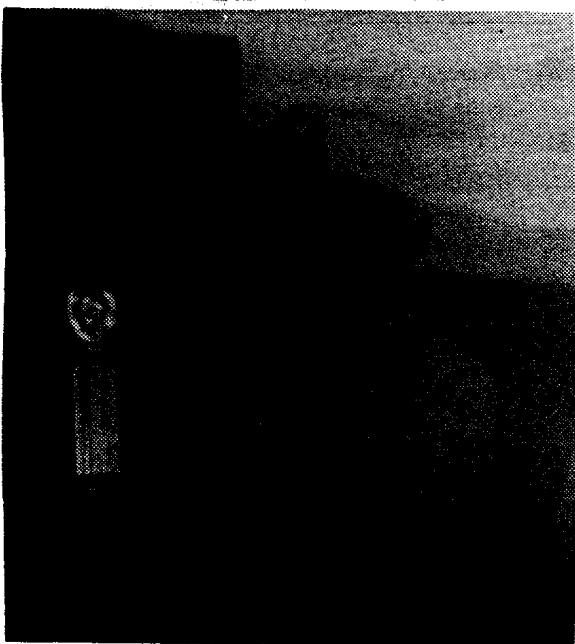


SAM 600 Inc.

VICTORIAN R/C OLD TIMER ASSOCIATION



Top Ian Robinson Texaco and RR winner.
Bottom Kevin Fry duration winner.

The late Roy Robertson.

NEXT MEETING



Is on Thursday, March 28, 1996 at 7:30 PM at the Royal Victorian Aero Club rooms Moorabbin Airport. (bar closes at 8:00 PM) (Melway 87 G4).



COPY DEADLINE FOR THE NEXT ISSUE.

The deadline for contributions to the next newsletter (#43) is July 4, 1996, and should be sent to the editor, at the address shown on the last page.

Production specifications:- When submitting copy to me type written would be appreciated as I could easily scan them, alternatively send it on a DOS disk as straight ASCII text or Windows Write or Word for Windows. Pictures please. 📧 📷



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VICTORIAN RULES REPRESENTATIVE.

We in Victoria are now represented on the MAAA rules Committee by Derry Brown. If you have any rule concerns talk to our rep.

LOBBY YOUR COMMITTEE.

Your elected committee members are in place to run your club. Do you have any changes or subjects you would like to see discussed. Bring it to the committee's attention at the next meeting

COMING EVENTS.

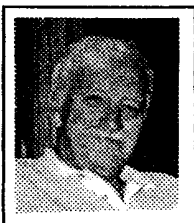
March 28	Meeting #42
Last meeting before Swan Hill and the VMAA Trophy	
March 30-31	P&DARCS
VMAA Trophy Inter club Competition	
April 5 to 8	Swan Hill
SAM 600 Easter O/T contest/Fly-in MAC.	
April 27 & 28	Monarto SA
South Australian State champs	
April 28	P&DARCS
Monty Tyrrell Scale Rally	
May 5	GMAC
Old Timer Geelong	
Sunday May 19	LVMAC
Oldtimer fly Warragul.	
May 26	PARCS
Old Timer (contest TBA)	
May 30	Meeting #43
July 25	AGM Meeting #44
October 5-6	
Eastern states Gas Champs National Sports & Aviation Centre Wangaratta.	
☺	
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 at home on 059975675.	



CONTRIBUTORS TO THIS ISSUE

- Don Cameron
- Derry Brown
- Peter Hosking
- Geoff Hall
- Barry Dent
- Robin Hiern
- Merv Buckmaster
- Allan Laycock
- Dave Thornburg
- John Pond

PRESIDENT'S REPORT



Since the last newsletter, we've had a couple of good competitions. Firstly, the Roy Robertson, where numbers were up, and good weather made it a very successful event. There is a chance that next year we may revert to a two day meeting, perhaps with extra competitions along with Duration and

Texaco.

Last weekend Feb. 25, we had a day at Haddon near Ballarat where 1/2 A, Duration and Texaco were flown. In spite of fair numbers only, it was a very enjoyable day, where we had a couple of new comers, and several other interested flyers. We enjoyed great hospitality from the locals who are keen to make it an annual event. Hamilton flyers have also shown interest.

I couldn't help but notice recently how many phone numbers are incorrect on our list. For the convenience of all we need to update it.

At competitions we often have problems with frequency clashes which hold up the smooth running of events, and also possibly affect the result during a flyoff in changing conditions. This is one item to discuss at the March meeting.

Another matter to discuss is the gap in next year's program due to the Darwin Nats being held in July 1997. Perhaps we can arrange a Clayton's Nats in January somewhere. Any ideas would be appreciated.

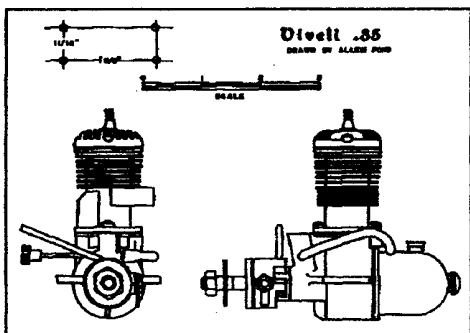
The most important issue to be discussed is the matter of safety. How do we ensure the safety of flyers and spectators, without intruding on the rights and enjoyment of members. We already have enough rules to sink a ship, but something needs to be done before someone is seriously hurt.

On a happier note, the entry forms are out for the Easter event at Swan Hill, John Whittaker has again put in heaps of work in getting this program up and running, so please support him in any way you can.

By the time you read this the State Champs at Bendigo will be over. I hope you had a win.

Regards

Don Cameron ☺



COLIN BORTHWICK

This report was received too late to include in the last newsletter. ED

Colin Borthwick, 63 years, died on 5th January, 1996. He died peacefully from complications ensuing from his kidney transplant some fifteen years earlier.

Colin was very well known within the world of Old Timer modelling. He was passionate in his commitment and in sharing the pleasures with all who would listen, on this continent and in the USA. He passionately fought for his beliefs with various aeromodelling bureaucracies and put immense effort into expanding interest in Old Timer flying.

He was a careful craftsman who put the same effort into his models as he put into the column he wrote for AIRBORNE. He used this column to support the whole philosophy of the Old Timer movement. His involvement led to the award of Ambassador from SAM USA at their Vincennes championships.

As chairman of SAM 84 - "The Vintagents", he worked hard to ensure a forum for Old Timer fliers and to generate the contests which showcase our models. In 1995 he was awarded Life Membership of The Vintagents. Colin will be remembered for his passion, his craftsmanship, and for his ongoing commitment.

Barry Dent SAM 84 The Vintagents.



TREASURER/ SECRETARY'S REPORT



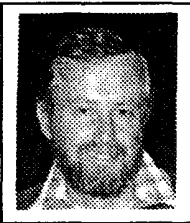
All the venues for Swan Hill Easter have been booked, and we are looking forward to a super comp, (interest is very high in SA don't let them out number us). The program entry form and all relevant information on five pages have been posted out to all SAM 600 members and others, if you

know of any one who need a copy please don't hesitate to contact me.

