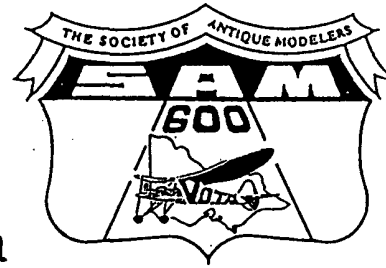


# S.A.M. 600



Victorian R/C Old Timers Association

## NEWS

DEADLINE FOR THE NEXT NEWSLETTER IS MARCH 3rd 1995.

NEXT MEETING - PLEASE NOTE.

We have a new venue for our meetings, beginning with our NEXT meeting which will be held on THURSDAY January 26th 1995. The new venue is the Royal Victorian Aero Club Rooms, at Moorabbin Airport. Melway Ref Map 87 G4. See further details inside this Newsletter. (Page 4.)

COMING EVENTS.

ROY ROBINSON Memorial Old Timer Event to be held at P&DARCS Field on the weekend of 28th & 29th of January 1995.

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PLEASE NOTE.

The O/T event shown in the V.M.A.A. Calendar for the 19th&20th of February 1995, at WARRAGUL F/Field has been CANCELLED.

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THE OLD TIMER STATE CHAMPIONSHIP'S.

This event WILL be held at WARRAGUL Flying Field, on the weekend of the 11th & 12th of March 1995. HOSTED by the Latrobe Valley Model Aero Club.

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EASTER OLD TIMER CONVENTION AT SWAN HILL.

Sread over Easter weekend 14th-17th April 95. See President's Report for further details.

## PRESIDENT'S REPORT

I trust everyone has recovered from the Christmas festive season and are now keen to chase an Old-Timer model or two around the field to burn off those few extra pounds gained over the Christmas/ New Year period! WELL HERE'S YOUR CHANCE!! The ROY ROB is coming up so come along and fly one day or both or even just fun fly, It doesn't matter; Getting together and enjoying the sport is what it's about.

Those who were at the last meeting will have seen the excellent Life Membership Certificate, Ian Triffit produced which was awarded to Bob Munn. I sent the certificate over to Bob with an accompanying letter. Bob wrote back to me and was delighted to be SAM 600's first Life Member. His letter appears elsewhere in this newsletter. Congratulations once again to a most deserving recipient.

Also, the Auction Night held last meeting was once again a success with a large selection of goodies changing hands. Thanks to all those who participated.

Greg Mitchell was so happy with the disastrous weather conditions at the Warragul Nostalgia Day (6 Nov 94) that he has decided to run it as a postal event so that maybe someone somewhere in Australia will have flyable conditions!! He is proposing to run the event on Feb 11&12 1995. If you have a nostalgia model or nearly have one put in a score so that Greg can do his sums to see who comes where! More information and an entry form is in the newsletter.

As everyone was munching on their steaks and chips etc. at the Cheltenham/Moorabbin RSL just before our last meeting, your President was over at the Royal Victorian Aero Club negotiating with the Manager regarding the possible use of their clubrooms for our next meeting. There has been rather a squeeze on at the RSL since the introduction of the pokies with our last meeting being re-scheduled to the Friday night to dodge the Bingo. Even then we had to contend with dinner patrons and the associated noise as we conducted the meeting! The result was that the club decided to hold the next meeting at the Royal Victorian Aero Clubrooms. A map showing the location of the venue for the VOTA meeting (26/1/95) appears elsewhere in the newsletter.

DON'T BE DEPRESSED good modellers; Your president raced back to the RSL and still managed to down his steak & mushies and a pot of the amber fluid in time for the meeting!!

The State Champs as you probably know are to be held at Warragul this year (11&12 March). Please note that the noise restriction at this field has been dropped HOWEVER, the LVMAC club enforces a two year certification on radios. Therefore please ensure your set has been certified in the last two years if you intend to fly there.

Continued on Page 3.

1781 Bradley Estates Drive  
 Yuba City, CA 95993  
 December 6, 1994

Warwick Bromby  
 P.O. Box 133  
 Korumburra, Vic 3941  
 Australia

Dear Warwick:

What a pleasant and totally unexpected surprise! I am most honored by SAM 600's award of a life membership, let alone number one, and hope you will convey my deep appreciation to all those friends and colleagues who took part in reaching this decision. It is a very generous gesture, and one I shall always appreciate.

After almost two years of battling various medical problems, I am at last back at the workbench with a vengeance, intent on getting myself prepared for next season's SAM events. Within the last three or four months I have finished a standard POWERHOUSE equipped with an Irvine 40 diesel especially fitted for our Texaco event. With a fuel allowance of 28cc (about 2/3 ounce) of standard commercial diesel fuel, using a 14 X 6 Taipan prop, I can count on about 16 minutes run, and on occasion have had as high as 21 minutes! Also have built a reduced size Lanzo Bomber of 930 sq. in. area in which I have an OS 48 four stroke at the moment, but may try a Webra 40 later. Another small Bomber is still awaiting its final fuel-proofing coat of K&B clear epoxy...it is from one of the old Leisure electric kits, 630 sq. in., and will have a Webra Speed 28 for power initially. I hope by our spring to have two or three more old timers ready for action so that it will be worthwhile to travel to the many meets which are held in this area of California and Nevada.

I think it is as much the good friends one meets at these events, as the flying itself, which makes SAM such an absorbing and pleasant experience. My wife Ethel and I are looking forward to a time when we can again visit Australia and renew all those acquaintances. In the meantime, please let all the SAM 600 members know that they should feel free to call on me if there is some way in which I could be helpful.

Thank you all again for your very sincerely appreciated award.

