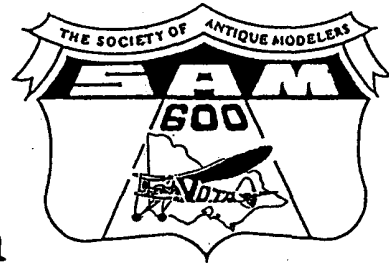


S.A.M. 600



Victorian R/C Old Timers Association

NEWS

DEADLINE FOR THE NEXT NEWSLETTER IS JANUARY 6th 1995.

NEXT MEETING. - PLEASE NOTE.

THE VENUE FOR THE NEXT MEETING WILL BE THE CHELTENHAM/MOORABBIN R.S.L. BUT THE NIGHT WILL BE FRIDAY THE 25th OF NOVEMBER

1994. THIS IS ALSO OUR ANNUAL AUCTION NIGHT
See note inside.

So bring along those Pre-Loved Goodies that you may wish to dispose of!.

COMING EVENTS

For those who may also be interested in Control Line Flying.

The Monty Tyrrell Memorial Classic Stunt Day will be held on Sunday November 27th 1994, at the Knox Control Line Field Melway Ref, Map 72-K9.

ROY ROBINSON MEMORIAL-OLD TIMER EVENT.

January 28th&29th 1995, at P&D.A.R.C.S

PRESIDENT'S REPORT

I was going to start this report by commenting how the weather has picked up over the last few weeks but as I click, click, click on the typewriter the rain is steadily coming down on the roof! However I think we are heading out of winter and good conditions are starting to prevail.

CHEWY ON YER BOOT to all those who didn't make it to Wodonga on 15&16 Oct. Both days were warm with little wind and a bit of lift around, very pleasant. There'll be a report elsewhere in the newsletter so I won't elaborate too much on the event except to say that we had a good social fly-in on the Saturday, a barbeque for all at one of the member's places on the Saturday evening and ½A Texaco, Duration and Texaco flown on the Sunday. The fly-off in Texaco went for almost half an hour so there's your lift! About nine of our lot attended the weekend so hopefully those nine and a few more will enjoy it next time. Excellent catering and a friendly crew up there made it an enjoyable weekend.

While I'm on the subject of Wodonga; A few of the locals there are interested in $\frac{1}{2}$ A Texaco. Like all of us who model, they are also cursed er... proud possessors of a Cox motor or two in their goodies boxes. So I would like to ask if those of us who have $\frac{1}{2}$ A Texaco plans in their possession to scribble a bit of a list and get it to me as the Wodonga fellows are a bit keen to know what plans are around for these little marvels of microsurgical modeling!:

SWAMPS Fly-in at Lang Lang was a success with a reasonable turn-up of people. Two of us recorded scores for the SAM 1788 Postal '38 Antique event, Len Mostert with his newly finished Flamingo/Anderson Spitfire and myself with the Cloud Cruiser/OK Super 60. We'll see where we placed at a later date. Plenty of other models took to the sky and a good time had by all. Fred's Hot-dog stand was also well patronised and ended up running out of stock!

I've received a letter from John Jordan, secretary of the Swan Hill Model Aero Club and they welcome us with open wings back to their field next Easter for an OT Competition. So that makes it official, we'll have to start thinking about putting a program together before too long. Also, don't leave it too long after Christmas to book your accomodation as Swan Hill gets busy at Easter.

Don't forget that this next meeting will be an auction night so drag out all the goodies you bought last time plus whatever else you would like to see change hands and bring it along!!

As this will be the last newsletter before Christmas (seven weeks till Santa!) I will conclude by wishing everyone and their families a Merry Christmas and may your models frequent many patches of low gravity in the New Year!!

Regards,
Warwick Bromby.

EDITORIAL

A BIT OF PRE-WARNING:-

Come July 1995, I will have been Editor of S.A.M.600 Newsletter for three years. I feel that 3years is long enough at doing this, as a matter of fact I of the opinion that 2 years on committee is about as long as any member should be expected to serve unless of course that member chooses to nominate and is elected to serve a further term. I feel that ALL club members should, in turn, offer to serve on their Club Committee. So I suggest that you, the members of S.A.M.600 begin looking among yourselves for an Editor to replace me after our A.G.M. next year.

