

SAM 600 Inc.

VICTORIAN R/C OLD TIMER ASSOCIATION

September 1995

VOTA Newsletter

Number 39

COPY DEADLINE FOR THE NEXT ISSUE

The deadline for contributions to the next newsletter is Thursday 2nd. November 1995, and should be sent to the editor, at the address shown on the last page. ☒ 📧



NEXT MEETING

Is on Thursday 28th. of September 1995 at 7:30 PM in the Royal Victorian Aero Club rooms Moorabbin Airport. (Melway 87 G4). →

COMING EVENTS

7 & 8 Oct. 1995

1st. Aust. Eastern States Gas Champs

N.S.A.C. Wangaratta Vic.

26 Nov. 1995

Monty Tyrrell Classic Stunt

KMAC field

23 & 24 Sep. 1995

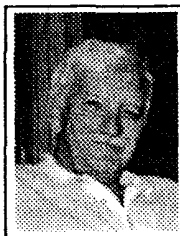
Mammoth Scale Event

Shepparton

3, 4 & 5 Jan. 1996

49th. National Championships

Ballarat



PRESIDENT'S REPORT

Having accepted the position of president of VOTA for the next twelve months, I would like firstly to congratulate Warwick and his crew for their fine efforts over the past year I would also like to thank the members of the new committee for their willingness to play a part in the future of this interest group. We have several matters to deal with this year, including the NATS, where help will be needed if the OT program is to be a success.

Can we make the Swanhill event even better? I'm sure those who attended this year would agree that improvement would be very difficult as the atmosphere, general presentation and trophies etc. were just

terrific.

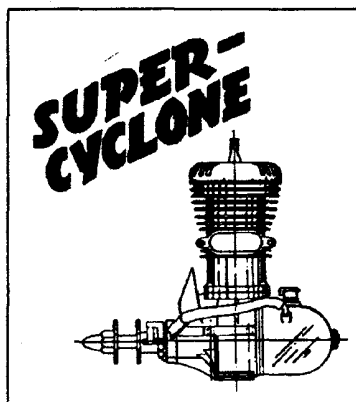
What can we do for the non competition fliers in our group? I believe we need at least some input from them. How about it fellas? Ideas would be appreciated.

Who's going to Wangaratta? We could make it a good weekend by showing the flag in numbers.

At the next meeting we will be discussing how to choose the Monty Tyrrell trophy winner in future. This year, Max Hayes our editor of the last three years was a worthy winner. Congratulations Max.

We will also be preparing a list of helpers for the Nats, so we hope to see you there.

Regards Don Cameron ☺





EDITORIAL

Having recently retired (made redundant from Eastern Energy ?), and completed most of the work on Val and my new house at Drouin, I feel I can get back to devoting more time to the old timer movement, hence volunteering for the editor's job.

I am in the process of collecting data for all Victorian OT contests from the first SAM Southern Region FF. and Radio Fly In at Laverton on Saturday, November 17, 1984 to date, and have documented some 1,450 contestants, their models, motors, and contest name, etc., and I would welcome contact with anyone who flew at the above, mentioned SAM Southern Region fly day in November 1984.

Thanks Max for the three years you spent as editor, and for the wealth of high standard OT material you presented during that time, it's a very time consuming job.

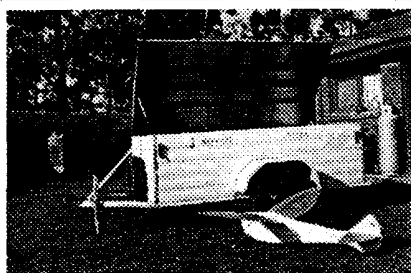
As regular direct recipient of SAM Speaks, I will be endeavouring to include more US material, also Max Hayes has offered to give me access to his modelling magazine library for additional material and also he will continue to the addressing, stamping and posting of our newsletter.

Contributions in terms of photographs or articles are most welcome., Thank you Bob Munn (California) for articles from SAM 27 Antique Flyer.

Trevor Boundy.

AIR TRAILS

Seen at Kilcunda Ridge, Friday, September 8, our public officer decided to re-kit his wife's Super Questor. Your editor can only assume that he thinks Margaret needs building experience more than flying experience??

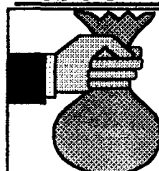


MODEL TRAILER FOR SALE \$900 \$650

Inside dimensions, 88" long, 47" wide, 25" high, 14" high, two new radial-ply tyres, and a spare, aluminium clad, kawasaki shock coil suspension on trailing arms, 50 mm ball coupling, gas strut lid, total weight approx. 200 kg, a/c power point inside.

Contract Trevor at home on 056 287 688

VICTORIAN R.C. OLD TIMERS ASSOCIATION



SAM 600 Inc.

Statement of receipts and payments
For the year ended 30th June, 1995.

