



NEXT MEETING

Is on Thursday, November 27, 1997, 7:30 PM at Saturn Hobbies located, 7 Ardena Court Bentleigh East (Melway 68 J-12) off East Boundary Road (which is opposite the Moorabbin Memorial Swimming Pool)
Saturn Hobbies will be open prior to 7:30 PM.



On most Sunday afternoons there is casual flying on a private property at Lang Lang. (conditions permitting) by courtesy of Fred Chigwidden's son David. Members, especially those new to flying are welcomed to this field. Model and pilot training sessions are conducted by Peter Donovan and others. Location and local field rules can be obtained from Fred Chigwidden at home on 03 59975 675.



TREASURER'S REPORT

Attendance at meeting #51 with new President in charge was 26 members.

SAM 600 extends a warm welcome to a new member Ken Lawson from the Bendigo Club.

Financially speaking our bank balance at this moment is \$2,432 with no accounts outstanding.
Sec./Treas. F J Chigwidden



PRESIDENT'S REPORT

At our next club meeting on November 27th at Saturn Hobbies will be our annual auction and I would like to discuss with the members the Roy Robertson day or days, the Monty Tyrrell Trophy and a committee for

running the next Swan Hill Easter event.
Happy landings
Chris Lawson.



EDITORIAL COMMENT

Those of us who attended the 3rd Eastern States Gas Champs at Wangaratta took part in a well organised and friendly competition with 53 contest flights made. The weather was perfect, but a little frosty on Saturday morning for us hardy campers.
The rules saga grinds on with your public officer Derry B doing a very unrewarding job, to resolve a stack of rules change submissions. I think we should try and improve the mechanism - procedures of rule changes, somehow we need to see the various proposals that are submitted so that we could put forward an opinion on a proposal.

At the moment radical proposals are not reacted to by ordinary flying members because they are not seen. I am sure that ordinary flying members would soon put pen to paper if they were aware of some proposals. (Email on the Internet would be an ideal way to broadcast and read rule proposals but not every one has the technology)

This next meeting sees the annual auction take place, Ted Gordon has offered his services to be scribe for the night. Thank you Ted, so bring along your ~~junk~~ valuables to recycle to more understanding owners.

TOFFF's on Thursday's continues to be a very relaxed and enjoyable fly day.

I have included a couple of chuckies on pages 7 and 10 so that if you take them out you get the Zaic Thermic from pages 8 and 9 as well, all three of these prints are from the Zaic Year books.

Trevor Boundy. ✍

SAM CONTACTS

SAM 1788 NSW Basil Healy Pres. 043 417 292
SAM 84 Qld Collin Sommers Pres. 07 3284 4775
SAM 83 ACT Allan Laycock Pres. 06 254 3076
SAM 600 VIC Chris Lawson Pres. 03 5275 8482
SAM 1993 SA Ian Promnitz Pres. 08 8261 9518

**PLEASE ADVISE THE
TREASURER/SECRETARY
OR EDITOR OF ANY
CHANGES OF ADDRESS.**

SAM 600 FEES ARE OVERDUE

Know any one not getting the newsletter?
Membership for the year 1997/1998 can be obtained by paying \$15 to the Sec / Treasurer.
Adds \$36 per year.

FOR SALE

Enya 60-4s engine plus
Old timer Aircraft
"Lanzo Bomber"
90" wing span
\$300
Ring Brian 03 9560 4907





3rd EASTERN STATES GAS CHAMPS

by Chris Lawson

Saturday October 4th

The weather, the venue and the patronage were perfect, 38 Antique started nearly on time 1st place went to (our editor) Trevor Boundy and the second place went to a team effort of Stevenson and Brown, 3rd place was Brian Payne.

name	model	motor	sec	
38 Antique				
Trevor Boundy	Westerner Wea.	Super Cyclone 60	1652	1
H Stevenson	Cloud Cruiser	Marden 60 2s spk	1642	2
Bryan Payne	Quaker Flash	ED 3.46 diesel	1436	3
Peter White	Cloud Cruiser	OK Super 60 spk	1240	4
Basil Healy	California Chief	ED 3.46 diesel	1210	5
Don Southwell	Hop-A-Long	Diezel	1069	6
Chris Lawson	Kingburd	Amco 3.5 diesel	989	7
Peter Bennett	Flamingo	Atw. Champ 60 spk	965	8
Joe McGuffin	Cloud Queen	Madewell 49 2s	860	9
Peter Donovan	Miss Delaware	Drone 6 diesel	795	10
Norm Campbell	Record Breaker	Forster 99	590	11
Alan Wooding	RC Stick	OK Super 60 spk	490	12
Barry Barton	Miss Apriem	Amco 3.5 diesel	486	13
Geoff Potter	Pacific Ace	Wirlwind 60 spk	4	14
Duration				
Trevor Boundy	Albatross	Saito 65 4s	2366	1
Chris Lawson	RC 1	Saito 65 4s	2270	2
Paul Fathing	Sailplane	DubJet 40 2s	1680	3
Kevin Fryer	Cumulus	OS 46 2s	1680	4
Peter Donovan	Miss Delaware	Rossi 40 2s	1664	5
Basil Healy	Gooseneck	McCoy 60 2s	1660	6
Barry Barton	Playboy	Irvine 36 2s	1650	7
Joe McGuffin	Playboy 110%	Saito 65 4s	1628	8
H Stevenson	Sailplane	Rossi 40 2s	1604	9
Geoff Potter	Sunduster	DubJet 40 2s	1536	10
Ian Avery	E/S Gas Champ	OS 32 2s	1482	11
Peter White	Kerswap	ST 40 2s	1450	12
Don Southwell	Bomber	DubJet 40 2s	1445	13
Norm Campbell	Playboy	McCoy 60 2s	1384	14
Peter Bennett	Playboy 105%	Saito 65 4s	1367	15
Peter Hosking	Playboy	OS 61 4s	1328	16

