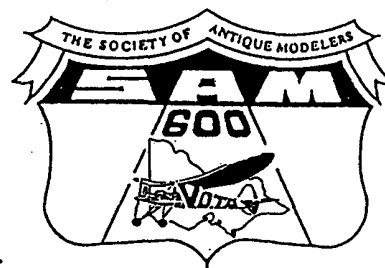


S.A.M. 600



Victorian R/C Old Timers Association

NEWS

DEADLINE FOR THE NEXT NEWSLETTER IS SEPTEMBER 8th 1995.

NEXT MEETING. - THURSDAY 27th OF JULY 1995, AT THE ROYAL VICTORIAN AERO CLUB ROOMS MOORABBIN AIRPORT. MELWAY REF 87 G4. STARTING TIME 7.30 p.m.

NOTE. - This meeting will be, THE ANNUAL GENERAL MEETING and election of Office Bearers for the coming year.

COMING EVENTS. - OTHER THAN THE NATIONALS IN Dec95/Jan96, THERE APPEARS TO BE NO OTHER "OLD TIMER" EVENTS ON THE V.M.A.A. CALENDAR, UNTIL THE ROY ROBINSON MEMORIAL EVENT IN JANUARY 1996.

S.A.M. 600. (V.O.T.A.) NEWSLETTER No 38 JULY/AUGUST 1995

PRESIDENT'S REPORT

The Bendigo weekend was flown successfully (just!) under cold and windy conditions. 2cc was achieved on the Saturday morning before the wind forced a cancellation of Duration. Sunday saw a busy day with Duration started when the rain ceased, followed by 1/2A Texaco and then Texaco. Three main factors influenced the flight times all day: The max time, the wind and hypothermia!! Hopefully there will be a report of the event in the newsletter as I don't have the full details.

While I am on the subject of Bendigo, they have offered to host the coming OT State Champs (March 9&10, 1996). Therefore we now need to decide the venue as Warragul is another possibility. However I have received information that the LVMAC is happy for us to run the event at Warragul but they will not be involved themselves. In other words, VOTA will need to go it alone:(catering and maybe field preparation also). We'll discuss it at the meeting.

cont'd

This coming July meeting will also be the AGM and as some of the membership are already aware I will be stepping down as President of VOTA. I have held the position for the past two years, I hope to the satisfaction of the members in general. I haven't noticed too many knives in the back or kicks in the bum so hopefully that's an indication!! I have served on various club committees in various capacities virtually continuously over the past ten years and feel I am getting a little stale, so at this stage I would like to just remain an ordinary member for a while. I'd like to take the opportunity to thank the other committee and club members for their work and support over the past two years and wish the incoming committee members success and satisfaction in the running of VOTA.

That's about it for me so I'll wish everyone success and enjoyment in their participation in VOTA and OT modelling in general.

Regards,
Warwick.



Gordon Murray



Arthur Beckington



Wallace Simmers



Leo Bailey



EDITORIAL

Three things are about to occur. Firstly we reach the finish of the Club year and thus the Annual General Meeting. Secondly all Committee positions become vacant and a new Committee becomes elected, although some Office Bearers may re-nominate for their present positions. THIRDLY I will be standing down from the position of EDITOR, as I have indicated for the last six months.

Well all those keen and eager S.A.M.600 members out there who did NOT volunteer to fill the position can now heave a sigh of relief, as we DO now have a new EDITOR who will be producing the Newsletter from September issue onward. Trevor Boundy has very kindly offered to take over from me, so you will continue to have a Newsletter and I am sure it will be of a quality that will exceed my effort.

The three years that I have been producing this Newsletter have been enjoyable, although at times, a little frustrating at the lack of input from the members. I thank those who did supply me with material but I would have liked to have had more personal material such as views, ideas etc, even controversial opinions. I did receive SOME of the latter at one stage, which I published and it caused a minor storm at the time but I think it is well to do this at times and let it clear the air so to speak, rather than have guys bottle up their frustrations and create friction among the members.

Well I wish the new Committee well for the future and offer my support to the new Editor, Trevor, should he require it.

Max Hayes.

Editor

And we thought this a man's game. Parasol good idea.



Save the pieces!. The boys are getting better, though. The ghouls had a disappointing year.



ENGINE OVER RUNS.

During the recent Old Timer flying season I was amazed at the number of ENGINE OVERRUNS in Duration, and moreso, the lack of attention paid to them by both TIMERS and CONTEST DIRECTORS.

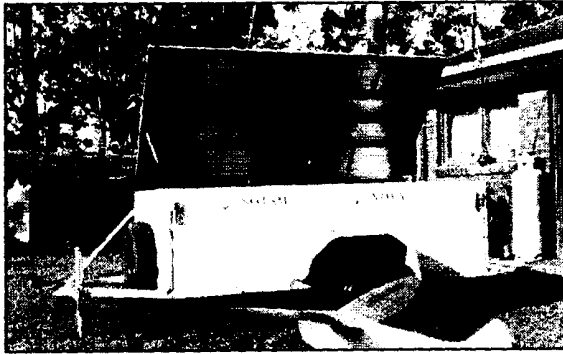
WHAT IS WRONG ? . The past and present Rule Books spell it out in black and white.

* Should an engine overrun occur on the second attempt in one round, the score for that round is reduced by TEN seconds for every SECOND of engine overrun.

Should a fly - off be necessary, an engine overrun is a ZERO score.

Ian Robinson.

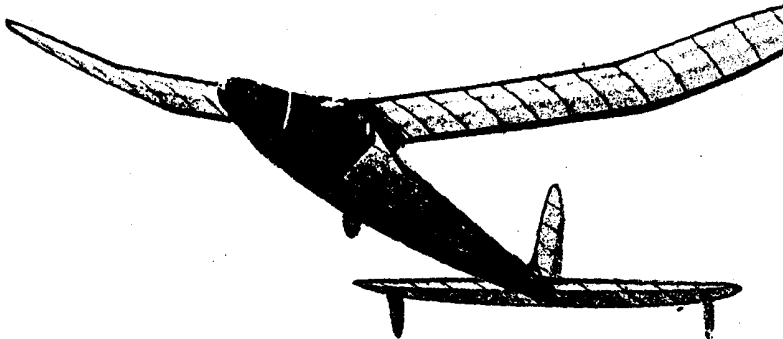
S.A.M. 3199



MODEL TRAILER FOR SALE \$900

Inside 88" long, 47" wide, 25" high, 14" R/Ply tyres and spare, Al clad, Kawasaki shock/coil suspension on trailing arms, 50 mm ball coupling, gas strut lid, total weight approx 200 kg.

contact Trevor
home 056 287 688



Ed Lidgard's streamliner had spinner, glossy finished folding prop, retractable monowheel; small fins to keep ship upright on ground.



Rey Arden and his first-place winner

SWAN HILL RESULTS by John Whittaker**EASTER 1995 & POSTAL EVENTS****STANDARD DURATION** (11 Entries) 2in fly-off

1. M. Collins	87.5% Cumulus	K&B 40	1750
2. B. Britcher	85% Bomber	OS 40	1742
3. I. White	Anderson Pylon	Webra 40	1386
4. L. O'Reilly	Kerswap	K&B 40	1383
5. F. Chigwidden	105% Playboy	K&B 40	1380
6. P. Donovan	Playboy Cabin	OS 40	1350
7. J. Kearton	85% Bomber	K&B 40	1345
8. R. Brown	Folly 2	OS 40	1260
9. G. Hall	105% Playboy	Webra 40	1089
10. P. White	105% Playboy	OS 40	1071
11. C. Lawson	88% Taibi Hornet	K&B 40	891

NOSTALGIA (6 Entries) 2 in fly-off

1. R. Brown	Civvey Boy	Super Tig. 51	1770
2. L. O'Reilly	Hyphen	Enya 40TV	1756
3. D. Howie	Hyphen	OS 40	991
4. B. Britcher	Hyphen	K&B 40	926
5. P. Donovan	120% Crescendo	Enya 29	923
6. J. Kearton	Tototl	Super Tig. 60	923

2CC (14 Entries) 2 in fly-off

1. G. Sinclair	75% Dallaire	OS CZ11	1206
2. L. Mostert	70% Playboy	OS CZ11	1143
3. B. Britcher	Strato Streak	S.C. 12	861
4. R. Brown	Polly	Enya CX11	792
5. S. Mostert	Kerswap	OS 10 FP	728
6. I. Promnitz	66% Playboy	OS CZ11	676
7. L. O'Reilly	Bowden Contest	Enya CX11	673
8. D. Cameron	70% Playboy	ASP 12	546
9. K. Lawson	MG2	OS CZ11	447
10. G. Hall	Coronet	OS CZ11PS	421
11. G. Mitchell	54" Spook	OS CZ11	401
12. C. Lawson	66% Playboy	OS CZ11	340
13. N. Campbell	50% Dallaire	OS CZ11	286
14. A. Laycock	Megow Ranger	Enya CX11	DNF

