



SAM 600

Inc.

VICTORIAN R/C OLD TIMER ASSOCIATION

The voice of Old Timers from Victoria. ++++++



Meeting # 44. Meeting # 44. **A.G.M.** Meeting # 44. Meeting # 44.



NEXT MEETING



Is on Thursday, July 25, 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 (#45) is Sep.5, 1996, and should be sent to the editor, at the address shown on the last page. Pictures please.  

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COMING EVENTS.

July.25	AGM	Meeting #44
July.28	OT fly day Warragul	LVMAC
Aug.11	Fun scale	P&DARCS
Aug.25	OT fly day Warragul	LVMAC
Sep.22	OT fly day Warragul	LVMAC
Sep.26		Meeting #45
Sep.28-29	Mammoth Scale	VRF Shep.

Oct.5-	38 Ant./Duration	NSAC
Oct.6	Texaco	NSAC
Eastern states Gas Champs National Sports & Aviation Centre Wangaratta.		
Oct.27	OT fly day Warragul	LVMAC
Nov.28	Annual Auction night	Meeting #46
Jan.26 1997	Roy Robinson	P&DARCS
Jan.30 1997		Meeting #47
Feb.9 1997	Monty Tyrrell Scale Rally	P&DARCS
Feb.9-1997	Glider Fun Fly	GMAA
Feb.18-23-1997	Avalon Air Show	
Mar.2 1997	Fun Scale (Keilor)	KDMAS
Mar.15-16-1997	Vic State Champs tba	
Mar.23	Open Fun Fly	P&DARCS
Mar.27 1997	Last Meet before S/Hill	Meeting #48
Mar.28-31 1997	Swan Hill OT	SHMAC
Apr.27-1997	Vic.State Champs Glider Leaks Rd. Mel.225 H2.	VARMS
May 4-1997	O/T Geelong	GMAA
May 11 1997	Mothers Day	
May 17-18-1997	Mammoth & Scale F/In	SHMAC
May 25-1997	Model Engines 4/sFlyIn	MARCS
May 29 1997		Meeting #49
Jul.5-12-1997	OZ.Nats	Darwin
Jul.31-1997	AGM Silver Anniversary	Meeting #50
☺		
Weather for the day at Drouin contact Trevor Boundy on 056 287 688		
☺		
On most Sunday afternoons there is casual flying on a private property at Lang Lang, (conditions permitting) by courtesy of Fred Chigwidden's son David. Members especially those new to flying are welcomed to this field. Model and pilot training sessions are conducted by Peter Donovan and others. Location and local field rules can be obtained from Fred Chigwidden at home on 059 975 675.		



PRESIDENT'S REPORT.

Hi there, we are once again at the end of the year (financial that is!). Not many new faces turning up at comps. And flyins, one possible reason could be the perception amongst not/new old-timers that the rules are always changing.

While this is true, the changes are usually minor and do not effect the choice of plane or motor, being mainly concerned with fuel allowance or engine run time, in order to comply with the CAA height limitations, which is law !!!! Not competition rules. Not many comps between now and Christmas but there could be a few flyins, with the rerun of Warragul and maybe one or two at SWAMPS. See you at Wangaratta. Fly safe and long.

Vice President Peter Donovan. ☺

1996 EASTERN STATES GAS CHAMPS OLD TIMER R/C COMPETITION

**NATIONAL SPORT
AVIATION CENTRE
WANGARATTA, VICTORIA**

**SATURDAY 5th OCT.
38 ANTIQUE/DURATION**

**SUNDAY 6th OCT.
TEXACO**

**ENTRY INFORMATION
S.A.M. 1788 SECRETARY DAVE BROWN
(063) 51 2513**

**EARLY BIRD ENTRIES CLOSE
MONDAY 24th SEPTEMBER**

INTERNET ADDRESSES.

Model Aeronautical Association of Aust. (maintained by Ray Pike)

<http://www.ozemail.com.au/~maaa>

FAI statutes, by laws, competition callender

<http://www.fai.org/~fai/>

SAM USA Home page, world listing of chapters etc

<http://www.napanet.net/~nedn/>

R/C soaring

<http://www.cursci.co.uk/rc-soar/index.htm>

EDITORIAL REPORT.

At the end of this financial year we have 65 names on our mailing list which is made up of 53 financial members and 12 other people receiving complimentary copies of our newsletter some of who send their own newsletter to us in return.

Our AGM is coming up again and should make an interesting night, the only AGM news to report is that Don Cameron won't be available for re-election.

As promised this newsletter has the results of "SAM 600" frequency usage survey, which shows the vacant channels for those wishing to buy or change crystals.

Elsewhere in this chronicle is information regarding the 1996 Eastern States Gas Champs held at the Nat.Sports and Aviation Centre Wangaratta Victoria. This contest is organised by SAM 1788 which was the first of the now five SAM chapters to be formed in OZ, and provides an excellent opportunity to make and renew friendships. This competition can only strengthen the ties between our five chapters and has the potential to develop into the biggest annual get together in OZ.