Balance 1st July, 1994		\$1,325.01
Income		
Membership Fees	\$606.00	
Sales	\$30.00	
Badges, Stickers, Postage	\$12.50	
RSL	\$27.55	
Raffle	\$189.00	
Interest	\$31.80	
Auction	\$86.80	
Swan Hill - Competition	\$1,660.00	
Swan Hill - Raffle	\$222.00	
	-----	\$2,865.65
Expenditure		
Postage	\$260.30	
VMAA Fees	\$66.00	
Newsletter	\$396.08	
Swan Hill	\$2,004.60	
Meeting Costs	\$101.80	
Printing	\$37.95	
Bank Charges/Duty	\$14.72	
Refunds	\$72.00	
Incorporation Return/Filing Fees	\$72.00	
Stop Watches	\$80.85	
	-----	\$3,106.30
Balance at 30th June, 1995		\$1,084.36

Bank Reconciliation as at 30th June, 1995

Balance 30.6.94	\$1,325.01
Add Receipts	\$2,865.65
	\$4,190.66
Less Payments	\$3,106.30
Cash Book Balance at 30/6/95	\$1,084.36
Balance at Bank 30/6/95	\$1,084.36

AUDITOR'S REPORT

The above represents a true extract of the cash books of the Victorian R.C. Old Timers Association Sam 600 Incorporated and that the cash balance as at 30th June, 1995 is correctly stated.

Signed by :-

C.R. James F.C.A.

Hunt Frame & Partners

Chartered Accountants.





TREASURER / SECRETARY'S REPORT

I would like to welcome in the new committee, and the confidence the members had in re-electing me for the next term. No one wanted the job!

As you will all see from the financial

statement in this issue we are still in a healthy position financially, although down approx. \$300 on last year. This was attributed to the extra money spent on Swan Hill prizes and trophies, to make it a continuing success. Just a gentle reminder the annual subscriptions are now overdue and payable. Please can you ensure that you become financial to allow us to fund the newsletter and coming events.

Please remember being financial ensures the continuation of receiving your newsletter. (Renewal of membership form is enclosed.)

As you will notice in this issue we are starting to publish the official 1995 current rules for old timer events, starting with Texaco. (Duration next newsletter)

Please note John Whittaker has block booked the Lazy River Motel for Swan Hill 1996 Easter Competition.

Please let him or myself know if you want accommodation; first in best dressed.

Special thanks to the outgoing committee for their support during the past year.

Regards Geoff Hall

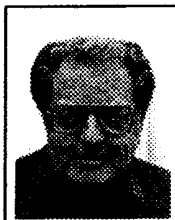


SWAN HILL EASTER 1995. Duration place getters.

Lee O'Reily
Kerswap
ST Q40 2s
1601 sec.

Simon Boundy
Super Quaker 78"
Saito 65 4s
1827 sec.

Rex Brown
Sailplane
Fox Q500 2s
1658 sec.



CLUBMAN OF THE YEAR

Congratulations to Max Hayes who was voted to be the recipient of the first Monty Tyrrell club-man of the year award.

Max was born 30 January 1933, the year Bert Hinkler lost his life in Italy, in his Puss Moth.

Max started modelling age 8, and attended school at Ripponlea State School then Caulfield North Central, followed by Swinburne Technical College.

His first model was a solid scale Thunderbolt, and his first motor was a Wirlwind 10cc spark ignition.

Max was a member of Elsternwick District MAC, Knox MAC and P&DARCS. ED.



The late Monty Tyrrell in typical pose, as contest director for NOTAM Easter contest at Nagambie, Victoria.



This the first of a series of extracts from the official 1995 issue rules.



**MODEL AERONAUTICAL
ASSOCIATION
of AUSTRALIA Inc.**

SPECIFIC EVENT RULES FOR OLD TIMER

5.4.3. TEXACO

DESCRIPTION: This is a fuel economy event where the aim is to achieve maximum flight times from limited allocations of fuel.

5.4.3.1. Aircraft eligibility

- (a) This event is for Antique aircraft only as described in rule 5.4.1.1.(a)

5.4.3.2. Engine eligibility

- (a) This event is open to any class of engine conforming with section 5.4.1.3 of these rules.
(b) All glow plug engines must run unassisted, without external power to the glow plug otherwise they will be classified as four-stroke spark ignition engines.

5.4.3.3 Fuels

- (a) Contestants may supply their own fuel, which must comply with clause 5.4.1.4 or use the standard Four-stroke glow plug engine fuel supplied by the event organisers.
(b) The standard fuel that will be supplied will generally be commercial Four-stroke fuel expected to contain 15% Oil, 5% Nitro Methane and 80% Methanol.

5.4.3.4 Fuel allocations

- (a) The following fuel allocations apply and are based on engine type and relate to model weight:
- | | |
|---|------------|
| (i) Antique Engines | (3cc/lb) |
| (ii) Four-stroke spark ign. | (1.5cc/lb) |
| (iii) Diesel Engines | (2cc/lb) |
| (iv) Four-stroke/Glow-engines using standard Fuel as supplied by the event organisers | (3cc/lb) |
| (v) All other engine types | (2cc/lb) |
- (b) The measured weight of the model for fuel allocation shall be rounded off to the nearest pound e.g. 5.5lb to 6lb, and 5.49lb to 5lb.
(c) The maximum weight for fuel allocation shall be 3632 grams (Eight (8) pounds).
(d) To fill a limited fuel allocation model with the allocated amount of fuel, the following procedure is to be adopted in the presence of the timekeeper just prior to a flight being made:-

Remove the fuel line at the spray bar and drain the fuel tank system. The measured fuel allocation in the syringe must be transferred to the model by depressing the syringe once.