DURATION (20 Contestants) No fly-off

1. S. Boundy	103% Sup. Quaker	Saito 65	1827
2. R. Brown	G'berg Sailplane	Fox Quikie 500	1658
3. L. O'Reilly	Kerswap	S.T. Quikie 40	1601
4. M. Collins	87.5% Cumulus	McCoy 60	1588
5. G. Sinclair	75% Dallaire	Irvine 36	1395
6. B. Britcher	Kerswap	Dub Jet 40	1320
7. S. Mostert	110% Playboy	Rossi 45	1298
8. R. Spurrier	??% Bomber	Enya 53 4/S	1256
9. J. Kearton	85% Bomber	Sup. Tig. 40	1171
10. L. Mostert	108% Playboy	Rossi 40	1125
11. R. Adamson	??% Bomber	Enya 49	1051
12. I. Promnitz	105% Playboy	Rossi 40	1022
13. P. White	105% Playboy	OS 61 4/S	980
14. D. Brown	Ehling	Saito 65	930
15. M. Robinson	Playboy Cabin	McCoy 60	920
16. G. Mitchell	105% Playboy	Enya 53 4/S	774
17. J. Whittaker	Miss America	OS 61 4/S	745
18. G. Hall	Hayseed	Saito 65	708
19. N. Campbell	Super Quaker	Hornet 60 Spark	485
20. C. Lawson	Playboy	McCoy 60	293
21. T. Boundy	Thermaleer	Super Cyc. 60 Spark	6

Bad weather on Easter Sunday forced the contest to be abandoned, so it was decided that the rest of the competition would be held as postal events. The following are the results of these postal events. Many thanks to Alan Laycock for compiling the results from South Australia.

1/2A TEXACO (10 Contestants) 5 in fly off

It is a shame that the contest was blown out at Swan Hill, as we initially had a SAM 600 record of 23 starters for this event. It would have been truly something great to see. (and hear!) Maybe next year!!!!

1. W. Bromby	Polly	2482
2. W. Britcher	Playboy Cabin	2285

3. L. Mostert	Anderson Pylon	2019
4. G. Sinclair	50% Dallaire	1910
5. D. Howie	Miss Fortunex	1413
6. R. Spurrier	Playboy Cabin	1200
7. D. Cameron	Coronet	1163
7. R. Brown	???????????	1163
8. R. Adamson	??% Bomber	1145
9. P. Donovan	Atomizer	212
10. K. Stringer	???????????	DNF

TEXACO (17 Contestants) 4 in fly-off

As with 1/2A, we again had a record No. of 26 entries at Swan Hill. However, it was still great to see 18 people compete in the postal. It must have been the incentive of a Thermic 100" vintage glider kit as 1st prize!

1. G. Sinclair	MG2	Irvine 40 Diesel	4608
2. J. Kearton	Bomber	Enya 53 4/S Glow	3877
3. D. Cameron	Bomber	OS 61 4/S Glow	3716
4. B. Britcher	Bomber	OS 61 4/S Glow	3162
5. L. O'Reilly	Bomber	Enya 53 4/S Glow	2700
6. L. Mostert	Bomber	OS 60 O/R 4/S Glow	2502
7. P. Donovan	Bomber	Enya 60 4/S Glow	2560
8. R. Spurrier	Bomber	???????????	2902
9. W. Bromby	Cloud Cruiser	OK Sup. 60 Spark	2455
10. D. Brown	75% Dallaire	OS 48 Surpass	2327
11. K. Stringer	Cumulus	???????????	2592
12. D. Howie	75% Dallaire	OS 26 4/S	2107
13. R. Adamson	Bomber	???????????	2040
14. I. McLeay	??% Dallaire	???????????	1977
15. S. Mostert	90% Rcd. Brkr.	OS 40 4/S Glow	1963
16. R. Brown	Anderson Pylon	Enya 60 4/S Glow	1813
17. I. White	Folly 2	???????????	1500
17. I. Promnitz	Bomber	???????????	1500

My apologies to those statistician out there for the lack of some engine information, however, some contestants did not return their official score sheets. The same applies for two of the models in 1/2A.

***38 ANTIQUE** (5 Contestants) No fly-off required.

The initial No. of 12 entries at Swan Hill was excellent. This event is growing in popularity very fast indeed. There were at least 4 other modelers I spoke to at Swan Hill that were either building a model or had a sparkie engine on order.

1. W. Bromby	Cloud Cruiser	OK Sup.60 Spark	2834
2. R. Brown	Mercury	Rocket 46 Spark	1542
3. L. Mostert	Flamingo	Anderson 65 Spark	1503
4. D. Howie	Miss Fortunex	Elfin 2.49 Diesel	1488
5. B. Britcher	Polly	OS K6 Spark	1113

LEO O'REILLY Pty. Ltd. & MODEL ENGINES (AUST)

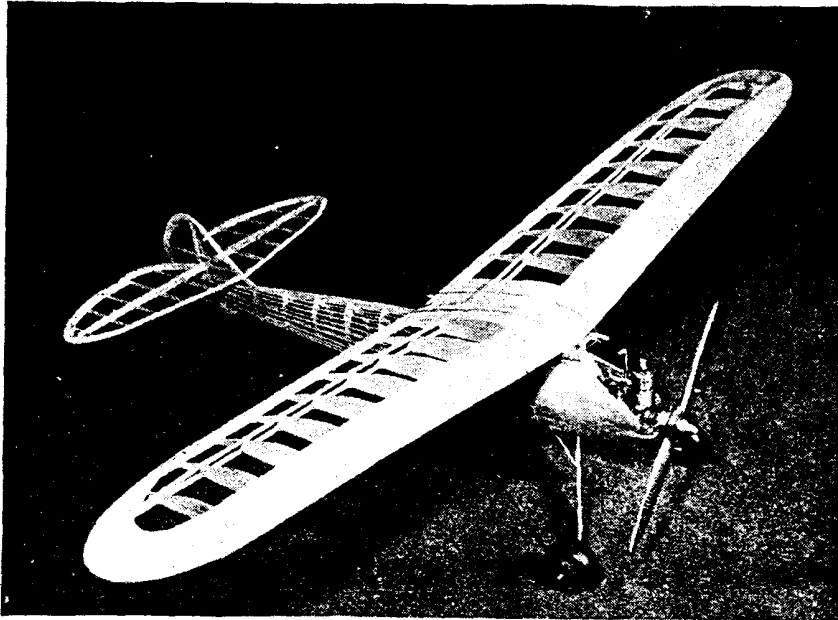
Our sincerest thanks to Leo O'Reilly & Tony Farnon of Model Engines for their unbelievable & open generosity regarding sponsorship of this event. Jointly, they supplied all the trophies at no cost whatsoever to SAM 600. These would also have to be the best trophies I have ever seen. They were all in the form of a wall plaque, onyx black plate, with silver engraving (featuring an engraved antique aircraft) mounted on a stained timber back plate. (I wished I had won one!)

They also supplied prizes from Thermic Glider, Goldberg Sailplane, Flying Quaker, Bomber, Ranger & Dallaire kits, Fuzzy Irons, Power Panels, Electric Starters & Servos down to Cyno, Glow Clips & Dome Nuts to a total approx. retail value of \$1500, to SAM 600 at less than 2/3 this cost!

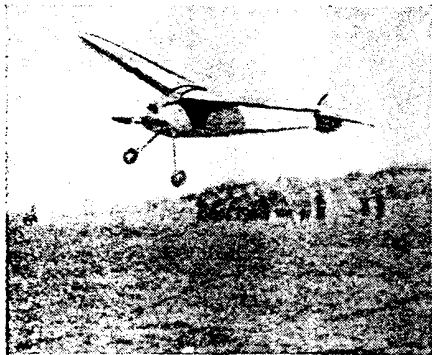
Please support these people when buying your modelling supplies. It is in your best interests to do so, as they are supporting you by helping to make our premier Old Timer event at Swan Hill grow into the biggest, best & most enjoyable Old Timer contest of the year.

Thanks also go to Margaret Brown of Ray White Real Estate 20 Langhorne St. Dandenong, for donating a swag of clipboards and pens to Vota for this & future events.

We had a total of 31 contestants this year compared to 29 last year. Not bad, considering 5 people from last year who wanted to attend, could not for either business or financial reasons. Help get next year's entry level over 40. BE THERE!!

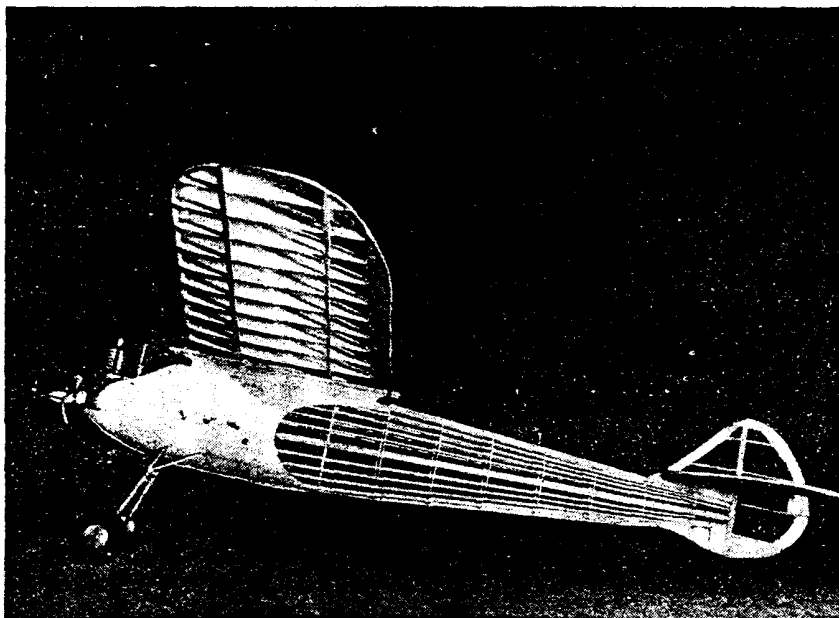


A baby streamliner, rugged and efficient. For this type of model the construction is not complicated. Looks somewhat like a Cavalier, Shereshaw's most famous design.