I would like to announce that we have been invited to the South Australian State Champs which will be held at Monarto Flying Field, Murray Bridge SA on the 27th and 28th of April 1996, I have some entry forms, alternatively entry can be made through Ian Promnitz who is contactable on 08 261 9518. Cost is \$5 per event before the 12th of April or after at \$8 per event. On Saturday there will be Texaco, Duration and Standard Duration, and on Sunday, 1/2 A, 38 Antique and Nostalgia.

Geoff Hall ☺

EDITORIAL



The 11th RR was CD'd by Derry Brown and assisted by Graham McDonald. To make the contest into a one day event the format was changed for the better, I think!

In Duration rounds of 10, 15 and 20 min. all to count, and Texaco two 30 min. rounds the best one to count, (to reduce the chance of a fly off) each contestant in each contest was ranked from one for first, two for second, etc. each contestant ranking was added together for the two contests and the lowest score won the RR, in keeping with Roy's preference for excellence in Duration. and Texaco.

This contest format to me seemed to work well except for the 4 Texaco contestants on 3641 MHz, hopefully some crystal changes will be made there.

At the 11 Th. Roy Rob I met for the first time Paul Baartz who travelled to Victoria from WA for the 49th Nats, and as a consequence the RR, Paul told me that he would be pleased to talk to fellow aeromodellers by telephone on 09 362 2302, or by mail at:-
68 Hubert Street East Victoria Park, 6101

Ian Robinson's telephone number was omitted from our members list in the last issue, he can be contacted at home on 056 649 278.

Don't forget the closing date for Swan Hill entries is March 25, also accommodation booking phone numbers can be found on John Whittaker's "Program of Events" which has been mailed to all SAM 600 members.

Thank you Bob Munn for your words of encouragement regarding our news letter, Val and I send our best wishes to you and Ethel.

It is hoped that from now on our newsletter will contain a Presidents report which will also list the matters that he will be raising at the next meeting, and the Treasurer / Secretary will be giving in his report the minutes of the last meeting in the interests of brevity at the next meeting and for those members who can't attend.

This will be the last meeting before our major event of the year at Easter.

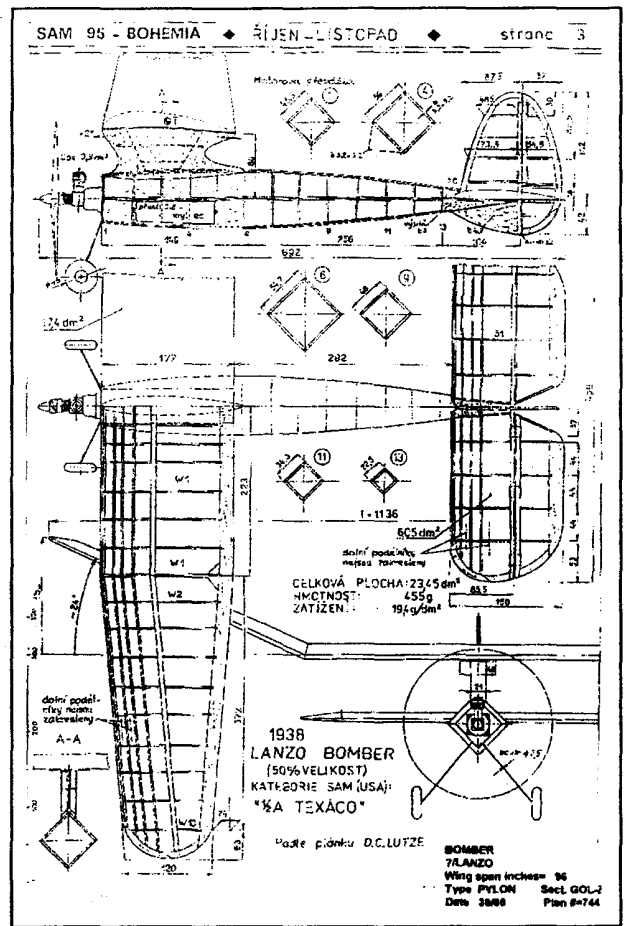
Also included in this issue is a list of some of the Aero sites on the Internet, makes for interesting reading...may be we should be doing similar, - SAM 600 advertising, contest details and entry forms contest results, applications for membership and rules etc.!!

Further very detailed information on the Schnurle PDP is on its way to the editor and will be tabled at the next meeting or included in the next issue.

Trevor Boundy. /

BOMBER by LANZO

Span = 96" Date = 1938.



Allan Laycock and my self will be updating the O/T plans catalogue, by adding the A4 sheet for the Bomber, however this sheet shows details of a 1/2 A Bomber of 44.75" wing span, we would welcome anyone who could identify the source of an A4 sheet of the original 96" span model. Please contact Allan Laycock at home on 06 254 3076.

ED.



AEROMODELLING ON THE INTERNET

From VCL News Letter, March 1966

Following is a list of some of the AVIATION SITES and there address that are on the INTERNET. Most of these pages have links to other sites with similar interests.

The MAAA Home Page:-

<http://cypress.netc.net.au/P07Ebriley/maaa/>

Australian Modelling Directory:-

<http://www2.hunterlink.net.au/~ddtd/models/>

Bolly Props:-

<http://www2.hunterlink.net.au/~ddtd/models/bolly.html>

Control Line Flying (Introduction):-

<http://www.plasma.kth.se/~olsson/clinf.html>

Radio Control Sites:-

<http://www.peinet.pe.ca/ECMC/linkrc.html>

Aerospace & Aviation Related Links:-

<http://www.ozemail.com.au/~raafmus/aerodir.html>

Aussie Aviator:-

<http://www.aopa.com.au/>

General Aviation Archives:-

http://acro.harvard.edu/GA/ga_archives.html

Aircraft World:-

<http://www.fastnet.co.uk/acworld.html/>

Grumman Aircraft Technologies:-

http://axon.scra.org/Organizations/Grumman/Products/Aircraft_Technologies/Aircraft_Technologies.html

National Air & Space Museum:-

<http://www.nasm.edu/NASMPage.html>

RAAF Museum Point Cook:-

<http://www.ozemail.com.au/~raafmus/raafmus.html>

Russian Aircraft Resource:-

http://www.clark.netpub/royfc/ru_acft.html

USAF Museum:-

http://www.am.wpafb.af.mil/museum/usaf_museum.html

WW2 Aircraft Archive:-

<http://www.brooks.af.mil/hangar9M1W11/>

wwii archive.html

WW2 Warbird Index:-

<http://www.cyberspace.com/mbrunk/ww2index.html>

Aviation Photography:-

<http://www.cyberspace.com/mbrunk/avphoto.html>

Scale Model Reserch:-

<http://Mmt.neV~ims/scale.html>

R C Moderler Magazine:-

<http://www.mag-web.com/rc-modeler/index.html>

Pedro Quaresma de Almeida - Aeromodelismo:-

<http://www.mat.uc.pV~pedro/ncientificos>

Aeromodelismo.html

If you are connected with CompuServe have a look at the MODELNET FORUM.