Brian Payne	Playboy	Nelson 40 2s	1260	17
Steve White	Hayseed	Enya 60 4s	255	18
Texaco				
Peter Bennett	Flamingo	Irvine 40 diesel	3639	1
Basil Healy	RC Stick	Enya 60 4s	3436	2
Chris Chalker	Bomber	Enya 53 4s	3356	3
Chris Lawson	Record Breaker	OS 60 4s	3337	4
H Stenenson	Nimbus	OS 61 4s	3314	5
Joe McGuffin	Racer	OS 60 4s	3280	6
Ted Hall	Bomber 110%	OS 60 4s	3244	7
Kevin Fryer	Cumulus	Irvine 40 diesel	3240	8
Brinn Jackett	bomber	OS 60 4s	3219	9
Trevor Boundy	Bomber	OS 60 4s	3071	10
Peter Donovan	Record Breaker	Enya 60 4s	3046	11
Barry Barton	Record Breaker	OS 60 4s	3022	12
Dave Brown	Cont. G/M 1937	OS 60 4s	2914	13
Peter White	Flamingo	OS 60 4s	2403	14
Norm Campbell	Record Breaker	OS 60 4s	2365	15
D Marshall	Record Breaker	Enya 41 4s	2305	16
Ian Avery	Dallaire 75%	OS 40 4s	2273	17
Geoff Potter	Bomber	OS 61 4s	2242	18
Paul Fathing	Bomber	Irvine 40 diesel	2224	19
Steve Whiter	Bomber	OS 61 4s	2213	20
Don Southwell	Bomber	OS 26 4s	1826	21

Duration started after lunch, weather still perfect 1st place Trevor Boundy (once again) 2nd place (yours truly) Chris Lawson 3rd place to Paul Fathing, (decided after a count back) because both Paul and Kevin zero scored, landing out of bounds.

Sunday October 5th

The weather still perfect, Texaco started a bit after 9:00am, 2 rounds flown before lunch. After all the rounds we had 15 in the fly off out of 21 contestants. First place Peter Bennett, 2nd place Basil Healy. 3rd place Chris Chalker.

Once again the whole 2 days of events (including breakfast, lunch and dinner) were well organised and a credit to CD Dave Brown, 1788 President Basil Healy and company.

WELL DONE.

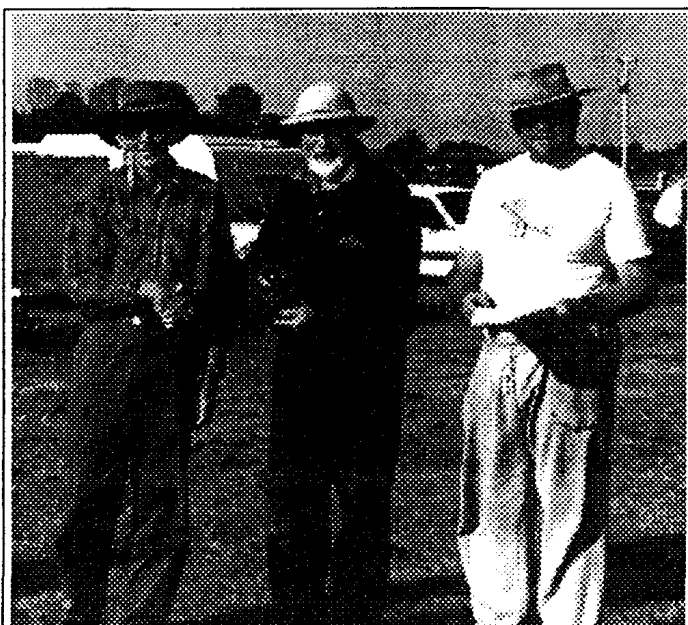
Chris Lawson.



Eastern States Gas Champs.....twenty one line up for Texaco at Wangaratta 1997



1788 Pres. Basil Healy presents ED with top point score trophy at Wangaratta



Peter Bennett receiving 1st place trophy for Texaco from Basil Healy Wangaratta ESGC.



1997 GMAC FLY DAY

by Chris Lawson

The day started fine till about 8:00am then the wind picked up, but between the rain and the decreasing wind we managed to fly ½ A Texaco and then by a vote Texaco was dropped and we flew one 7 minute round of Duration then a fly off, 3 in all. Geelong results are shown. Special thanks to those SAM 600 members who came to Geelong just to observe and

help, also the ladies and grand daughters who helped in the canteen.

name	model	motor	place
Duration			
Trevor Boundy	Albatross	Saito 65 4s	858
Chris Lawson	RC 1	Saito 65 4s	851
Tiz Quagliatini	Playboy	Rossi 40 2s	446
Peter Donovan	Kerswap	Saito 65 4s	382
Ted Hall	Bomber 99"	Rossi 40 2s	375
Peter Bennett	Playboy	Saito 65 4s	338
Half A Texaco			
Trevor Boundy	Albatross 46.5"	Cox 049 2s	1138
Chris Lawson	RC 1 53"	Cox 049 2s	1050
Ted Hall	Dallaire 54"	Cox 049 2s	720
Peter Hosking	R/ Breaker 44.5"	Cox 049 2s	638
Paul Neville	Playboy	Cox 049 2s	553
Peter Donovan	Gas Buggy	Cox 049 2s	458



OWIE TOKIN

from the person who brought you "chuppa chup's"

Ask your children / grandchildren how to get you a "YOWIE", a very interesting (fuel ?) container it's wrapped in chocolate and it is educational.



SAM USA

from Don Bekins <don_bekins@earthlink.net>

Attached is the story about the 1997 SAM Champs at the Henderson Dry Lake bed near Las Vegas. You might be able to summarize it for your newsletter. It was a good contest for me. I had the longest flight of the contest and won the Ignition Grand Champion trophy. There were 3 from Oz, 4 from NZ, a couple from England and two from Germany at the contest.

Warmest regards: Don. ☺

LAS VEGAS SAM CHAMPS

September 1997 R/C Contest Directors Report.
by Steve Roselle

El Dorado dry lake is about 7 miles south of the Laughlin Junction on hwy 95 and 18 miles from Sunset Hotel/Casino headquarters in Henderson, Nevada. R/C & F/F sites were initially located about a mile apart on the lake bed. As advertised, there was very little dust, even when the wind blew hard.

Rules hassles dominated the first day. I announced that extensively modified Ohlssons were OK for standard events but not for Ohlsson special events, feeling that the special events are there to honor the engine and designer as opposed to all-out competition. This appeared to satisfy both camps. In the Glow events, I back-peddled on dis-allowing tuned mufflers when at the last moment I realized I had not put out the word in time. I was

hammered by both sides and rightly so. In any case, this issue needs serious clarification to guide future CDs in rule book interpretation.

Tuesday temps ranged from 65 to 89 degrees. Dead calm at the pilots meeting; one half hour later winds suddenly blew from the north at 20 mph. After 11 am, winds died down to flyable levels and contestants began logging flights. All three events had fly-offs, including Spirit of Sam Electric. With marked disregard for the "Spirit of Sam" preamble, one flyer choose not to fly in the fly-off, but instead walked off the flight line and was not seen at the Champs again. In a 2 way fly-off, Eut Tleson won the SOS Electric Perpetual trophy he had sponsored last year.