A Class B job that performs well with both small and intermediate bore engines.

Above—The Privateer comes in for a landing. Below—Pleasing lines are apparent in this photo of the uncovered frame. All construction follows conventional practice.



THE PRIVATEER

1-9-3-9

By BEN SHERESHAW

THE advent of the new ruling limiting small-bore motors to models of 225 square inches has created a problem among modelers possessing motors under .2 cubic inches.

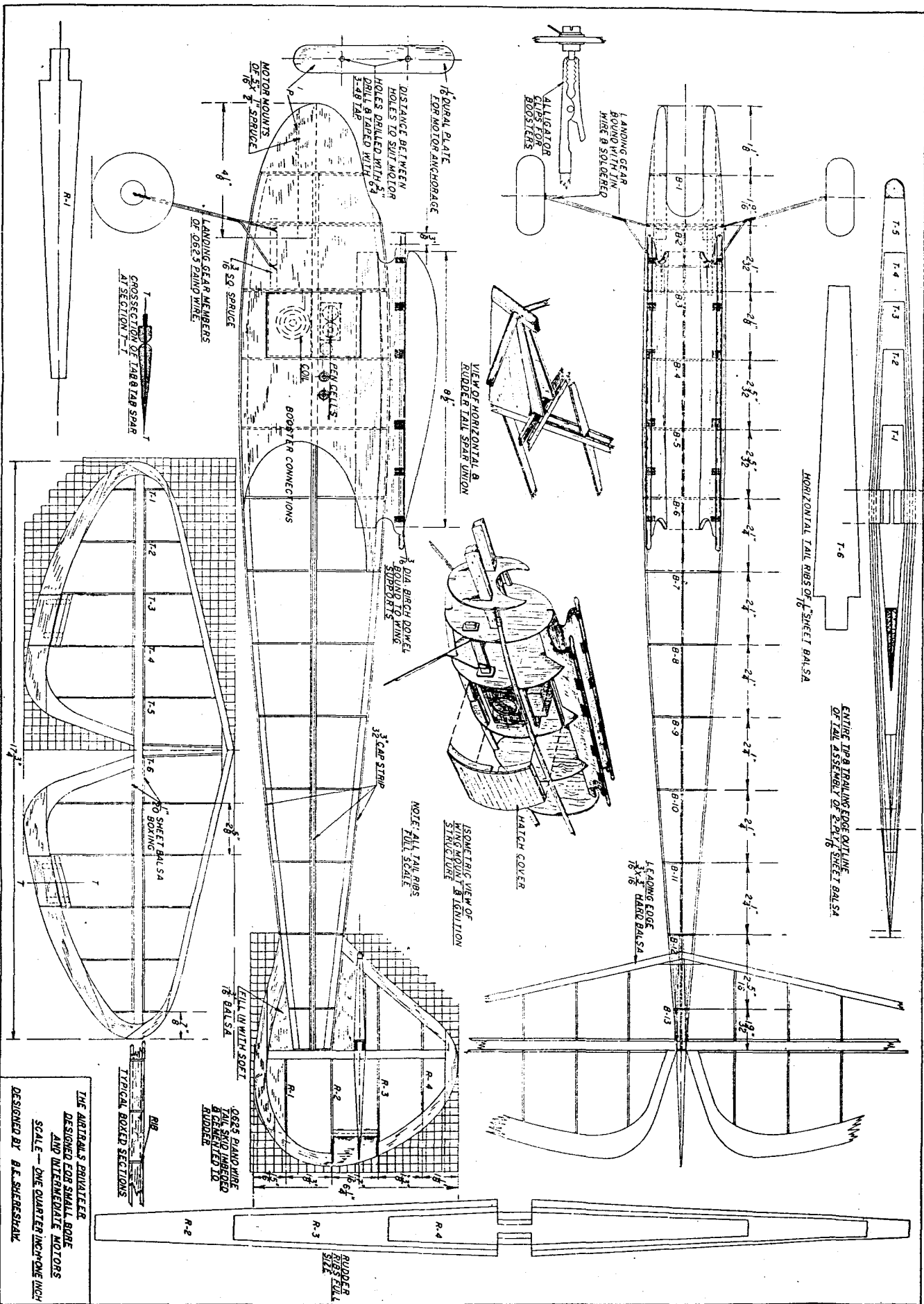
The Air Trails Privateer, although its wing area is slightly over 300 square inches, by far makes up for the increase in efficiency gained by the added span chord and a proportionately lighter wing loading. Thus it can easily be seen that models of this type and size may be flown efficiently with motors of .2 cubic inches or under. The model is also very adaptable for intermediate motors (.2 to .3 cubic inches inclusive). The glide and climb with these engines can really be described as spectacular. In my observations I have found that the performance of the Air Trails Privateer with a small-bore motor was so excellent that I would feel justified and confident to enter this ship with a small-bore motor in intermediate-class events.

FUSELAGE

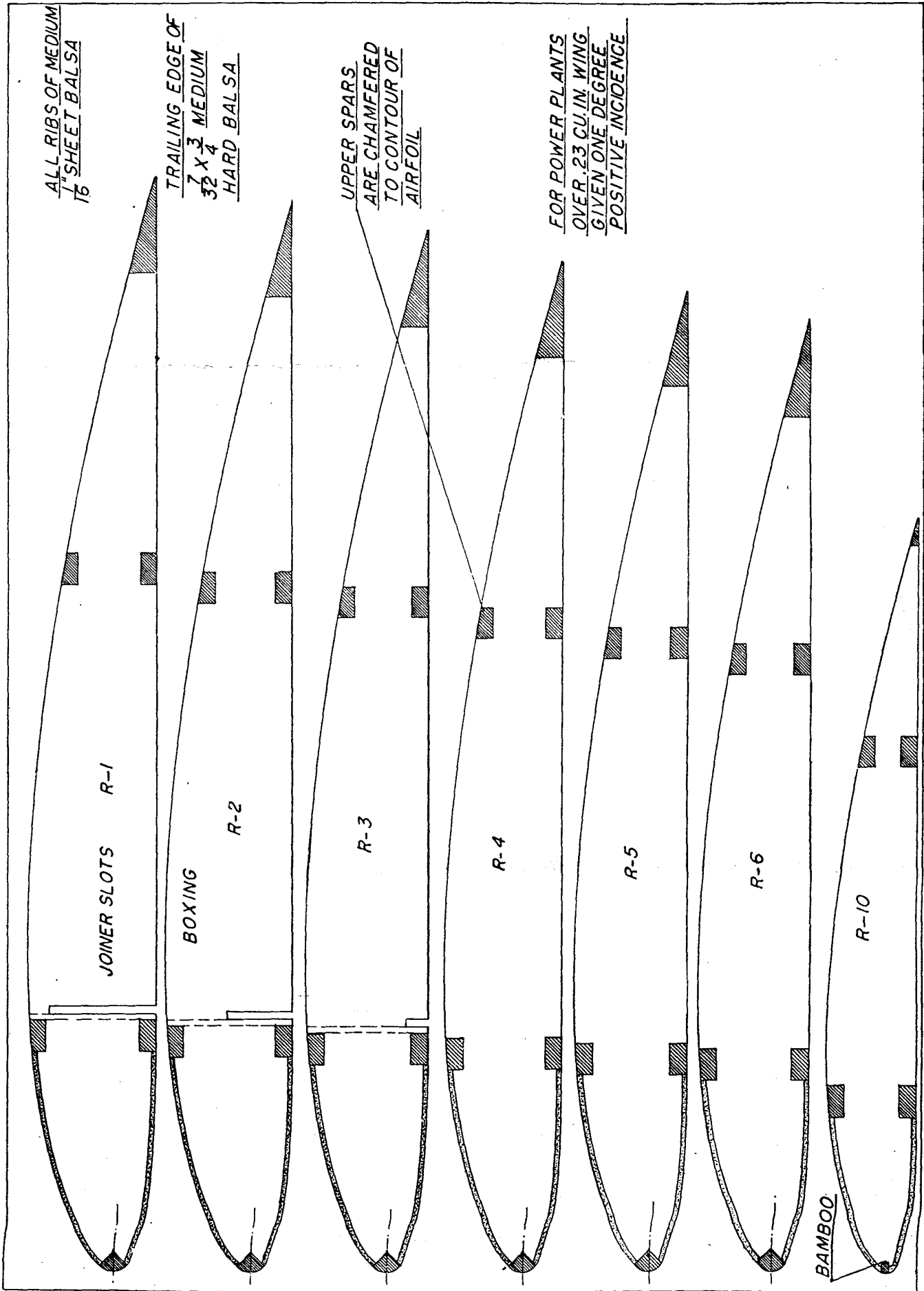
We start construction of the Privateer with the construction of our fuselage bulkheads. The laminated sheets are cemented together first and allowed to dry thoroughly before any of the cutting is attempted. The bulkheads should be cut and sanded smooth to the exact contours as illustrated. Our next step is the cutting of the notches for main stringers or longerons, of which there are four. Both side longerons are then marked off simultaneously at points where they connect with bulkheads.

