

SAM 600 Inc.

VICTORIAN R/C OLD TIMER ASSOCIATION



Swan Hill Easter 1996

NEXT MEETING




Is on Thursday, May 30, 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 (#44) 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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COMING EVENTS.

May 30	Meeting #43
June 23 General Fly Day Warragul	LVMAC
July 25	Meeting #44
AGM	
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

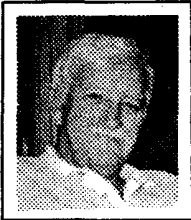
- Don Cameron
- Derry Brown
- Geoff Hall
- Barry Dent
- Merv Buckmaster
- Allan Laycock
- Leo O'Reilly
- Greg Mitchell
- Len Mostert
- John Quigley
- Paul Baartz



Junior Aeronautical Supply Co.
 100 East 10 th. Street - New York, N.Y.
 (from 1934 Zaic Year Book.)



PRESIDENT'S REPORT



Well, Swan Hill is over and again it was most successful, in spite of windy conditions. Congratulations to all winners and a big thank you to the organisers and sponsors. Let's hope we can maintain that standard of competition and camaraderie.

A few of us got to Murray Bridge, and enjoyed a good weekend, and some brought back a trophy or two. I haven't got the result sheets, but I know we had at least one first place.

The Monarto field was excellent, and friendly rivalry existed between the states. I'm sure we'll get an invite next year.

It seems the old rumour mill is at it again. I heard in South Australia this week that 'they' say McCoys will be banned. Who the hell 'they' are I'm not sure, but as far as I know 'they' have got it wrong again.

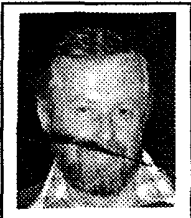
The other rumour is that the Eastern States Gas Champs are to be moved to January, so there will be no point in organising another meeting. I just hope someone tells me one day, but I will check that out anyway.

At this month's meeting we will discuss several topics.

1. Firstly just how round times and numbers should be organised i.e. five rounds of ten, or ten fifteen and twenty minute rounds.
2. Hopefully Derry Brown will have some time to prepare a report on the results of the safety questionnaire.
3. The Monty Tyrrell trophy will be awarded in July.
4. Do we need an information booklet for O.T.? What should it contain.

Regards
Don Cameron ☺

EDITORIAL



In this issue we have a few reports from other states. Thank you for sharing the details of your states activities.

At each meeting we will have a trading table on which any item may be placed for trading swapping or giving away so bring any goodies.

SAM 600 now has promotional material (for a start) on the ->MAAA Internet web site at->:-
(<http://cypress.netc.net.au/%7Ebriley/maaa/index.html>). and I am having talks with Peter Bennett regarding our own web site.(no \$ have been spent yet)

The information that can be obtained from the MAAA's web site as follows

MAAA exec details of the current MAAA executive.
National Championships details of the 49th Australian Nationals.
State Associations details about each of the State Associations.
Special Interest Groups details of the Australian special interest groups. (Now contains SAM 600 along with the APA, AFFS and the LSF.)
World Championships details of the World Champs held in Australia.
World Electric Email competition details of the first world electric glider email competition.
FAI model classes - details of the various model comp. classes.
Links to other Aeromodelling pages.

(A link takes you direct to another topic)

The Special Interest Group (SIG) Chairman Allan Laycock has requested comments from all of the Australian SAM SIG groups regarding the safety aspects of our hobby. SAM 600 rep. Derry Brown has 30 replies to his circulated questionnaire regarding safety, which represents a 60% response to those sent out and contains some very interesting suggestions.

It will be very interesting to hear the chairman's comments on responses from **Barry Dent Qld, Joe McGuffin NSW, Leo O'reilly SA Tony Rice Tas and Paul Barrartz WA.**

I have taken over the production of labels for the news letter including all members details such as telephone numbers and financial status etc. so if you have changes to mail addresses telephone numbers etc. please let me know.

From our Vic. data base for the last two Easters, the number of contestants and the total flying times are as follows:-

Mimuits	Contestant	Contest
2301	86	3rd SAM 600 Easter O/T 1995
1671	119	4th SAM 600 Easter O/T 1996

Trevor Boundy. /

NEW ADDRESS FOR JOHN FRENCH

John French wishes it to be known that he now resides in a model building area attached to a small house located at



-: 25 Belair Drive YATALA 4207 QLD
Home telephone 07 3807 0400

TREASURER/ SECRETARY'S REPORT

At the time of printing a report from the Treasurer / Secretary was not available.

→

FOR SALE MEGOW FLYING QUAKER

84" span model and Anderson Spitfire 65 Repro. plus Ignition gear, but not radio gear.
Model set up for 38 Antique.
Price \$500.
Contact Graeme Sinclair at home on 054 478 590.

FROM MODEL FLIGHT

by Leo O'Reilly

I have recently acquired some very interesting motors :

1. JOHNS 0 35 cc DIESEL

Beautifully made and quite different. The head is fitted with a number of vertical rods and to change the compression ratio, you turn the whole cylinder/head which turns in the crankcase. A lock-nut is provided to lock the cylinder. A 4" x 2" propeller is recommended

2. JOHNS 0 5 cc DIESEL

The jewel in the crown. A beautifully made front-intake diesel of standard configuration. Excellent compression and should perform well. Recommended propeller 5" x 2"

3. RUSSIAN 0 4 cc. MILLS DIESEL.

This is a scaled down MILLS .75. Outside appearance is good, but internal finish is typically Russian, but it should be O.K. when run in. The factory is also manufacturing a 0.2 cc MILLS which I have ordered.

4. These motors make Indoor R.C. possible. I will try to have a R.C. scale Piper Cub ready for Swan Hill 1997 We have also made a larger tank to fit the MILLS 0.75 which should run for about 2 1/2 minutes. Will try in a 1/2 A KERSWAP to check performance.

5. We have also received a 1947 OHLSON .23 sideport and 1947 OHLSON .60 from Woody Bartelt (U.S.A.), These motors look as new and have a guarantee. I would recommend Woody as a reputable supplier.

6. Standard Duration. Tests on one ENYA 40 T.V.:-

APC 10" x 6" 12100 Revs. MASTER 10" x 6" Scimitar 12300 Revs. BOLLY 10" x 6 n SP 12500 Revs.

7. Recommended settings for ENYA 53-4C Motor for Texaco:-

"Set Inlet at .015" and "Exhaust at .025"

Use 16" x 8" propeller at 4500 RPM for best result. In windy weather use 15" x 8" prop.