Wednesday was a bit warmer and calm most of the day; perfect flying weather. Don Bekins put up a 67 minute flight in Texaco to win that event, with several other respectable flights logged. Don was awarded the Ed Robards Perpetual trophy for the longest R/C Texaco flight. Antique experienced a 7 way fly-off. Rick Holman bested Don Bishop when Dons battery gave out and he rushed off the field. Electric LMR had a three way fly-off with Kip Merker winning that.....

.....Saturday, was clear and calm all day but with low lift. Many flyers had gone home for various reasons so turnout was low as evidenced in 1/2A Texaco when only 25 flew out of 56 registered. All seven of Thursday and Fridays events were flown on Saturday. Since the last electric event (Electric Texaco) had been delayed for two days, those who came for just the Electric events had left, and past Free Flight champion Carl Redlin had an easy win. Kudos to Carl for perseverance, as well as all the others who stayed over! To facilitate flying more events, the closing time was extended to 5 PM and we changed to 4 attempts for 2 official flights in A & B Glow and Ignition (by consensus), instead of the normal 6 for 3.

This worked but we had fly-offs in all four LER events. Lift was weaker in the late afternoon and the fly offs were short. John McRae was declared the GLOW Champion with 22 points amassed. John is from Vacaville, Ca and flies his Weathers Westerners with skill and precision. John also won 1/2A Texaco with one of only 2 Maxes registered in that event.

Sunday was clear but repeated Tuesdays pattern of winds which reduced flying to a trickle until noon. Wind then reduced to flyable levels. Walt Geary won a 3 way fly-off in C LER Ignition, against Chuck Hutton and Don Bekins. Chuck's McCoy overran and Don's McCoy quit after 25 seconds. Walts O&R purred smoothly all the way up and it was NO contest. For this performance, Walt Geary was also awarded the Feather Merchant Perpetual Trophy (for the Best running Original Ignition engine). Don Bekins 2nd place was enough to clinch

the IGNITION Championship. In Ohlsson 23, Walt also won the SAM 27 sponsored Perpetual trophy for his 1st place performance.

The Victory Banquet at the Sunset Station Hotel/Casino that evening was notable for its excellent and plentiful cuisine. Hall of Fame inductees, Bob Angel, Lee Freeman, Fiske Hanley, Pappy Debolt, and Barney Onofri were presented as well as the special awards mentioned. A bunch of people worked very hard to make this Champs a success, in spite of the weather. Manager Larry Jenno had the foresight and did the legwork to bring it into reality, and SAM President worked hard behind the scenes as well.

SAM'ers owe them a big Thank you!

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CONTRIBUTIONS FOR NEWSLETTER
Contributions to the newsletter should be sent to the editor at least 3 weeks before the next meeting.

FROM ALLAN LAYCOCK

<layhawk@dynamite.com.au>

To editor SAM 600

Just a note to let you know what is happening here in the ACT (besides the antics of your beloved Prime Minister).

We are trailing a new or rearranged event that we call A Texaco. The event is a conglomeration of parts of the old 2CC event (ie the Texaco part), the SAM 1993 South Australian Flying Fifteen event the Sam 84 - The Vintagents MK-17 and Texaco A events. Also taken into consideration was a design bias towards making an even keel event whereby even a scaled up Vic Smeed Tomboy could compete on an equal basis with a hot pylon model such as a Dixilander.

The models that so far are in the process of being constructed or modified to compete in the event are: Brooklyn Dodger, Skyrocket (like a KK Slicker), Centaur (a thick pylon PAA design), Powerhouse (2 of them), Pixy, Eros, Miss Fortune X, Shylark, scaled up Tomboy, Viking and Vanguard as well as a couple of Secret Weapons from the Goulburn NSW boys. Some of the locals are adopting a wait and see attitude before committing their efforts but have quite diverse thought on what they would build if the event gets going.

Allan Laycock

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ENGINE COMMITTEE REPORT

by Dick Huang <Flygood1@airmail.net>

Cunningham Bluestreak

A sample of the Cunningham Bluestreak engine reproduced by RJL Industries has been evaluated by the Engine Committee. It is the unanimous recommendation of the Engine Committee that the Cunningham Bluestreak .647 be classified as an original class C spark

ignition engine eligible for SAM competition in free flight and radio control events.

The Cunningham Bluestreak first appeared in 1947 and was manufactured by the Cunningham Co.

It is similar to the Orwick but with the venturi and beam mounts cast in and has a ball bearing crankshaft.

The engine has the following characteristics:

Weight=12.9 ounces without spark plug and without fuel tank, bore =.937 inches stroke =.937 inches, displacement =.647 cubic inches.

A sample engine performed as expected after 20 minutes of rich running using FAI fuel with 4 fluid ounces of castor oil added per gallon of fuel. The following was measured:-

Propeller	RPM	Estimated HP
13 x 6 APC	9000	0.68

An increase of 200 to 400 RPM can be expected after a full break-in. The performance of the Cunningham Bluestreak is on a par with the Orwick .64 and the Anderson Spitfire. If you are interested in this engine, contact

RJL Industries,
PO Box 5, Sierra Madre
CA 91025.

Jenno Orr .65

A sample of the Jenno Orr 65 (s / n J-014) has been evaluated by the engine committee. It is the unanimous recommendation of the engine committee that the Jenno ORR.65 be classified as an original Class C spark ignition engine eligible for SAM competition use in free flight and radio control events.

The ORR 65 first appeared in 1946 and was manufactured by ORR Engines of Niles Michigan. It used a rear induction disc type rotary valve and twin ball bearing crankshaft. It claimed lightweight reciprocating parts and a compression ratio of 12.5 to 1. A horsepower of .85 at 13,500 RPM was claimed.

The following was measured from the sample engine:

Weight=14.6 ounces without spark plug or fuel tank, bore=.939 inches, stroke=.936 inches, displacement=.6478 cubic inches

Since the tested sample engine (s / n J-014) did not perform as expected, the results will not be reported. Perhaps this sample needs more run-in time and does not incorporate the latest modifications. Two members of the Engine Committee have tested other Jenno Orr 65 engines that represent good running examples with the following results:

Propeller	RPM	Estimated HP
13 x 6 Rev Up	8,600	0.66
13 x 5 Rev Up	9,400	0.72

If you are interested in this engine, contact
Larry Jenno,
4341 Flandes Street,
Las Vegas NV 89121.

Dick Huang, Chairman, Engine Committee.

O/T NATIONALS 1998.

from the 51st Nationals Committee 17th July 1997

These will be held at LOXTON, SA from Friday April 10th (check in and practice day) until Tuesday 14th April.