Forward planning for our events has been difficult, so I have made an effort to run our callendar a bit further ahead and added other relevant events which could be of interest.

Trevor Boundy. ✍

COVER PAGE.

Graheme Shackelton and Graeme Sinclair at Mt Hollowback Aug 1988, with Cirris and Myjet.	"Chairman of SIG for O/T in the MAAA" Allan Laycock steering editor's ship around slope at Kerrie Brae above town of Yarragon in Gippsland
Lifer Bob Munn, with his 54' Anderson Pylon, 440 squares, 30 oz, Burford Elfin 2.49.	NOTAM tower just completed, Graeme Sinclair, Geoff Lawson and Graham Fatterson. Now located at Bendigo field. (Trevor's HT)

CHANGE OF ADDRESS ?

Please forward telephone or address changes to your editor at (H) 056 287 688.

➔

KTRONICS FIELD CHARGER.

by ED.

At Swan Hill this year I was recently very impressed with a friend's Hitec field charger. Being retired now I carefully considered a similar purchase.

After I had made the decision to buy I approached fellow flyer Cliff McIvor at Hawthorn Hobbies who is a Model Engines stockist, only to find that he was out of stock of the Hitec charger. I was persuaded to purchase a Ktronics Computer Field Charger (\$149.00) which is manufactured at Asquith in NSW.

I have been very pleased with it's performance so following are some extracts from the instruction manual -

FEATURES

- Australian designed and manufactured.
- Two channels operating totally independent of each other.
- Binding posts are provided on each of the output leads. These can accept 4mm banana plugs, pin or fork crimp lugs or bared copper wire.
- Microprocessor controlled with mosfet outputs.
- Advanced mathematical algorithm ensures detection of the peak in the charging curve to ensure a full charge each and every time. This algorithm also minimises false and nuisance tripping.
- Channel 1 can charge 4,5,6,7 or 8 cell nicad packs, and channel 2 can charge 4 or 5 cell nicad packs.
- Each channel's charge rate can be varied from 0 to 1.2 amps.
- Charger automatically switches into a trickle charging mode after peak detection.
- End of charge alarm. A beeper sounds for 30 seconds when the charger switches from charge to trickle.
- 70 minute charger cutoff provides a secondary backup which further protects your nicad packs.
- Detection and indication of incorrectly connected nicad packs: this prevents damage to both the computer field charger and the battery packs.
- Controlled by an 8 bit microprocessor running at 4.9mhz.
- Black anodised high grade extruded aluminium casing.
- Tough polycarbonate front panel.
- One year warranty.

FRONT PANEL LIGHT INDICATIONS

Located on the front panel of the computer field charger are 5 indicating lights. There are 2 lights per channel and 1 light to indicate if power is available:-

LIGHT	DESCRIPTION
Charge.	The channel is charging the nicad pack connected to it.
Trickle.	The channel is trickle charging the pack connected to it.
Charge and trickle lights blinking simultaneously.	Nicad pack reverse connected.
Charge and trickle lights blinking alternately.	Nicad pack less than 0.4 volts per cell.
Charge light blinking slowly.	The battery supplying power to the charger is too low in voltage.
Power on.	Power is available from the car battery.

The bonus for me is the ability to charge a three cell ignition pack on the receiver channel (checked with supplier. It's OK).

→

AUSTRALIAN SAM CHAPTERS GROW

It is with great pleasure that I can announce that South Australia now has its own chapter:-

SAM 93 SOUTH AUSTRALIA

President :- Ian Promnitz
(H) 082 619 518
127 Collins Street
BROADVIEW 5083

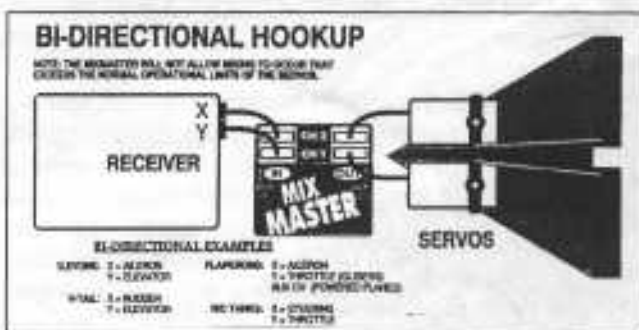
Treas./Sec. Ian White
PubRelations Don Howie

→

CHANGE OF ADDRESS ?

Please forward telephone or address changes to your editor at (H) 056 287 688.

→



For mixmaster item:-

MORE ON THE MIX MASTER



by ED

Following the successful use of the ACE R/C mixing unit on my V tail O/T'er I thought you might be interested in more information:-...