8. If tank is foaming add 1 teaspoon of "Armorall" in 20 litres of fuel.

9. If dope blushes use Butyl or Amyl Acetate to remove.

→

FROM ALLAN LIM JOON

Dear Derry, here is the photo I promised you, it was taken at the 1951 Camden nats. (I think).

from left to right:-

?, Bob Rose, Monty Tyrrell, Barry Angus, Derry Brown, Allan Lim Joon, Don McClaren, Bert Halmshaw, Alan King, Dick Teychene.



→

FLY DAY LVMAC WARRAGUL MAY 19

by Greg Mitchell

A very pleasant windless day was spent at this LVMAC field, no competition was flown this day. Those present were:-

Fred Chigwidden-Record Breaker (*1938) ENYA 60 4s.

Peter Donovan-Lancer ENYA 40 4s

Norm Campbell-Playboy Senior Magnum 40 2s

John StClair-Finneran Flyer OS 48 4s

Derry Brown-Dallaire Sportster OS 48 4s

Peter Bennett-Flamingo ENYA 53 4s.

Part of the day was spent introducing Peter B to the finer points of Texaco his flamingo looks and flies real good.

→

S.A. STATE CHAMPS AT MONARTO.

27th and 28th April 1996

A very laid back state champs was held over three days. SAM 600 were represented by 6 members, with most visitors staying at the Murray Bridge Motel in Murray Bridge.

Saturday dinner was taken at the local Chinese restaurant, with much talk about models rules and cars etc.

The Monarto field sports a tarmac strip complete with full size type markings. (must confuse FS pilots? ED)

Midday meals were catered for by a club member and his wife, Mondays menu was "Webbered" chicken.

ED



CHICKADEE

Model of the month from MB Feb. 1996

This month's model marks the transition of model design from the huge soaring models developed under the Texaco Fuel Allotment event to the newer, faster, limited engine run (LER) type models.

Such a model is presented this month, known as the Chickadee as designed by Sidney Struhl, one of the mainstays of Model Airplane News in rubber power flying scale models. As can be seen in the drawing, the wingspan has been held to 6 feet 10 inches. Of course, the Brown Junior was still the competitive engine and this size model seemed to suit the output of horsepower.

As Struhl describes the flight test measures, he mentions that with the engine ticking over in a slow four-cycle, the model would readily take off. Due to its nice streamlined fuselage, the model demonstrated a startlingly steep climb, spiralling up with the best designs at its time.

The wing mount, consisting of three plies of 1/8 inch balsa sanded to a semi-streamlined shape, was a very popular way of mounting the wing to the fuselage in the early days. Wing mounts such as these were run in the Atwood California Champ, Chapman's Five Foot Model, Berkeley Courier Sportster, and a host of other good looking flush wing designs. The blocks made for a steady, vibration-free platform that allowed for some adjustment for balance and proper wing incidence. The airfoil used was the Grant X-8 which was a compromise section to allow a snappy climb and good glide. At that time, to relate an anecdote, the best way to have your latest "hot" design published in M.A.N. was to use one of Charlie Grant's airfoils. Hence, you will note the use of these rib sections in some of Tabi's designs. This is not intended as a "knock", but editor Grant felt if the

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modeller had no other preference, why not select one of his numerous airfoils that had been proven in the competitions?

No question about design, when the K-G (Grant's design) first appeared, gas model designs made a quantum leap in design. Careful inspection will reveal most of these proportions and moments were retained although cleverly designed in other forms in so-called follow-on original designs.

Span — 82 in.
Wing Area — 864 sq. in.
Overall Length — 50-1/2 in.
Original model powered by Brown Jr.

Sidney Struhl's
"CHICKADEE"
Published in M.A.N., January 1940

-Wing — V-dihedral, Grant X-8 airfoil, two 1/8x1/4 front spars, 1/4x1 main spar, i.e. and center section sheeted top and bottom.
-Fuselage — Elliptical formers glued to a crutch, fully planked with 1/8x3/8 balsa strips. Wing is supported above fuselage on a V-shaped mount.
-Tail — Construction similar to wing. Horizontal stab has a lifting airfoil.

Plans available from John Pond O.T. Plans, Box 90310, San Jose, CA 95109-3910

NOT TO SCALE

**Jan 1940
Designer Strule
Published MAN
Span 82"
Cabfus
Section Grant X-8
Allans plan #122**

THE BARON ON ELECTRONS IN MOTION

In reference to the article in the March newsletter about electric power for Old Timer models, I wonder how many models made and flown before 1943 were powered with electric motors. As far as I know they were not. Therefore it seems to me that electric power is not appropriate for OT models if they are flown to the letter of the SAM preamble. However, this conclusion should, perhaps, be reserved for competition flying. If the building and flying of OT models is simply to return the shapes of these old models to the skies of today, any power source would probably be acceptable.

On the other hand, the Ancient Aeronaut points out the advantages of electric power for any model aircraft, even the fact that the electric motor and battery are extraordinarily heavy when compared to an OT i.c. engine, particularly a gloplug type. But I must take exception to his comment that electric power is a benefit to the environment. Accepting that the battery can be re-charged by a solar charger, and that there is less noise, no fumes and no oil residue with electric power, the production of the motors and the batteries: particularly the batteries: is one of the most polluting technological processes that man has invented.

The mining, chemical extraction and processing of the heavy metals used in electrical accumulators, rectifiers, inserters and controllers has resulted, not only in the amazing power source of electricity, but in the realisation that the heavy metals such as lead, chromium, cadmium, nickel and uranium are some of the deadliest and most insidious poisons on earth. Lithium, too, although it is a light metal.

To be brief, may I simply quote lead poisoning and Minimata disease and remind you of all the mining scars scattered across the landscape. Furthermore, the worst polluted and most toxic sites in this country, where human habitation is forbidden by law, are the places where battery production and maintenance activities have taken place.

Go fly electric and enjoy it, but be aware that the price of the convenience and quiet power is pollution of the dirtiest sort. Oh! And keep the wing loading down!
Yours Faithfully,

The Baron.



SWANHILL EASTER 1966 REPORTS.

S/H REMOTE CONTROL 38 ANTIQUE

Due to the inclement weather on Saturday and part of Sunday, 38 Antique was postponed until 8:30 am on Monday morning, when 11 pilots and their models lined the flight line, under clear blue skies with a cool, gentle South Westerly breeze. It's great to see some different models in this event from the usual line up of Bombers and Playboys with such things as Flamingos and flying Quakers and a Miss Arpiem not often seen in any other competition. Also an interesting line up of engines, including noisy Anderson Spitfires to an Elfin 2.49 Diesel.