The side longerons are then inserted into the bulkhead notches together, and are securely cemented in place. Be sure that both longerons possess similar contours. After the check, the lower and upper longerons can next be inserted and cemented in place.

The motor bearers and landing-gear supports are then slipped into place, and several cont'd p10



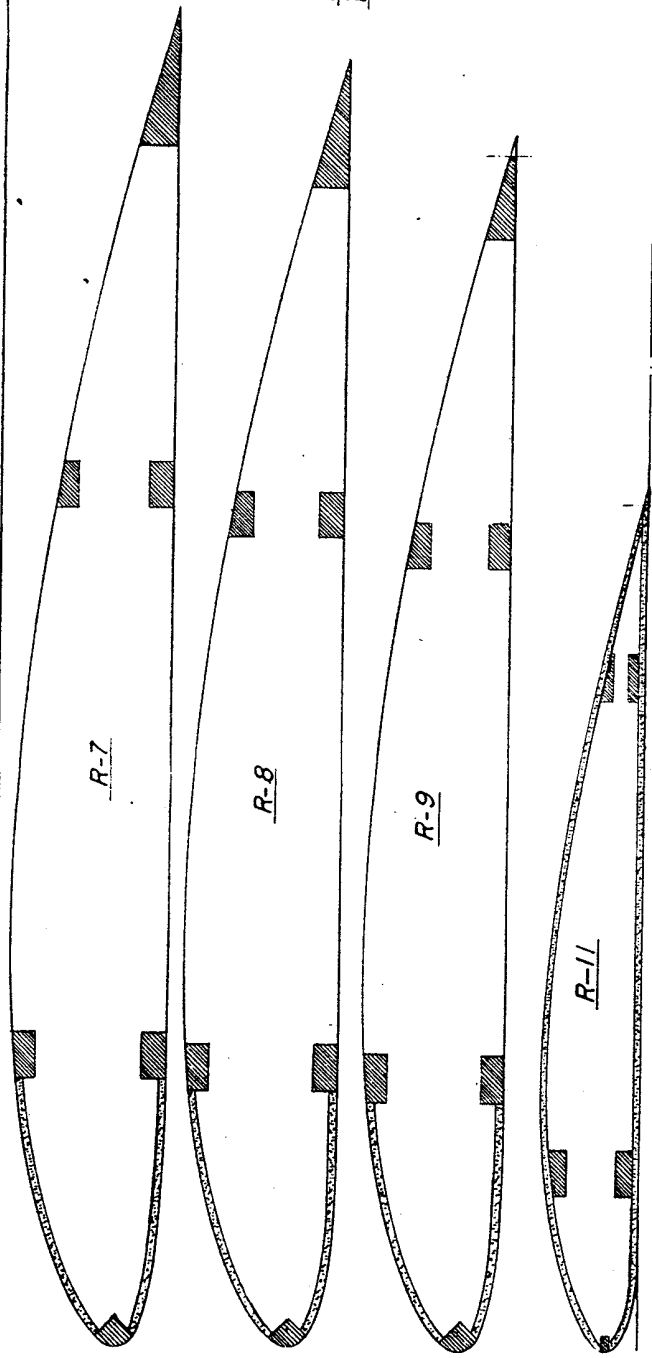
THE PRIVATEER



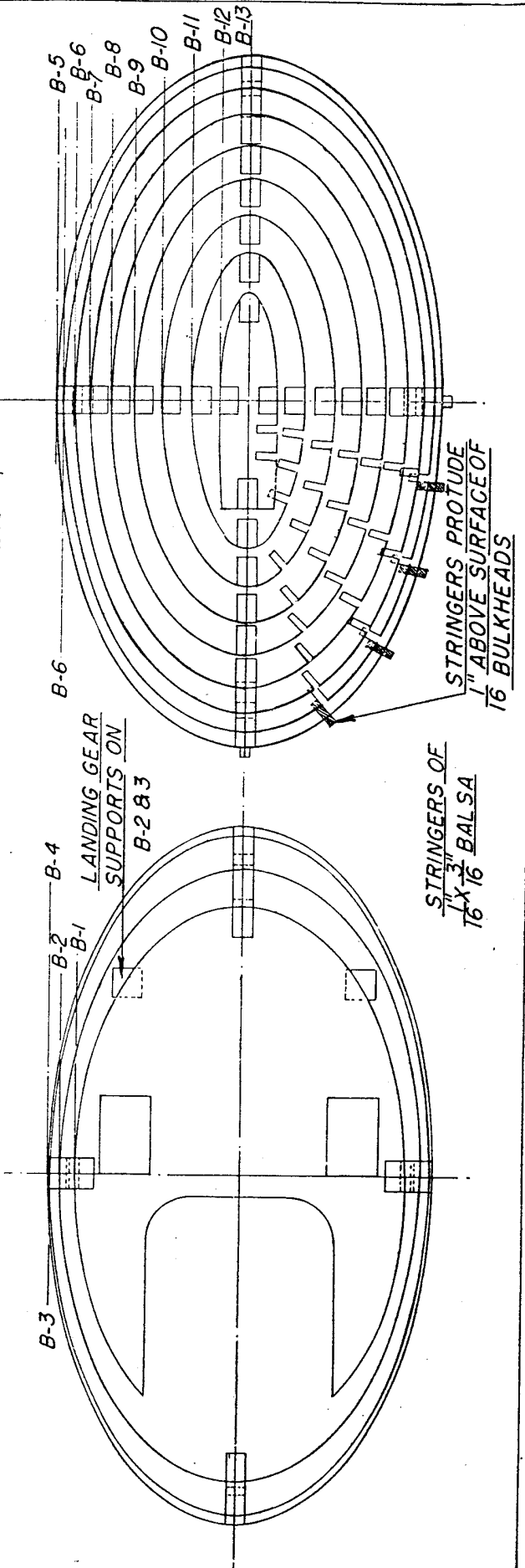
RIBS & BULKHEADS FULL SIZE

B-1-2-3 ARE LAMINATED OF 2 PCS. OF 1/16" SHEET Balsa WITH GRAIN AT RIGHT ANGLES

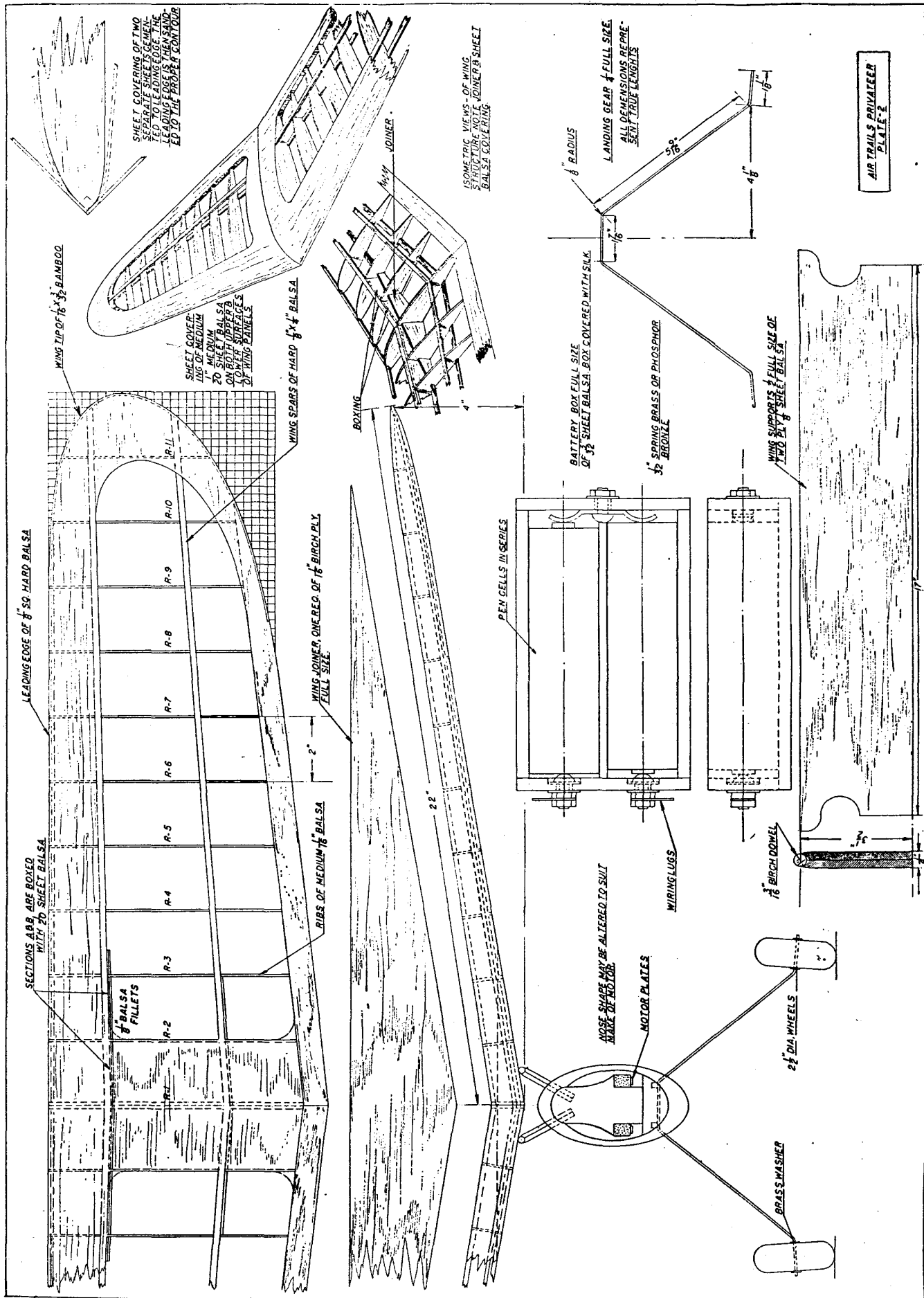
ALL OTHER BULKHEADS OF OVERSIZED 1/16" SHEET