Populate or Perish!

As I have been led to believe, the situation of the Roy Robinson Memorial Trophy over the past few years seems to be in a state of moving towards being down-scaled or possibly even discontinued.

Falling entries and cost to P&DARCS of obtaining the height clearance has meant that economically the event is lucky to break even. As I understand it, a few of the P&DARCS membership are probably understandably starting to question why their field should be tied up for two days each time to host an event at which there are only a dozen or so entrants. I feel that we in VOTA as well as the host club should feel an obligation to ensure that an event such as this which is dedicated to the memory of a prominent fellow modeler does not fade away because we were home digging the garden or watching the cricket etc.

We in VOTA are a special interest group and I find a special interest in participating as a group flying OT models. I don't find the same enjoyment flying these models on my own. The Roy Rob and all the other events on the calendar will dwindle away if we don't put the planes in the car and have a go!

So this season let's extract the digit and put it on the gimble and enjoy the sport we are keen on. Don't let the Roy Rob become that Roy what's his name contest we used to have! That's what happens to contests without contestants.

HELP TO KEEP THE SAM MOVEMENT STRONG IN VICTORIA AND PARTICIPATE!!

Your club President,
Warwick Bramby.

Miss
TINY

RECORD-HOLDER
in Sales
RECORD-BREAKER
in Performance

We don't advertise Tiny in the ordinary way—"hot performance," "tremendous climb," although these are both true. As every owner knows, Tiny is *different* and has always been different—ever since this perfect little scaled-down replica of a real airplane took the air and *gave the air* to a lot of so-called "advanced" models. Although recommended for Class A, she has often won against Class B and even Class C models. We have finally stopped keeping track of the records and trophies, she takes. Note price incl. standard wheels and act now before higher costs

FOR SALE

ENYA 53 Four Stroke, has minor fin damage on head, otherwise in excellent condition. Recently serviced by Model Flight in Adelaide.

Price \$180-

Very early ENYA 19 Long Stroke motor, manufactured before the Mk1,2 or 3 versions. Excellent Condition.

Price \$50-

WANTED

Wanted to buy, 80-120 size Four Stroke Motor.

Greg Mitchell

32 Waratah Drive

Warragul 3820

Ph (056) 235 970.

NOTE RE MEETING NIGHT.

Due to the number of Activities and Social Gatherings taking place at the R.S.L. Centre these days, accomadation for Groups such as our's is becoming difficult, as experieced at our last meeting. An arrangement was arrived at whereby the R.S.L. Management has offerred us the use of their Large Function Room for the night FRIDAY November 25th to conduct our Annual Auction Night.

At this stage it is somewhat uncertain whether future meetings will be able to be conducted at the R.S.L., it could transpire that we may have to seek out another venue.

"THE PROFESSOR"—A Championship Design in 3 sizes.—K. Ernst, dealer and model builder of 10 years experience states: "Most outstanding ship for STABILITY, SOARING ABILITY, and SHEER BEAUTY"

Motors may be upright or inverted

The Ideal Contest Ship

The Super Senior is ideal for Radio Control or contest work

SPECIFICATIONS

	JUNIOR	SENIOR	SUPER SENIOR
Span	50"	6 ft-1"	9 ft-2"
Length	41"	57 1/4"	87 1/2"
Wing Area, sq. Ft.	2 1/4"	4 3/4"	10 3/4"
Weight, complete.....	21 oz.	39 oz.	61b. 5 oz.
Motor H.P. complete	Smallest	1/8 to 1/5	1/8 to 1/2
KIT PRICE			
less motor	\$4.45	\$4.95	\$14.50
Price with airwheels.....	\$4.95	\$6.50	\$16.25
Add postage and handling	20c	25c	50c

(unless bought from dealer)