Name	Model	Engine	Maxes
Bill Britcher	Miss Arpiem	ED 3.46 diesel	1756
Ron Adamson	Flamingo	Anderson Spit. 65 2s spk	1722
Ian Promnitz	Miss Fortunex	ED 3.46 diesel	1649
Peter White	Cloud Cruiser	OK Super 60 spk	1604
Don Howie	Miss Fortunex	Elfin 2.49 diesel	1306
Chris Lawson	T.D. Coupe	Amco 3.5 diesel	1191
Rex Brown	Mercury	Rocket 46 2s spk	1179
Peter Donovan	Lancer	Drone 6 diesel	1161
Graeme Sinclair	Flying Quaker	Anderson Spit. 65 2s spk	964
Norm Campbell	Flamingo	Anderson Spit. 65 2s spk	727
Lee O'Reilly	Blitzkreig	ED 3.46 diesel	432

The first round got off at around 9:00 AM with the wind gradually increasing in strength. Lift was hard to find in the cool conditions with only 2 pilots achieving 10 minutes Maxes in this round, Bill Britcher and Chris Lawson, and Leo O'Reilly having to retire when his engine literally fell apart.

The second round was not much better with only a couple of Maxes, and unfortunately for Chris Lawson, landing out of the field after almost Maxing, to get a zero score. At the start of the third round, Bill Britcher's Miss Arpiem looked like being the model to beat as he was the only pilot with 2 Maxes, with a number of others not far behind. Bill did not Max in the third but with only 44 seconds short, managed to hold on for first place, with Ron Adamson's Pink Flamingo getting into second place with also 2 Maxes, and Ian Promnitz taking third place after having to replace an engine in his Miss Fortunex. Congratulations to the winners and thanks to all pilots for their co-operation in completing this event in quick time, so we could all get out on the road and make our way home after a great weekend at Swan Hill.

Len Mostert CD

S/H HALF A TEXACO

Arrived at the field to find a swarm of 1/2 A's, 22 entered, 18 flew. The weather was superb - about 25 Deg.C with little wind. The competition started with an amazing number of maxes, thirteen qualified for the fly-off. It was obvious that the six minute max is too low and it should have remained at 10 minutes.

name	model	place
Peter Hosking	Record Breaker (*1938)	1862
Don Howie	Miss Fortunex	1423
Merv Buckmaster	Anderson Pylon	1408
Rod Spurrier	Playboy Senior Cabin	1316
Rex Brown	Anderson Pylon	1055
Bill Britcher	Playboy Senior Cabin	991
Graeme Sinclair	Dallaire	986
Ray Woodhouse	Anderson Pylon	965
Allan Laycock	Thunderbolt	958
Ron Adamson	Bomber 58%	954
Chris Lawson	Quaker Flash	934
Peter White	Bomber	913
Don Cameron	Coronet	867
Barry Barton	Anderson Pylon	601
Ivan Stacey	Dallaire 50%	578
Len Mostert	Anderson Pylon	510
Ian Promnitz	Playboy Senior 66%	501
Greg Mitchell	Contest Gas Model 1937	438

The take-off for the fly-off was impressive with 11 models taking off together - only two frequency clashes. Leroy's revenge was very much in evidence with some favourites being affected.

The final results were :

1st Place Peter Hosking
2nd Place Don Howie
3rd Place Merv Buckmaster

An excellent competition

Leo O'Reilly

S/H 2CC DURATION

This is now simply another duration event with a scramble for power. However it did bring out 9 different types of models using 7 different types of motors - more variety than we normally see at other old timer contests. The height reached by some of the models is enough to strain the eyes of all but the youngest of us. Some remark that they still prefer the original rules to those we use at present.

name	model	motor	place
Graeme Sinclair	Dallaire	Cox TD 09 2s	844
Chris Lawson	Ranger	OS CZ 11 2s	780
Bill Britcher	Strato Streak	Cippolla 09 2s	716
Ron Adamson	Bomber 60%	Enya CX11 2s	632
Don Cameron	Super Quaker	ASP 12 2s	614
Greg Mitchell	Dallaire	OS CZ 11 2s	445
Ian Promnitz	Bomber 66%	ST 11 2s	444
Norm Campbell	Miss America	OS CZ 11 2s	407
David Scott	Bowden	ST 11 2s	338
Peter Hosking	Dallaire 50%	Enya 09 2s	304
Rex Brown	Polly	Enya CX11 2s	2
Allan Laycock	Kerswap	Cox Medallion 09	0

Most common aircraft type was the 50% Dallaire Sportster which is available in kit form. In fact this type is seen in various sizes in several events. Must be effective! Far from using the diesels that were used originally now we see high performance glow two strokes at high revs. The weather on the first day was absolutely magnificent and this event was able to take full advantage of it. 12 starters tried hard to achieve the three maximums possible but even with the near perfect day no one managed to get three. Graeme Sinclair with his Dallaire powered by a Cox TD 09 two stroke (no it is not a schnurle or PDP ported engine!) got within a minute six seconds of the possible score and came out the winner.

Chris Lawson, who is starting to show up as very competitive in several events, came second with Bill Britcher close behind as third. (These South Australians are placing very well over here. We will have to go over to their contests and see if we can't take a place or two!) We did see some rather spectacular aerobatics from Ian Promnitz too. In fact I understand he was presented with a special prize for skill with his thumbs at the presentation dinner - a banana such as Queenslanders bend with their thumbs!. Other results are in this newsletter.

It was great to see some local talent in this contest too. David Scott flying a Bowden International powered by an ST 11 two stroke took time off from looking after everybody else and seeing to their wants of food and drink in the canteen. Well done on both accounts David!