REAR SPARS TAPERED TO 1/16" X 1/4" AT R-11



THE PRIVATEER



THE PRIVATEER

consecutive coats of cement applied at their junctions with the bulkheads. Allow at least forty-five minutes to elapse between the applications of the cement.

Our attention is next focused on the construction of the landing gear on Plate 2. The true length of the landing-gear member is indicated. From this scale a full-size layout is made, over which you bend the landing-gear struts to their proper angle. Both members are made exactly the same, with the exceptions that the axle is incorporated in the front member, and the rear member is bent as illustrated on the side elevation of the ship. It is best to bind both members to the landing-gear supports before completing the final bending of the rear strut. The rear strut is finally bent, bound, and soldered with fine tinned or copper wire.

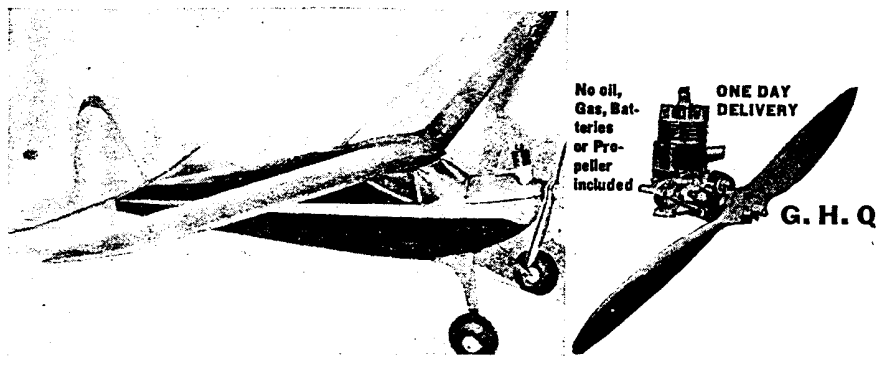
Our next step is the affixing of both the coil anchorage and the battery case. The ship's cross section being brought down to minimum contest requirements allows room for only pen-light cells. It is absolutely necessary to make provisions in this case for booster batteries. Note the booster connections on Plate 1. The ignition system is the very heart of the motor. Therefore give every effort to a painstaking job of wiring. It will surely pay its rewards.

The wing mounts are next laminated together, and after being allowed to dry, they are shaped and sanded smoothly as illustrated. Before affixing the wing mounts in place, sew the birch dowels to the wing mounts. The mounts can then be notched to the corresponding thickness of the bulkheads and inserted in place. After checking the alignment of the wing mounts both fore and aft, they can be given several coats of cement. This leaves our fuselage ready for planking.

In selecting the planking, be sure to select the proper grade for this purpose. A soft, pulpy balsa is most desirable. You will note that stringers are only used to the rear of the planking, where the fuselage is covered with tissue. It is best to use a tube of cement which is refillable from the bottom for the planking operation. The planks are laid side by side and are held in place with pins until the cement dries. After all the planks have been applied, the ends may be trimmed off and the entire surface sanded smoothly. The planked portion is covered over with paper, along with the rest of the fuselage. Our nose blocks of $\frac{1}{2}$ " soft plank can now be cemented in place. Do not attempt to trim until the blocks have thoroughly set. The hatch cover over the ignition unit should be fitted to the fuselage to a snug fit.

The hatch is best held in place by

FLYING AWAY WITH 1939 GAS MODEL



rubber bands anchored on the inside of the hatch and fuselage. This tends to snap the hatch in place when pulled out of position.

TAIL SURFACES

Both tail surfaces should be scaled to full size before attempting any of the construction. All the component parts of both the rudder and tail should be cut out first and then assembled over your full-size layout. Assemble the entire tail unit on the fuselage that is both the rudder and elevator before affixing the leading edges to either surface. Note that the tail skid is embedded in the rudder outline. Because of the extreme thinness of the trailing edges, it is important that they be laminated to resist warpage and dope distortion. Fill in with a soft grade of balsa wherever indicated on the plans.

From a standpoint of trim it is of utmost importance if you are using the standard Smith coil pen-light cells and an engine under 3.5 ounces, that you give the elevator three degrees positive incidence. For engines between 3.5 and 4.5 ounces, two degrees will suffice. Finer adjustments can be made with your horizontal trim tabs. The entire tail assembly is covered with a light grade of bamboo tissue and given several coats of dope. Be sure to check against distortion after each coat of dope.

WINGS

As in the tail assembly, a full-size drawing is required. This should be scaled up accurately and laid out on a level work board. Cut out and notch all the required parts from a good grade of balsa. Note the recess at the leading edge of each rib to accommodate the sheet-balsa covering. It is recommended to those having a limited amount of power available that the sheet covering on the lower surface of the wing be left off.

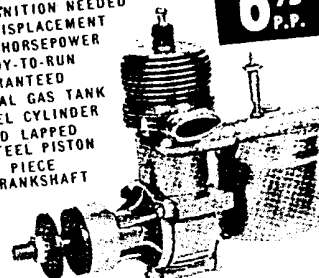
The best general procedure to follow on this type of wing is to lay your lower front and rear spars over their proper locations on the drawing. The ribs

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Here it is—a 2 type motor for the price of one. Now you can run your Glo Champ with Glo Plug or ignition. Every motor comes complete with Points and Timer, you can switch to ignition at no extra cost. Order Today.

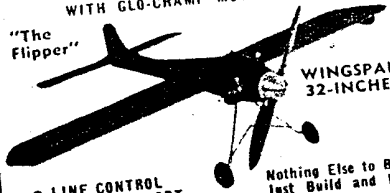
- NO IGNITION NEEDED
- 29 DISPLACEMENT
- 1.5 HORSEPOWER
- READY-TO-RUN
- GUARANTEED
- METAL GAS TANK
- STEEL CYLINDER
- HAND LAPPED
- STEEL PISTON
- ONE PIECE CRANKSHAFT



6.95
P.P.

COMPLETE LINE COMBO
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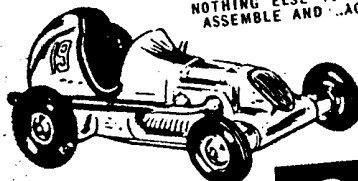
WINGSPAN
32-INCHES

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Contents of Unit
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P.P.

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cont'd next page

SEND 10c FOR NEW 1948 CATALOG
MERCURY Model Airplane Co.

THE PRIVATEER cont'd

should next be inserted over the spars, at the same time keeping an eagle eye on their perpendicular alignment. After the check they can be cemented together. The upper spars are then placed in the rib notches and adhered to the ribs. Be certain to incorporate the proper angle at the butt rib, so that the correct amount of dihedral will result when both panels are put together.

Our spars are next boxed to act as surface for the wing joiner, which is shown in full size on Plate 2. The leading edge of $\frac{5}{32}$ " square balsa, which can be generally stripped from oversized $\frac{1}{8}$ " medium-hard sheet, is next cemented in place. The trailing edge, which has been roughly shaped before attachment to the ribs, can next be adhered in place and finished off after the cement has been allowed to dry.

The wingtips of bamboo are usually shaped over some hot object. A good method is to shape the tips over an open gas flame. Be sure to keep bamboo far enough away from the flame to prevent charring. Bend the tip a little at a time until it conforms exactly to the full-scale tip. Enough bamboo should be shaped so as to permit the piece to split in two, thus insuring two identical tips.

After the tips have been cemented in place, the sheet covering over the leading edge and center section should be cemented in place. Be sure to select the

proper grade of wood for this step. The balsa should possess good bending qualities. Before applying the sheet covering to the lower surface, the panels should be cemented together and the plywood wing joiner cemented in place against the boxed spars. Be sure that both panels are aligned to one another. The woodwork should be given a smooth sanding before covering with a light grade of bamboo paper.

TEST-FLYING

The center of gravity of the Privateer, all ready to fly, should run through thirty percent from the leading edge at half the span. Glid-test the ship from an elevation. Be sure that the nose shows no tendency to come up during the glide. The model may now be given its first power flight. Be sure to set the timer for not more than fifteen seconds for the initial flight. The trim flaps are for minor adjustments only. If the stall or dive is too critical, check the balance and alignment of wing and tail surfaces.