The following events will be flown on the 11th to the 14th April :

TEXACO
OPEN DURATION
STANDARD DURATION
1/2A TEXACO
2.c.c.
ANTIQUÉ
NOSTALGIA
GLIDER

All events will be run to the current MAAA O/T Rules.

There will be a trophy [plus a new JR X-388.Radio] for the CHAMPION OF CHAMPIONS for O/T.

Substantial sponsorship has been obtained for other events.

ACCOMODATION is available at:-

Loxton Hotel/Motel 08 8584 7266
Loxton River front Caravan Park 08 8584 7862
The Motel has been block-booked, but please make your own booking, referring to the Nationals.

The event will be flown at the Loxton Club field, which was used for the Nationals in 1976. It is grassed and irrigated, has covers over the pit area, two club houses and toilets/washroom.

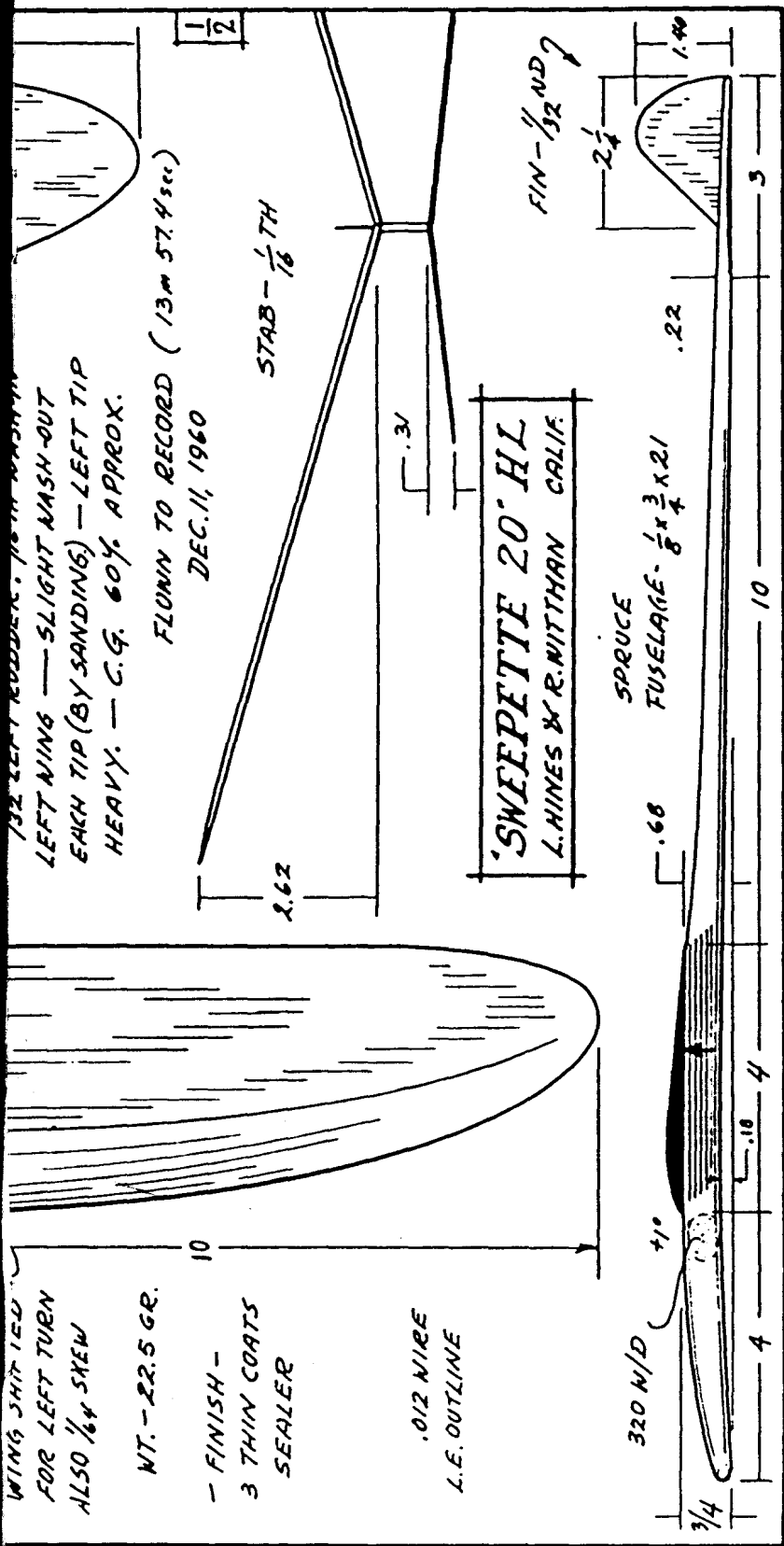
An Old-Timers PRESENTATION DINNER will be held at the Loxton Hotel/ Motel on Tuesday the 14th April at 7.00 p.m.

The remainder of the NATIONALS will commence on Wednesday the 15th April with check-in and practice at WAIKERIE (a 40 minute drive from LOXTON), THERMAL DURATION will commence on Thursday the 16th April.

This is an opportunity to attend the biggest O.T. event ever held in Australia, to compare notes with the O/T's from the other states and see all the latest developments. Come along and enjoy yourself,