MODEL AIRPLANE NEWS - MODEL AIRPLANE ENGINE DIRECTORY FOR 1940

NAME	CLASS	WEIGHT IN OZ.		DISPLACEMENT IN CUBIC INS.	BORE	STROKE	CYCLE	PORTS	RATED HP	R. P. M.		FUEL PARTS		PROPELLER		MOUNT	BLOCK TESTED	TYPE OF GAS FEED	MINIMUM WEIGHT OF PLANE IN OZ.
		BARE	FLYING							MIN.	MAX.	GAS WHITE	OIL SAE-70	DIA.	PITCH				
AJAX	C	6 1/2		.363	3/4	1 3/16	2		1/6	500 - 8000	3	1	14"	8"	BEAM-RADIAL	YES	SUCTION	29.00	
ALTERNATE FIRING TWIN	C		19	.326	5/8	1 7/32	2	4	1/3	500 - 8000	4	1	14"	8"	BEAM	YES	SUCTION	26.10	
AVION MERCURY	OPEN	2 3/4	36	1.53	1 1/4	1 1/4	2		3/4	500 - 3800+	4	1	20"	10"	BEAM	YES	SUCTION	12.23	
ATOM	A	2	3 1/2	.097	1/2	1 1/2	2	9	1/8 - 1/10	250 - 17500	3	1	10"-12"	6"-7"	BEAM	YES	SUCTION	7.76	
BANTAM	A	2 3/4	7.02	.165	1/2	1 1/2	2	3	1/4	500 - 10000	3	1	10"-12"	6"-7"	BEAM	YES	SUCTION	13.20	
BRAT	A	3 1/2	8.	.155	7/8	1 1/8	2	4	1/4	500 - 8000	3	1	9"	6 1/2"	BEAM	YES	SUCTION	12.40	
BROWN-B	C	6 1/2	2 1/2	.6	7/8	1 1/8	2	4	1/5	500 - 7000	3	1	14"	8 1/2"	BEAM	YES	SUCTION	48.00	
BROWN-C	C	6 1/2	2 1/2	.6	7/8	1 1/8	2	4	1/5	500 - 7000	3	1	14"	8 1/2"	BEAM	YES	SUCTION	48.00	
BROWN-D	C	6 1/2	2 1/2	.6	7/8	1 1/8	2	4	1/5	500 - 7000	3	1	14"	8 1/2"	BEAM	NO	SUCTION	48.00	
BELMONT	C	9	22	.564	7/8	1 5/16	2	4	1/4 *	TO - 8600	4	1	14"	8 1/2"	BEAM	NO	SUCTION	45.10	
BUNCH "MIDGET"	C	6 1/2	2 1 1/2	.45	7/8	3/4	2	4	1/5 - 1/4	TO - 7500	3	1	12"	6 1/2"	BEAM	NO	SUCTION	36.00	
CONDOR	A	3	7 5/8	.18	5/8	1 9/32	2	4	1/8	500 - 15000	5	1	11"	8 1/2"	BEAM	YES	SUCTION	14.40	
CYCLONE	C	6 1/2	20	.363	1 1/16	1 3/16	2	4	1/5	500 - 5500	3	1	12 3/4"	8"	BEAM	YES	GRAVITY	29.00	
DENNYMITE	C	10	21	.563	9/10	9/10	2	4	1/4	500 - 6500+	3	1	13"-14"	7 1/2 - 8"	BEAM	YES	SUCTION	45.00	
ELF	A	4	8	.140	9/16	9/16	2	4	1/32	TO - 4500	8	1	12"	6 1/2"	BEAM	YES	SUCTION	11.20	
FORSTER	C	14	25	.997	1 1/8	1 1/8	2	4	1/3	UP TO 5000	4	1	16"	10"-12 1/2"	BEAM or RADIAL	YES	SUCTION	79.80	
G.H.Q.	C	10	18-20	.518	1 1/16	3/4	2	4	1/5	300 - 7000	5	1	14"	8"	BEAM	YES	SUCTION	41.45	
GWIN-AERO	C	6 1/2	2 1 1/2	.45	7/8	3/4	2	4	1/5 - 1/4	TO - 7500	3	1	12"	6 1/2"	BEAM	NO	SUCTION	36.00	