BILL OF MATERIALS

Fuselage

- 3 sheets $\frac{1}{16} \times 3$ ", bulkheads
- 12 pcs. $\frac{1}{16} \times \frac{3}{16}$ ", stringers
- 4 pcs. $\frac{1}{8} \times \frac{3}{16}$ ", longerons
- 1 pc. $\frac{5}{16} \times \frac{1}{2} \times 7$ ", motor mounts, (bass or spruce)
- $\frac{3}{16} \times \frac{3}{16} \times 10$ ", landing-gear mounts

- 1 pc. $\frac{1}{8} \times 2$ " and $\frac{3}{16} \times 20$ " birch dowel, wing mounts
- 1 pc. $\frac{1}{2} \times 2 \times 12$ ", nose block
- 30 pcs. $\frac{3}{32} \times \frac{3}{8} \times 18$ ", planking
- 1 pc. $\frac{3}{32} \times 2 \times 8$ ", battery-box and coil compartment

Wing

- 2 pcs. $\frac{5}{32} \times \frac{5}{32}$ ", leading edge
- 3 pcs. $\frac{1}{16} \times 3$ ", ribs
- 2 pcs. $\frac{7}{32} \times \frac{3}{4}$ ", trailing edge
- 5 pcs. $\frac{1}{20} \times 2$ ", sheet covering
- 8 pcs. $\frac{1}{8} \times \frac{1}{4}$ ", spars
- 1 pc. $\frac{1}{16} \times 1 \times 5$ " birch ply, joiner
- 1 pc. $\frac{1}{16} \times \frac{1}{4} \times 15$ " bamboo, tips

Tail Assembly

- 1 pc. $\frac{1}{16} \times 2 \times 18$ ", ribs
- 2 pcs. $\frac{1}{8} \times \frac{1}{4}$ ", spars
- 1 pc. $\frac{3}{16} \times 2 \times 18$ ", fill-in
- 1 pc. $\frac{1}{20} \times 2$ ", trailing edge
- 1 pc. $\frac{1}{8} \times 2$ ", leading edge

Skid and Landing Gear

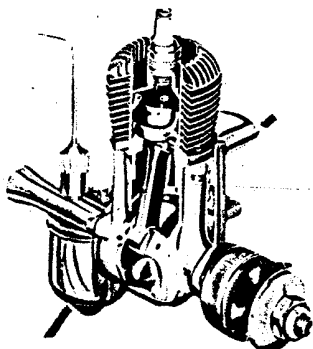
- 2 pcs. .0625 piano wire
- 3 ft. light copper wire generally found in transformers

Motor Plates

- 1 pc. 1 x 2" 17 S. T. Aluminum
- 2 sheets light bamboo tissue covering

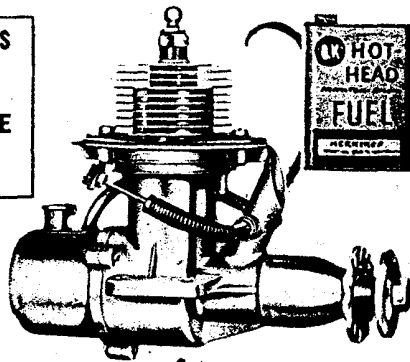
Accessories

- 1 pt. clear dope
- $\frac{1}{2}$ pint cement
- 1 small spool fine silk thread
- 2 3-48 bolts and nuts for booster connections