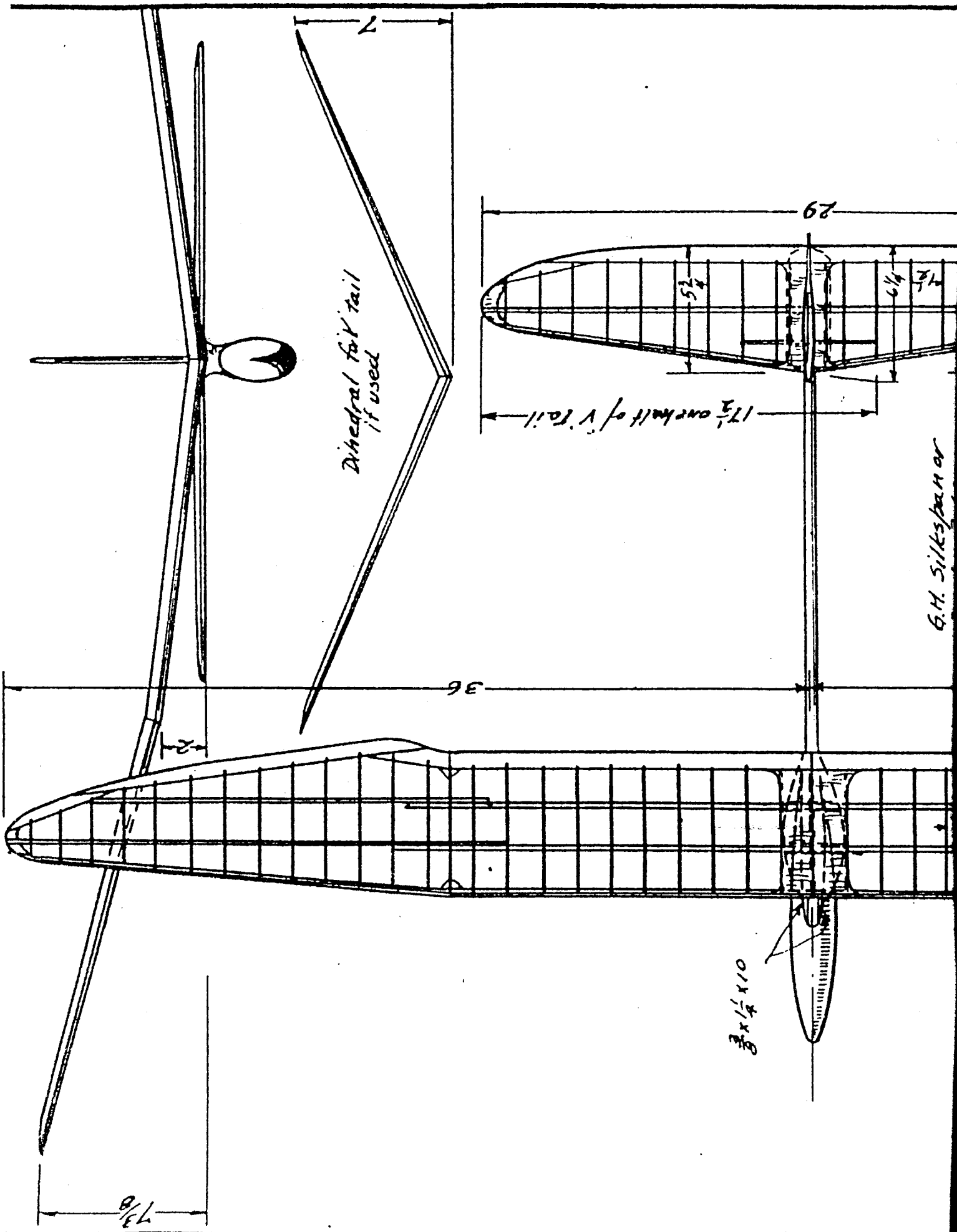
The 51st Nationals Committee.
OT contact Rex Brown 08 8293 2214

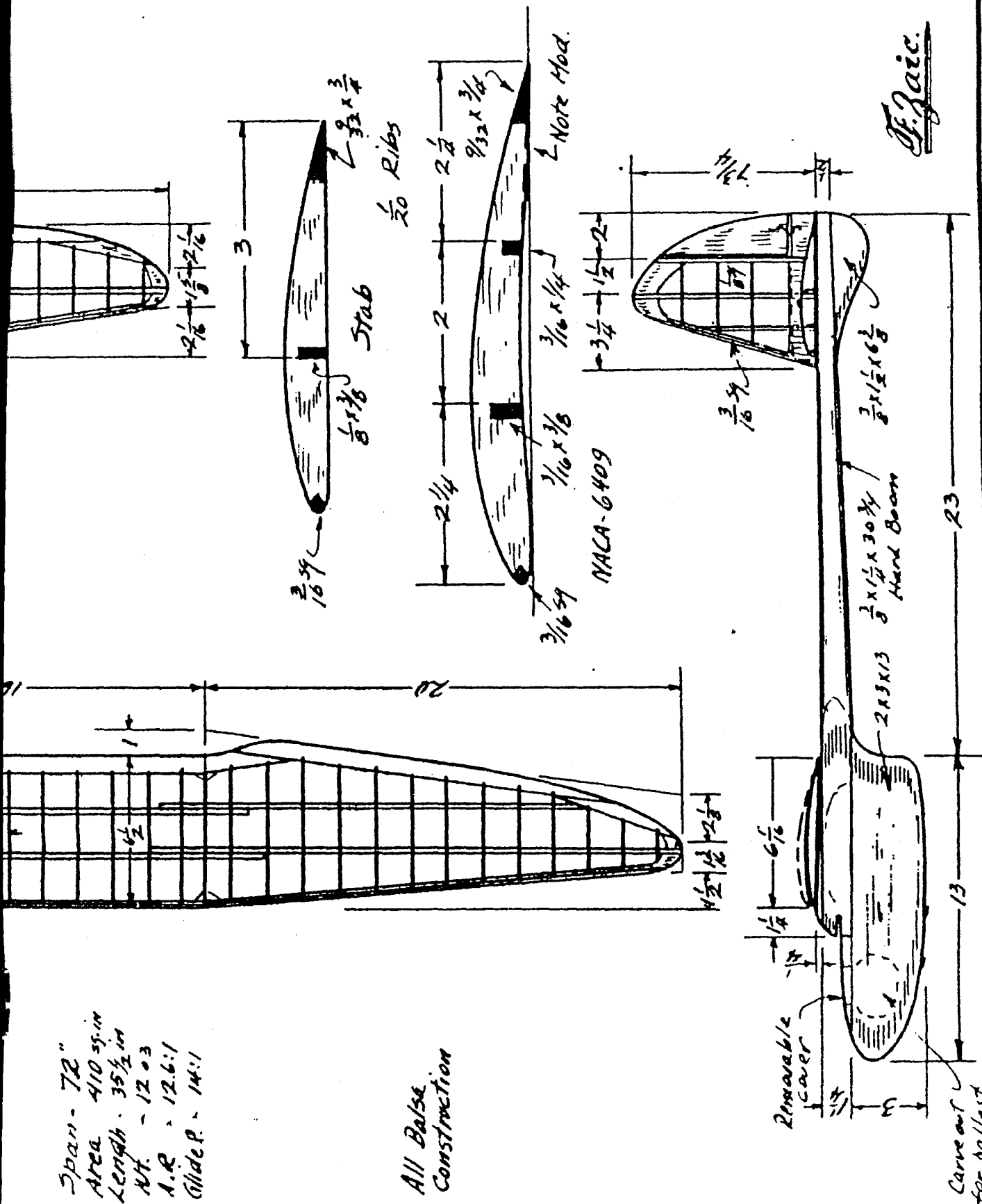




To further explain the offset and the wings skew, many of us have seen gliders that didn't like to accept a definite glide turn. Other than warps, misalignment is the only thing possible that could be wrong. So, why not misalign to our advantage and start off helping the model turn? My definition of offset is: to place the center break of the wing left of the center of the fuselage generally about on the left edge of the fuselage. Now shift the left wing tip backwards (skew) so the eye can see about 1/64 in. angular change at center break from parallel to fuselage.