NOTE: The fuel in any tube between the syringe and the tank may not be drawn back into the syringe and put into the tank.

5.4.3.5 Flight procedures

- (a) Each contestant will have the opportunity to make five (5) official flights of which the best four (4) will count towards the contestant's official score.
(b) Maximum flight time as defined in 5.4.1.5.(f) is ten (10) minutes (600 points).
(c) A landing bonus of twenty (20) points is awarded if the model stops within the landing circle in compliance with 5.4.1.5.(k).
(d) The score per official flight is calculated by adding the points obtained under rules 5.4.3.5.(b) and 5.4.3.5.(c).

5.4.3.6 Fly-off

- (a) If at the end of the official flights a fly-off is necessary, it will be conducted as set out in rule 5.4.1.6.
(b) For this event normal fuel allocations will be used with the longest flight the winner. Landing bonus will count towards the fly-off score if achieved.

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**WHY I'M STUCK ON UHU
GLUE**

A letter from Gerry Lafreniere.
From Antique Flyer April 1995.

As promised here is an up-date of an article I wrote for the FAC Snowbirds Squadron back in January 1993, and a subsequent article in January '94.

I was flattered that it has been picked up by several other FAC newsletters around the U.S. and a brief mention in the AMA magazine, Model Aviation.

The following is a condensed and updated version of the articles and some recent innovations I have discovered while experimenting with the properties and uses for a water soluble glue stick called UHU (Yoo Hoo). This coloured glue is manufactured in Germany and distributed by Faber Caster of Lewisbury, TN, USA.

It can be purchased in Canada at most stationery stores, Giant Tiger, Woolco, Canadian Tire, Walmart, and other stores. In the U.S. I have found it at Walgreens, Walmart, Kmart and Federal Drugs.

The small sticks cost about 60¢ to \$1.00 and the large from \$1 to \$2. When applied it is purple in colour but it is

clear when dry. It also comes in clear sticks but I prefer the coloured ones as you can see the glued area.

I think we are all pretty well conversant with applying coverings with the clear dope method. I was never too impressed with this "old tyme" method as it was time consuming, smelly, and you generally were covered to your elbows with dried dope which you spent hours chewing off.

This glue stick (UHU) is odourless, washes off with water, fast in application, has good working time, and, to date, in use on aircraft for rubber and fuel powered - is permanent. I have applied Japanese tissue, ganpi paper, light and heavy silkspan, lite-span and airspan with UHU, also clear acetate windshields and "greenhouses" on various models, and so far not a single failure in adhesion.

In application, the area to be covered is coated with the stick glue and you can see the purple colour as it's applied. The tissue etc. is laid on in the usual manner, and can be worked to remove any irregularities as they present themselves. Undercamber on wings present no problems either, as each rib is coated. I have found that your covering time is cut in half.

Once your unit is covered (allow 1/16" overlap) use a small brush to seal the glued area with a 50/50 coat of dope before shrinking. I use several applications of isopropyl alcohol to shrink tissue etc. On the "plastic" coverings (lite-span and airspan) I heat shrink the covering, but not with a heat gun. I use a covering iron, as I can work small wrinkles out of the covering by brushing over the area slowly and working the wrinkles out. The heat releases the glue sufficiently to permit this. The acetate for cabanes and wind shields is applied in the same manner. As a trial I glued a piece of acetate to balsa and left to dry overnight. On trying to remove it, it tore the balsa.

The greenhouse of my Taylorcraft Grasshopper was covered in this manner, and to date, after two summers of flying no breakdown has occurred. Numerous other model cabanes have been done with UHU, and no failures.



From SAM SPEAKS #103
Old Engine Analysis .
ANDERSON SPITFIRE
by Charlie Bruce

The sturdy Spitfire, which can be described as a Super Cyclone on steroids, has been a solid, dependable runner since its introduction in 1947.

Designed and produced by Mel Anderson first as a 60 (bore 15/16" x stroke 7/8"), then as a 65 by increasing the stroke to 15/16", it was one of the last spark ignition engines to be introduced at the beginning of the glow era. A mechanical success but an economic failure, the engine dropped off the market in 1949. About 9 years later it was resurrected by McCord Precision Products and sold as both ignition and glow models with a machined aluminium,

blue anodised head and different cam/prop drive arrangement. REMCO produced additional Spitfires around 1970 with the die cast head. There are at least three different heads found on these engines: a standard compression die cast with rounded combustion chamber lobes, a high compression die cast with large squared lobes and a machined bar stock "Denver Head", high compression anodised blue. The engine will generally perform better with the high compression head, certainly better if alcohol fuel is used. At this writing (1992) the 65 is being made and sold by Marvin Miller using original dies and essentially duplicating the 1948 engine.