Derry Brown

S/H TEXACO

Talk about wind and water! This one had the lot. Starting early on the Sunday we managed to get one round done



Len Mostert Mark Collins Rex Brown

before the wind went consistently over the limit and the contest had to be abandoned for the day. Some brave souls even managed a second round. Talk about opinions! Some people said the contest director was not tall enough and could not hold the wind machine high enough to get a

true reading. He was made to stand on a chair! Don Howie took the photo. It may yet appear somewhere. You could be excused for thinking Chet Lanzo had a hand in this one! Over half the entries were of his design - as usual! Other "multiples" were 3 Flamingos and 2 Cumuluses. (Should that be Cumulae?) 7 other types made up the field. Just to prove Bombers don't always win a full scale Anderson Pylon placed first.

name	model	motor	place	Chan
Rex Brown	Anderson Pylon	Enya 60	2528	625
Mark Collins	Bomber	OS 60	2493	14
Len Mostert	Bomber	OS 60	1494	641
Ron Adamson	Bomber	Enya 60	1421	615
Peter White	Flamingo	OS 61	1412	623
Mark Robinson	Flamingo	OS 60	1404	16
Peter Hosking	Record Breaker	OS 61	1366	641
Don Howie	Bomber 85%	Enya 40	1360	647
Lee O'Reilly	Bomber	Enya 53	1353	643
Barry Barton	Record Breaker	OS 40	1339	16
Peter Donovan	Lancer	OS 40	1335	16
Kim Stringer	Cumulus	Enya 53	1320	637
Bill Britcher	Bomber	OS 61	1291	619
Don Cameron	Bomber	OS 61	1248	32
Len Evans	Flamingo	Enya 60	1168	639
Chris Lawson	TD Coupe	OS 40 \$	1073	28
Derry Brown	Dallaire Sportster	OS 48	826	647
Ray Woodhouse	Bomber	OS 60	600	633
Graeme Sinclair	MG 2	Irvine 40	600	645
Norm Campbell	Record Breaker	OS 60	532	641
Rod Spurrier	Bomber	Enya 53	498	655
Ivan Stacey	Buccaneer Super	Saito 50	0	649
Trevor Boundy	Swallow	OS 60	0	50
John Whittaker	Cumulis	OS 60	0	22
Allan Laycock	Bomber 84"	OS 26	0	649

Having been unable to continue the contest on Saturday a restart was scheduled for Early Sunday morning. Guess what! Rain. Low cloud. Little wind however. Opinions were expounded. Minds were changed. Everybody "knew" when the rain would stop. However stop it did around lunch time. The reduced contest was completed to find that we had a fly off.

What a fly off it turned out to be! Mark Collins was first away and gained good height between clouds. Rex Brown also got good height but did not appear to have quite the same as Mark. The battle of the "titans" commenced as the motors ran out of fuel. Each pilot had to try to remain clear of cloud and yet hold his height. Not easy with cloud drifting across and changing shape.

Mark got into cloud and had to spiral down. He still had more height than Rex. Rex was almost down but suddenly found some lift. It was a joy to behold the way he worked that lift to get back enough height to pass Mark's time. Even a bomber can be beaten! Congratulations to both of them and to third place getter Len Mostert who topped those who did not

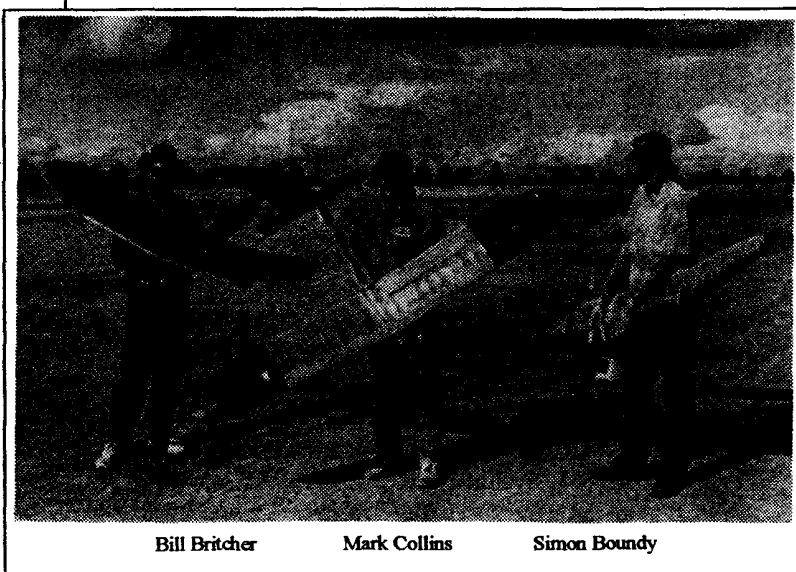
make the fly off.
Derry Brown

S/H. DURATION.

A shortage of time saw a two round competition, round one being of ten minutes, and round two fifteen minutes. In spite of a small group achieving a first round max only Mark Collins was able to record a perfect score.

name	model	motor	place	Chan
Mark Collins	Cumulus	McCoy 60 2s	1500	14
Bill Britcher	Kerswap	DubJet 40 2s	1386	619
Simon Boundy	Super Quaker	Saito 65 4s	1302	28
John Whittaker	Super Quaker	Rossi 40 2s	1276	22
Kim Stringer	Kerswap	Saito 65 4s	1262	637
Don Howie	Bomber	Enya 53 4s	1224	647
Trevor Boundy	Albatross	Saito 65 4s	1131	50
Peter White	Playboy Senior	McCoy 60 2s	1073	623
Ron Adamson	Kerswap	Dubjet 40 2s	1070	615
Lee O'Reilly	Kerswap	ST 50 2s	1001	643
Len Mostert	Playboy Senior	Irvine 36 2s	880	641
Ian Promnitz	Playboy Senior	Rossi 40 2s	802	18
Peter Donovan	Lancer	Enya 46 4s	738	16
Peter Hosking	Hornet	Enya 60 4s	717	34
Rex Brown	Folly	Fox 40 2s	610	625
Chris Lawson	Playboy Senior	SC 36 2s	600	637
Barry Barton	PLayboy Senior	Irvine 63 2s	570	16
Greg Mitchell	Playboy Senior	Magnum 40 2s	567	637
Norm Campbell	Playboy Senior	Anderson Spit.	496	641
Allan Laycock	Lancer	Saito 40 4s	0	655
Graeme Sinclair	Playboy Senior	Rossi 40 2s	0	631
Rod Spurrier	Bomber	Enya 53 4s	0	655
Len Venus	Bomber	Rossi 40 2s	0	639

Even so, it was an interesting battle for second and third place with the consistant Bill Britcher second, and occasional flyer young Simon Boundy (last year's winner) third.



Congratulations to all.

Two observations may be of interest.

Firstly, of the first eight placings, four were two stroke powered, and four were four stroke powered. Also of the top eight only one was a playboy. Perhaps there is still room for experiment in terms of model, engine combination.

Don Cameron

→

JOHN QUIGLEY ON SCHNURLE

There has been many words written lately as to what is a schnurele engine and I would like to add my point of view to the discussion. For many years stonewall engines have had specific handy caps in OT placed upon them based on the sales definition at the time. For some years I have been asking many learned gents who build engines what is a schnurele ported engine? I have listened to their explanations and found exceptions to all the definitions that I have been given. So I would like to put all their explanations, not mine, with exceptions and let the general modelers decide, if we can, what is a schnurele engine.