Please realize these notes were prepared by a right-handed person and may be reversed for anyone left-handed.





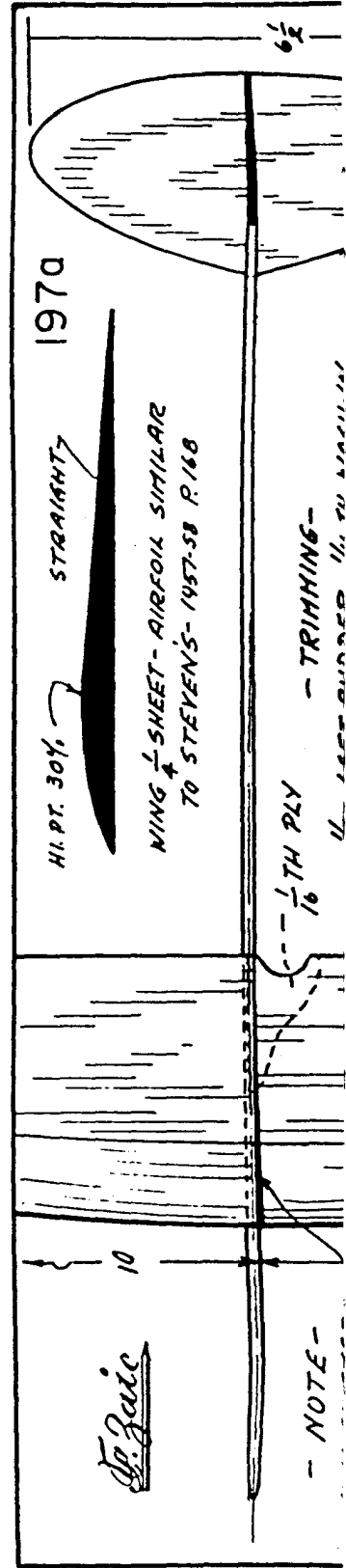
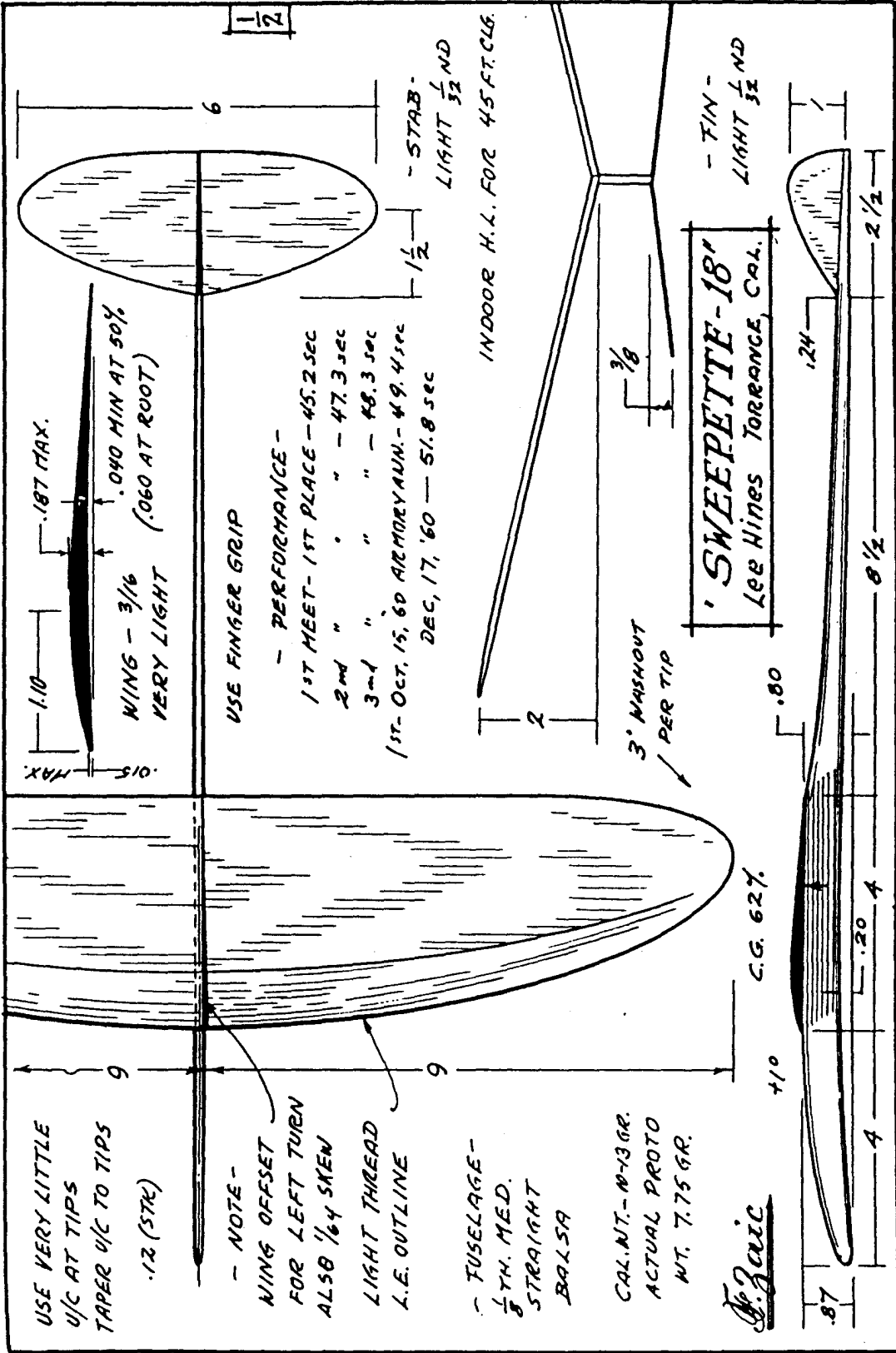
F. Zaic.