PROGRAMMING

Remove the MixMaster's top case half by taking the two pieces of tape off the edges of the case; save the tape to re-secure the case halves later.

Notice the "DIP" switch on the PC board. Changing positions of the 8 different switches on this device allows you to program the MixMaster for various applications. Note that each switch is labeled from 1 to 8 and that moving the lever away from the numbers and toward "ON" will turn that particular switch ON. A dowel sharpened with a pencil sharpener is a handy aid for flipping the switches. When changing the switch settings, always turn off the power. We will cover the various settings later.

In order to simplify these instructions, we will divide the following into two sections covering bi-directional then uni-directional applications.....

BI-DIRECTIONAL

We will use the example of elevons on a delta wing airplane in the following instructions. Bi-directional applications are

Elevons Flaperons R/C Tanks and V-Tail.....

Flip the DIP switch labeled "1" to ON. All others need to be off.....

Bi-directional DIP Switch Settings

"ON" Switch	Servo Throw
1	Full
2	1/2
3	3/4

All other switches are OFF.
Mix Ratio is equal.

UNI-DIRECTIONAL HOOKUP

We will use the example of Coupled Ailerons-Rudder on a high wing airplane in the following instructions. Uni-Directional applications are **Coupled Ailerons/Rudder, Elevator coupled to Flaps, Elevator compensation with Flap deployment and Tail Rotor compensation with Throttle advance.....**

Next you need to get the rudder servo to correspond with rudder command. It can be tricky and may take some experimentation. Servo reversal in the transmitter is the easiest. If this is not available, another technique is to add a servo reverser between the receiver and the MixMaster. A combination of the above should give you the desired results.

Next, you can select the desired amount rudder throw obtained when you give aileron command. It is adjustable between **Unidirectional DIP Switch Settings**

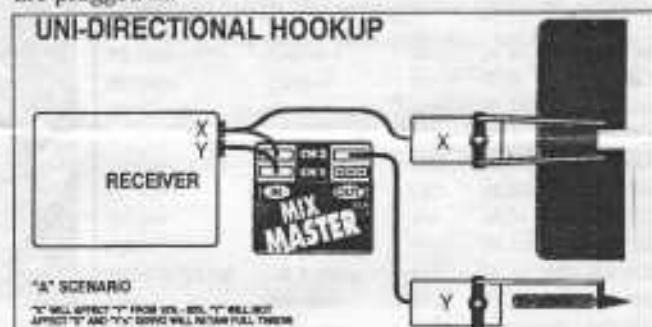
"ON" Switch	Scenario "A"	Scenario "B"
4	10%	90%
5	20%	80%
6	30%	70%
7	40%	60%
8	50%	50%

All other switches are OFF.

(a Y harness will be needed)

10% and 90% depending upon DIP switch setting and how the receiver and servos

are plugged in.



When you have the MixMaster configured as shown in Scenario A, the influence of the aileron channel on rudder is selectable between 10% and 50% with switch settings as shown in the chart above. You will want to experiment until you have achieved the desired result.

+



Concourse D'Elegance at Swan Hill 1996 was won by your editor with the -Vee Tailed Swallow powered by OS 60-Texaco, OS 40 2s Std-Duration and Anderson 65 for 38-Antique (came to grief with Anderson, going too fast), now flying OK without full flying tail surfaces.

BEMM SILK

from Tony Cincotta Saturn Hobbies.

Tony tells me that Bemm Silk as purchased from the milliners (and indeed most dressmaking materials) can be boiled to remove the starch (which the manufacturers include to make the cloth look more saleable) and hence reduce weight or add lightness!

Only problem is that with the starch removed the weave is then very open and requires a lot of doping or covering with lightweight tissue to close the pores. I guess silk over solid balsa still looks fairly hassle free. ED



Tyrrell/Brown combo Traralgon 1956? State Champs.

**ROGERS
RADIO**

**KNOWN FOR QUALITY RADIO
SERVICE- NOW A FULLY STOCKED
R/C HOBBY SHOP**



**Take off to Rogers for a great
selection of modelling gear**

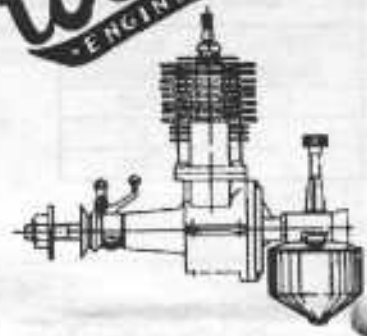
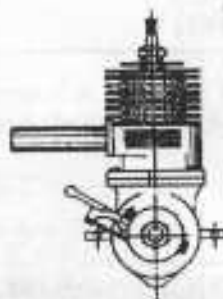
MODEL KITS
RADIOS
ENGINES
ELECTRIC POWER
BATTERY PACKS
RECEIVERS
HARDWARE
COVERINGS
SERVOS
LEADS & PLUGS

ACCESORIES
PROPS
BALSAs
BRASS
AND MORE,
PLUS SERVICE
& REPAIRS,
AND FREE
ADVICE FROM
AN EXPERT!