SCHNURLE and Perry Directional Porting

It has been very difficult to find a brief description of the terms Schnurle and PDP theory. But the following is the best the ED could do:-

From Allan Laycock and Robin Hiern,

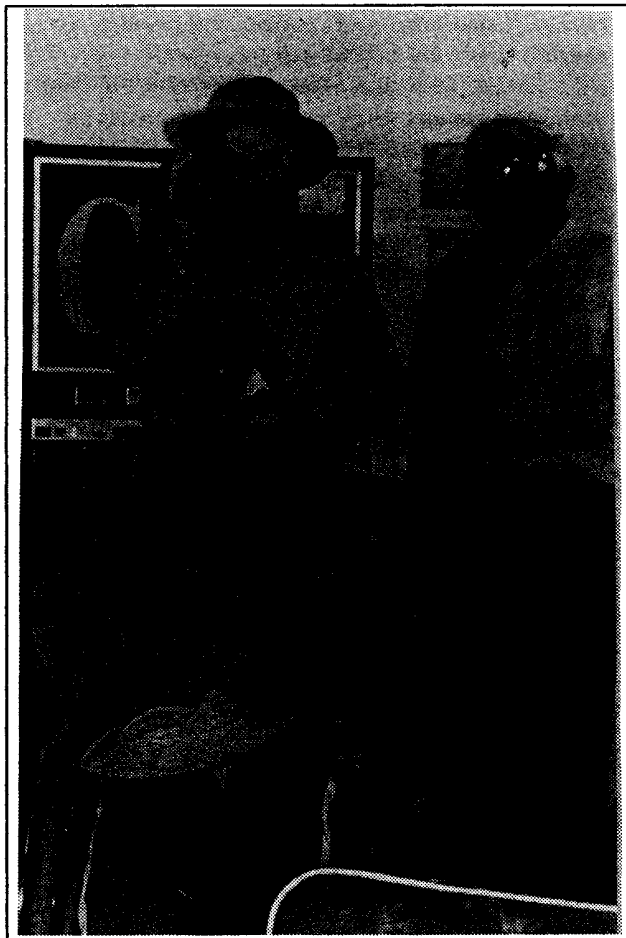
A Schnurle or PDP ported engine has :-

1. A flat topped piston.
2. A combination of 2 or more transfer ports (fuel supply) whose combined effect is to direct and boost the transferred fuel away from the exhaust port.

From the Glossary for Aeromodellers, by Merv Buckmaster 1993.

"Schnurle porting - a system of transfer ports in the cylinder wall specially designed to improve engine efficiency. There are usually two lateral ports to direct gas flow around the cylinder, and one port diametrically opposite the exhaust to direct gas flow towards the cylinder head. The system was originated by a German engineer named Schnuerle."

"Perry Directional Porting - A variation of transfer porting in i c engines, similar to Schnuerle porting"



The man from the west Paul Baartz, photographed at the Roy Rob, and behind him is Peter Hosking and the other man with a camera is Ted Hall.

ELECTRIC OR ELECTRONS IN MOTION.



By The Ancient Aeronaut

I missed last news letter because no one woke me up to remind me of what time it was. Anyway everybody was away at the Nationals at the time so it was perfect for a good rest.

This time I thought I might have a look at these new fangled electric powered models - particularly how they might fit into old timers. I think therefore I shall devote this article to them rather than the Tale Spins you were expecting. People at the "Nats" would have heard many tall Tales Spun anyway.

Using an electric motor to power an old time or antique model has much to offer. First there is the noise level. There isn't any! Well only propeller noise anyway. Using a geared system and a larger propeller to reduce the revs keeps the noise to a minimum and that works fine in our type of models. By keeping the noise to an absolute minimum means we do not risk problems from that quarter and are less likely to lose fields etc. In fact we may be able to fly at more places - perhaps even some local parks and ovals - provided they are large enough and we take good care not to fly near people or houses. Lack of "Good Neighbour" policies and thinking has lost us many flying fields in the past.

Next there is the benefit to the environment. We are using a renewable energy source. The batteries are recharged by electricity. "Aha", you say, "Electricity takes fossil fuel to generate it". True but not always so. Solar cells can be used as can Hydro Electricity. Much research is going on now to find ways of generating electricity without using fossil fuels. Even wind and wave power are being looked at. Break throughs will come. I have seen Peter Donovan using solar cells to charge his flight batteries and some other people are starting to think of that too.

Another benefit to our surroundings and our selves is the total lack of smoke and smell not to mention the mess of oil all over the aircraft, hands, clothes and cleaning rags etc. We are talking total clean here. No mess and no fuss.

But the greatest benefit to the more mature of us, like me, is the lack of any problem with starting or tuning motors. (Can you imagine the advantages of an electric Cox 049? - might save hours as well as tempers.) Provided you take the trouble to make sure you have a fully charged battery you simply turn it on. The motor gives full power straight away and always. When you wish to stop the motor you simply turn it off. There are devices that allow you to limit power throughout the run if you wish. They work like a throttle. You use the motor control on your transmitter and the more you "open the throttle" the faster the motor runs. No more lean or rich runs ever.

"But what about the weight of all those cells to power the motor?" I hear you say.

The answer here is a Battery Eliminator Circuit (BEC) unit. You install this neat little genius connected to the motor battery - probably a six or seven cell in our case - and to the motor and the throttle slot on the receiver. You then LEAVE OUT THE NORMAL FLIGHT RECEIVER BATTERY. The motor battery powers both the receiver and the motor. At start up there is plenty of power for both and both take their power and work well. As power from the battery runs down the device senses when there is only enough power to run the receiver for around between 30 and 60 minutes. It then shuts off the motor leaving plenty of power to complete the flight. This means that the weight of what must be carried is reduced but is still significant. Therefore it is a good idea to have a fairly large wing area to carry the weight. For an 05 motor you need at least a 60 inch (5 Foot) wing span of at least 500 square inches - or whatever that is in those new metric things all the kids are learning today!

Using a geared prop allows use of something reasonable in size. 12 X 8, 13 X 6 for an 05 electric. Folding props such as are used on gliders don't really suit our type of model and certainly are against the idea of antique or old time models.

Because of the large and comparatively heavy battery you need a fairly roomy fuselage built with reasonable strength. The hatch for the battery should be able to be used without any dis-assembly in case the battery needs to be exchanged between flights. One idea is to be charging one motor and radio battery while flying with another. Hence the hatch idea!

The other way is to have a charging point on the outside of the fuselage so the battery can be charged without taking the wing off or some such. This in my opinion is preferable. Connectors and charging plugs should be of a type which allow good current flow with out voltage drop or resistance. Tamiya are common but I understand Deans are better. Find a model shop who does know something about electrics. They can be a great help.

I think it is a good idea to have a battery master switch as well as a radio switch. This enables current to be cut off instantly in the event of a problem.

Your charger is also most important. You will need a field charger of course - unless you only plan to make one flight per trip to the field. There are many excellent chargers on the market now. You should choose one with peak detection so that you can obtain the maximum charge each time. They also turn off when the peak charge is reached too so if you forget time like I do, you don't have to worry.

The field charger works off a 12 volt battery such as you car battery or the 12 volt motorcycle battery in your field box - same as you use for your starter. You should however make sure to keep the 12 volt battery you use charged right up in order to get the best charge for your model.

If more power is required you can obtain larger motors and/or use more cells in your motor battery. The penalty

you pay is in dollars for the former and in weight for the latter.

Think about it. Electric power is growing in popularity. New and better equipment is becoming available all the time. It has much to recommend it. It will fit for old timer flying and it has some great advantages. Oh, and a last word of warning. Don't hold the new motor you get in your hands with a prop on it and start it up "just to see how it goes." The torque these things generate is sensational! It will twist out of your hands and take off with possibly disastrous consequences.