There are no serial numbers on the engines and no marks to distinguish the 60 from the 65. The 65's are supposed to have 4 "port holes" for sub-piston induction drilled through the cylinder front and back. However, since all cylinders are interchangeable the only sure way to determine size is to measure the stroke. This can be done through the spark plug hole without disassembling the engine. Use a depth mike or calliper with a depth stem and measure from the plug seat to the top of the piston at bottom dead Centre and again at top dead Centre. The difference between the two measurements is the stroke: 7/8" (0.875) indicates a 60 and 15/16" (0.938) is a 65. The engine is basically a refined and beefed-up Super Cyclone. It weighs a bit more, 13.8 oz. to 10 oz. for the Cyke. The added weight comes from thicker castings and a larger crankshaft mounted on a ball bearings to take radial and thrust loads. Mel Anderson did a fine job in correcting two problems with the Cyke, namely fragile castings and excessive crankshaft/bearing wear. The 1/2" dia. shaft of the Spitfire with its 11/32" dia. gas port provides 21% more breathing area than the 7/16" x 5/16" Cyke crankshaft.

The Spitfire came in both lapped and ringed piston models. I have no personal experience with the ringed engine, but Don Blackburn who does says that the ringed engine runs smoother and has more power than the lapped one.

DISASSEMBLY:

To remove the timer you must first remove the prop drive washer. If the cam is on the crankshaft, the prop drive washer just slips off. If the cam is on the drive washer, it is a pretty tight press-fit onto the crankshaft and should be removed with a small gear puller. Use snap ring pliers to remove the ring retaining the timer, loosen the timer clamp screw and slip timer off its seat on the bushing. Be careful not to lose the two plungers and tiny springs which fit into the holes in the front of the crankcase and engage the timer ratchet teeth.

The plastic fuel tank is held in place by a special nut and long spindle with 3-48 threads on both ends. There are gaskets at the tank/back plate surface and under the special nut. If the tank is shrivelled from alcohol fuel use or stuck, warm it with a hair dryer and it should come off by hand.

The back plate is threaded in place. To remove it you need to make a wrench. Take or make a hardwood dowel a

bit smaller than 1 1/4" in diameter and 4 to 6 inches long, set it vertically in a vice and saw two slots in the end at 90 to each other forming a cross. The slots should be about 0.2" wide and 1/4" deep. These slots are to fit over the projections inside the rear cover. To use, place the wrench in the vice, warm the rear of the engine with the hair dryer, Hit the back cover onto the wrench and unscrew by turning the engine counter-clockwise. You may need gloves to hold the engine and if it's an old dirty gummy one, you may have to get it hotter. A heat gun for shrinking plastic covering will get much hotter than a hair dryer. A propane torch can be used in badly stuck cases but be careful! You can melt aluminium with the torch and set all manner of things afire! There is a paper ring gasket between the Back plate and case. If not torn, it can be reused in most cases.

The cylinder head is retained by eight screws. If the head is stuck, try warming it and gently prying around the edges. Remember die-cast aluminium is soft and brittle. The head gasket will probably have to be replaced. Be sure and remove all of the old gasket and gunk by carefully scraping with a razor blade. If you want to remove the cylinder it is best to be sure the engine turns over freely first. If the piston is stuck, try soaking in carb cleaner for a few hours (remove tank first!) A little heat will usually allow the shaft to be turned with a prop. Don't use pliers. Sometimes a little WD-40 in the exhaust and through the plug hole will ease the process. Do not use open flame around WD40 or other solvents. The cylinder is retained by four screws. There is a paper gasket between the cylinder flanges and case. It can be re-used if in good shape.

With the cylinder lifted off and back plate removed, the piston/rod/wrist pin assembly can be slipped out. Be very careful not to lose the two little wrist pin pads. These are aluminium or brass inserts which slip into each end of the wrist pin to prevent the hard steel pin from scoring the cylinder. When you re-assemble the engine be sure these pads are in place.

Remove the snap ring from the front of the crankshaft. (Engines with pressed on cam/prop drive do not have a snap ring.) If the crankshaft turns freely it should push out the back by hand. you may have to squeeze it out in a large vice. Be sure and protect the rear of the case and front of the shaft with pieces of hard wood to prevent damage. If the ball bearing comes out with the shaft, it may be removed by wedging using two sharpened flat blade screwdrivers, one on either side of the bearing. Wedge between the bearing and the shaft. If the bearing is in the case, place a flat piece of soft wood (2x4 or 2x6) on the bench, heat the case, and tap it sharply on the wood, back side down. The BEARING is removed by inertia. You may have to heat the case to around 300 F to get the bearing out. use gloves and don't melt it. If the bearing is rough, replace it with a new one. It's an MRC #R-8 or equiv.

unshielded.

RE-ASSEMBLY: This is essentially a reverse of the disassembly process with a few special notes. Be sure to oil the moving parts before assembly and don't forget to oil

the screws. I use Marvel Mystery Oil but any light non-gumming oil will do. Slip the ball bearing onto the crankshaft and be sure it's seated. Do not pound on the outer race! It should seat by hand. If not slip a piece of metal tubing over the crankshaft so that it contacts only the inner race and press the bearing in place. Heat the crankcase and place the oiled shaft/ bearing assembly in position. It should drop in, seat solidly and spin freely. You may have to tap the shaft gently with a piece of soft metal or a wood dowel to seat the bearing. Let the case cool before proceeding. Be sure the crank spins freely. The cylinder can be installed with the exhaust facing right or left. Decide which way you want it and install the piston/rod assembly so that the piston baffle is furthest from the exhaust. If you put the piston in backwards, the engine will FIRE, it may run but it won't have any horsepower. Remember to see that the wrist pin pads are in place. A few minutes running without them can score the cylinder liner beyond repair.