Best wishes,

*Bob*

Robert H. Munn  
 SAM 474

P.S. Does SAM 600 have a special decal insignia similar to the one at the right side of the newsletter masthead? I would like to put this insignia on my old timers, and will be glad to reimburse costs for a dozen or so. If you do not yet have such a decal, I'll be happy to contribute toward the costs of having them made for all to enjoy. Please let me know.

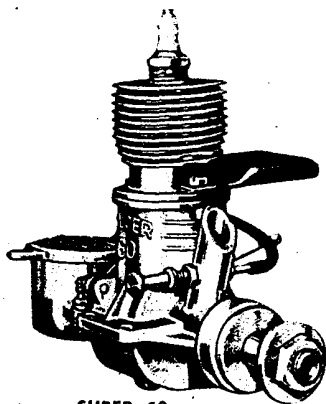
In not too long Easter and Swan Hill will be upon us once again. Recently we held a Sub-committee meeting to thrash out what, when, not where but how much! After a discussion with Leo O'Reilly in SA by phone, we have decided to run quite a number of events such as:- Nostalgia, Standard Duration (loop scavenged engines), 2cc Duration, Open Duration. A social indoor Chuckie & Hangar Rat event (Sat night). 1/2A Texaco. Texaco and '38 Antique (SAM 1788 rules). The presentation dinner will be on the Sunday night. Accommodation is drying up fast so if you intend to go, book now if you haven't already! Also, volunteers to CD etc. will not be turned down at this stage!!

In a recent letter from the VMAA it seems that VOTA as a club does not have sufficient members affiliated through it to remain on the VMAA books as such. Nearly all our membership are members of other model aero clubs. Therefore the logical course of action seems to be to revert to our previous position of Old Timer Special Interest Group within the VMAA. The two or three members that this will affect have been contacted and there is no problem there so it looks as if this is the direction VOTA will take. This happening is probably a blessing in disguise as it will consolidate our position of the ONLY special interest group for OT in Victoria.

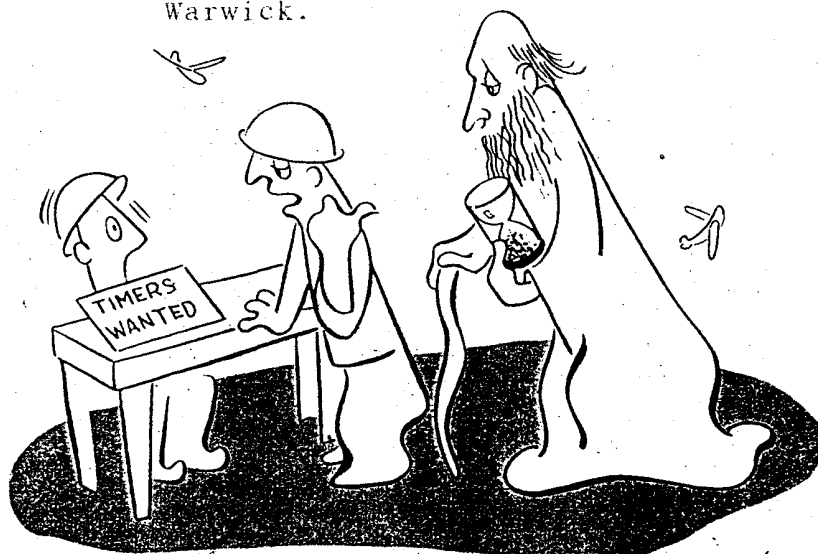
A bit of interest for the Sparkie set:- After an 18 month wait I have finally taken possession of a repro SUPER CYCLONE engine! Tom Morrison of Super Cyclone Engines in Arizona U.S.A. was producing these engines in 60 & 65 capacity and due to ill health, had been unable to keep up production. Unfortunately in September Tom passed away which marked the end of an era for the Super Cykes. However the engines are now back in full production with a new builder and with Mrs Morrison (Tom's wife) still involved in the project. I recently spoke to her by phone and she informs me that they are currently filling Tom's old orders and that engines are READILY AVAILABLE and can be shipped to prospective customers with minimal delay! Price tags at present are SUS 224.00 (60 size) and SUS 259.00 (65 size). So there's a good new old Sparkie for ya!!

Well that about wraps it up for now so I'll see you at the Royal Vic Aero Club on Australia day or at the Roy Rob.

Regards,  
Warwick.