GNAT	A	4 1/2	8	.156	5/16	5/8	2	4	1/10	TO - 7500	3	1	10"-12"	6"-7"	BEAM	YES	SUCTION	12.48	
HUSKY "J.V."	A	2 3/4	6	.192	5/8	5/8	2	4	1/8	250 - 8000	3	1	11"	8 1/2"	BEAM	YES	SUCTION	15.35	
HURLEMAN	C	6.7	21	.460	7/8	1 3/16	2	4	1/5	500 - 8000	4	1	14"	8 1/2"	BEAM	YES	SUCTION	35.80	
IMP G-9	C	9	14	.565	7/8	1 5/16	2	4	1/5 +	300 - 7000	3	1	13"	7 1/2"	BEAM	YES	SUCTION	45.20	
JAMES	C	8	22	.647	1 1/16	1 5/16	2	4	1/4	TO - 7000	4	1	13"	7 1/2"	BEAM or RADIAL	YES	SUCTION	51.80	
KAYDET	A	4	8	.163	5/8	1 1/32	2	4	1/7	500 - 8000	3	1	10"-12"	6"-7"	BEAM	YES	SUCTION	13.33	
LITTLE DYNAMITE	C	6 1/2	2 1 1/2	.375	.781"	.781"	2	2	1/5	TO - 6000	3	1	14"	8 1/2"	BEAM	YES	OPTIONAL	30.00	
M.B.M.	B	4 1/2	11	.292	2 3/32	2 3/32	2	4	1/7	500 - 8000	3	1	11 1/2"	8 1/2"	BEAM	YES	SUCTION	23.39	
OHLSOHN "23"	B	4	9	.213	5/8	1 1/16	2	4	1/7	500 - 10000	2	1	10"-12"	6"-7"	BEAM-RADIAL	YES	SUCTION	16.98	
GOLD SEAL	C	8	22	.564	7/8	1 5/16	2	4	1/5	500 - 10000	3	1	14"	8 1/2"	BEAM-RADIAL	YES	SUCTION	45.10	
O.K. TWIN	OPEN	18	28	1.21	.900"	.950"	2	4	1/2	800 - 10000	4	1	18"	10"-12 1/2"	RADIAL	YES	SUCTION	96.80	
O.K. STANDARD	C	7 3/4	21	.616	.900"	3 1/32	2	4	1/5 +	1200 - 12000	3	1	14"-15"	8 1/2"	BEAM-RADIAL	YES	SUCTION	49.30	
O.K. SPECIAL	C	7 3/4	21	.616	.900"	3 1/32	2	4	1/5 +	1200 - 12000	3	1	14"-15"	8 1/2"	BEAM-RADIAL	YES	SUCTION	49.30	
PEE-WEE	A	5	9	.140	9/16	9/16	2	4	1/10	500 - 10000	3	1	10"	6"	BEAM	YES	SUCTION	11.20	
PHANTOM "G"	A	3 1/2	8	.276	3/4	5/8	2	2	1/7	TO - 6500	3	1	11"	8 1/2"	BEAM	YES	SUCTION	22.08	
REBEL	A	4 1/2	8	.230	5/8	3/4	2	4	1/7	350 - 5000	3	1	10"-11"	6"-7"	BEAM	YES	GRAVITY	18.4	
SYNCRON "ACE"	C	10	21	.564	7/8	1 5/16	2	4	1/5 - 1/4	TO - 10000	4	1	13"-14"	7 1/2 - 8 1/2"	BEAM-RADIAL	YES	SUCTION	45.10	
SYNCRON "BEE"	A	3 3/4	8	.122	1/2	9/8	2	4	1/8	1000 - 8000	4	1	13"-14"	9"-10"	BEAM-RADIAL	YES	SUCTION	97.60	
TORPEDO	C	4 3/4	9	.304	3/4	1 1/16	2	4	1/5	TO - 14000	2 1/2	1	13"-14"	7"-8"	BEAM-RADIAL	YES	SUCTION	24.32	
TROJAN	A	5	9	.232	1 1/16	9/8	2	4	1/7	TO - 6500	4	1	10"	6"	BEAM	YES	SUCTION	18.56	