Weisnewski is credited with the first modeling schnurele engines along with some of the first experiments with tuned pipes about 1965. About 1927 Dr Schnurele invented the Schnurele Loop Scavenge system (the correct terminology) to get the fuel in and out of a two stroke diesel without the used of a blower. This system uses two ports only.

Later a booster port came along making the engine a multi ported engine. This multi ported engine was picked up by the marketing jargon as a schnurele ported engine. So to the **First Definition**: A schnurele ported engine has three transfer ports. First exception. Some O & R engines have three transfer ports! Actually I feel that these engines have two webs up the large transfer port for strength. But when does a web become a separate port. The COX 15 of about 1962 had two transfer ports.

Second Definition: Schnurele engines have the transfers angled that are angled. Exceptions: the last Supertiger 40 made before the X40. This engine has one large transfer and two large ports angled. This engine of about 1974 was never marketed as a schnurele but equal to the schnurele K & B 40.

Most diesels have angled and multi ports and these were made from about 1950 to now and include the AM series most Sabres, Taipans, Webra 2.5 and many more. It has been recently written that an Effin 149 can be used in Midge Speed but schnurele engines cannot! The old Elfin I have had in bits has three ports that are angled.

Third Definition: schnurele engines have flat top pistons. All COX engines to 1962 and all current 049 s. Though I have never heard of an 049 called a schnurele. The ST G 15 of about 1962 has one transfer and a flat top piston together with the above mentioned ST 40. Some late ST 60 s have flat top pistons. These pistons were popular to make a McCoy 60 go quickly.

One comment from me: Any two stroke engine that takes the fuel in the backplate or via the crankshaft is a loop scavenge engine.

We should not ban any engines based on the examples I have given here as these are but a few.

So my original question what is a Schnurele-loop-scavenge engine ? I do not think fit is possible to define one

Yours sincerely

John Quigley.

→

PAUL BAARTZ ON THE NEWS LETTER.

Many thanks for sending me the copies of the VOTA newsletter, it is very enjoyable reading and I think it ranks very highly when compared with most similar newsletters, keep up the great work. I sound like an employer now and sadly I can't promise you a raise either.

The address label on my last two copies have been for 8 Hubert St instead of 68 and if you could change it the postie will be relieved I'm sure, the copies do still get to me but you know what the postal pixies can be like, best to keep them happy.

The listings which appear from time to time in the newsletter such as the "models eligible for Antique" are really interesting and have proved useful to both myself and other members of the club. I also liked the latest one covering 2cc engines. It is still a bit confusing, despite the article in No. 42, to define Schnurle and PDP motors and even harder for a lay person to recognise them without dismantling the motor end even then some of us would still be baffled (sorry about the pun), so the list is invaluable. Perhaps a similar one for Nostalgia engines? Just a bit of an update of activities over here in the West: Three OT events are scheduled for State Championship status this year and are, Texaco on 19th May at Mundijong, 1/2A Texaco on 4th August also at Mundijong and Duration on 29th September at Meckering, any visiting MAAA members are welcome. Once again thanks for the newsletter and keep up the good work

Happy Landings

Paul Baartz.

→

THE CS AMCO 35 REPLICA REPORT

From Aero Modeller Feb 1996

Here is another fine replica available from F2A supplies. The original came out in the late 1940's and a mark 2 version followed a few years later. The replica is based on the second version easily distinguishable from the mark 1 by its lack of both a crank shaft extension and provision for radial mounting, which made the mounting lugs very weak.

Construction

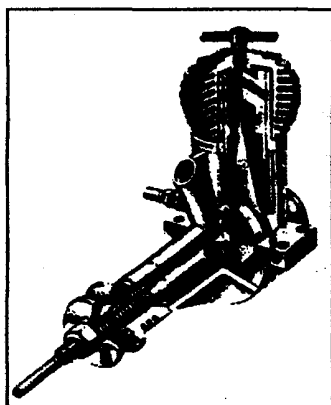
This follows very closely to the original, retaining the same bore/stroke and crankshaft diameter as the original

imperial sizes. It is a very compact engine for its capacity, weighing only 4 1/4 oz's. In its heyday this was a big advantage as power to weight ratio was often the overriding consideration not just absolute power. The steel liner is threaded to screw into the crankcase and to accept screw on cooling fins. Five vertical transfer passages are cut on the inside of the liner and finish below the five radial cut exhaust ports. Due to the width of the ports no overlap of the ports is possible. As a result of this a veto conservative transfer opening period of only approx. 78 degrees was measured on the test engine, with a much larger exhaust timing of approx. 140 degrees. The

BORE	TYPE	RPM
12 x 6	APC	6,600
11 X 6	APC	7,800
10 X 6	APC	9.2
10 X 4	APC	10,300
9 X 5	G. NYLON	11,000
9 X 4	APC	12,600
8 X 5	G. NYLON	13,300
8 X 4	APC	14,400
7 X 4	APC	16,500

external portion of the liner above the exhaust is reduced in diameter to save weight. A cone shape cast piston is used with the gudgeon pin set very high. This has two major advantages, firstly it enables a reasonably long con rod to be

used, which reduces side thrust forces while retaining an overall shorter engine, and secondly the thick part of the piston necessary to support the gudgeon pin is only in the upper part of the piston resulting in a lighter piston. The piston on the replica was further lightened by cutting an oval inside the thick part of the piston. One difference from the original is that the original Amco 35 had a blind hole in the piston for the gudgeon pin (which must have made removal tricky) where as the replica retains the pin using circlips.



A fairly short hardened crankshaft of 3/8" diameter with a hollow crank pin and a full circle crank web is used. Filming of the crank shaft induction is also fairly conservative, only being fully open around 40 degrees BTDC, closing approx. 25 degrees ATDC. This runs in an unbushed light-weight crankcase.

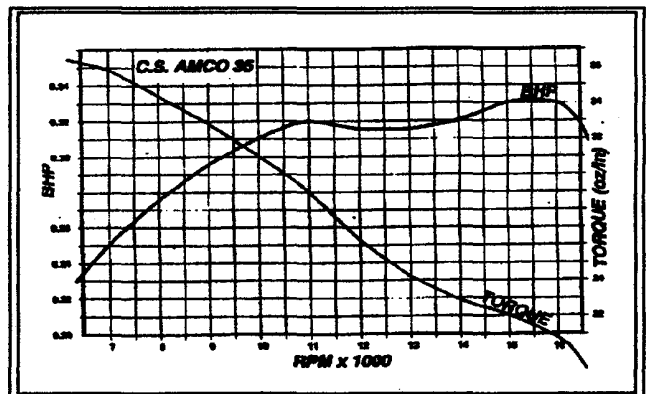
A very oversquare bore/stroke ratio is used (0.69", 0.56" respectively) which again aids a very compact set up. The whole engine was obviously designed with light weight in mind and resembles a smaller capacity. It is certainly one of the most compact engines, for its capacity, I have ever operated. Incidentally, although many parts are made to imperial sizes it does not mean that replica parts would fit an original Amco 35.