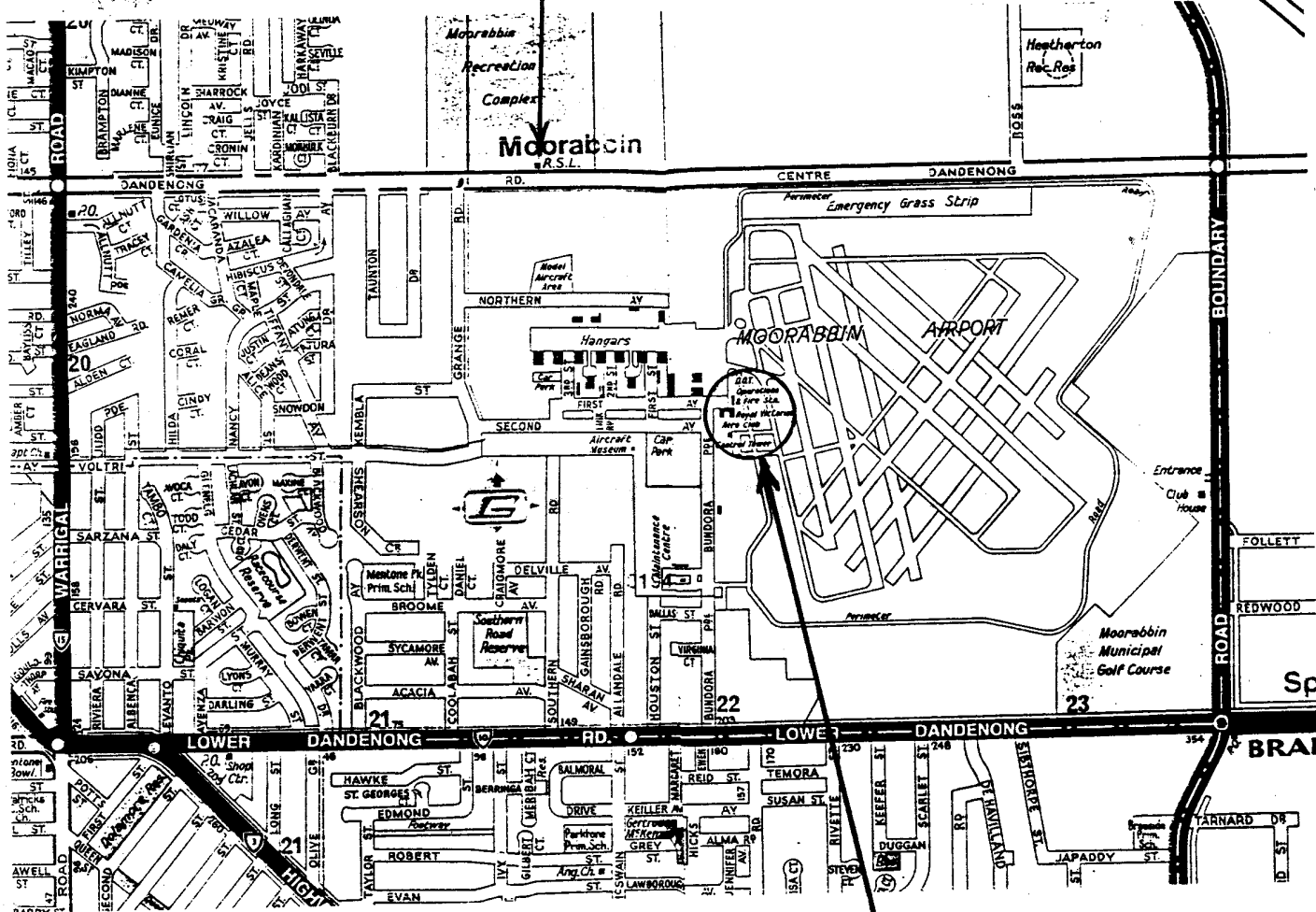
SUPER 60



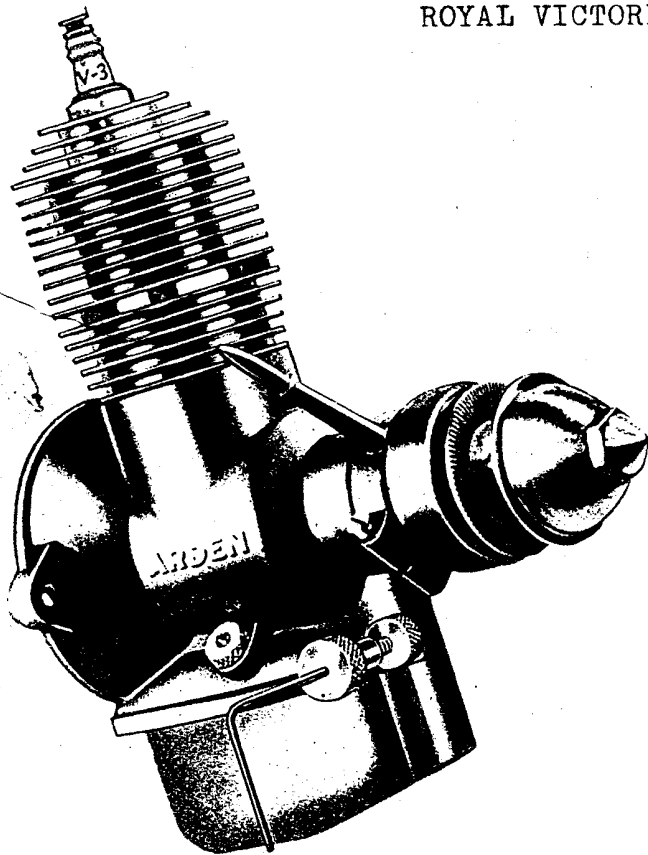
GERLACH

"He wants to know whether we still need help."

CHELTENHAM/MOORABBIN R.S.L



....NEW MEETING VENUE...  
ROYAL VICTORIAN AERO CLUB



"That's in case the motors fail."

SUNDAY 6th NOV

## WARRAGUL OLD TIMER NOSTALGIA DAY

WHAT A FIZZER, 4 SEASONS EVERY TEN MINUTES, GALE FORCE WINDS HAIL, WHAT A SHOCKER OF A DAY  
 MANY THANKS TO ALAN MALE & GEOFF PEDLAR FOR THEIR GENEROUS HELP IN FIELD PREPARATION, SHAME IT WAS WASTED HOWEVER----- IN LIGHT OF THE PATHETIC WEATHER WE SEEM TO STRIKE, ON BEHALF OF LVMAC WE WILL NOW HOLD THE NOSTALGIA EVENT AS A POSTAL CONTEST AS IS THE 38 ANTIQUE EVENT-----FORMAT AS FOLLOWS

ALL MODELS MUST CONFORM TO MAAA PROVISIONAL RULES  
 EG models designed for nostalgia must have been published from 1st of jan 1943 to 31st dec 1956 to be eligible