Thermic 72-X by Frank Zaic

Span - 72"
 Area - 410 sq.in
 Length - 35 1/2 in
 Wt. - 12.03
 A.R. - 12.6:1
 Glide P. - 14:1

All Balsa
 Construction

Removable
 Cover
 Carve out
 for ballast



AIRFOIL COMPARISON

Playboy senior Airfoil Performance Comparison from SAM 21 August 1997

(ED for comparison only no way implies that wing sections should be changed from that specified in the plan)

Bob Angel asked me at the recent SAM 30 Spring Contest if I had any information on flat-bottomed airfoils and their performance capabilities compared to under-cambered airfoils? I remembered a study that was done back in 1992 using Joe Elgin's Playboy Senior as the wing airfoil platform to determine the performance effects of various airfoils. The 1992 study was updated for this analysis and two more airfoils were added; one is the flat-bottomed Clark Y which is exactly the same as the NACA 4412 and the other is the Eppler 193 considered by many as a good glider airfoil for a total of seven airfoils. The major airfoil characteristics are shown below:

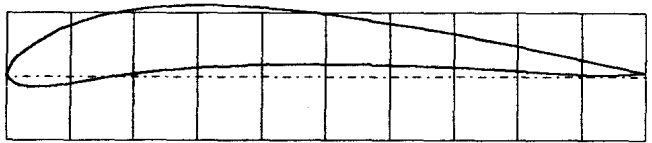
Airfoil Name	Max thick %	Max camb %	Max alt ft	Tot time sec	Percent of P/Boy time
Playboy Senior	10.0	6.24	1308	502	100.0
Grant G10	9.75	5.75	1325	533	104.2
Gottingen 801	9.8	6.18	1313	498	99.2
Goldberg G5	9.49	5.89	1326	500	99.6
NACA6409	9.0	6.00	1333	457	91.0
Clark Y (NACA 4412)	12.0	4.00	1331	429	85.5
Eppler193	10.23	3.58	1365	480	95.6

Each airfoil was carefully checked for accuracy before

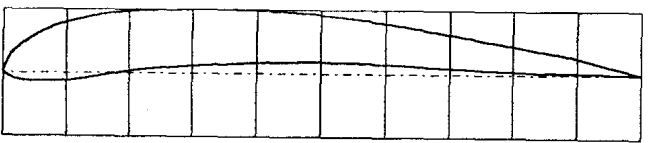
generating a 15 point aerodynamic table used for 3 degree-of-freedom computer trajectory analysis. The common wing characteristics were 80 inch span and 800 square inches area. The engine used for all runs was the Super Tigre G21135 using a 9x4 APC propeller and 25% nitro fuel which provides about 18,900 static RPM. All configurations used a 23-second engine run. The weight of all configurations was 55.57 oz (3.47 lbs.) which meets the current minimum wing loading requirement of 10 oz/ft². All trajectory simulations utilised a 75 degrees climb angle and a 5-degree bank angle after engine cut-off to simulate a large circle that takes about 1 minute to complete. The launch altitude was 640 feet above sea level and assumes a NO WIND standard day (59 Deg.F). After this long introduction the results of this study are summarised in the table below:

In terms of maximum altitude, the Eppler was the highest at 1365 feet, followed by the NACA 6409 at 1333 feet; however less than 60 feet separates the highest and the lowest maximum altitudes. This is due to the difference in the total wing drag of the various wings because the parasite drag of all non-wing components of all configurations is the same. As was found in 1992, the Grant G10 is the best airfoil by about 4% over the Playboy airfoil because it has the lowest sinking velocity. The flat-bottomed Clark Y airfoil is almost 15% lower in time than the Playboy airfoil; this can be significant in no lift air but should not be a surprise since few old timers used this airfoil. Sorry Bob.

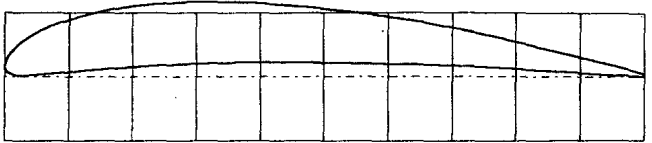
Dick Huang <Flygood1@airmail.net>



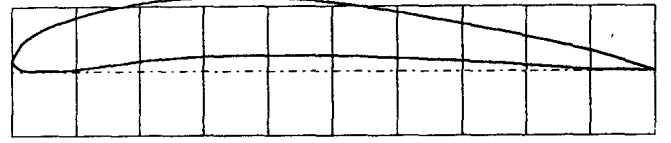
PLAYBOY AIRFOIL



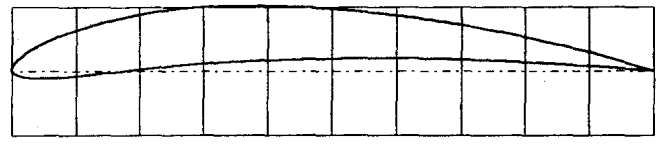
GRANT G10 AIRFOIL



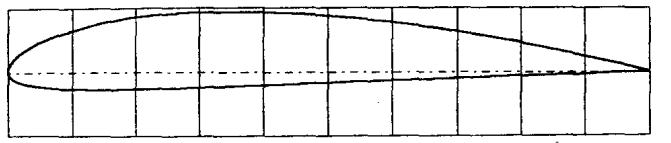
GOTTINGEN 801 AIRFOIL



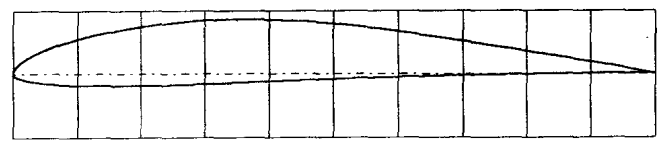
GOLDBERG-ZIPPER AIRFOIL



NACA 6409 AIRFOIL



CLARK Y AIRFOIL



EPPLER 193 AIRFOIL

(Goldberg G5 not available at time of printing Goldberg Zipper substituted.)

THE VICE PRESIDENTS CONTEST CALENDAR. (updated 13 November, 1997)