→

WANTED TO SELL

Miss America 125% aircraft, no radio gear, mounts for OS 60 4 stroke, ideal first Texaco A/C, mica film covered, complete with two wings, (one light two piece and one heavy construction single piece), SAM weight 8 lbs., gets 24 cc for 4 stroke on standard fuel.

\$130

Trevor Boundy 056 287 688



RED ZEPHYR'S AT LANG LANG

also the following SWAMPS members:-

Peter Donovan—Chris Hance—Barrie Collwedge
Norm Campbell,—Graham Plasket—Peter Lansley,
David Chigwidden,—Shaun Bullen—Ashley Sieng
Fred Chigwidden,

Oct. 1995

THE 1996 ROY ROBERTSON MEMORIAL TROPHY.

By a staff reporter.

Often the person or the event which a memorial commemorates tends to be forgotten in the heat of the moment. It was nice to stop for a few minutes and hear something about Roy Robertson before the contest.

The weather could hardly have been more kind to us that day. I suppose there could be some who would claim there should have been more lift. However the mild day with very little wind and some lift for those who could find it made it a most enjoyable day indeed.

P&DARCS having decreed that the event should be run over one day only meant that we had to keep it moving with two full events to run and 20 entries to fly off. It was decided to run Duration first with three rounds, all to count. Maximums were to be 10 minutes for the first round, 15 for the second and 20 for the third. A fly off would be held if required in the event of a tie. The landing (crashing) circle was abandoned for reasons of safety as is becoming the rule in Victoria. This decision also meets with almost universal approval here.

Maximums were not made by everyone although some were recorded in the first round. Even though there were some frequency clashes the first round was completed in about an hour due to the outstanding co-operation of the contestants. With such spirit we can easily run multiple events on the same day.

The second round proved even more difficult for people to obtain maximums even though there were a few - and some from contestants who had missed out in the first round. The 15 minutes was harder to achieve. This tended to show that the weather was real contest weather. You didn't just launch into lift and stay there. You had to fly well to make your max.

One thing showed up in the second round that has been worrying some of us for a while. One high powered playboy with a screaming McCoy took off and circled right over the pits still at low level. That is dangerous and should not be tolerated! Better control must be exercised! The high powered aircraft in this open duration event can be lethal and much better safety standards must be maintained.

In this case the contest director called for a zero score. Quite right too. If we don't take more care with safety we will have restrictions placed upon us.

Round three with it's 20 minute maximums really sorted out the leaders. Maxes were very few and far between. Full results are published elsewhere in this newsletter but you will see that there were new faces amongst the top scores. What a great result! Again the contest was

finished in good time allowing plenty of time to fly the other event - or it would have been if we had not had 4 people on the same frequency. Texaco was next.

11th ROY ROB DURATION-Results

name	model	motor	place
Kevin Fry	Playboy Senior	McCoy 60 2s	2373
Shane Mostert	Playboy Senior 110%	Rossi 45 2s	2090
John Whittaker	Super Quaker	Rossi 40 2s	1977
Peter Hosking	Hornet	Saito 65 4s	1840
Trevor Boundy	Albatross	Saito 65 4s	1815
Ian Robinson	Playboy Senior	Saito 65 4s	1719
Paul Baartz	Playboy Senior	McCoy 60 2s	1707
Brian Laughton	Playboy Senior 90%	Saito 50 4s	1704
Graeme Sinclair	Playboy Senior Cabin	Rossi 40 2s	1561
Peter Donovan	Playboy Senior	Os 40 2s	1252
Len Mostert	Playboy Senior	Irvine 36 2s	1147
Tiz Quagiliatini	Playboy Senior	Rossi 40 2s	994
Derry Brown	Contest Gas Model	Saito 65 4s	950
Greg Mitchell	Playboy Senior	Enya 53 4s	937
Barry Barton	Playboy Senior	OS 32 2s	932
Chris Lawson	Hornet	Saito 65 4s	869
Clive Halls	Dallaire 7%	OS 15 2s	599
Norm Campbell	Super Quaker	McCoy 60 2s	438
Mick Gunn	Dallaire 7%	OS 35 2s	383
Alan Male	Cumulus	OS 46 4s	381

It had been decided to run this event as American Texaco - that is there would be three attempts at making two flights. (One worthy soul took this to mean have three flights and did!) Each flight was to have a 30 minute Max and best flight to count. This formula has proved popular in that if you can get up there you don't have to come down. You can stay there!

With the aforementioned frequency clash, and the 30 minute maximum, we did take a bit of time to reach a result. Not too many people got to achieve the Max - in fact only two did it. The 30 minutes takes some doing unless there is lift everywhere and then it does not come down so much to skill. (The reason we have a 30 minute limit is without it we may not be able to have frequencies cleared if there is more than one on any frequency.)

As it turned out Peter Donovan did get a 30 minute Max on his second flight. He was delighted as well he should be. Thinking it unlikely that any one else would achieve the same time, and that seemed that it would be the case, Peter sold his model and the new owner went home with it.

On the very last flights of the day, Len Mostert went very close to a Max while up at the same time, Ian Robinson managed to come in with a comfortable maximum. A FLY OFF! Well yes there should have been, but since he had sold his model and it had left the field, Peter Donovan had to forfeit the fly off leaving Ian Robinson the winner of Texaco. Not only that but that gave Ian just enough points to win the overall Roy Robertson Trophy. Well

done Ian and every one who flew. A great contest making a great day.

11th ROY ROB TEXACO-Results

name	model	motor	place
Ian Robertson	Bomber	OS 60 4s	1800
Peter Donovan	Record Breaker (*1938)	Enya 60 4s	1800
Len Mostert	Bomber	OS 60 4s	1709
Norm Campbell	Record Breaker (*1938)	ASP 65 4s	1311
John Whittaker	Cumulus	OS 60 4s	1276
Don Cameron	Bomber	OS 61 4s	1104
Ted Hall	Contest Gas Model 1937	OS 60 4s spk	1092
Graeme Sinclair	MG 2	Irvine 40 diesel	1060
Derry Brown	Dallaire 75 %	OS 48 4s	1030
Peter Hosking	Record Breaker (*1938)	OS 61 4s	947
Paul Baartz	RC1	Ohlson 60 2s	829
Mick Gunn	Dallaire 7%	Tipan 1.5	760
Brian Laughton	MG 2 75 %	OS 40 4s	650
Chris Lawson	Trenton Terror	OS 48 4s	625
Trevor Boundy	Miss America 125 %	OS 60 4s	614
Barry Barton	Record Breaker (*1938)	OS 40 4s	405
Clive Halls	Dallaire 7%	OS 15 2s	392
Alan Male	Cumulus	OS 40 diesel	0

This was the first time we had a flyer from Western Australia to my knowledge. Thank you for coming Paul Baartz. We love to see interstate people here. What about some others next year?



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Newtown, Geelong. 3220**

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HADDON FLY IN

By one of the lesser lights.

While we were flying at the Haddon club field during the National Championships over the new year period, it was suggested that we might be interested in having an Old Timer Day at their field during the year. So our President arranged just that for Sunday February 25th, 1996.