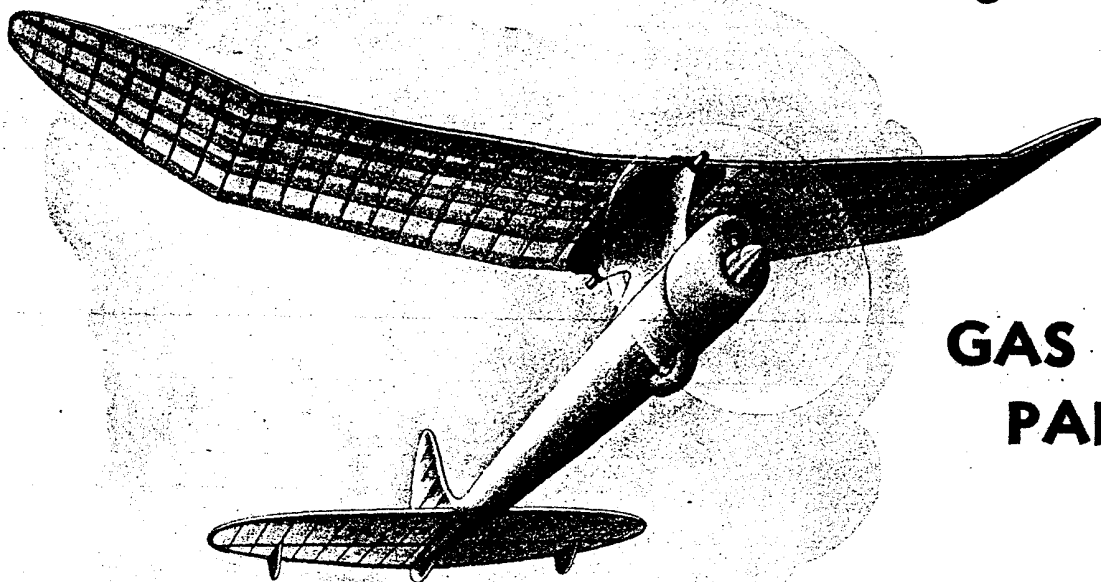
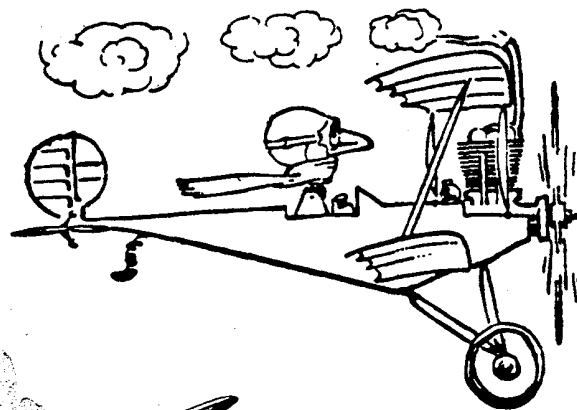
ENTRY FORMS ARE AVAILABLE FROM VOTA OR FROM LVMAC  
 INTERSTATE ENTRIES ARE WELCOME

THE NOMINATED WEEKEND FOR FLYING IS FEBRUARY THE 11th&12  
 SAT&SUN RESPECTIVLY 1995

RESULTS SHOULD BE RECIEVED BEFORE FRI MARCH THE 3rd  
 PLEASE SEND RESULTS TO-----greg mitchell

32 waratah drive  
 warragul vic 3820

RESULTS WILL BE PUBLISHED IN THE VOTA NEWSLETTER PLEASE  
 FIND ENCLOSED CONTEST FORM TO BE INCLUDED WITH THE  
 NEWSLETTER



**GAS BUGGY  
 PARADE**

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FEBRUARY 11&12 1995

L.V.M.A.C

POSTALGIA POSTAL EVENT

Contestant Name-----

Timers Name-----

Witness Name-----

Model----- Age--

Eng Type Size

Standard fuel must be used

Planes must rise off ground

Eng run time 20 seconds

2 flights Longest possible duration

timer initial

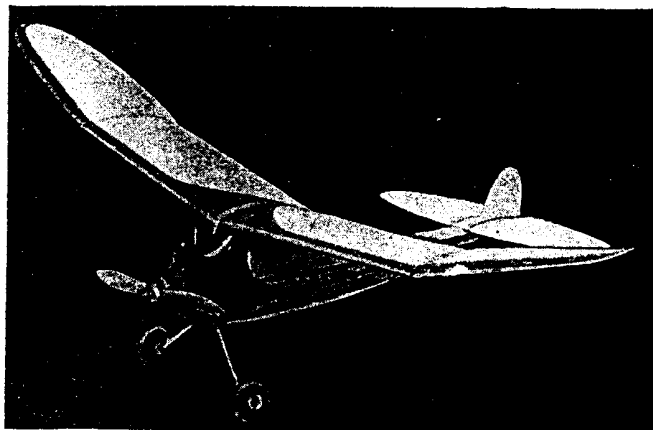
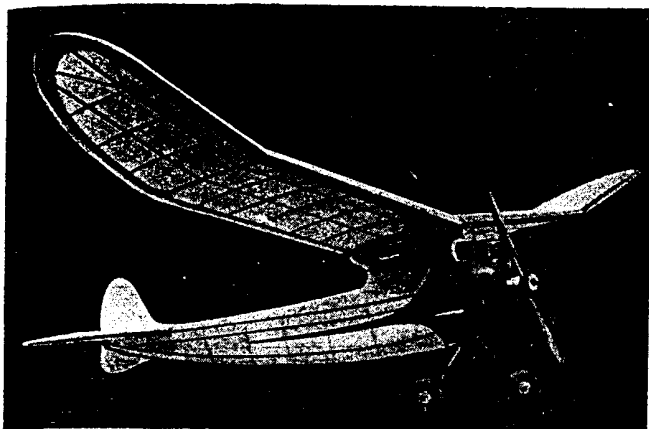
1st-flight seconds

2nd flight seconds

Total Time seconds

best of luck --- and remember good sportmanship and honesty prevail

FOR THOSE WHO ASKED ABOUT THE SAL TAIBI "WINGED YANKEE" PLAN WHICH APPEARED IN THE LAST S.A.M. 600 NEWSLETTER, HERE IS THE REST OF THE ARTICLE.