JESSE DAVIDSON

MANUFACTURERS' FIGURES FOR BORE AND STROKE HAVE BEEN USED TO CALCULATE THE PISTON DISPLACEMENT BY MEANS OF THE FORMULA $C_u = (0.7854) B^2 S N$: IN WHICH B=BORE; S=STROKE AND N=THE NUMBER OF CYLINDERS

REPORT ON O/T WEEKEND 15/16TH OCTOBER, 1994 WODONGA

The Saturday ended up being a great day of flying and "yarning". Two (2) one kilogram trout were presented by a choice of Club members to:

Barry Barton	Winter Special
Mark Collins	Super Quaker

Barry Barton had the audacity to question the decision of the "Deciders", and asked why did he get the fish. Because!!

We ate Barry's on Saturday night at a BBQ, nevertheless we were lucky to get a look-in since Barry became very protective. Mark Collins ate his with his father on Sunday evening at Chiltern. (The local vine has it that he was seen trying to strap an 049 to it).

The Sunday competition started at 10.am. and the day was even hotter than the Saturday. Peter Donovan started the day with breakfast at the Golden Arches and the Wodonga Flea Market. The first group to take to the air were the 1/2 A Models. We set 15 minute "Max's" with two rounds in order that we get through the schedule. Warwick B. took out the event and was heard to comment that the dry heat was causing the Gippsland Mildrew to flake-off his person. Special thanks has to go to Mark Collins for the skill-display he put on during his first flight. Stall turns, outside loops, knife-edge, etc... in order to gain height. The sports fliers in our Club immediately took note and VOTA should have an increase in new members soon.

Texaco was run along the same lines as 1/2 A, but with one rule change. In order that we make up numbers, the "year" was relaxed to 1994. The Western Trainer with an OS 90 was thought to have potential. In fact, this rule change brought home how skillful and specialised this event is. Mark Collins and Peter Donovan had an interesting time in the fly-off, with Mark pipping Peter. Too many McBurgers, Peter?

The Duration contest was won by Mark Collins ahead of Peter Donovan and Norm Campbell. Fred Chigwidden has still to replace the divot he left. Unfortunately Don C "tripped" on landing.

The weekend proved to be a success from our Club's point of view. An interest has been started in our Club particularly in 1/2 A. We did not have any Sydney/Canberra reps but they both rang with apologies. Allan Laycock (SAM 84) and Alan Wooding (SAM 1788) both want a report since the concept of having a Border Venue is promising, and we hope to build upon this. The flyers who turned up will hopefully add weight to the fact that our field is adequate, the Club is held together with enthusiasm and we are keen to have a good time. The weekend was a "taster" and hopefully the good news will spread.

We must thank our sponsors namely:

Old Timer Aircraft - Ingleburn, NSW
(66% Playboy and Buzzard Bombshell Kits)

Albury Toy Kindom - Albury, NSW
(Trenton Terror Kit)

Col Taylor Models - The Rock, NSW
(Playboy Kit)

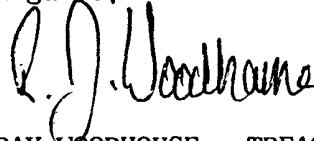
Elite Line Models - Melbourne, Victoria
(Vouchers and Fuel)

Hume Weir Trout Farm
(Two x 1kg Trout)

Merv Buckmaster - Benalla, Vic
(Glossaries of Aeromodelling)

Also, thanks to Warwick B. for C.D.ing.