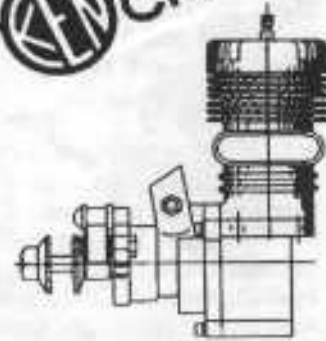
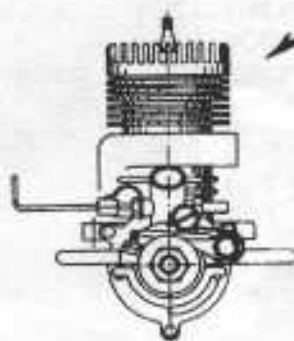


SHOP 3,
368-372 LATROBE TCE
NEWTOWN
GEELONG 3220
PH: 052 22 5085

**Rocket
ENGINE**



**LEN
CRAFT**



SAM 600 FREQUENCY REPORT.

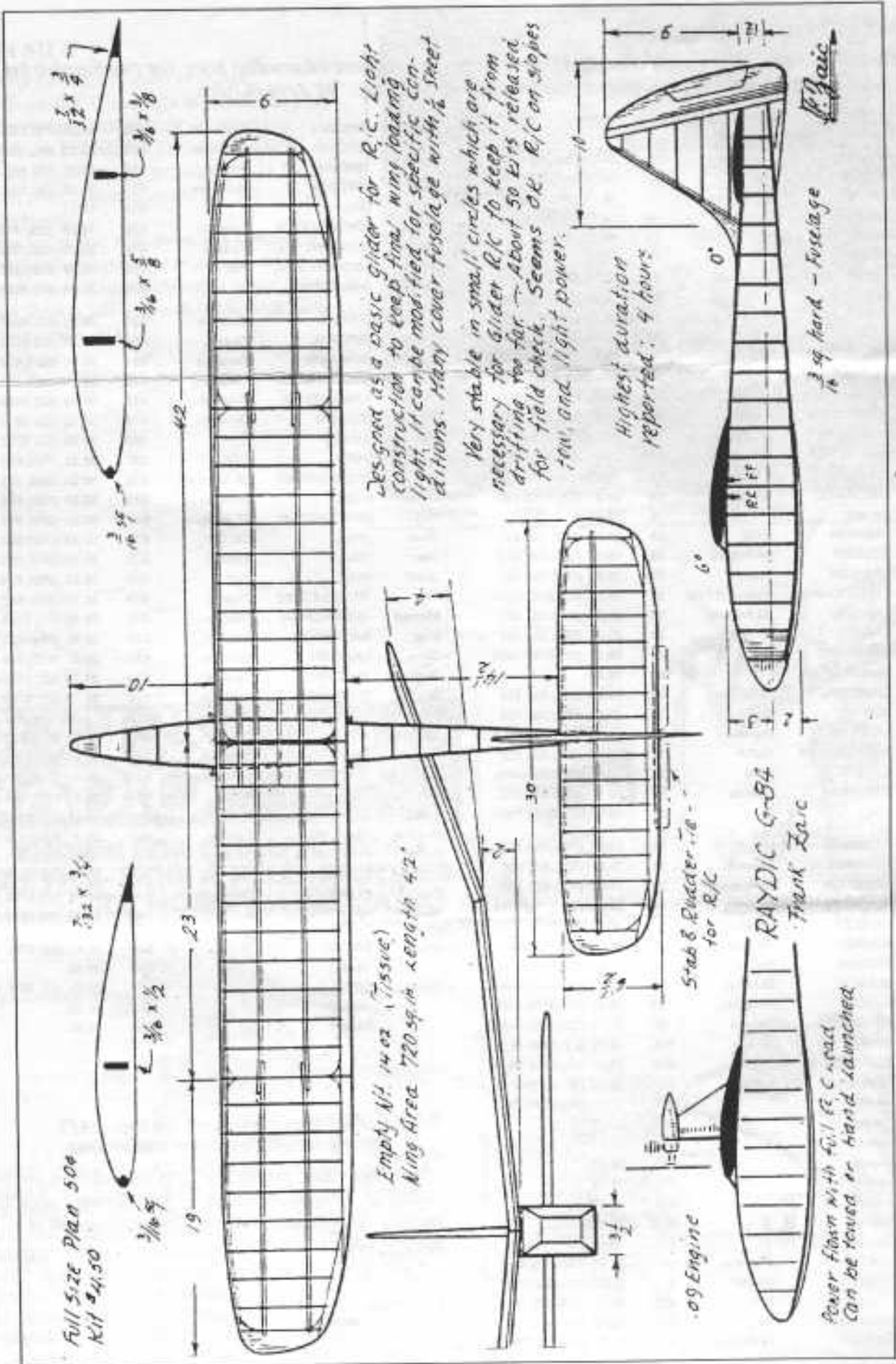
This table is the result of the survey done by Derry Brown with additional information from our membership list and another table giving channel to frequency data. (ranked by channel #) Access rules.