To install the cylinder head use a new gasket or be very sure the old one is in excellent condition. A bit of vaseline or moly grease spread on the gasket surfaces will generally keep it from sticking so bad. Note how the combustion chamber lobes are cut to clear the piston baffle and be sure you install the head so that there is no interference. Remember to install the timer ratchet springs and plungers in their holes in the crankcase before you install the timer. Be sure cam is positioned to just open the points at the top of the piston stroke with timer arm horizontal. The cam will go on two ways so be sure it's right or the spark timing will be wrong and it won't run. Start the cam onto the crankshaft flats by hand to be sure they line up with the recesses in the cam. Seat the cam by installing a propeller.

The spark plug is 3/8" Champion V-1 or VR-I or equivalent. Plug gap is 0.012 to 0.015". Breaker point gap 0.006 to 0.010". Recommended fuel is 1 part 70 wt. oil to 3 parts unleaded gasoline (by volume). You can use a gasoline mixable castor oil if you prefer. The Spitfire runs great on 3/1 methanol and castor oil also, but don't use it in the plastic tank! Start with timing retarded, arm horizontal or one click above horizontal.

Parts, Engines and Repairs: Original Spitfires show up regularly at swap meets and MECA collectos. Original parts are a bit harder to find but Marvin Miller at M.B. Miller Co., 250 Bronco Rd., Soquel, CA 95073 has all parts, as well as new engines. They are beautiful. Send an SASE for his list.

Bob Hopper at PO Box 296, Logansport IN 46947 has repro tanks and un-machined timer castings.

George Aldrich at 12822 Tarrytown, San Antonio TX 78233 does restoration and repair as does Don Blackburn.

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The indoor night at Swan Hill last Easter was a great fun night for those who attended.



So why not build something for next Easter, pictured here having fun is Margaret Brown, flying a rubber model, purchased on the night, from Mark Collins.

Also seen on the night were hanger

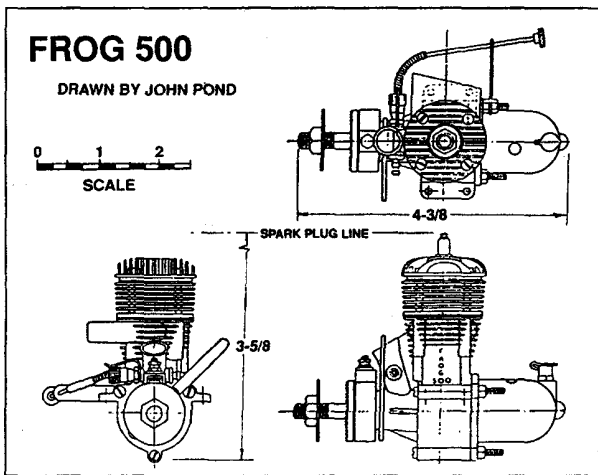
rats, scale rubber by Peter Donovan and hand launch gliders. ED.



From Plug Sparks by John Pond
Model Builder December 1993

ENGINE OF THE MONTH

For this month's subject, we have picked the FROG (an acronym for Flying Rise Off Ground) 500 spark ignition engine. Strangely enough, this version followed the glow version, on account of the heavy demand in England for a larger engine than the 2.46cc Elfin engines being used in control line.



The FROG 500 glow engine was what saved the control line events in the late '40s. At that time, K&B was putting out the famous and good running "GloTorp" But in Australia and other British dominions, the import duty on American engines was something fierce Looking much like a Torpedo, the British FROG 500 was able to step in with startling success and the local price was much more to the modelers' liking.

Based on the success of the glow version, a FROG 500 spark ignition engine was produced in response to the requests for an engine that did not require "hot" fuel and could be quite easily handled in sport models. This engine was widely distributed, in many cases being selected over

the Torpedo because of the availability of engines and parts from local distributors and hobby shops . Then too, this was another way of getting around the horrendous import tax (running as high as 50 percent!) on American engines. Test runs show bhp figures as high as .42 at 13,200 rpm. Quite a bit of torque was obtained at 5,000 rpm, giving .25 horsepower. The variable speed of the FROG spark ignition engine was a great selling point. This, plus it was only necessary to use gasoline and 50/70-weight oil to get the desired performance. The FROG 500, being quite similar to the Torpedo .29, was very much like its American counterpart with a bore and stroke of .750-inch and stroke of .680-inch respectively. Both beam and radial mounting were provided on the crankcase. Weight of the engine was 7.75 ounces including a formed detachable aluminium tank bolted to the rear crankcase cover.



MODEL DATA

From material collected from contests from November 1984 to date, the following is a sample of the type of information which can be extracted.

This table shows the top 32 models and the number of times each were flown over a 10 years period, taken from 1450 contest entries. ED.