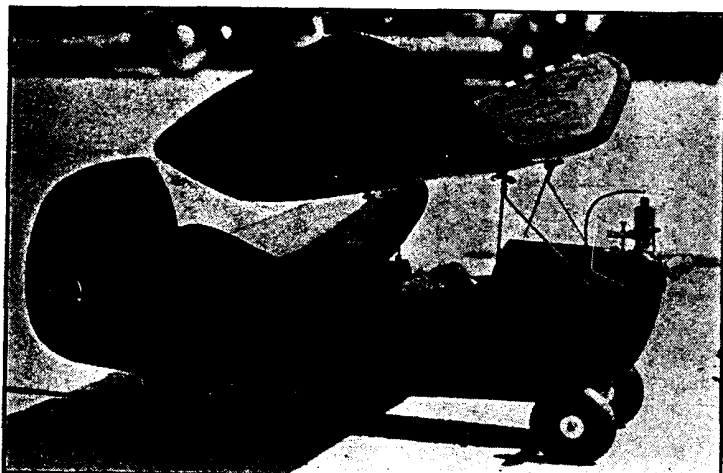


BANTAM

AMERICA'S
LEADING
MINIATURE
ENGINES

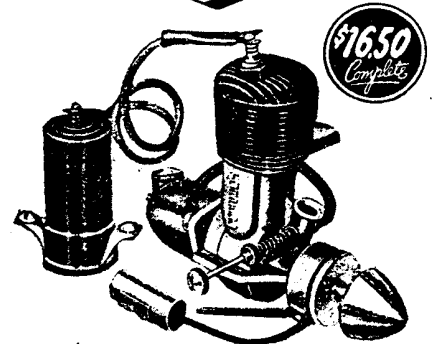


HOTHEAD \$12.50
less Glow Plug



A gas model Pou de Ciel by Emil Dubil

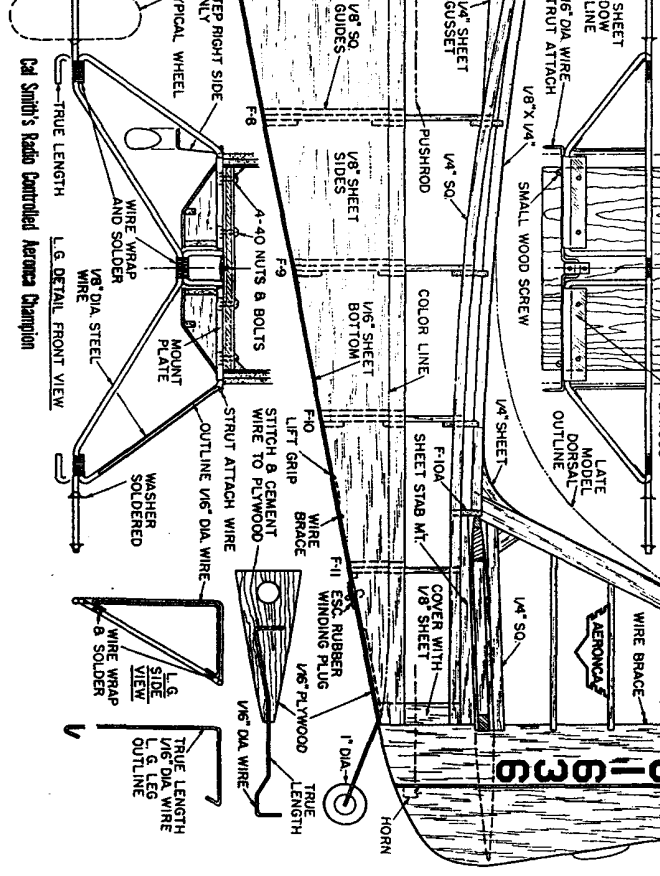
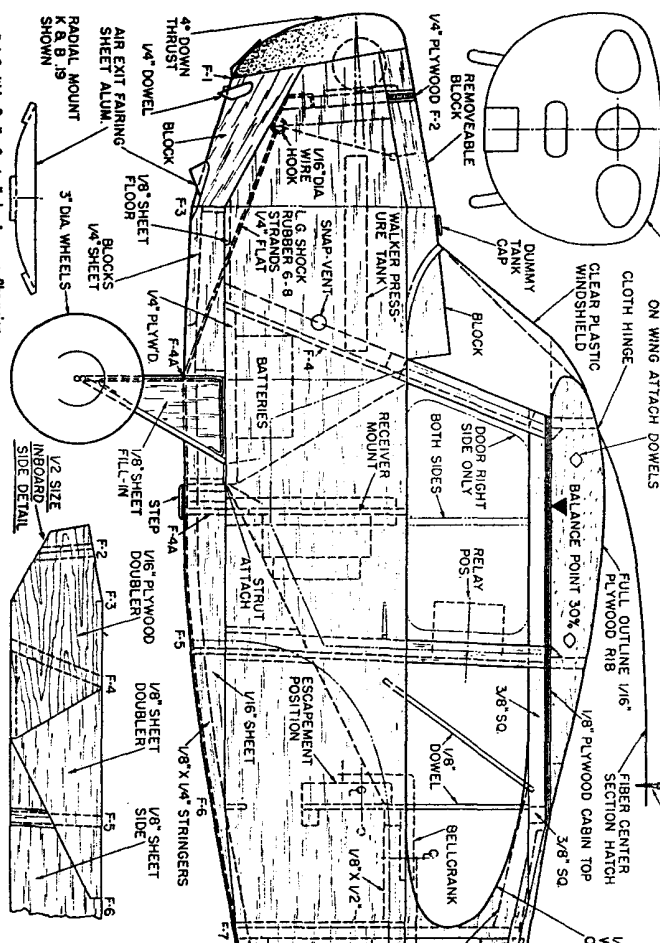
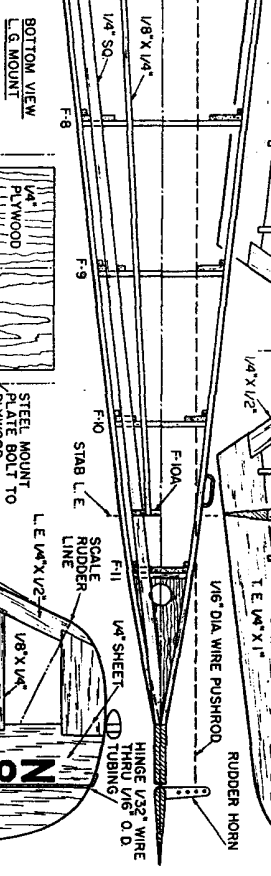
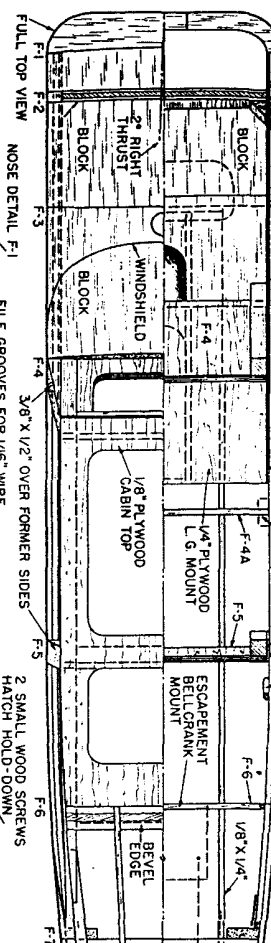
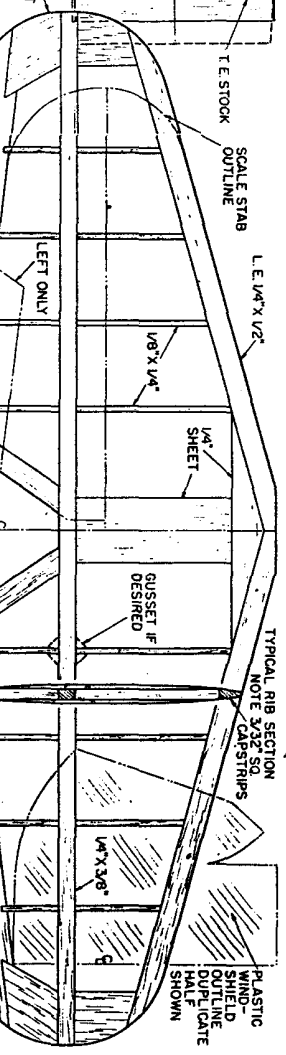
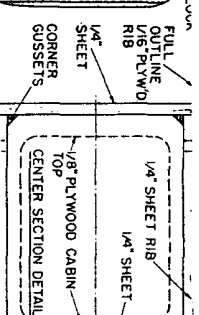
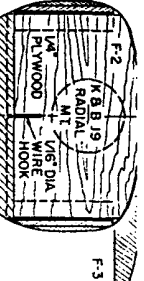
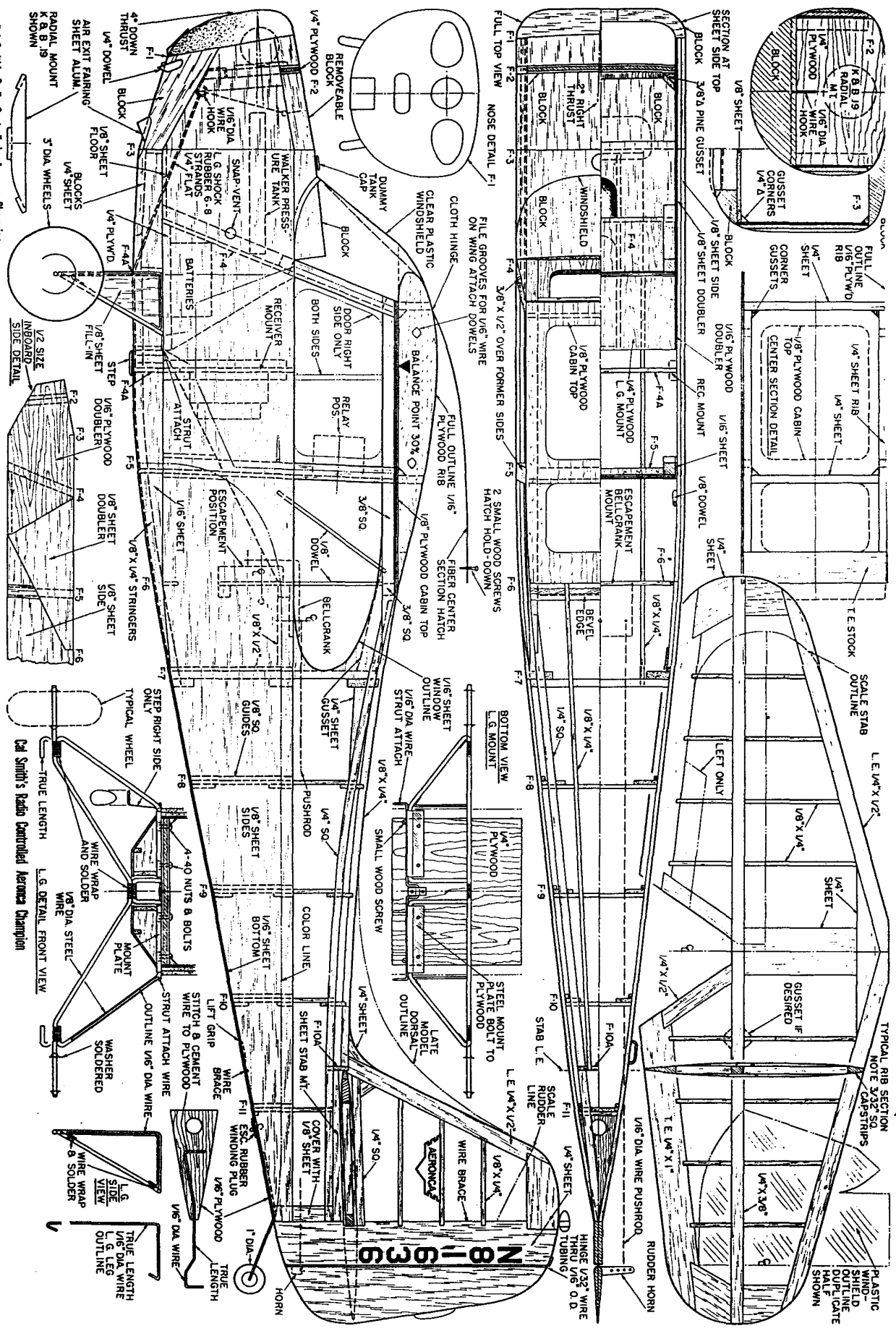
THE
MOTOR
THAT'S
NEWS!