The Winged Yankee ready to fly; with parasoled wing for steep climb

## THE WINGED YANKEE

A high performance Class A gas model that is easy to build and operate

by SAL TAIBI

DESIGNED and built around the Bantam, this little plane has turned in many fine flights and has both beauty and flyability. Because of its small size it can be flown in limited areas now available in and around the large cities; also it can be transported on a bike, train, bus or other means of transportation.

The structure is designed to be light but extremely strong, yet to use a minimum of balsa and other materials, since the materials are getting harder to obtain as time goes on.

Well let's get busy: start with the fuselage. The usual tools and some hard 1/8" sq. balsa are needed. Make a full size layout of the fuselage sides and top. Lay out the fuselage sides one on top the other and fill in the crossbraces; be sure to use hard balsa so there will be no sag in the construction.

When dry assemble the sides putting in only the top braces, then pull the bottom together and cement the shorter bottom pieces in place, then cement the bottom longerons together in the rear as shown in the perspective view. Note that the front uprights are 1/8" x 1/2". Now add the front bulkheads of 1/8" sheet to the front of the fuselage. The front bulkheads and all other fuselage parts are full size on the plans.

Now add the wing mount, wing braces and wing saddle in place. Cement two pieces of 3/32" sheet balsa cross-grained together to form the wing saddle. Cement the top stringer in place and add the bulkheads in rear of the wing mount, as shown. At station No. 5 a small piece of 1/8" sheet balsa is fitted in to take the tail end of the ignition rack.

Now add the 1/8" sq. medium soft stringers in place. Using the front bulkhead as a pattern cut out a reinforcing bulkhead of 1/16" plywood. Cut out the inside as shown and cement it to the front former. Using the same outline cut out a firewall of 1/8" plywood. Drill holes in both the plywood bulkheads to take the dowels used to key the motor unit to the fuselage. Cement the

blocks and motor bearers in place on the firewall; when dry carve and shape the blocks to size. It may be necessary to make minor changes for other makes of motors, but these changes are slight, not more than a 1/16" wider or narrower according to the engine.

Assemble the motor and ignition units to the ignition track. Tie in place with rubber bands. Wire as shown in the diagram on the motor instructions. Cement the landing gear in place and attach the wheels by soldering a washer on each side.

Cut out all the wing ribs, tips and cut the spars to length. Lay out a full size plan of the wing and assemble it on a flat surface. Make a right and a left wing panel. When dry carve and sand leading and trailing edges to the airfoil contour. Carve the tips to a neat streamline shape, rounded on the leading edge and tapering back to a thin edge as it joins the trailing edge. Cement the wing panels together and cut the tips as shown, raising them to the dihedral angle shown on the drawings. When dry cement dihedral reinforcements in place and sand the entire structure smooth.

On a full size layout of the stabilizer, cut out the outlines and pin them to the plans. Then cut the spar to length and glue in place. Ribs are now added; spar and ribs are formed from 1/8" x 3/8" balsa.

When dry carve to a rough airfoil shape and sand to a neat thin airfoil. Be careful to avoid warping.

The rudder is built on the same system. Sand it to a smooth streamline shape. Shape the bottom rudder to fit the fuselage.

Now go over the model, checking for alignment. Sand all the framework to assure a smooth wrinkleless covering. Add scraps of balsa to the top of the wing saddle to fit the airfoil shape and sand until wing fits snugly. Cement piece of 1/16" wire at the front and rear of the wing saddle; this provides anchorage for the rubber bands that hold the wing on the

fuselage. Cement hooks to the motor unit and fuselage. Cement a dowel in place in the fuselage at the stabilizer leading edge and a wire hook along the sub-rudder trailing edge.