Model Name	Num
Playboy Senior	169
Lanzo Bomber	84
Red Zepher	62
Super Quaker	57
Miss America	54
Dallaire	44
Power House	42
Flamingo	36
Lanzo Record Breaker	31
Trenton Terror	31
MG 2	26
Kerswap	19
Ehling Gas Model 1937	18
Buzzard Bombshell	18
125 % Miss America	14
Playboy Senior Cabin	13
Flying Quaker	13
Anderson Pylon	13
Bowden International	11
Playboy Cabin	11
Midget Primary	11
Red Zepher	10
Dallaire Sportster	10
62 % Miss America	9
110 % Playboy Senior	9
Rambler	8
75 % Dallaire	7
86 % Flamingo	7
50 % Dallaire	7
Cloud Crusier	7
Westener	7
Playboy Senior 84"	6



NICKEL-METAL HYDRIDE BATTERY'S

If you are thinking about using these batteries you should read the article in Airborne Number 135 pp7, describing the danger of explosion of these batteries.

The following is an advertisement for HydriMax nickel-metal hydride battery's. from Great Planes Model Distributors Coy. in MB August 1995. ED.

A NiMH (nickel-metal hydride) battery may look like a NiCd but compare performance, and the difference is unmistakable.

With NiMH Tx or Rx batteries in your radio, you have about double the storage capacity of similarly sized NiCd packs. A standard "AA" NiCd and a NiMH "AA" weigh about the same but while the "AA" NiCd can be charged to only 550-600 (800 ED) mAh, the NiMH "AA" delivers a full 1200 mAh.

That's double the storage capacity at the same size and weight. That means you can double run time without sacrificing space or adding weight and stretch a single charge session into a full day of safe flying.

What's more, NiMH cells are environmentally friendly, with no disposal requirements.⊕ Plus, they're as easy to use as a NiCds; follow the tips at right, and you're set to enjoy NiMH battery benefits at their best.

They're ideal for Tx and Rx packs in R/C systems—and available in a wide range of assembled packs, and in tabbed and un-tabbed cells. For the location of the dealer nearest you, please call 1-800-682-8948, ext. 036D.

How to get the most from NiMH Batteries

Double run time is not the only difference between HydriMax NiMH batteries and NiCds. The tips below explain the differences and the best way to achieve top results with NiMH batteries.

- Charge HydriMax batteries no more than a day before expected use, as NiMH cells have a self-discharge rate roughly twice that of NiCds.
- Charge at standard rates of 750mA or below. Fast charge only with equipment specially designed for NiMH batteries.
- Allow longer charge times. NiMH batteries offer about twice the capacity of NiCds, and require correspondingly longer charge times.
- Use between 32-104°F Extreme temperatures can cause rapid loss of stored Charge.
- Use tabbed NiMH cells for pack building. Applying a soldering iron directly to Stabbed cells may cause permanent damage.⊕
- NiMH cells are designed for low-drain, long-duration uses. Discharge rates of 750mA or less are therefore recommended

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From SAM SPEAKS #123

LITESPAN

by "Old Charlie"

By now, you have probably read several articles about a fairly new to the U.S.A. covering material called "Litespan". Please allow "Old Charlie" to expound a little

further on this new stuff, and about a few things not mentioned in the articles.

First off, I HATE to Cover I don't have the confidence, and/or maybe the necessary skill to apply the covering in a professional manner such as I see on those beautiful contest models at the "Champs". Love to build 'em, but I sure put off that final effort and drag my feet to get started covering that is until I discovered "Litespan."

Santa brought me one of those newfangled Clancy Lazy Bee kits and a new Cox .05 R/C for Christmas. I'm fortunate enough to have a 20 acre vacant field right next door, and I can sure use that new toy to practice flying in my spare time. Along with the kit Santa purchased from Clancy, I later ordered their additional offering of the special-sized set of three Trexler air wheels, a pack of # 19 rubber bands, three sheets of Litespan (two yellow and a black...it's a bee, ain't it?) and a jar of BalsaLoc covering adhesive.

This material looks like Silkspan, is made from some kind of poly material that makes it fuel proof it's very light and it only weighs 1 oz. per sq. yard, it irons on at a fairly low temp. of 195°-212°F for tacking, and 250°-280° for shrinking. It can also be applied shiny or dull side up.

I applied BalsaLoc to the edges of the fuselage and tail assembly, and let them dry for about half an hour, warmed up my small foot-trim iron, cut a piece of material a little oversize for the rudder, took a deep breath and started in. This material went on like nothing I ever worked with before, and for several reasons, I chose to put it on with the dull side up, so it would look more like the old Silkspan covering. For those of you who miss the old, original "non-Saran-Wrap" Micafilm look, this material is IT!

If I stuck it down and got a wrinkle, I gently lifted it up, shifted my material in place and re-ironed it down with no problem. Once I had all the edges sealed, I gently applied the iron to the covered open surfaces and watched the wrinkles disappear as the material cooled back down.

Once the rudder was covered, I went to the solid 1/8" sheet balsa stabiliser. On solid surfaces, the entire wood surface is coated with BalsaLoc adhesive. I then applied the material and ironed it on from the centre out. Once applied, I again heat-shrank the material with the mini-iron. It tightened right up, leaving no wrinkles, no warps and best of all no bubbles under the surface. It looked fantastic

The wing tips were a little tougher, and had to be applied in separate pieces, as this material doesn't have the stretch/shrink rate of Micafilm. Take your time, slow and easy does it.

Once the whole model was covered, it was time to apply the trim.