Regards,



RAY WOODHOUSE - TREASURER

1/2 A Texaco

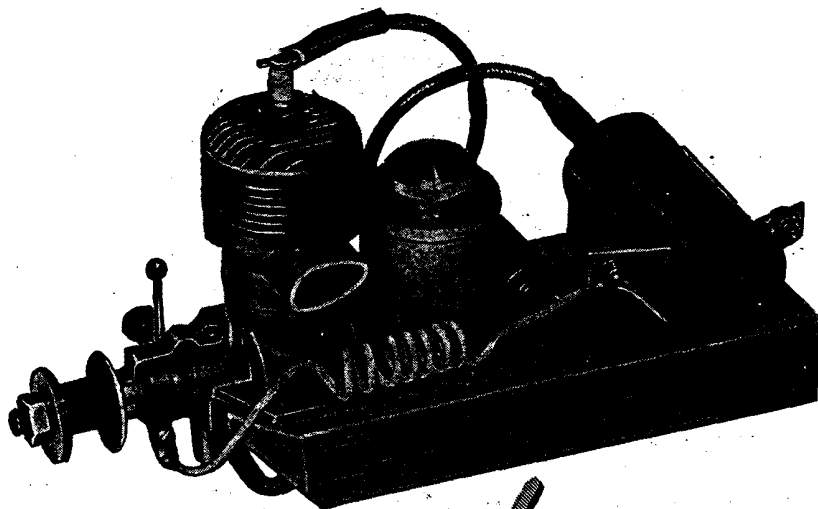
<u>Name</u>	<u>Model/Engine</u>	<u>Score</u>
Warwick Bromby	Polly 67% /Cox	1745
Mark Collins	Dallaire/Cox	1624
Peter Donovan	Coronette/Cox	1346
Don Cameron	Coronette/Cox	1029

Texaco

Mark Collins	Lanzo Bomber/OS60 O/R	3530
Peter Donovan	Record Breaker/Enya 60	3443
Warwick Bromby	Cloud Cruiser/Ohlssen 60	2266
Norm Campbell	Record Breaker/ASP65	1770
Don Cameron	Lanzo Bomber/OS61	1109
B.Ealy	Red Zephyr/OS40	1097
Ray Woodhouse	Trenton Terror/OS28	1023
Graham Porter	B/Bombshell/OS40	816

Duration

Mark Collins	Super Quaker/McCoy	1459
Peter Donovan	Playboy/Rossi 45	1392
Norm Campbell	Super Quaker/Rossi 40	543
Graham Porter	B/Bombshell/OS40	207
Fred Chigwidden	Playboy/Rossi 45	Retired Hurt
Don Cameron	Playboy/Saito 65	Retired Hurt



NEW *Citirood* PHANTOM
MODEL G

THE VINTAGENCY
 SAM 84 - THE VINTAGENCY
 somewhen in September 1994

I am sitting here trying to to draw up the enthusiasm to essay the discussion of rules and the organization our sort of flying demands, Simon and Garfunkel are sitting in the corner of the workshop singing about urban alienation, and it struck me that... I enjoy this schlock because it brings together a set of people with whom I share a vocabulary; I, personally, do not need rules or an organization but I do need the tribe of OT within which to base my rituals and this tribe seems to agree to meet only under the compulsion of a competition program.

What rules and events do we need? Let me remind you of the SAMUSA Competition Rules Preamble which goes part way towards providing a fair rationale for what we do. Remember this preamble begins the rules. It is not a preamble to the life of aeromodelling.

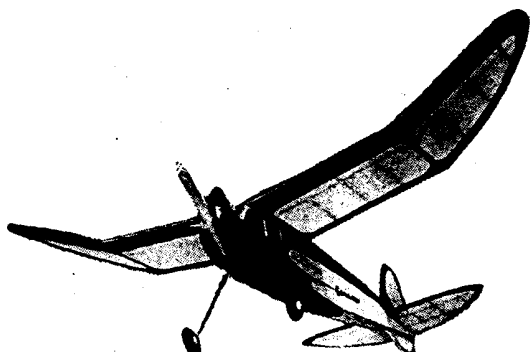
"The competition flying of freeflight and radiocontrolled model aircraft of vintage design is intended to be casual, enjoyable, and interesting for both competitor and spectator alike. It is neither desired to advance the state-of-the-art of aeromodelling, per se, other than to increase participation in the sport generally, nor to reprove again that which is already recorded in aeromodelling 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 two basic classifications, ANTIQUE and OLDTIMER, are expected to compete in the oldtimer events."