The day dawned clear and calm but by the time most participants had arrived at the field the wind had

Duration			
name	model	motor	place
Norm Campbell	Super Quaker	McCoy 60 2s	973
Len Mostert	Playboy Senior 110%	Rossi 45 2s	870
Barry Barton	Playboy Senior	OS 32 2s	826
Derry Brown	Contest Gas Model 1937	Saito 65 4s	739
Chris Lawson	Playboy Senior	SC 36 2s	668
Peter Hosking	Hornet 85%	Saito 65 4s	529
Trevor Boundy	Miss America	Anderson Spit.	211
Texaco			
name	model	motor	place
Derry Brown	Dallaire	OS 48 4s	2043
Len Mostert	Bomber	OS 60 4s	1980
Peter Hosking	Record Breaker (*1938)	OS 61 4s	1807
Barry Barton	Record Breaker (*1938)	OS 40 4s	1564
Don Cameron	Bomber	OS 61 4s	1521
Chris Lawson	Trenton Terror	OS 48 4s	816
Trevor Boundy	Miss America	Anderson Spit. 6	736
Norm Campbell	Record Breaker (*1938)	ASP 65 4s	0
Barry Turner	Miss America 110%	OS 61 4s	884
Half A			
name	model	motor	place
Len Mostert	Anderson Pylon	Cox 049 2s	1845
Peter Hosking	Record Breaker (*1938)	Cox 049 2s	1756
Chris Lawson	Quaker Flash	Cox 049 2s	1689
Barry Barton	Anderson Pylon	Cox 049 2s	879
Don Cameron	Coronet	Cox 049 2s	514
P Neville	Playboy Junior	Cox 049 2s	473
Norm Campbell	Coronet	Cox 049 2s	455

freshened to where it caused us to fly the Duration event first rather than 1/2 A Texaco which had been planned to open the day.

Seven competitors lined up to fly the two rounds with maximums of 10 minutes for the first and 20 minutes for the second. Lift was hard to find and only one Max was recorded. Barry Barton was the one participant to reach that most desirable target. However his other flight failed to gain enough points to place him higher than third. That really tells the story of the day. one minute you would find good air and a riser - the next you were in sink! Height played a part but so did luck.

It was great to see comparative newcomer Norm Campbell win this one. It was his first win I think.

Permanent "Bridesmaid" (What a horrible thought! Can you just imagine what he would look like?) never the "Bride", Len Mostert placed second. (So what's new?) Complete results are listed with this article.

Texaco was flown next and again lift took some finding. There were again two rounds each with a Max of 20 minutes. Once again only one Max was obtained. This was by Len Mostert and again it failed to obtain better than second for him. Also, as in Duration, the winner managed to win without scoring a max.

Recently returned to Old timer flying Peter Hosking came third while a real Old Timer, Derry Brown, managed his first win in anything for many years.

Eight competitors flew in Texaco including our President and contest Director for the day, Don Cameron. The only casualty for the day which resulted in a total write off of the model was our Duration winner Norm Campbell. Bad luck Norm.

Neither Texaco nor Duration produced a fly off which puts much more weight on the fact that you have to fly better in the rounds to gain a place. The higher maximums sort out the flyers over several flights rather than every one getting through to the fly off for one chance at a place. Could be we are getting close to a good formula!

The landing circle was once again forgotten as has been the case for some years in this state. This is certainly proving the preferred way to go. It is safer, both for competitors and their models and certainly does not detract from the competition. When these models flew in their original form as free flighters there were no points for landing in any particular circle!

Last event of the day was 1/2 A Texaco. This is a contest primarily of man over machine! I have seen cox motors reduce mild mannered weaklings to screaming swearing raving wild animals and large strong brave men to whimpering weeping weaklings! However some times man wins.

The event was run with 2 rounds of 6 minutes and 4 people managed to record two waxes to produce a fly off. one Newcomer P. Neville managed an overflight of 10 minutes 16 seconds which actually lost him points for running over time. Still a great effort!

Finally at last, Len Mostert confounded the critics, and probably himself, by coming in the WINNER! One of the best points about that was that he made the last flights with a borrowed motor! Chris Lawson showed a true spirit of SAM by offering Len the use of a spare motor after Len had damaged his own in an earlier flight. Len won beating Chris into third place! THAT is what sportsmanship is all about. Peter Hosking separated those two to come second.

Those of us who went up to Haddon had a really great day. The Haddon club were excellent hosts and make it an annual event.

2 CC ENGINES NOT SCHNURLE OR PDP PORTED

Allan Laycock has provided lists for diesel and glo engines not Schnurle or PDP ported, from his personal knowledge which follow:-

Glow plug ignition	Size	Country
Albon Arrow	1.490	UK
Arden pb and bb	0.090	USA
Cipolla	0.090	Italy
Cox Medallion & Tee Dee	0.090	USA
Elfin	1.49	UK
Enya	0.090	Japan
Fox 10	0.100	USA
Fox Rocket	0.090	USA
Frog 160 Red Glo	1.6	UK
Frog Venon	1.49	UK
Frog Vobromatic Glo	1.49	UK
Fuji	0.090	Japan
G Mark Twin	2	Japan
Gilbert Thunderhead	0.070	USA
Gilbert Thunderhead	0.110	USA
Hiness	0.09	Japan
Johnson Bulldog .09	0.090	USA
K Tornado	1.9	UK
K&B .09 Green Head	0.090	USA
K&B Aurora twin	0.090	USA
McCoy	0.098	USA
Mite Glow	0.090	USA
OK Cub	0.090	USA
OK Cub	0.074	USA
OS 10	0.100	Japan
OS Pet	0.090	Japan
PAW glow	1.490	UK
Rossi	0.090	Italy
Taipan	1.490	Aus
Tipan	1.5	Japan
Webra Sport Glo	0.17	GDR

Diesel ignition	Size	Country
AE	1.490	UK
Alag X-2	1.490	Poland
Albon Javelin	1.490	UK
AM 15	1.490	UK
BUS	1.490	Czech
Cipolla (diesel)	0.090	Italy
CS or Silver Swallow	0.090	Czech?
CS or Silver Swallow	1.490	Czech?
DA	1.490	Norway
DC Sabre	1.490	UK
ED Fury and Super	1.490	UK
ED Hornet	1.460	UK
EGA	0.090	GDR
Elfin (pb & bb)	1.490	UK
Elfin (pb & bb)	1.800	UK
Engel	0.090	Hungary
Fit	0.090	Czech
Fok	0.090	Hungary

Frog 150	1.490	UK
Frog Vibramatic	1.490	UK
Glo Cat	1.500	UK
Jaguar	0.090	GDR
Jasolka	0.090	Poland
Jena	2.000	E Germany
K Kestrel	1.900	UK
K1.5	1.500	Ind
Kafto	1.500	NZ
King Cat	1.500	UK
KO	0.090	Japan
Krick	0.090	E Germany
McCoy	0.090	USA
ME Smite	1.500	UK
ME Snipe	1.490	UK
Micron	0.090	FR.
Micron Celtic	1.800	FR.
MiKro (?)	?	Czech
Mills 1.5	1.500	India
Mite Diesel	0.090	USA
Mk 16 & 17	1.500	USSR
Moki (?)	?	Czech
Moskito Permot	1.500	GDR
MVVS ??	2.000	Czech
MVVS	1.500	Czech
Oliver Cub	0.090	UK
OTM Stryx	0.090	Poland
PAW non schneurle - many types pb & bb)		UK
Philtech	1.490	Aus
Reeves H18	1.800	UK
Schlosser	1.500	GDR
Start	1.500	Czech
Super Tigre G-26	1.490	Italy
Taifun Hurricane (Mk I & II)	1.490	GDR
Taipan (all series of diesel)	1.490	Aus
Tipan Tyro (many models)	1.900	Aus
Vivell	0.090	USA
Webra Record	0.090	(OR

→

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Full size CUMULUS complete with OS 60 open rocker 4 stroke set up for Texaco covered with silk and tissue no radio gear.

