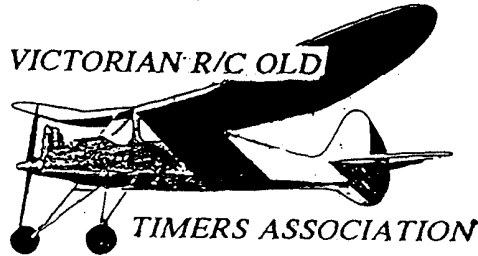
Pos.	Name.	Aircraft.	Motor.	Score.
1.	Graeme Sinclair	MG	No one put	3600 (Max)
2.	Mark Collins	Lanzo Bomber	down what	3466
3.	John Whittaker	Lanzo Bomber	motor they	3189
4.	Warwick Bromby	Dallaire	used so I	2720
5.	Peter Donovan	Fiske Hanley TW	cant report	2355
6.	Derry Brown	Dallaire	what they	2255
7.	Chris Lawson	Red Zephyr	were. Sorry.	2199
8.	Ken Lawson	Red Zephyr		2164
9.	Max Matheson	Comet Clipper		1617
10.	B. Cullen	Not Recorded		1251
11.	D. Vandervoorden	Quaker Flash		418

One most notable feature of the weekend and particularly Sunday was the number of flyers who were there just to fly for fun and fly for fun they did. It was great to see them there and their flights did not interfere in any way with the events being run. This should be something we do in future.

Thanks to Ford Lloyd for turning up. We enjoyed seeing that neat little Viking flying so consistently.

Norm Bell was there with bells on. (No pun intended.) Norm had a complete range of just about everything that was flown in old time days. His pit area looked like the pits at an old time meet all on its own! Rubber powered, Proper free flight - no radio - and radio controlled old timers. The lot. You will have noticed that Norm flew everything he had there. No hanger queens; they all work. Great to have you Norm.

So that is about it for this time. The two fly ins described above are highlights in my memory of what old timer fly ins are all about. That and the day we had at Shepparton earlier in the year are to my way of thinking, the way we should be going. More relaxed flying, less pressure. More fun.



MEMBERSHIP APPLICATION / RENEWAL FORM

~~New Membership~~

Renewal of Membership

Senior

~~Junior~~

~~Pensioner~~

Name: **EN**

Address: **343**
3984

Occupation: **PAR. TECHNICIAN OFFICER**

Home Phone: **059 975675** Business Phone: **059 976348**

Member Classification and Fees For Same.

- Junior: Under the age of 18 yrs as at July 1st. Club Fee: \$ 5.00 per year.
- Senior: Over 18 yrs. at July 1st. Club Fee: \$10.00 per year.
- Pensioner: Pension card to be sighted by the Secretary/ Treasurer Club Fee: \$ 5.00 per year.
- VMAA Fee: Junior and Pensioner \$20.00 per year.
- VMAA Fee: Senior \$36.00 per year.

If you are a member of another club and affiliated through them, pay only the club fee. If you are not affiliated through any other club and wish to affiliate through VOTA SAM 600, add appropriate VMAA fee to club fee and pay that amount.

This form when completed to be forwarded or handed to the Secretary/Treasurer.

Club Fee: \$ **10-00** VMAA Fee (If applicable): \$..... TOTAL \$ **10-00**