This Preamble presupposes an Amble which I suspect considers the notion of enjoying yourself simply flying OT aircraft for your own pleasure - flying your Quakers, Snow Queens, Porlock Puffins, whatever for the sheer joy of seeing those forms in flight. Is it not strange the only models we fly are chosen for their competition efficiency not for their aesthetic delight. I love the Air Trails Sportster but I need to see it flying. I cannot see the thing at 1600 feet or 487.68097 meters or whatever. Where is the pleasure?

Perhaps we all need to have a look at the why and wherefore of our rules, particularly now we are facing a new rules cycle.

Ah, Thermals,

B.G. Dent
 33 Madeira St.,
 The Gap, 4061



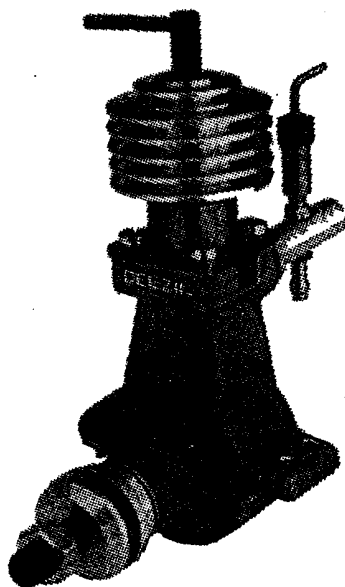
CORONET . . . Class "A" or "B"

*Wingspan 46 1/4". *Over-
 all Length 30". *Wing
 Area 300 sq. in.

If you are sending payment for one of these DEEZIL motors. Send \$US10- for Airmail Post to Australia.

(Ed) →

REINTRODUCING THE 1948 DEEZIL



DEEZIL

NOW AVAILABLE

A high quality reproduction of the

1948 DEEZIL Diesel Engine.

Specification: Bore - .497 in.
Stroke - .708 in.
Displacement - .125 cu. in.
Weight - 5.4 oz.
RPM - 6500 with a 10-5 zinger prop.

While being a nice collectors engine, it is also an excellent runner and is ideal for many old timer model designs. Each engine is boxed, serial numbered, test run and includes a copy of the original instructions.

ORDER FORM

Please send _____ DEEZIL engines at \$95.00 each.
Shipping \$4.00 (\$2.00 each additional) _____

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Address _____
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SECRETARY/TREASURER :- Geoff Hall, P.O. Box 26 EMERALD. VIC. 3782
Tel. (059) 68 4228 A.H.

EDITOR :- Max Hayes, 6 Newman Avenue, NOBLE PARK. VIC. 3174
Tel. (03) 798 2003

1. To all members, the following dates were advertised in the latest VMAA directory 19 & 20 February, 1995. It should be the 18 & 19 of February, however the Warragul Old Timer will not be held this year as we are hosting the State Champs early in March. However, any member of VOTA or other clubs are most welcome to use our field for any practice or general funflying. The field will be open from 9.30am each day.
2. Please note all flyers at our field must have their radios certified within the past 2 years.
3. State Championships 11 & 12 March, 1995. This will be held according to M.A.A.A. rules and the landing circle will be used. There will be a \$5.00 entry fee for each event limited catering will be available.
 - a) Saturday morning events will start at 9.30am first event being 2cc duration. Saturday afternoon events will start approx. 1.00pm open duration.
 - b) Sunday morning events will start at 10.00am sharp first event being 1/2A Texaco. Sunday afternoon events will start at 12.00 second event being Texaco.
4. One little morsel of information that might interest readers is that if you are looking for any information about your next scale project, anything military, 238 Flinders Lane, Melbourne (upstairs in the arcade). They claim to have the largest collection in Australia I just picked up a copy of windsock publications SE5 from their shop.

Any Enquiries please contact G. Mitchell (056) 235 970

FOR SALE.

OLD FASHIONED HOBBIES KIT.
75% DELLAIRE, 80" SPAN
FUSELAGE FRAMED UP PRICE \$60-
CONTACT DARYL COPE PH (03) 703 2431