Running in

I have to say I did approach running the test engine with a few reservations. Many engines of this era and capacity were less than kind to their opsators? in fact the original mark 1 Amco 35 was often refereed to as a finger biter. It came as a pleasant surprise to find that the test engine was easy to operate and never bit me once even when starting on r propellers. I was even more surprised at the range of performance it had to offer. Initial running was done on a trimmed 10x6 to give plenty of flywheel effect and cooling. At first the piston fit was a little on the tight side but this run-in to be a very good fit. While starting was never instant it was not difficult, Z responding to all the usual priming/choking operations in a very predictable manner. Once run in it would start from cold on its running settings taking 30 sec's to 1 min to warm up, depending upon the prop it was turning. Response to the compression was very good without being critical. The needle valve, which is a faithful copy of tne original, suffered from going ich/lean/rich/lean as it was screwed in. It was still possible to get a correct setting but it meant that if the needle was slightly rich as you went past the lean point it would need screwing in another whole turn to get to the next lean part to get a setting. Although the test engine had good suction. if used in a control line model the venturi size (6.5mm with a 3.5mm s/bar) may be slighdy borderline for a good setting and need reducing lightly.

Testing

A range of propellers were tried and it soon became evident that it was able to operate on a very wide rpm band. As expected from its conservative set up it turned large propellers well and was quite happy on a 10x6.



What did surprise me was its ability to run on much smaller propellers without showing signs of stress and not shaking it self to pieces. Vibration was quite low for a 3.5cc diesel engine. The resulting bhp curve is very flat above 11,000rpm with a slight dip, peaking at 15,000 rpm and producing 0.33 bhp, but not falling off until 16,000rpm where it fell of rapidly. This power output is much higher than the original quoted in the AeromodelER test of 1949 when an output of 0.26bhp at 11,600 rpm was obtained. In the original test report a dip in the bhp curve was also reported, although the actual values obtained were quite different.

I borrowed an original Amco 35 (mark 1) in good condition for comparison. The replica was indistinguishable in performance and very similar in handling to the original. It made me wonder if some of the original stories about its ability to bite fingers may have been down to the fuels used rather than the engine. The original Amco 35 also had a reputation for falling apart because working parts were so minimal in size to save weight. The replica did not show any signs of wear or breaking up even though it was operated way outside its expected operating range and ran at over 17,000rpm. When running on small propellers the contra piston had a tendency to back off but was OK at more sensible rpm's. In an attempt to establish whether the flat bhp curve was a result of the small transfer timing I placed a 0.030" soft aluminium shim under the liner. This raised both the exhaust and transfer timing to approx. 96 degrees and 152 degrees respective@. Surprisingly the result of this was to have no effect at all on performance on the smaller propellers, implying that something else was responsible for the flat bhp curve. idle shape of the power curve implies that in practice a range of propeller sizes could be tried without loss of power making it easier to select the correct propeller for a particular model. In reality I suspect best results would probably come from using a 9x6 (or equivalent rpm) sized propeller.

Conclusion

Here is another reasonably priced replica at £60 + £2 pap from Ian Mander (F2A Supplies) complete with after sales spares service. It turned out to be a much better engine than anticipated, not living up to the originals reputation of being a finger eater. I am sure that if this is a typical example it will find plenty of use in control line flying where its excellent power to weight ratio makes it a good choice especially for the vintage style of model enabling in some cases the Original specified engine to be used.



SAM LIFE MEMBERSHIPS.

from Sam Speaks #127

Life memberships can be purchased by members age 40 up to age 80 during 1996 at the following rates:

Age 40 thru 44	\$370	Age 60 thru 64	\$270
Age 45 thru 49	\$350	Age 65 thru 69	\$230
Age 50 thru 54	\$325	Age 70 thru 74	\$190
Age 55 thru 59	\$300	Age 75 thru 79	\$155

Pro-rata credit will be allowed for dues paid for any period in advance of the life membership commencement. For example, in purchasing a life membership on a July 1st, if dues are paid through December 31 St., a \$9.00 credit to the appropriate rate will be allowed.

A photo of the member's driver's license or passport (no birth date fudging!) along with a check for the amount due is all it takes. Life members receive a plaque recognizing their status and the letter L will then follow their SAM membership number. Interested members contact SAM Secretary/Treasurer. Larry Clark, R0. Box 528, Lucerne Valley, CA 92356



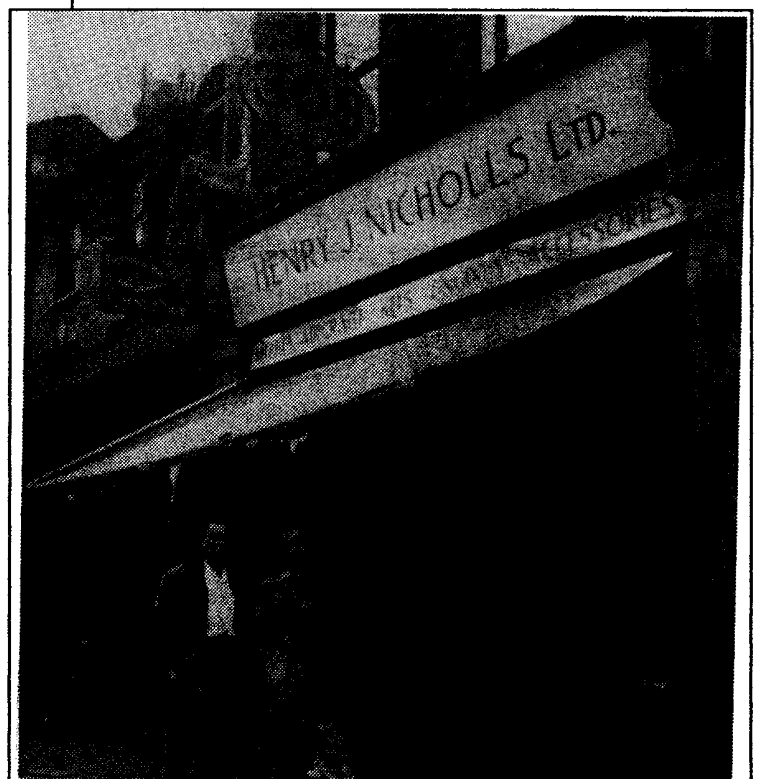
Guarantee

SPITFIRE engines are built with extreme care. Each engine is guaranteed for a period of ninety (90) days against any defective material or workmanship, provided the enclosed card has been properly filled out by purchaser and mailed to us within five days from date of purchase. However, we are not responsible for the following and this guarantee is automatically void should our inspection disclose that:

- (1) Engine has been disassembled.
- (2) Parts have been mutilated or changed.
- (3) Damage due to collision or crashes.
- (4) Improper lubrication.
- (5) Burned up from running with a flywheel.