WHEN	WHAT	WHERE
November 16 th Sunday	Haddon Fly Day (Carngham Road Haddon) Chris Foley H 03 5342 4285 Half A Texaco 10:00am Texaco 10, 10 & 15min maxes Duration 7 & 10 min maxes, Canteen open.	BAI
November 27 th 1997	Meeting # 52, 7:30pm	SATURN
January 25 th Saturday	Roy Robertson Memorial Trophy Texaco time? Duration time ?	P&DARCS
January 26 th Sunday	Roy Robertson Memorial Trophy Possible second day for RR	tbc
January 29 th 1998	Meeting # 53, 7:30pm	SATURN
February 8 th Sunday	Geelong Fly Day (Dog Rocks Road Fyansford) Chris Lawson. 03 5275 8482 Half A Texaco 10:00am (Canteen open.) Texaco 10, 10 & 15min maxes Duration 7 & 10 min maxes,	GMAA
February 22 nd Sunday	Monty Tyrrell Scale	P&DARCS
February 28 th Saturday	Cohuna, fly day Contact John Jakab CMFC Home.03 54564118. Half A start time? Texaco start time?	CMFC
March 1 st Sunday	Cohuna, fly day Contact John Jakab CMFC Home.03 54564118. 2CC start time? Duration start time?	CMFC
March 14 th Saturday	Vic O/T State Champs Carngham Road Haddon Chris Foley 03 5342 4285 Half A Texaco start time?, followed by Texaco	BAI
March 15 th Sunday	2CC start time? followed by Duration	
March 19 th	Meeting # 54, 7:30pm	SATURN
April 10 th Friday	SAM 600 Easter Half A 12:45pm 2CC 3:45pm	SHMAC
April 11 th Saturday	Texaco 9:15am Duration 12:45pm Hanger Rat 7:30 pm	
April 12 th Sunday	38 Antique 9:15am Standard 40 Duration 12:45pm	
April 13 th Monday	Nostalgia 9:30am	
April 11 th to 14 th	Aust. O/T Nationals, Loxton SA Contact Rex Brown h 08 8293 2214	SA
May 28 th	Meeting # 55, 7:30pm	SATURN

CHINESE SILK

Adrian Laurie of Niddrie Model Supplies 85 A Hoffmans Road Niddrie has a shipment of silk.
\$13 per m by one m
black, red, white and blue.
phone Adrian on 03 9331 0656 or fax 03 9331 2633

NEW MEMBER APPLICATION

(Tick appropriate box)

- New Membership or
- Renewal of Membership
- Senior
- Junior
- Pensioner

Name	
Street	
Suburb	
Post code	
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 1st. July starting current year.
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 Secretary/Treasurer
Club Fee :- \$5.00 per year. This form

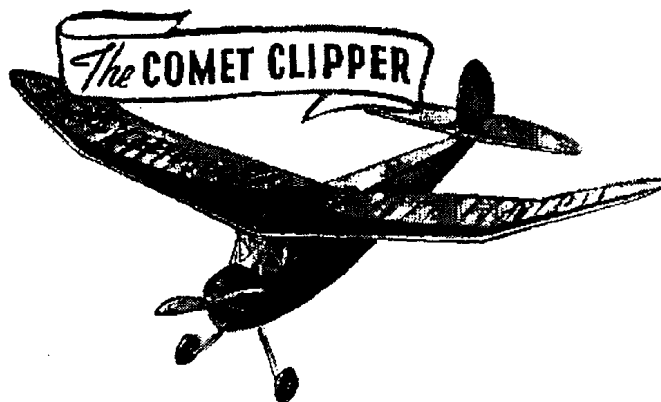
together with the appropriate fee, should be handed or forwarded to the

Secretary / Treasurer

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COVER WATCH

ED further information welcome.

NAME	SUPPLIER	TYPE	gm/sq ft	FIXING
Airspan	Solar Film	Polyester	2.2	balsarite
Lightspan	Solar Film	Polyester	2.7	balsarite
Micafilm (3/4 oz)	Coverite		2.0	balsarite
Profilm	Model Engines	Polyester	3.5	iron on
Fibafilm			3.9	
SamSpan	SAM 21		2.4	dope
Solkarkote		Polyester		iron on
Ozcover 35 micron	Saturn Hobbies	Mylar	3.5	iron on
Ozcover 50 micron	Saturn Hobbies	Mylar	5.0	iron on
Super Coverite		Synthetic	7.5	iron on
MonoKote	Top Flite			iron on
SolarFilm	Solarfilm			iron on
Polyfilm	Powermax		4.7	iron on
Solartex	Solarfilm	Fabric		iron on
K&S SilkSpan Med	K&S	Tissue	?	dope
K&S SilkSpan Lite	K&S	Tissue	?	dope
K&S SilkSpan Xtra Lite	K&S	Tissue	?	dope



THE (US) PRESIDENT SPEAKS

in part quoted from an article in Sam Speaks Feb 1997 by Bill Booth President SAM USA
< wpb02@csufresno.edu >

..... Rules Change Proposals - The By laws require that rules change proposals submitted in even numbered years be presented in the July-August issue of SAM Speaks. of the odd year and arguments and a ballot provided in the following issue. This we will do, but a preview for early consideration will ensure that no one is caught b surprise. Here it is:-

Rules Change Proposal #1: Eliminate Schneurle and PDP glow engines from SAM competition. (Bucky Walter).

Rules Change proposal #2: Add the Brown Jr. Endurance LER event to the SAM Rule Book. (Dave Lewis).

Rules Change Proposal #3: Add The Ohlsson Sideport event to the SAM Rule Book, (Two versions. by Dave Lewis and Loren Schmidt).

Both proposals allow any Ohlsson side port to compete. require un scaled antique models, 10 oz./ sq. ft. min. wing loading. 45 sec. engine run. Differences: Schmidt-only needle valve change allowed, 7 minute max, 4 attempts. 3 official flights. Lewis-engine changes allowed-ignition parts. air intake, fuel tank. needle valve. balancing. 10 minute max, 4 attempts. 2 official flights.

Voting members will be asked to vote for one version and against the other.....

.....Send your comments to Ed Snull: Ed will compile the arguments for a later issue.....





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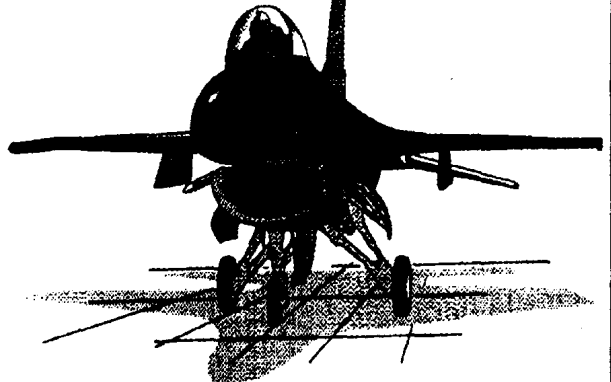
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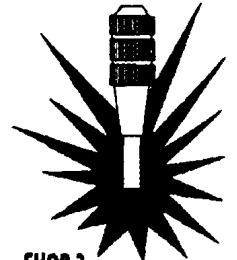


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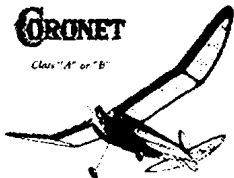


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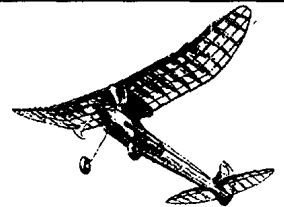
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