Fname	Lname	event	cha nnel	MHz	Mel				
Warwick	BROMBY	Duration	10	29.73 (056)	552 034	Rex	BROWN	2 CC	625 36.25 (08) 293 2214
Warwick	BROMBY	Half A	10	29.73 (056)	552 034	Rex	BROWN	Duration	625 36.25 (08) 293 2214
Warwick	BROMBY	38 Antique	10	29.73 (056)	552 034	Rex	BROWN	Texaco	625 36.25 (08) 293 2214
Warwick	BROMBY	Texaco	10	29.73 (056)	552 034	Rex	BROWN	Nostalgia	625 36.25 (08) 293 2214
	Vacant		12	29.75			Vacant		627 36.27
	Vacant		14	29.77		Fred	CHIGWIDDEN	Duration	629 36.29 (059) 975 675
Peter L.	DONOVAN	Duration	16	29.79 (056)	787 330	Ray	WOODHOUSE	Texaco	629 36.29 (060) 562 303
Max	HAYES	?	16	29.79 (03)	9798 2003	Ray	WOODHOUSE	Half A	629 36.29 (060) 562 303
Peter L.	DONOVAN	Texaco	16	29.79 (058)	787 330	Bernard	HALSTEAD	?	629 36.29 (03) 9801 6139
Chris.	LAWSON	Half A	16	29.79 (052)	758 482	Kevin	FRYER	Duration	631 36.31 (03) 9842 4361
Peter	WHITE	Half A	16	29.81 (050)	329 664	Derry	BROWN	Texaco	631 36.31 (03) 9702 1952
Peter	HOSKING	Half A	20	29.83 (052)	661 608	Graeme	SINCLAIR	Duration	631 36.31 (054) 478 590
Michael	UHRMACHER	Half A	20	29.83 (03)	9553 4391	Ray	WOODHOUSE	Std.Dur.	633 36.33 (060) 562 303
John	WHITTAKER	Texaco	22	29.85 (03)	9754 6982	Michael	UHRMACHER	Duration	633 36.33 (03) 9553 4391
John	WHITTAKER	Std.Dur.	22	29.85 (03)	9754 6982	Robert	ELLIOTT	Duration	633 36.33 (03) 9874 1093
John	WHITTAKER	Duration	22	29.85 (03)	9754 6982	Max	HAYES	?	633 36.33 (03) 9798 2003
Jerry	BROWN	Duration	22	29.85 (03)	9702 1952	Geoff	HALL	2 CC	633 36.33 (059) 684 228
Graham	McDONALD	38 Antique	24	29.87 (03)	9789 3609	Ray	WOODHOUSE	38 Antique	633 36.33 (060) 562 303
	Vacant		26	29.89		Geoff	HALL	Duration	633 36.33 (059) 684 228
Chris.	LAWSON	2 CC	28	29.91 (052)	758 482	Ray	WOODHOUSE	38 Antique	633 36.33 (060) 562 303
Trevor	BOUNDY	38 Antique	28	29.91 (058)	287 688	Geoff	HALL	Std.Dur.	633 36.33 (059) 684 228
Chris.	LAWSON	Texaco	28	29.91 (052)	758 482	Geoff	HALL	Texaco	633 36.33 (059) 684 228
Michael	UHRMACHER	Vintage Glider	28	29.91 (03)	9553 4391	Geoff	HALL	Half A	633 36.33 (059) 684 228
Chris.	LAWSON	38 Antique	28	29.91 (052)	758 482	Ray	WOODHOUSE	Texaco	633 36.33 (060) 562 303
Chris.	LAWSON	Nostalgia	28	29.91 (052)	758 482	Michael	UHRMACHER	Texaco	635 36.35 (03) 9553 4391
Graham	McDONALD	Half A	28	29.91 (03)	9789 3609	Max	MATHESON	Texaco	635 36.35 (054) 422 283
	Vacant		30	29.93		Chris.	LAWSON	Duration	637 36.37 (052) 758 482
Don	CAMERON	38 Antique	32	29.95 (052)	613 174	Graham	McDONALD	Texaco	639 36.39 (03) 9789 3609
Trevor	BOUNDY	Half A	32	29.95 (058)	287 688	Graham	McDONALD	Duration	639 36.39 (03) 9789 3609
Peter	LANSLEY	Duration?	32	29.95 (03)	9789 0596	Brian	LAUGHTON	Duration	639 36.39 (059) 897 443
Merv	BUCKMASTER	Half A	32	29.95 (057)	672 322	Charles	WYATT	Duration	639 36.39 (059) 865 584
Don	CAMERON	2 CC	32	29.95 (052)	613 174	Derry	BROWN	Duration	641 36.41 (03) 9702 1952
Don	CAMERON	Texaco	32	29.95 (052)	613 174	Len A	MOSTERT	7 receivers	641 36.41 (056) 581 523
Bernard	HALSTEAD	?	34	29.97 (03)	9801 6139	Peter	HOSKING	2 CC	641 36.41 (052) 661 608
Don	CAMERON	Half A	34	29.97 (052)	613 174	Brian	LAUGHTON	Duration	641 36.41 (059) 897 443
Peter	HOSKING	Duration	34	29.97 (052)	661 608	Graeme	SINCLAIR	Texaco	641 36.41 (054) 478 590
Don	CAMERON	38 Antique	36	29.99 (052)	613 174	Peter	HOSKING	Texaco	641 36.41 (052) 661 608
Graham	PLASKETT	Duration	36	29.99 (03)	9789 5093	Peter	BENNETT	All	643 36.43 (03) 9645 7272
Peter	LANSLEY	Duration?	50	40.67 (03)	9789 0596	Darryl	COPE	Duration	645 36.45 (03) 9703 2431
Trevor	BOUNDY	Texaco	50	40.67 (056)	287 688	Bernard	HALSTEAD	?	645 36.45 (03) 9801 6139
Rex	BROWN	Half A	50	40.67 (08)	293 2214	W			
Trevor	BOUNDY	Duration	50	40.67 (056)	287 688	Derry	BROWN	Texaco	647 36.47 (03) 9702 1952
Robert	ELLIOTT	Duration	50	40.67 (03)	9874 1093		Vacant		649 36.49
Brian	LAUGHTON	Texaco	53	40.70 (059)	897 443	Darryl	COPE	Texaco	651 36.51 (03) 9703 2431
Peter	BENNETT	All	605	36.06 (03)	9645 7272		Vacant		653 36.53
Bob	EDWARDS	Duration	607	36.07 (03)	9726 5894		Vacant		655 36.55
Bob	EDWARDS	Texaco	607	36.07 (03)	9726 5894				
Max	HAYES	?	607	36.07 (03)	9798 2003				
	Vacant		609	36.09					
	Vacant		611	36.11					
	Vacant		613	36.13					
	Vacant		615	36.15					
	Vacant		617	36.17					
	Vacant		619	36.19					
	Vacant		621	36.21					
Peter	WHITE	all others	623	36.23 (050)	329 664				
Rex	BROWN	Std.Dur.	625	36.25 (08)	293 2214				
Graeme	SINCLAIR	2 CC	625	36.25 (054)	478 590				
Graeme	SINCLAIR	Half A	625	36.25 (054)	478 590				
Rex	BROWN	38 Antique	625	36.25 (08)	293 2214				