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O/T RULES COMMITTEE

by Allan Laycock

The editor of SAM 600 asked me to provide a few words about Old Timer rules now that I have been voted Chairman of the MAAA Special Interest Group for Old Timers. Firstly, let me congratulate Mike Pettigrew on the truly excellent job he completed on the current MAAA rules.

The rules are now less ambiguous and are grouped in logical sequences where, for example, all the general information is together and the event information is together. Also all the cross referencing is now correct.

For those who may be unaware I was the ACT representative (SAM 83) on the MAAA rules committee.

Some of the changes and fine tuning made to the MAAA rules have now been tested under competition and have resulted in many instances to be right. But there are some areas where the committee based the rules on inaccurate assumptions. One area where we underestimated the outcome was in 1/2A Texaco where it transpires the six minute Max is relatively easy to achieve. The six minutes was based on the information that the tank size of the Cox Texaco junior engine was going to be 4 cc and not what it actually is (5.1cc). Similarly in Nostalgia where the wing and tail areas are added together before dividing by 225 to obtain the engine capacity, the committee and others did not fully take into consideration that many Nostalgia models have very large tailplane areas. Or that those old loop scavenged engines are really quite powerful and when coupled with thin pylons and narrow fuselages make for hot flying models.

The very powerful new breed of duration engines appear to be stressing some models beyond their strength as a number of competent modellers are destroying models. This situation is a serious safety issue and safety is a serious matter not to mention the financial one for the modeler concerned.

I do not intend to rush into the process of changing rules but to review rules whenever they have been found to be unsatisfactory in the light of actual flying situations or for safety reasons. Each State has a representative who is the spokesperson for the State based group/SAM Chapter of Old Timer modellers. All proposals for rules revision will be by consensus (as before) by those groups through the representatives. All new rules will be trialled before any attempt to implement a change is made thereby proving the change is workable and worthwhile.

The representatives are:

- | | | |
|-----------------|--------------|---------|
| West Australia | Paul Bartz | |
| South Australia | Leo O'Reilly | |
| Victoria | Derry Brown | SAM 600 |

- | | | |
|-----------------|---------------|----------|
| ACT (Chair) | Allan Laycock | SAM 83 |
| New South Wales | Joe McGuffin | SAM 1788 |
| Queensland | Barry Dent | SAM 84 |

I trust that the committee under my chairmanship will work together to improve the area of our interest - Old Timers - for the betterment of all.



FLYAWAY!

by Dave Thornburg (from MB Mar 1980.)



Most radio failures end in spectacular crashes, but a flyaway can be even worse than a crash. Here are some common sense rules on what to do if your R/C model becomes a F/F. so the game goes on. (It isn't something you outgrow.) Over the years, certain rules of the chase have evolved, much the way fox-hunting developed in England, or coon hunting in Arkansas. Behold: The first rule is, never take your eye off the airplane, even for a second. A radio plane, whether sailplane or power, is neither as light nor as stable as a free flight. The chances are very good that it will be upset by a gust, or a stray radio signal, or a dying transmitter, and fall out of the sky like a used satellite. Even though you note a plane's position in the sky carefully, when you look again it may well be gone. So keep your eye on it. If you're pursuing by car, let someone else do the driving. No matter how near the plane appears to be, you must track it all the way to earth if you hope to recover it easily. I once lost a bright red, six-foot-span Zephyr (April '67 American Modeler, may she rest in peace) off the top of a tall, ugly slope in central California. It disappeared from sight before it landed in the wheatfield below, but the plane couldn't have been over 100 feet high when I lost sight of it. "No problem," sez I, and spent the rest of the morning flying a second plane before making the long climb down to retrieve the Zephyr. But 100 feet of altitude at a 10:1 glide ratio generates a potential glide circle 2000 feet in diameter . . . that's 22 acres of waist-high winter

wheat! That plane was red as a firetruck, and for all I know, it still is. We never found it.

So the importance of keeping your eye on the plane can't be over-emphasised. And neither can the second rule: get every other available eye on the plane, as well. Shout loudly about your flyaway, ask everybody on the field to watch where it lands. Don't be shy. you can't have too many sightings, especially if some of the observers are off to either side of the plane's line of sight; by a sort of crude triangulation, you can often get an idea of how far away it landed.

A third rule is no less important: when the model is obviously close to disappearing (dropping behind a treelike, gliding into tall grass, fading permanently into a cloud) STOP THE CHASE. If you're afoot, stop running, catch your breath, and prepare to take an accurate sighting on the plane as it disappears. If you're in a car, stop and get out. The most critical few seconds of the pursuit are those just before the model disappears. You must have both feet on the ground at this point if you ever hope to see your model again.

The fourth rule is obvious: mark carefully the point where the model lands or disappears. Many fliers treat this rule too casually, either from overconfidence ("We got it made!") or underconfidence ("Well, that mutha is gone forever!"). But it's vitally important that you take an accurate, permanent sighting on the last point the model was visible. Which direction was it gliding? Which way was it turning? How high was it? How strong was the wind, and from what direction? These are questions that are going to plague you for days if you don't find the model. So make sure you know the answers to all of them. When you're taking a sighting, think in terms of straight lines between two markers: "It went down just to the left of a line between this fence post and that tallest pine tree on the ridge over there." "It's on a line between the third electric pole from the left and that house with the green roof."

And mark your markers well. Pine trees have a way of looking a lot alike, three or four hours into a search. So do fence posts. The longer it takes to find the plane, the more important knowing the exact fence post you sighted over will become, so be sure you can identify your markers beyond a shadow of a doubt before moving on. This is no time for haste: the plane is out of sight anyway. You may think you can walk right to where the plane is sitting, and maybe you can. But don't count on it.

The free fighters, those folks who have a flyaway every time they launch, say that EVERY MODEL IS A LOST MODEL UNTIL YOU HAVE IT BACK IN YOUR HAND. So even though you saw exactly where it went down, take your sightings with care. And hope those guys back at the field are doing the same.

Take your transmitter along on the search. If the plane is down in trees or tall grass, you may be able to locate it by servo noise, provided the batteries are still up. (I've found lots of single-channel ships by the click click of an unwound escarpment. And Monokoted surfaces will often flash in the sun when wiggled.)

Sometimes the hardest planes to locate are those that go down in plain sight, right out in the middle of an open field. There's a rule that applies here, but you probably don't want to know it. It says every piece of trash will look something like an airplane. You'll see scores of things that have to be investigated, things that look just enough like a plane to make you walk hundreds of feet out of your way. (When you spot the actual airplane, of course, you'll know it beyond doubt, but that won't keep you from checking out a dozen or so mirages first.)