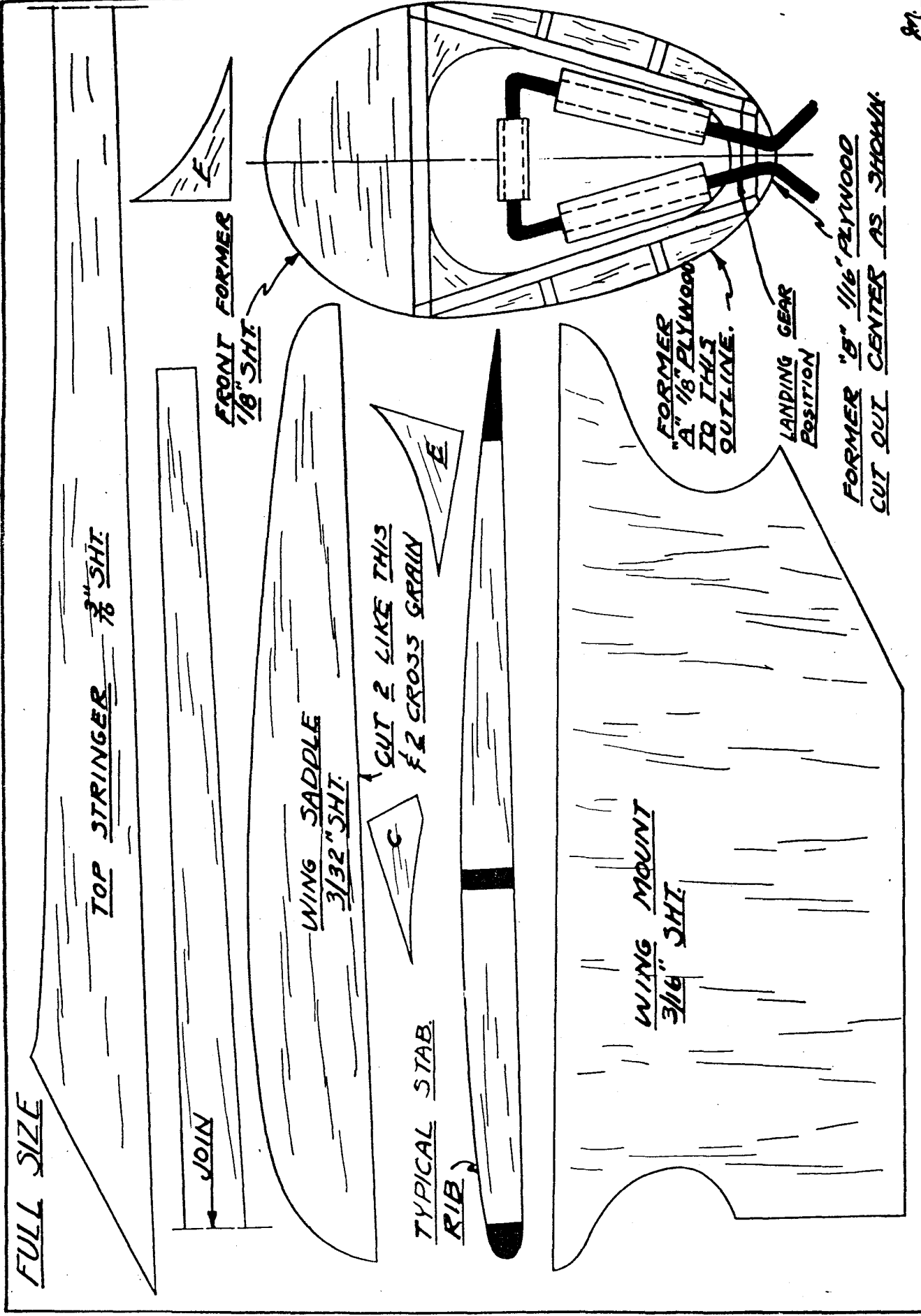
Now you are ready to cover the model. The fuselage of the original model was covered with silk but gas model Silkspan will do if silk is not obtainable. Work very carefully when attaching the covering to the wing mount, pull out all the little wrinkles. To make the silk or Silkspan fit around curves use it slightly damp. Cover the wing in the conventional manner and spray with water to pull out any little wrinkles in the covering. When dry give the model about three coats of dope, sanding in between with 10-0 sandpaper. Give the model a last coat of dope: do not sand the last coat of dope.

The original model was all white natural color, trimmed with blue dope. Use masking tape to obtain smooth curves when color doping. Give the motor mounts two or three extra coats of color dope to protect them against the gas and oil.

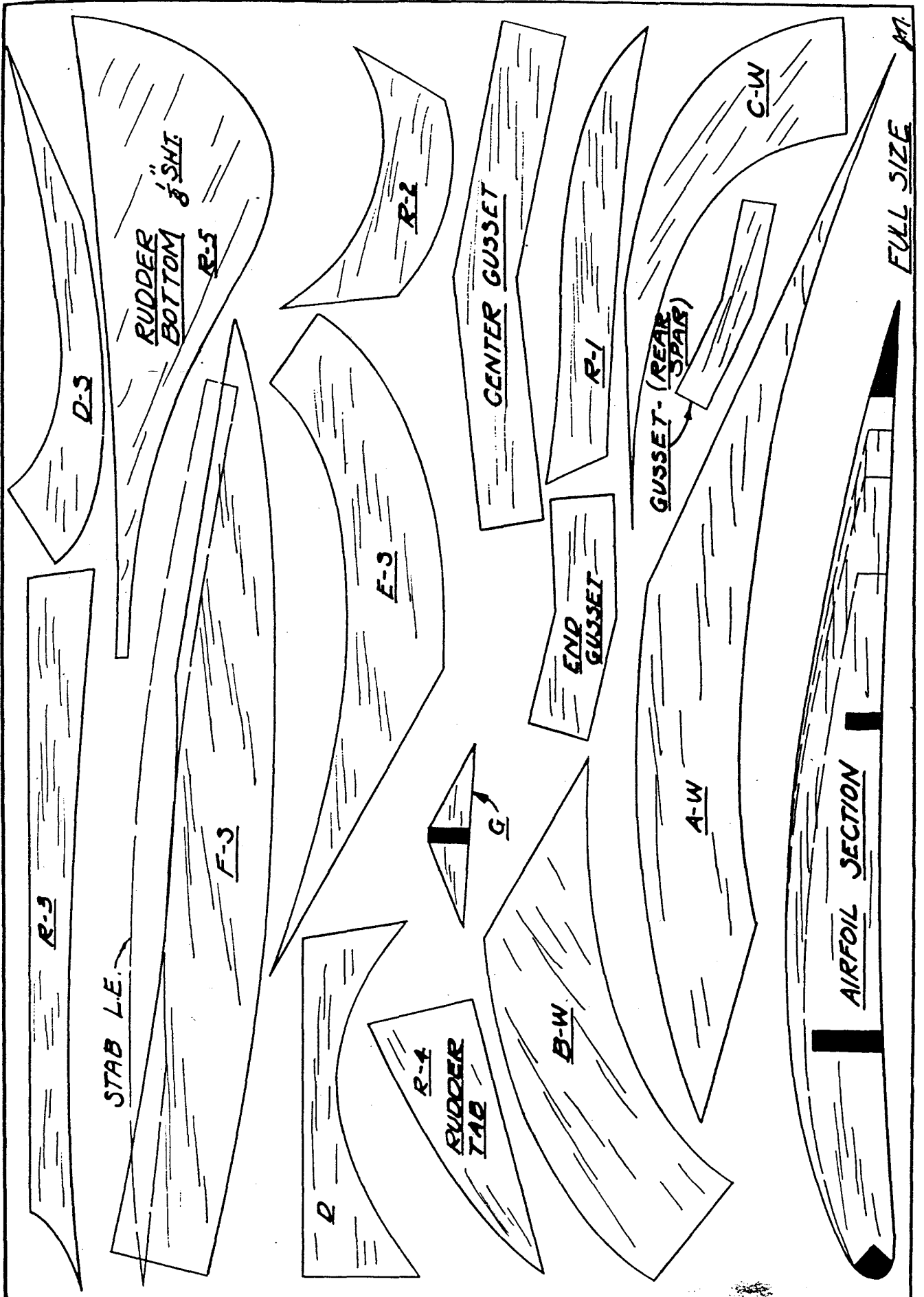
Let your model dry a day or so and then prepare it for flight.