RADIC G-84

next page -

Frank Zaic (Zaic yearbooks) Yes your editor is pushing vintage glider again, still have a 100". Trooper ready to go, also that well known identity Darryl Cope now is a member again!!



Designed as a basic glider for R/C. Light construction to keep final wing loading light. It can be modified for specific conditions. Many cover fuselage with 1/8 sheet

Highest duration reported: 4 hours

3/16" hard - Foseage

Zaic

Power from with full E.C. lead
Can be towed or hand launched

THREE NEW COVERINGS

from SAM Speaks # 128

"or Three Heat-Shrinkable Tissue Replacements - Litespan, Airspan And Fibafilm"

By Dave Larkin, SAM 86

The Solarfilm company produces three tissue replacements: Litespan, Fibafilm and Airspan. Litespan has been around for at least 5 years, it was joined a year or so later by Fibafilm and now there is Airspan. Airspan and Litespan look very like coloured tissue in appearance. Fibafilm is essentially similar to Micafilm and gives a somewhat more glossy appearance. I've been using Litespan since it came out and found it very satisfactory for 1/2A. Texaco models and for my small sport vintage models. When it was introduced, it was somewhat oversold to the British SAM public who were very upset at the aspersions cast on their beloved dope-and-tissue, however true, and rightly pointed out that Litespan did not provide the kind of torsional rigidity required for rubber model fuselages. It does have the advantage of being easy to use, light and not prone to introduce warps in flying surfaces.

It does not become brittle with age, like tissue. Later the manufacturer, Derek Hardman of Solarfilm, introduced Fibafilm, which does provide torsional rigidity and is still pretty light. Now he has brought out Airspan, which is lighter than Litespan, has more rigidity, and requires just a couple of coats of thinned dope to finish the tautening and to seal the pores. All these materials are available in colours.