I cut the black trim pieces to pattern, applied about a 1/4-inch border of BalsaLoc to the outer edge of the trim piece, laid it down over the finished yellow-covered items, and applied the heat around the edges. Once attached, apply heat in the centre and work outward. This stuff again shrunk up and looked like black-painted trim. No underlying covering colour bleed-through and no bubbles.

For the windshield and side windows, I ironed on clear Monokote right down over the Litespan...Perfect Maybe the greatest compliment I can give this material is that once it's applied it looks like a miniature silk job...Yes, it's really that good.

The downside: This covering does not provide the torsional rigidity of Silkspan and dope, therefore it is not recommended for the fragile rubber-powered model fuselages. However, for those larger models up to and including the 1/2A Texacos, Litespan is THE stuff to try! Fellas, if I was building one of those oversize rubber jobs to enter as an electric-powered R/C Assist in the new 1995 "Champs" special events, then

certainly would try Litespan if the fuselage had enough "stand-alone" rigidity, or could be "beefed-up" a little in the necessary places to make the fuselage structure stable on it's own.

Litespan is super light it looks like a Silkspan or miniature silk covering, is available in nine different colours, is relatively inexpensive and looks absolutely beautiful after application.

What more can I say? You might want to give Litespan a try!

Charlie Reich

4165 Riverbanks Road Grants Pass, OR 97527-9648
(503) 474-9880

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FOR SALE

96" wing span Cumulous with a 3 piece wing, covered in solarfilm and including Ohlssen 60 vintage engine, perfect cond. and all ignition set up and spare coil, also 3 servos; plane, servos, coils, etc are new and has not been used.

Gen. reason for selling \$600.

Due to change of hobbies and other commitments, I am leaving the old-timer field and RC generally, except for some fun flying days.

Contact Greg Mitchell 056 235 970

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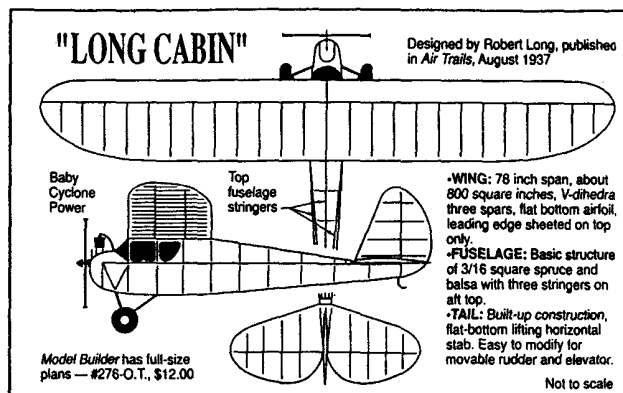
Text by Bill Northrop, reprinted from M.B. Feb. 1976.

MODEL OF THE MONTH

Typical of the period, the August 1937 issue of Air Traits featured a construction article which was merely entitled "Cabin Gas Model." Also typical of Air Traits at that time, the designer of the model, Robert Long, shared the by-line with Model Editor Gordon S. Light.

In spite of its unheralded introduction, the Long Cabin continues to be remembered by old-time modellers not so much for its contest record as for its clean, simple, functional and scale-like appearance. Best of all, it flew as well as it looked.

For modern O.T. FF and RC competition, the Long Cabin should make an excellent model, and in accordance with the RC displacement vs. area rule, can take up to a .35 glow engine.



Construction is exceptionally easy, featuring a V-dihedral wing with flat-bottom airfoil and a simple box fuselage built almost entirely of 3/16 square balsa and spruce. Conversion to RC is likewise very easy. By merely doubling the fin and stab spars, leaving a slight gap for hinges, you've got the control surfaces. With its already lightweight construction, you shouldn't have any problems getting it to come out at the minimum required weight. Just be sure to keep the tail light and mount your radio gear as far forward as possible, on account of the short nose moment.

→

FROM THE PUBLIC OFFICER.

I should like to congratulate all those who were elected to the new committee and look forward to working with them. I think it is excellent to see some one who has not held office before come in as president. I take nothing away from Warwick who has done a fine job, but Don now has the chance to introduce some new ideas. So we should support him and his committee and all make what contributions we can.

Some one said that a model club needs three things to succeed - members who participate, a good place to fly and an excellent newsletter. Well as a special interest group we have the opportunity to fly at some very good fields. We also have the SWAMPS field which they generously allow us to use several times each year. We have Trevor with a very good set up to produce a newsletter to equal the high standard set by Max over recent years. So it comes down to us as members to participate.

One of the ways we can do this is to contribute to the newsletter. Experiences, stories about our first (or any particular) model, trips we have made to model meets, funny situations we have been in or seen, tips to help others, (Peter what about how to make Climps with diagrams etc.), plans, ideas to pass on, particularly photographs. If anyone likes to supply me with a hand written story or article I should be happy to type it up ready for Trevor.

We should all get to as many flying meetings as we can too and join in the fly ins and contests.

So it is up to all of us to participate and make our association as good as we would like it to be.

Derry Brown.

This the second of a series of extracts from the official 1995 issue rules.