Should any claim for replacement occur within 90 days from purchase date, return engine to manufacturer postpaid both ways. Include your name and address, date of purchase, and what appears to be at fault.

MEL ANDERSON MFG CO.
1818 THIRD AVENUE
LOS ANGELES 9, CALIFORNIA



Tyrrell & Brown circa 1953 Hollway Road England.

THE VINTAGENCY SAM 84 NEWS.

Somewhen in April 1996

1. The Chairman has died, long live the chairman.

You all know Colin Borthwick has died. you all know he has left a gap that will not be filled. Colin was our only life member and, perhaps, our fiercest competitor. He built beautiful models which he flew beautifully, and he loved to share his pleasure in those models with us all.

You all know he fought with the rulemakers to ensure a set of workable competition rules that would guarantee clear understanding of what we were about. He was, certainly, successful in his battles.

I will remember him for the way in which he opened up communication between us and his many overseas friends. His close friendships in the USA were shared with us and enabled us to broaden our delight in this oldtime entertainment.

Our best wishes have gone to Merrilyn, Jonathon, and Nick.

2. After last month's safari to Yatala Heights, I groan to advise you that the next month's meeting will also be in the Antarctic depths of Loganholme on April 12 at 1930. Try Jim Hardy at 4 Dawn Street Loganholme 4129 Ph. 380 17486 UBD B4 73. To provide some level of balance, the May meeting (03-05-96) will be much further north at Col Somers', and the June meeting (07-06-96) at Barry Dent's.

3. Let me remind you about the 1996 program.

12-04-96	Meeting	J.Hardy's
14-04-96	TOMBOY 1/2A Texaco	COWPAT
21-04-96	DALBY funfly weekend	
28-04-96	Texaco	COWPAT
03-05-96	Meeting	C.SOMERS
05-05-96	AMBEREEY Airshow	
05-05-96	SAM84 funfly	COWPAT
12-05-96	Vintage Freeflight	WIVENHOE Pkt
19-05-96	The Gathering of Eagles	MUSWELLBROOK
26-05-96	SAM84 Champs	COWPAT
07-06-96	Meeting	B.Dent's
09-06-96	TWOCC-COM	COWPAT
15-06-96	? DALBY OT meeting	
0707-96	Arthur Gorrie Commem	NMAA Wacol
28-07-96	MK17 Tex. (Ampolaco)	COWPAT
04-08-96	Terry Jack Commem	Do
08-09-96	Nostalgia	Do
06-10-96	38 Antique & ONECC	Do
19-10-96	DALBY Golden Era	
03-11-96	Class A Texaco	COWPAT
10-11-96	Vintage Freeflight	WIVENHOE Pkt
24-11-96	Christmas breakup	COWPAT
08-12-96	Standard 40	Do

4. CONTEST REPORTS

14-01-96 The funfly was fun but light on with adventurers.

04-02-96 DURATION

My notes tell me this was sweet February as expected. Overcast, humid, hot- this must have been our punishment since this February has been mainly mild and amiable, almost a season of mists and fruitfulness. The wind was not, however, from the west but varied SE/ENE at about 4 knots. There were three in the flyoff out of eight starters.

1	Dave Paton	Playboy Snr	OS61FSdremel	1260+617	1877
2	Mike Moore	Bomber	OS32H	1260+613	1873
3.	Allan Mowat	Bomber	Rossi 40	1260+395	1655
4.	Jim Hardy	Bomber	Enya 53	1248	
5.	Des Slattery	Super Quaker	McCoy60 glow	1070	
6.	Peter Doolan	Commando	ASPI2	652	
7.	Col Somers	Lanzo RB	OSIOFSR	490	
8.	Trevor Carey	Playboy Snr	Enya 15 cooking	418	

I long for the day when a non-PlayBoy/Bomber, preferably powered by something of the ilk of a Comp.Special wins the Duration event. Think of the crashery that avoids.

Speaking of sed crashery, the MAAA rules committee is exploring ways and means of stopping the rain of parts from overpowered Playboys, etcetera. Our models were, in the main, designed by youths who were exploring the engineering limitations of structures powered by lolloPing Browns and O&Rs-a nominal 1/4 horse and often only the head, tail, and stomach at that. Nowadays we push two horsepower up front and stand back. It is a good thing we are surrounded by less naive designers who can redesign these eroplanes around proper structures capable of safely absorbing this power. It is a matter not only of SIMPLICATE AND ADD LIGHTNESS, but to add STRENGTH as well.

03-03-96 TWO CC LER

I am going to have to write more comprehensive notes. Those written on the field on this pleasant day, like my telephone memos, are more like the crucial clue in a P. Cornwell murder mystery. There was a warm, 8 knot breeze with clear cumulus roads but with an inversion layer making lift hard to find. Apparently 20 second engine runs were not enough to reach the heavens. Les splashed his Playboy Cabin- literally. The omens for July 28 were propitious since the MK17s were notably Present and running nicely. Behold:-

1.	Des Slattery	Kerswap	Cox 09Med.dremel	883
2.	Tony Hart	Commando	MVVS12	715
3.	Mike Moore	Playboy Cabin	MVVS12	651
4.	Dave Paton	Bomber	OSCZ11	648
5.	Peter Doolan	Commando	EnyaO9	590
6.	Allan Mowat	Kerswap	Enya cxll	550
7.	Col Somers	"C" Raider	MK17	444
8.	Rick Hart	Commando	OSIOFSR	339
9.	Les Parker	Dallaire	OSIOFSR	L.O.W.

I like TWO CC- they bounce beautifully and not one has, as yet, exploded.

5. Remember our generous sponsors:

'OLD TIMER' Aircraft
1 (B) Aubrey St
Ingleburn NSW 2565 02 605 5912 and

MACHEAST Engines
PO box 1043 Bondi Junction NSW 2022

6. This coming April 14 involves two events. The first is TOMBOY RC which is dear to my heart. I will surprise you with my model one of these years. I suppose my finishing that Tomboy is a little like Queensland winning the Sheffield Shield- once done you are no longer unique. Since TOMBOY RC is a ratio event you will find it better to fly 30 seconds on a 2 second engine run than 14 minutes 59 seconds on a 60 second run. Numbers will always give the truth.