LITESPAN

Litespan shrinks, but not like Monokote or Solar-film. Cut according to the grain and make sure that the material is fairly taut before attaching it. For wingtips you may have to use separate pieces just like you used to do with tissue, but expect it to shrink less than water shrunk tissue finished with taughtening dope. you do have to apply an adhesive to the structure, or to the material for overlapping joints. You can use either Balsarite or Balsaloc, the latter having some advantage of no odour. Some of our local SAM chapter swear by UHU purple glue as an adhesive.

As with all films, and perhaps more so than most, accurate iron temperature is important 90-100°C (194-212°F) for tacking, 125-130°C (257-270°F) for shrinking. If you go too high, the material will lose its elasticity and you will be plagued with wrinkles over time. I've used a Coverite thermometer in the past, and now use one of their new fancy irons with accurate temperature control. It is not necessary, or even useful to put clear dope on Litespan.

It isn't doped on my 5 year old float plane. I have found the material to be relatively puncture proof though it will

yield to a really determined thistle if your plane alights on it vertically. The silver Litespan is less puncture proof than the other colours, but is easily patched. Be careful though, one side is usually slightly darker than the other. I've had a few nasty crashes with 1/2A Texaco's that lead me to respect Litespan's ability to keep the structure hanging together on impact.

Basically it should be used as a tissue replacement for all those places where you would use tissue, except rubber model fuselages. If your model does look like a tennis ball then be prepared to cover it very carefully in sections. Your technique will improve with experience. You will be rewarded with a low maintenance, longer-lasting finish that looks good and doesn't bring down the torrent of conjugal wrath that the application of dope can provoke.

AIRSPAN

Airspan is the latest synthetic tissue replacement. It has a grain and there is a slight difference in texture and colour between the two sides. After heat shrinking, it should be doped with one or two coats of 50% thinned clear dope (shrinking) to fill the pores. It is available in a range of colours (see table), is very light-weight, and fairly easy to use. An instruction sheet is provided. But most of us don't read instructions, so here are some more of them, if I may be permitted an Irishism. To give new users the best chance of success may I emphasize a few points. The comments made about iron temperature for Litespan apply equally to Airspan. As with Litespan, if you use a conventional Monokote iron, use a Coverite thermometer to check the temperature. Better still use one of the new Coverite micro-processor controlled irons that hold the temperature to within one degree.

Like Litespan, Airspan may be attached with Balsaloc, or Balsarite (or UHU purple glue). If you insist, you can certainly use dope, if that is the method with which you are most comfortable. The four phases of tautening are: 1)

Attach the Airspan over the framework putting it on as taut as possible. Hold it in place by sealing the edges with an iron. This iron should be set to the minimum temperature that will cause the material to bond in place (about 90°C, 194°F) and the material should be as taut as reasonably possible. Run the iron over the perimeter of the framework. The iron temperature should be the very minimum possible that still causes the material to bond in place.

2) At the same temperature, or very slightly higher, go around the perimeter again, with the iron, pulling on the excess material to tauten the covering as the iron releases the bond. If you've used dope to attach the material I guess you'll have to use some thinner to free the bond in this phase. Try to get rid of all wrinkles at this point.

3) After covering the whole assembly, then raise the iron temperature to about 130°C (270°F) and shrink the panels taut.

4) Dope the finished model with a coat or two of 50% thinned clear shrinking dope, fuel proof if

appropriate. This should ensure that the surface is sealed as well as taut.

To date, I find that the structure remains warp free without any special precautions such as pinning down. I have just finished doping a small 1/2A, 33" free flight

model 'in the air' with no sign of any warps. It was supposed to weigh 6 ounces but, despite a heavier engine, came out at 5 1/2. Other Airspan users report similar weight savings over conventional materials when covering new models or re-covering old standbys. As you have to apply extra adhesive after you have put on the first surface, while this dries it is a good idea to avoid delay by covering several components at the same session. After doing one panel you apply the fresh adhesive in the areas where the new panel will overlap and set it aside to dry while you work on something else. If you are adding adhesive around a wing tip after you have

tacked on a second panel, I find it best to do this before cutting the radial cuts to permit smooth covering on the overlap at the wing tips. When you are applying the adhesive, remember that undoped Airspan is porous and some adhesive will go through, onto the surface below, which could be tiresome unless you are doing it over a plastic sheet.