If your initial random search of the area fails to turn up your model, you may want to fall back upon some more orderly search plan, such as dividing the terrain into sections and searching one section at a time. Especially if you have help. There is another rule of the chase that may prove helpful at this point. It says the airplane is a/ways closer to you than it appeared to be. If you were especially observant, you might have noted this phenomenon as the plane was disappearing; it looked like it was beyond the treelike, but when it got low enough you could plainly see that it was this side of the trees. Ninety percent of the time this rule proves true; you will ultimately locate the plane much closer than the point where it appeared to land. So if you don't find it immediately, you may want to backtrack a bit ... you've probably walked beyond it.

It goes without saying that you should have the landowner's permission to trespass, even if you can see where the model is sitting. America is not England. When I lived and flew in Devonshire, I found I was welcome to walk through any man's pasture, so long as I closed the gates behind me and spoke civilly to the farmer's kin and kin. But in lawsuithappy America, this is not the case. Be especially careful of cropland and land with dairy cattle on it. They raise a lot of shotgun barrels on such land. If your plane disappears into the suburbs rather than the pasture, don't be shy. Ask everyone you meet if they've seen it. Last fall I was flying some early morning free flight over by Santa Rosa, and managed to drop one right into a mobile home park. It was an "adult village," one of those places so quiet you can hear the neighbour uncorking his Geritol bottle. My flying buddy and I drove round and round through endless acres of tin, hoping to spot the ship on somebody's manicured lawn. No one was stirring in the dawn's early light except a solitary paperboy, on foot. No doubt he had to check his bicycle at the front gate. About the third time we passed him I stopped and asked, "Don't suppose you happened to see a model airplane come down around here, did you?" "Yeah," he said nonchalantly. "Went in that tree right there." He pointed right over our head, then walked away, tossing his papers gently onto rooftops and awnings as he went. He was an observant little rascal, but not one to get very excited about model airplanes. We got out and shook the tree and down came the model.

But suppose you didn't see the plane land, or disappear behind trees or houses. Suppose instead that it disappeared in the sky, still climbing. This is the kind of flyaway that makes your heart sink right down into your hipboots. What's the use even looking for that one, you

think; it probably went 40 miles. Well, it can happen- I once had a free flight returned by a lady who lived over 20 miles from the flying field. But this kind of distance is rare, event for light, perfectly trimmed free flights. The fact is, **MOST RADIO PLANES COME DOWN LESS THAN A MILE FROM WHERE THEY DISAPPEAR.** Case in point: the only multi-channel flyaway I've ever had in sailplanes disappeared straight overhead on a crystal-clear day in Albuquerque. We had made sighting checks on similar planes and knew them to be visible (though not necessarily flyable, at least on elevator) to over 8000 feet of altitude. So we put that one at nearly two miles high (people who fly in coastal humidity will doubt these figures) when it went out of sight. Even with the most negligible north-westerly drift, it could cover a lot of ground, we figured. So we gassed up a Cessna 170 and **scoured the earth** for up to twenty miles downwind. All we found were dead sheep. The plane's carcass turned up a year later, less than a mile from the field. No one had seen it come down because no one had looked for it to come down.

Since that time I've turned scale free flights loose and watched them thermal up into low clouds. When they disappear, I do two things. First, I keep my eye on the cloud, watching for a rain of pieces ... some of those clouds get pretty turbulent inside. Second, I drive or run downwind an equivalent distance to that covered by the plane before it disappeared. Then I park myself and watch as much of the sky as possible. Invariably the plane comes spiralling down out of the clouds somewhere ... not always exactly where you think it ought to, but somewhere. Thermals just don't last forever, and there's at least as much falling air as rising, up there in that sky. So don't write a plane off just because it has disappeared while still climbing. Go downwind and scan the sky for flashes of Monokote, or dark specks that don't flap their wings. Chances are good that your plane will be on the ground in ten minutes or less after it disappears.

The other day I witnessed an interesting flyaway (see what I mean about calmness when it's not your own plane?) that occurred to a power flier. He was flying a two-channel half-A ship when his rudder control failed (turned out to be Levis popping out of one of those damned useless wheels manufacturers provide for output arms). He had full power on a screaming Tee Dee and only elevator to control it. Fortunately, the rudder failed close to neutral, and he wound up in a wide left turn, drifting away with the wind. Here's how we minimized the bad luck: every time the plane turned back toward the field (i.e., upwind) we dived her a bit to cover ground. Then when she swung away from the field we stalled her, partly to slow her down and cover less ground, partly to get her to mush and turn more quickly. Finally got low enough to put her into tall grass in a shallow upwind dive. No damage.

A sailplane could have been saved even easier, because it would be less likely to "go terminal" in a dive, or develop a deadly spiral. But basically the same manoeuvre would apply: dive upwind, stall downwind. If it's elevator that

fails instead of rudder, the problem may be even simpler, because there's always somebody around who's flown single-channel, and knows how to break a series of stalls by hitting rudder just before the top of the stall and rolling out flat with almost zero airspeed. Or how to get out of a vicious thermal area that seems determined to steal your airplane, by simply flying straight in almost any (but preferably upwind) direction.

But these are rare cases, for radios usually fail totally or not at all. The important points to remember are the rules of the chase. If they help you locate a single lost airplane, they will have been worth remembering, no? And remember, every off-field landing is a lost airplane until you have your hands on it again.

Meanwhile, how about taking fifteen minutes to go out to the shop and put your name and address on each of your models?

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MIXMASTER and SERVOMASTER

As seen in MB Feb 1996.

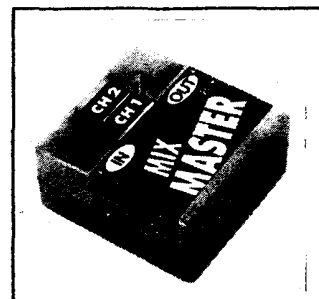
"ACE R/C NEWS

Ace has a couple of new on-board microprocessor based devices to make your RC life a little easier. The MixMaster plugs between your receiver and servos and allows you to mix any two channels, either bi directionally elevons and V-tails, for example) or unidirectionally (flaperons, coupled ailerons/rudder, flap/ elevator compensation, etc.). Any of eight different mixing ratios can be selected.

Ace's ServoMaster is used to slow down servo response for 'scale realism, particularly for retractable, landing gear applications. Three different user-selectable transit times are featured, and there's also a gear door sequencer output for a separate servo to open and close the gear doors at one of two selectable speeds.

Both of these devices measure 1.5 x 1.5 x 0.75 inches, weigh 0.8 ounce, and retail for \$39.95 each. From Ace R/C, Inc., 116 W. 19th St., Higginsville, MO 64037-0472.

→



(I hope soon to try the MixMaster out in my new Vee Tailed Swallow.-ED.)

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VICTORIAN STATE OLD TIMER CHAMP'S - 1996

By one of the few.

Held at Bendigo on Saturday 9th, and Sunday 10th, of March 1996 in near perfect weather, this year's State Old Timer Championships attracted only a handful of competitors. While this was most disappointing and we should look for reasons why, it did not detract at all from some fine flying and solid competition from those attending.