Install new penlite batteries. Attach a piece of fishline to the timer arm and check for spark. Set the motor a few degrees to the left and the rudder tab slightly to the right; now begin to test glide the model. If it stalls push the coil and batteries forward, if it dives reverse the procedure. After a smooth right glide is obtained the model is ready for test flying. Start the motor and set it at about half power, adjust the timer for about fifteen seconds and then release it. Watch it carefully, noting if the circle in the climb and glide are correct. If it looks satisfactory send it up for another flight; keep doing so, each flight adding a little more power until the model snaps up in a tight left spiral and rolls out into a smooth right glide. Many test flights will get you acquainted with your ship and will help you to get the most out of it in a contest. Good Luck!





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## '38 ANTIQUE POSTAL EVENT TOPPED BY VICTORIA

Interstate entries have caused an upset in the Lithgow '38 Antique results published in the last Duration Times.

Victorians Warwick Bromby and Len Mostert of SAM 600 made it a one/two, with Paul Baartz of WA coming in fourth.

Only Basil Healy managed to retain NSW honour with third.

Perhaps NSW was lucky that 40 knot winds kept the Queenslanders grounded. Vintagents' Col Summers reports that a Buccaneer, Scorpion and RC1 were on the field but were unable to fly, and that three other contestants saw the weather and stayed in bed!

Interestingly, Warwick Bromby's winning engine, an OK Super 60, is a type that would usually be voted least likely to succeed. This suggests the handicap system is giving everything and everybody a chance, which is the whole point of '38.

"Dear Dave

Please find enclosed score sheets for your '38 Antique Postal Event.

We ran a fly-in at Lang Lang (Vic) yesterday (30.10) and two of us who have '38 Antique planes recorded scores.

There are a few other sparkies around in SAM 600 but as yet are not set up in models which qualify for the event. Hopefully '38 Antique will increase in popularity as time goes on.

Looking forward to seeing the results of the '38 Antique Postal.

Warwick Bromby  
President SAM 600 (VOTA)"

"Dear Dave

Herewith my times for the '38 Antique Postal Event.

The flying conditions were ideal, being fine with a warm easterly breeze. However the Ohlsson chose to exhibit erratic behaviour on the day and thus flight times were not as good as I had hoped however I managed to coax it into at least running out the full 88secs motor run on the last flight and this was gratifying in itself. I flew my RC1, with the Ohlsson 60 (teardrop exhaust), which weight 3lb 14ozs.

Flight times were 395 secs, 440 secs and 405 secs giving a total of 1240.

Results on next page.



Many thanks to you and Alan for organising this event, and hopefully we'll catch up soon if not at the Nats.

Regards  
Paul Baartz"

Final Results '38 Antique Postal

Name	Model	Engine	Score
Warwick Bromby (Vic)	Cloud Cruiser	OK Super .60	1756
Len Mostert (Vic)	Flamingo	Anderson Spitfire .65	1329
Basil Healy (NSW)	PB2	O&R .60	1271
Paul Baartz (WA)	RC1	Ohlsson .60	1240
Peter Werczyk (NSW)	MG2	Edco Sky Devil	1159
Ian Avery (NSW)	Buccaneer	O&R .60	979
Luke Werczyk (NSW)	MG2	Edco Sky Devil	908
Dave Brown (NSW)	Powerhouse	Cyclone .65	891
Alan Wooding (NSW)	Miss America	Orwick .64	719
Albert Fisher (NSW)	RC1	Super Cyclone	486

Recomended Rules Changes:- Cont'd from page 14.

5.4.1.2 eliminate the words "All models with" with these words in the model must also have been built before 1950.

5.4.1.4.1.4.1 eliminate "or an approved muffler" Tuned pipes that are not soled with ANY engine are being used on O/T engines.

5.4.3.6.3.6.6 Add " the modeller must make a reasonable attempt to land as quickly as possible once a an attempt has been called.

Fix the procedure for an engine over run in an attempt. I think there was one but it has been removed.

5.4.6.3.6.3.2 If this is not applicabile the remove it.

An old set of rules had a statement that only scaled power models could be used. This has been deleted. At present one can scale a rubber model.

Please fix the numbering system as it is incorrect..



## RECOMENDED RULES CHANGES for OT

The Editor  
Max Hayes

Dear Max.

I have written some thoughts on what I think should be done to get O/T back to where it was some time ago. I hope you may be able to print it in your newsletter. There is too much lead time for Airborne and it is not suitable as Airborne goes international.

Yours faithfully



John Quigley

I am writing these notes from memory as I have misplaced my old SAM 1788 and SAM USA rules books but have the SAM USA 92/93 rules book with ammendments.

I understand that some test were done during a TEXACOO contest. How does the height meter know when the engine stopped? How is it possible to suggest that the engine height is the max height that is obtained in a Texaco contest flight?