**MODEL AERONAUTICAL
ASSOCIATION
of AUSTRALIA Inc.**

SPECIFIC EVENT RULES FOR OLD TIMER

5.4.4. DURATION

DESCRIPTION: This is a limited engine run event where contestants attempt to achieve maximum flight times from limited engine run time allocations which are generally based on engine type.

5.4.4.1 Aircraft eligibility

- (a) This event is open to all Old Timer and Antique aircraft as described in rules 5.4.1.1.(a) and 5.4.1.1.(b).
- (b) The minimum wing area rule applies to this event as defined in clause 5.4.1.2.(a).

5.4.4.2 Engine eligibility

- (a) This event is open to any class of engine conforming with section 5.4.1.3 of these rules.

5.4.4.3 Fuels

- (a) Fuels are unrestricted in this event except that prohibited fuel ingredients may not be used as defined in clause 5.4.1.4.

5.4.4.4 Engine run time allocations

- (a) The following engine run time allocations will apply:
 - (i) Any Schneurle or PDP ported engine other than engines covered by Rule 5.4.4.4.(a)(viii) 17 seconds
 - (ii) Any glow ignition engine except Schneurle or PDP ported engine 25 seconds
 - (iii) Any post-1950 diesel, except Schneurle or PDP ported engine 25 seconds
 - (iv) Any post-1950 spark ignition except Schneurle or PDP ported engine 25 seconds
 - (v) Any four-stroke glow engine 30 seconds
 - (vi) Any engine defined as an Antique glow or Antique diesel and fitted to a model having a minimum wing area of 225 square inches per 0.1 cubic inches of engine capacity 35 seconds
 - (vii) Any engine defined as an Antique spark ignition and fitted to a model having a minimum wing area of 225 square inches

per 0.1 cubic inches of engine capacity
40 seconds.

- (viii) Any front induction, side exhaust, two stroke glow engine fitted with an original factory muffler, or an approved muffler 25 seconds.
- (ix) Any engine defined as Antique Glow, Diesel or Spark Ignition fitted to a model not conforming to Rules 5.4.4.4.(a)(vi) or 5.4.4.4.(a)(vii) 25 seconds.

5.4.4.5. Flight procedures

- (a) Each contestant will have the opportunity to make five (5) official flights of which the best four (4) will count towards the contestant's official score.
- (b) The maximum flight time as defined in 5.4.1.5.(f) is seven (7) minutes (420 points).
- (c) A landing bonus of twenty (20) points is awarded if the model stops within the landing circle in compliance with 5.4.1.5.(k)
- (d) The score per official flight is calculated by adding the points obtained under rules 5.4.4.5.(b) and 5.4.4.5.(c) less any penalty incurred by an engine overrun on the second attempt as clause 5.4.1.5.(p)

5.4.4.6 Fly-off

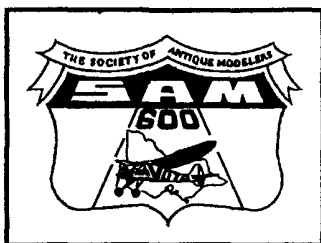
- (a) If at the end of the official flights a fly-off is necessary, it will be conducted as set out in rule 5.4.1.6.
- (b) For this event normal engine runs will be used with the longest flight the winner. Landing bonus will count towards the fly-off score if achieved.

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5.4.1.1. AIRCRAFT CATEGORIES

- (a) **ANTIQUE** aircraft are defined as aircraft which were designed, kitted, or published on or before 31st December 1938.
- (b) **OLD TIMER** aircraft are defined as aircraft which were designed, kitted, or published on or before 31st December 1942.
- (c) **NOSTALGIA** aircraft are defined as aircraft which were designed and published on or after 1st January 1943, and on or before 31st December 1956, and having a combined wing and horizontal stabiliser area of not less than 225 square inches per 0.1 cubic inch of engine capacity. [see clause 5.4.1.2.(b)]

→



**Victorian R/C Old Timers Association
(S.A.M. 600) Incorporated**

MEMBERSHIP APPLICATION / RENEWAL

(Tick appropriate box)

New Membership or Renewal of Membership

Senior or Junior or Pensioner

Name	
Street	
Suburb	
Postcode	
Occupation	
Home Telephone	
Business Telephone	
VH (FAI) Number	
Affiliated Club **	

*(** Name or Club through which you are affiliated with MAAA)*

MEMBER CLASSIFICATION AND FEES

Junior :- Under the age of 18 years as at 1 St. July
Club Fee :- \$5.00 per year

Senior :- Over the age of 18 years as at 1st July
Club Fee :- \$15.00 per year

Pensioner :- Pension card to be sighted by Sec/Treasurer
Club Fee :- \$5.00 per year

When completed, this form together with the appropriate fee, is to be handed or forwarded to the **Secretary/Treasurer** Geoff Hall at PO Box 26 EMERALD 3782.

Cheques should be made payable to **SAM 600**.

AMOUNT PAID:- \$.....

PRESIDENT Don Cameron (052) 613 174
9 Follet Street
TORQUAY 3228

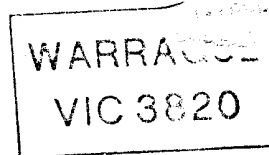
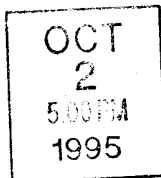
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