First away on Saturday was 2 cc which just managed the required 5 starters.

name	model	motor	score
Chris Lawson	Ranger	OS 10 FP 2s	782
Graeme Sinclair	Dallaire 50%	Cox TD 09 2s	739
Peter Hosking	Dallaire 50%	Enya 09 2s	597
Derry Brown	Power House	Enya CX11 2s	0
Don Cameron	Dallaire 50%	ASP 12 2s	0
name	model	motor	score
Graeme Sinclair	Playboy Senior 108%	Rossi 40 2s	2570
Trevor Boundy	Albatross	Saito 65 4s	2280
Peter White	Playboy Senior	McCoy 60 2s	1762
Shane Mostert	Playboy Senior 110%	Rossi 45 2s	160
Peter Donovan	Lancer	Enya 46 4s	1577
Kevin Fryer	Playboy Senior 110%	McCoy 60 2s	1508
Chris Lawson	Playboy Senior	SC 36 2s	1179
Derry Brown	Contest Gas Model 1937	Saito 65 4s	900
Barry Barton	Playboy Senior	OS 32 2s	795
Peter Hosking	Homet 85%	Saito 65 4s	787
Norm Campbell	Super Quaker	McCoy 60 2s	620
name	model	motor	score
Peter White	Bomber	Cox 049 2s	1655
Graham Sinclair	Dallaire 50%	Cox 049 2s	1624
Chris Lawson	Quaker Flash 48"	Cox 049 2s	1500
Peter Hosking	Record Breaker (*1938)	Cox 049 2s	1497
Norm Campbell	Coronet	Cox 049 2s	688
Barry Barton	Anderson Pylon	Cox 049 2s	678
Shane Mostert	Dallaire 50%	Cox 049 2s	676
name	model	motor	score
Graeme Sinclair	MG 2	Irvine 40 diesel	3600
Peter White	Flamingo	OS 60 4s	2916
Derry Brown	Dallaire Sportster 75%	OS 48 4s	2250
Barry Barton	Record Breaker (*1938)	OS 40 4s	2171
Don Cameron	Bomber	OS 61 4s	2065
Norm Campbell	Flamingo	OS 60 4s	1681
Chris Lawson	Trenton Terror	OS 48 4s	1637
Trevor Boundy	Miss America 125%	OS 60 4s	1605
Peter Hosking	Record Breaker (*1938)	OS 61 4s	1515
Peter Donovan	Lancer	OS 40 4s	967

Unfortunately Don Cameron was most unlucky to suffer a foldup wing during his test flight. He had some story about a grandchild having sat on the wing showing how strong it was. Well!!!

One other entrant failed to reach the flight line so whoever flew had to place. Not what we want or need at a State Championship. Chris Lawson managed two maximums which gained him first place. Graeme Sinclair managed only one maximum and only then on his third flight. However his other two flights were good enough to get him into second place. Peter Hosking, the quiet and gentle achiever from Geelong, put up a max. on his first flight. However he failed to repeat the time and came in third.

This sort of result shows that the weather was fickle and lift was once again hard to find. One moment you would find your aircraft in lift - the next you would find it was in sink. We have struck this several times of late and Bendigo was no exception. Full results for this and other events are tabled in this article.

With such a small entry list and not flying specified round times, 2 cc was over and decided well before lunch. Well done contest director Don Cameron. This meant there was plenty of time to run Duration in the afternoon. By popular demand and almost by convention now in this State, it was decided to fly three rounds all to count on the now very popular maximums of 10 minutes, 15 minutes and 20 minutes. The landing circle was also not in use as has become a habit in Victoria.

Before anyone cries "foul" and says we should use MAAA national rules for State Championships, let it be known that this very matter was put to the MAAA executive before we announced what rules were to be used. The chairman of the Old Timer Sub Committee was also notified of what we proposed and saw no objection. State Championships are run on behalf of the State Body mostly by the special interest group concerned. Rules may be varied from the official MAAA national rules unless the contest forms part of the selection process for an international team.

The fickle lift factor continued with sink alternating with lift. The higher maximums also seem to show that it requires more skill and ability to score the higher points required to win or place. Instead of most people getting into

a fly off and a winner being decided on that one flight, it requires consistency, skill, ability and perhaps a little luck to succeed. It seems a better way to run our contests to most of us.

Anyway 11 competitors launched into the fray! Norm Campbell was unfortunate in that after scoring a maximum in his first flight, his model broke up on the second run and crashed outside the field. five other starters managed to obtain maximum times but only 2 of the total of 6 were able to score 2 maxes. These two finished as first place Graeme Sinclair, and second place Trevor Boundy. Neither of them could get the third max. required for a perfect score. Each missed out on their second flight - the 15 minute max. Graeme's flight was better and earned him top spot. Peter White with one max. and one near miss came a very creditable third.

Most people found their own entertainment and meal on the Saturday night as it was crowded in Bendigo to say the least. There was the Fire Brigade annual competitions, bike riders, shooters and several other events on all of which filled the available accommodation to capacity.

Sunday dawned with promise of the same sort of great weather we had on Saturday and that is how it turned out. Little or no wind, plenty of sun and pretty warm. 1/2 A Texaco was the first contest.

This event was flown to standard rules - three flights - best two to count and six minutes as the maximum. Four people obtained two maximums and went into the fly off. Two others got one max. and Shane Mostert missed out on a max. by one second. Not a bad effort out of seven starters! With the height some of those little aircraft obtained it was almost impossible to see them. We may have to look at some way to contain them soon.

Peter White was lucky to be lent a spare motor by our outstanding sportsman Chris Lawson. Peter was going nowhere till he changed. The result was that Peter White won beating Graeme Sinclair into second place and Chris Lawson to third. Perhaps you should use that spare motor yourself Chris. Through his generosity in lending that motor Chris has been beaten twice now by that motor!

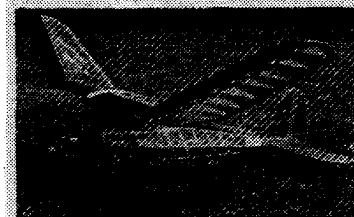
After lunch Shane Mostert took on the position of contest director and got Texaco started. Three rounds all to count. Maximums to be 10, 20 and 30 minutes. This is also becoming a very popular format. The "crashing" circle was also left out. Several times at Bendigo now we have seen the phenomenon known as the "layer". There forms at a height of a couple of hundred feet a layer of air which is very hard to climb through at the low power settings used by Texaco flyers. It may occur elsewhere but it has been noticeable at Bendigo on several occasions. On Sunday the "layer" was certainly there and held aircraft down unless a higher power setting was used.

Six out of ten starters managed at least one max. and the winner obtained a perfect score of three. Most maximums came on the first round of course. Lift was there if you could get the height and could find it but the fickle air was still with us. Graeme Sinclair won the event with Peter White second and Derry Brown third.

Congratulations to the new Victorian Champions in their respective events and let us see more entries in future. Thanks also to the Bendigo Club for the use of their field and for the catering and hospitality. If any one has photographs of the events the editor would be pleased to borrow them for future newsletters - it was the State Championships after all.



1942 Brooklyn Dodger designed by Sai Talbi.



1938 bomber designed by Chester Lanza.



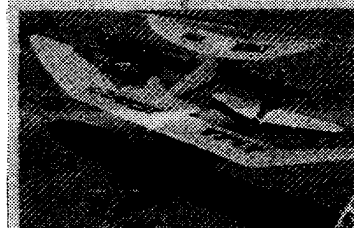
1941 Super Quaker (Megow kit)



1936 Miss America



1936 Delaire Sportster



1938 Anderson pylon powered by antique Forster 99.



1938 Standby



1936 Dallaire Sportster

Eight O/T models

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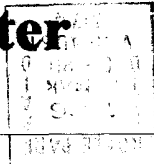
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