For the dreaded LEROY'S REVENGE, the trick is to remember that last year's tank is illegal. You must use a Silver Bee tank or a Texaco Jnr tank. MUST stop arguing.

It is also a good idea to insert a 1/4" ply plate between your new tank and the firewall- this stops the propellor chewing the front of the pylon on your marvellous flying machine.

7. July 28 will see the debut of our new Vintagent's only event - the standard 1.5 Texaco. or Sesquitex, or even Ampolaco given the present state of the stockmarket. Herein find a reminder of the skeleton rules.

MIN. TOTAL WING T/P AREA	35Qsq.ins
ENGINE	Russian MK17.
PROPELLOR	9x4.
FUEL ALLOTMENT	8 mls.
MODEL	Eny model to 31.12.59. scaling allowed.
FLIGHT TIMES	10,12 and 15 minutes
ATTEMPTS	No times under 2 minutes recorded.
TAKE OFF	HL or ROG.
FLYOFF	Longest time.

8. I ment to give my best wishes to anyone braving Swan Hill or Canowindra but this may well be written after that sort of deadline. I may have weaselled on Brian Potter and not gone myself.

BEST WISHES, THERMALS, ETC

Barry Dent.

THE BARON ON SWAN HILL.

We had a fab afternoon at Swan Hill on Easter Friday. Sunshine and a light variable breeze put everyone into a happy mood, and Derry Brown started proceedings a bit early to take advantage of our good luck with the weather. Conditions were ideal for half-A, and the only problem was the usual one of keeping the little engines going till the fuel ran out. With clear skies, a few cumulus clouds and light lift; not to mention the kites that shared our thermals and down drafts, there were 13 in the fly-off, and a couple of frequency clashes required a double bungler finish.

In the first group Peter Hosking found the best air and took advantage of it. He actually landed not long before Don Howie, in the second group, was scratching around in a dying thermal, trying to sneak past my score which was then second in the strandings. He did. Analysis of the event then followed.

Some thought that there were too many in the fly-off. I didn't. I thought it was fun with lots of models to distract one from flying one's own model. In such calm conditions there was no problem at all. In windy conditions it probably would not have been so manageable.

The problem was that not everyone was in the same fly-off due to frequency clashes, and therefore did not get the same air, which implies they did not get the same opportunity to compete. This is not fair. The advantage may go to either fly-off, so it is not fair to any of the fly-off contestants. Therefore all fly-off contenders must be in the one, and only, fly-off.

This could be achieved by reducing the number who qualify for the fly-off, but not necessarily so. The only way to get a one fly-off situation is to have alternative crystals, and change frequencies to avoid clashes. With AM radios this acceptable, but I am not so sure about FM. To reduce the number in the fly-off, make all the qualifying rounds to count towards the flyer's score; and, if necessary, add a round or two.

These two suggestions would require the minimum of rules changes: if any change was needed at all. Or try something different. Organise the flyers into pairs who fly-off against each other, the winner from each pair continuing to the next round. Like match racing with yachts; or the tennis singles. Alternative frequencies would be needed for this idea.

And how about a scoreboard to show the progressive positions of the flyers as the flights are made.

It was a great afternoon at Swan Hill. Their club facilities are great, and include a nice green control line circle. And Half-A is great. You can't buy your way into the winner's circle in this one?

Cheers, The Olde Baron.

→

ANDERSON SPITFIRE HISTORY

RCM March 1984 Engine Clinic by Clarence Lee

Dear Clarence,

An acquaintance of mine recently purchased a mint "Anderson Spitfire" 65, 6100 series ignition engine. The former owner didn't relate the history of this engine but sold it for quite a bit of money. We are curious about this engine and would like any info you could give us. Thanks.

Yours, Mike Dickinson Woodland, Washington

The Anderson Spitfire was designed and manufactured by Mel Anderson here in Los Angeles from 1947 up until 1949 when manufacture was discontinued and Mel concentrated on a series of 1/2A type engines. The engine was a real quality product but did not become a "favorite" among the U-control pattern fliers due to its size and weight. An earlier design of Mel's—the Super Cyclone, designed prior to WW II while Mel was an employee of Aircraft Industries who manufactured the Baby Cyclone and Super Cyclone engines (the Baby Cyclone designed by the late Bill Atwood), always seemed to be the more popular engine due to the same power output but being smaller in size and lighter in weight.

In the early 50's Mel's company filed bankruptcy and K & B purchased the assets. Johnny Brodbeck, Jr., who was still in high school at the time, and well-known U-control speed flier Lew Mahieu, who originated Supersonic fuels, assembled Anderson Spitfire engines and some were sold at that time. K & B later traded the Anderson tooling, dies, and remaining parts to Lew for rights to his Supersonic Fuels. Lew later sold the Anderson project to a gentleman named McCord, and McCord continued to produce the engine through about 1958 in both spark ignition and glow versions as well as an R/C version. McCord later sold the Anderson project to a man whose name I do not know and he, in turn, sold the project to Ralph Mroch in Denver, Colorado (REMCO). Ralph also acquired the remaining tooling and parts for the Super Cyclone engine and sold REMCO Super Cyclones and Anderson Spitfires for many years. More recently Ralph sold the Super Cyclone and Anderson Spitfire tooling to Karl Carlson of Replica Engines in San Jose, California. So you can see, the Anderson engine has been through many hands over the years.

The engine was made in both ringed and lapped piston versions as well as in .61 and .65 cu. in. displacements. How many engines were manufactured over the years. I have no idea but I should guess many tens of thousands. After going bankrupt, Mel Anderson went to work for Henry Engineering (Veco) and designed their 100 series Veco .19, .29, and .35. Mel and Gil Henry, who owned Henry Engineering, later had a series of disagreements and Mel left the company. It was at this time that I became Veco's design consultant. As far as I know Mel Anderson is still alive and living here in the Los Angeles area, but well along in years now.

→

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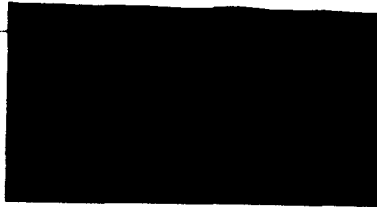
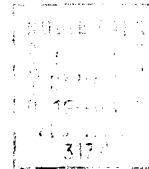
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