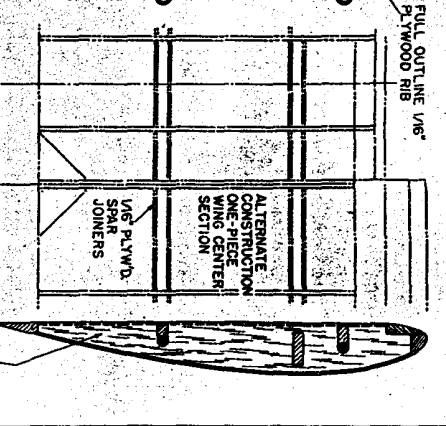
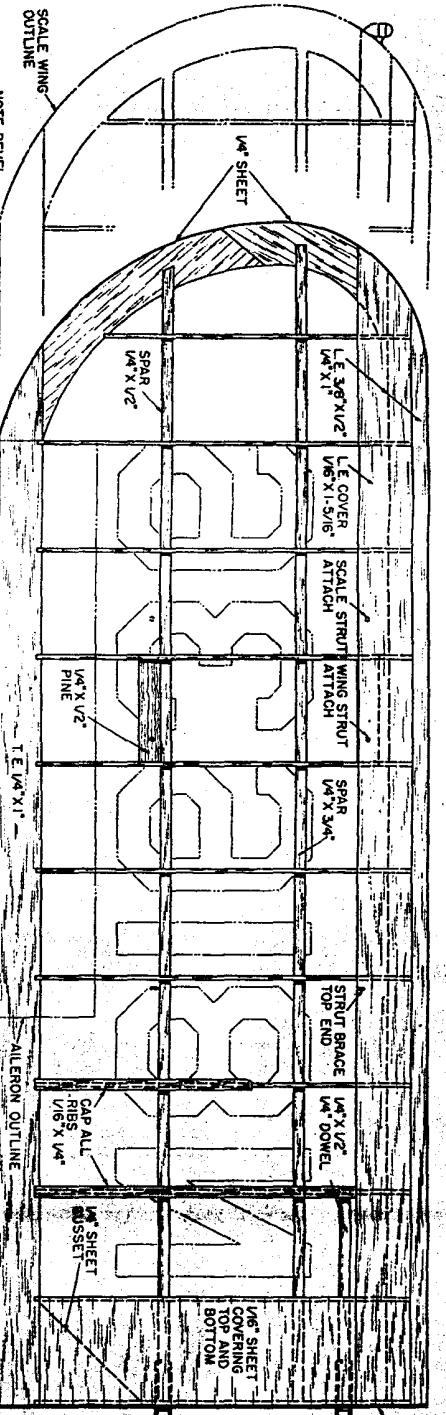
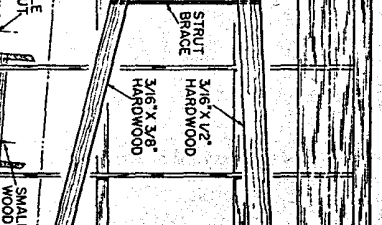
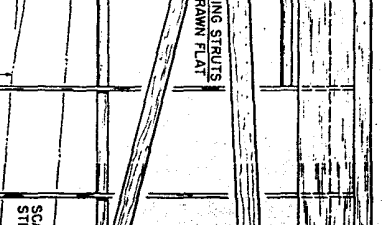
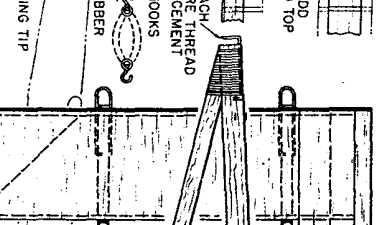
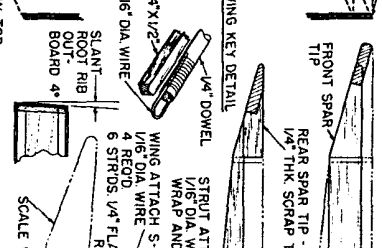
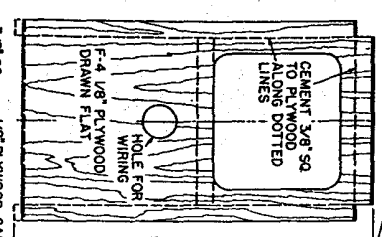
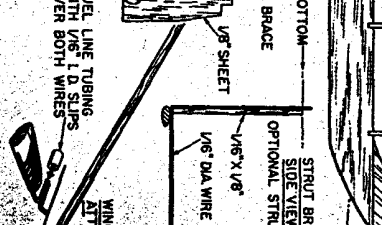
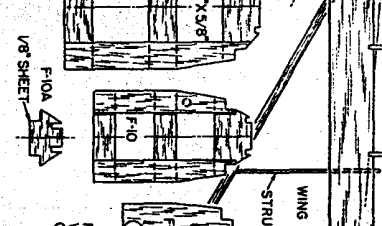
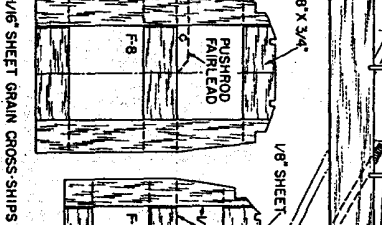
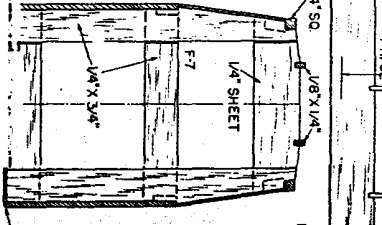
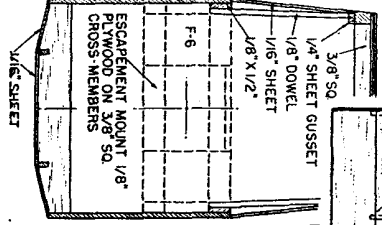
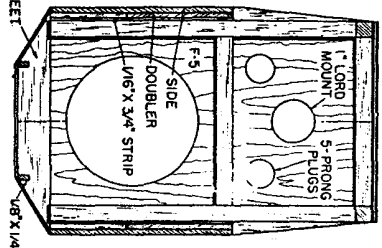
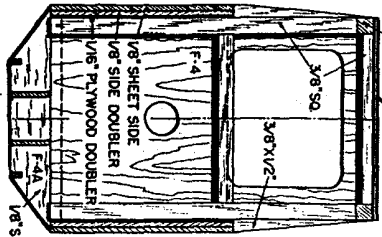
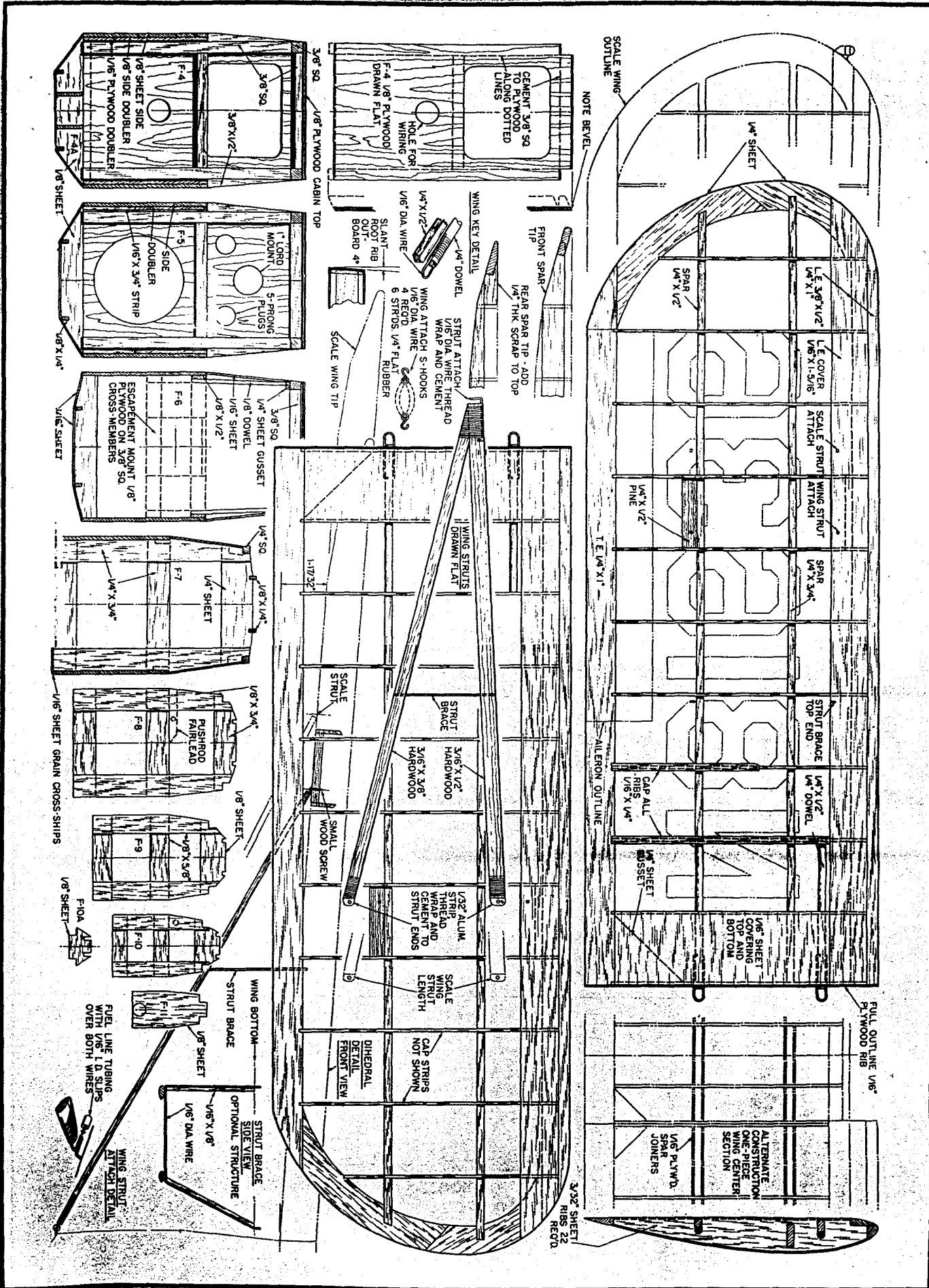
\$16.50
Complete

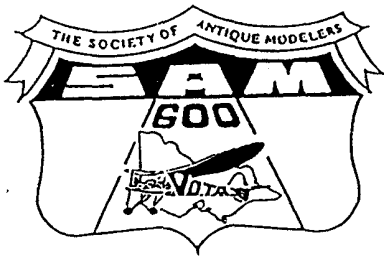
NEW
Hi-Speed
MOTOR

Cal Smith's Radio Controlled Aeronca Champion



REVERSE SIDE





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

MEMBERSHIP APPLICATION / RENEWAL

(Tick appropriate box)

New Membership

Renewal of Membership

Senior

Junior

Pensioner

Name :

Address :

Occupation :

Home Phone : Business Phone :

Affiliated Club :

(Name of Club through which you are affiliated with MAAA)

VH (FAI) Number :

MEMBER CLASSIFICATION AND FEES

Junior :- Under the age of 18 years as at 1st 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 forwarded or handed to the Secretary/Treasurer.

AMOUNT PAID :- \$.....

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.

LANG LANG 3984
Westernport Road,
Mt. F. Chigwidden