Rules should not be changed based on one contest.

The rules committe has to descide a fundemental question before ANY rules are changed. What is the purpose of O/T? I offer two answers to this question.

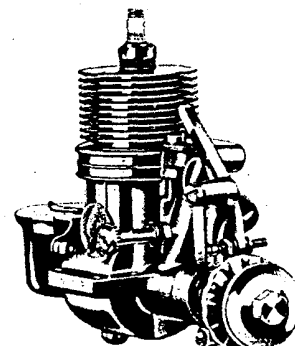
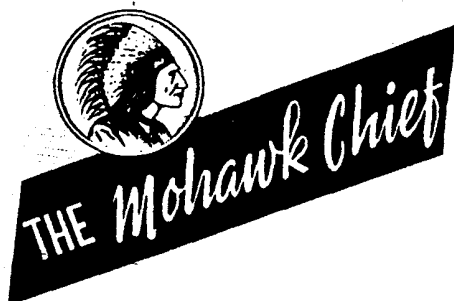
- 1) To have an event that only experts will fly in. Like F3B has generated into.
- 2) An event in which sports flyers can participate in and have a chance.

This is lost on some Sydney Johnny come latelys. The experts will win irrespective of the rules but if sports flyers can join in with some chance then O/T may have the popularity it once had.

I have watched the way 1/4 Midget has "progressed". It is proportionally less popular now than when it started. Let us not legislate for the same "progress" in O/T.

#### DIESEL FUEL

Somewhere in the SAM 1988 rules there is a statement for standard Diesel fuels. A formula for diesel fuel has never



previously been specified and should not now be done in O/T. IPN is necessary in Diesel fuel and its % needs to be altered for different engines. There is not the gains to be made with Diesel fuel that can be gained with Glow fuel.

#### 1) The Current MAAA 2CC

This should be scrapped as in its present form it proves nothing. It is just another Duration event.

**Recommendation:** Go back to the original 2CC event. Any Antique model or Cabin O/T ONLY up to 1942. FAI fuel for Glo engines. Use the SAME fuel for both tasks. May be consider Diesels only.

**Reason:** When Dave Brown and I invented this event I was concerned that the lucky few who had Mills 1.3's would be at an advantage, which is why we did not make it a diesel only event. I did not think that a glow engine would be successful in this event. When I wrote that all you could change between the Texaco and Duration was the prop I meant that was bloody all. That was till the bush lawyers got in on the act. These "loopers" have stuffed the event and gone.

#### 2) 1/2A TEXACO

When I modified the rules proposals in about 1985 I purposely eliminated the wing loading as I had witnessed cheating in the US. I went to a contest in '80 and watched a modeller pull out a heap of foam from his model on the pretense of a radio problem. That is one of the reasons we do not have a wing loading. Now with the interest in International 1/2A do we need to bring our 1/2A in line with the US?

Look at the max, number of flights and attempts with the view of coming into line with the US. We can do this without completely following the US.

#### 3) 1/2A Scale Texaco.

There type of Rally Event does not have a place in the MAAA rules book. The March 94 Model Builder showed where this event is going...a true scale event. Look at scale, the only difference between FAI scale and standoff scale is the cockpit detail. Standoff scale was invented as an alternative to FAI but is now just as competitive.

The only similarity between the US event and the Australian event is the name !

#### 4) Vintage Glider.

An attempt should be called on of before release of the tow line. To put the 30 grace period after release only assists the expert.

Some members would like three flights with all to count. Either way doesn't matter.

A2: There is a move to permit A2 (unscaled) models in V/G. The cutoff date for these models should be 1954.

#### 5) Duration

Reduce the old engine runs by 10%. Eliminate the 225 rule for antique engines. McCoys cost less than Nelsons. The message from Canowindra 1994 is to have a light model with a McCoy. Most likely a Bomber.

#### 6) Texaco

Standard fuel ONLY for glo engines; 15% Caster, 5% Nitro, 80% Methanol. 2 and 4 strokes will run on this fuel. Currently the MAAA rule book does not state the oil to be Caster.

Being out in the bush I come across a different outlook on modelling. They do not want kill-me-quick fuel. The Old group have a more realistic chemist who has convinced them not to use Xylene etc. It seems to me there is a small group of modellers in Sydney who have their head in the sand or who feel they will lose their advantage if we all use the same fuel. Despite the results of Canowindra paint solvent is better than Methanol.

#### 7) Antique

Toss the MAAA event out the door. 38 Antique seems to be working at the moment. This format is at least bringing a variety of models. You MUST keep out BB's. I would extend it to all pylon models.

38 Antique should have a separate section for when there is a noise sensitive area. This section should be for 4S and/or 2S engines only. A Db limit of say 100 Db and a suitable engine run. SAM needs to show some direction here.

The standard Texaco fuel could be used in any engine or FAI fuel for the 2S's.

This would provide an event that modellers could fly at any home field.

#### 8) Nostalgia

Please fix the ambiguity of the 225 rule. The general rules section, states that it does not apply while the Nostalgia section states it does. I know some officials can't see this but they are wrong.

The wing rib rule as applied to Vintage Glider should be applied to this event. This would permit some of the small power models to be scaled up and still keep a reasonable rib spacing.

General

Continued Page 11.

PRESIDENT - Warwick Bromby. P.O. Box 133 KORUMBURRA VIC 3941.

Tel.(056)55 2034.A.H.

VICE PRESIDENT :- Len Mostert.

KORUMBURRA.VIC.

Tel.(056)551 859.A.H.

SECRETARY/TREASURER - Geoff Hall P.O. Box 26 EMERALD Vic 3782.

EDITOR - Max Hayes (03) 798 2003.



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