As with tissue, letters and other decoration can be cut out from Airspan and attached to the covering. When doing this I found it best to tape the Airspan over the template so that it didn't move while I was cutting out the shapes. Of course you need to use a fresh blade for this task. It might be best to apply the adhesive to the back of the material and let it dry before cutting the shape out. Typically Airspan requires one coat of thinned dope on the wing and two on the fuselage. Don't overdo the dope or the covering will start to become brittle. One modeller decided to use 6 coats then wondered why the fabric shattered when the model DT'd onto tarmac. I've seen an Airspan-covered FAC Scale model that was given a subsequent coat of silver lacquer and it looks gorgeous. How does Airspan compare with other lightweight covering materials? It has only been on the market since the late summer of 1994 so it is early days yet. It appears to be most suitable for small and medium size free flight (power, glider or rubber) and RC models; it's not what you would want to use on your Gold-berg Valkyrie. Use it where you would otherwise use lightweight silkspar or Jap tissue. In comparison with another newcomer,

Polyspan, it is probably not quite as torsion or puncture resistant but it is much better than most traditional materials. It is available, unlike Polyspan, in a range of colours, including some

Parameter	Litespan	Airspan	Fibafilm
Weight, g/sq. meter	28 to 30	22 to 25	40 to 45
Dope required	No	2 Thinned coats	No
Seal Temp	90°C/194°F	90°C/194°F	90°C/194°F
Shrink Temp	130°C/270°F	130°C/270°F	130°C/270°F *
Resilience	High	Med	Med
Torsion Resistance	Med Low	Med High	High
Size	20 X 36, & 20 X 72"	20 X 36"	29 X 72"
Number of Colours		9	8
White		yes	yes
Black		yes	yes
Yellow		yes	yes
Orange		yes	yes
Red		yes	yes
Blue		yes	yes
Dark Green		yes	no
Cream		yes	no
Fluorescent Yellow		no	yes
Fluorescent Pink		no	yes
Silver		yes	no
Aluminum		no	no

* Temperatures up to 160°C/320°F may be used to deal with stubborn wrinkles.

fluorescent ones. As it requires less dope, the finished product is 20-30% lighter than Polyspan. In comparison to Litespan it is also lighter, much more resistant to torsion and stays tauter. We don't know yet if it is going to, it's certainly fine for all parts of a Gollywock and any 1/2A power model.

It should be possible to get Airspan from your Solarfilm or Litespan stock list, and it should be the same price per sheet as Litespan. It comes in 22 by 36 inch sheets. I believe Bob Peru (Balsa Products) will be stocking it.

FIBAFILM

Where more torsional strength is needed the manufacturer offers Fibafilm, also very light, but fibre-reinforced. Unfortunately it doesn't really simulate clear-doped colour tissue, it has more the appearance of a light coat of coloured dope (the material is glossy and slightly translucent). Aluminum Fibafilm can be used to simulate metal areas. It is equivalent to Mica film which is now made by the same manufacturer. No dope is required. Great care is required on compound surfaces, and it may be necessary to cover these in sections. It offers superior resistance to punctures. It is available in most colours, but not black. It comes in 72" by 29" rolls.

Dave Larkin, 685 Farmington Ave., Ottawa, Ont. K1V 7H4 Canada.

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THE BARON ON ELECTRIC MODELS

The Editor
VOTA Newsletter
Dear Trevor,

Yes, I do fly electric (powered models). In fact, most of my flying is electric. Just stand around and watch me and you will be shocked most of the time! I have had more crashes with electric models than all the rest put together, 100% in fact, due to radio interference, cut-outs not cutting out, battery cells going flat or going backwards, voltage dropping power demands that dropped the model, light airframes fluttering to death, or high wing loading's that needed a catapult from a carrier to launch them. But don't let me put you off flying electric. I've got another one on the building board.

Regards,

The Baron.

PS. I think that the Vintagents have found a worthy successor to the Chairman.

PPS. I enjoyed the May issue. Thanks.

OLD TIMER FLYING

by Peter Donovan (President SWAMPS)

A quick rundown of Australian oldtimer rules and classes

There are 3 classifications of models. Those designed or built before January 1943 called 'Oldtimer' and those designed or built before January 1939 called 'Antique'.

Those designed or built after December 1942 and before January 1957 called Nostalgia class.

There are 8 contests

- 1 **Duration** - is a limited engine run event open to Oldtimers and antique models.
- 2 **Texaco** - is a limited fuel event open to antique models only.
- 3 **1/2 A Texaco** is a limited fuel event for cox 049 reed valve engines, open to oldtimer and antique models.
- 4 **2 cc** Is a limited engine run event using up to 2cc engines, open to oldtimer and antique models.
- 5 **Pure Antique** is a limited engine run event based on type of engine, weight of model and engine run time, open to antique models and antique motors
- 6 **Old time Glider** Open to model gliders designed before 1951.

7 **1/2 A Texaco Scale** Open to all scale models designed before 1951 and powered by cox 049 reed valve engines.

8 **Nostalgia** Is a limited engine run event motor type is restricted to non Schnuerle porting front intake, side exhaust only.

There are lots of minor rules and regulations too many to go into in this letter however old-timer models are generally easy to fly forgiving models and make great trainers so go out and fly one just for the sake of flying!!!

→

MISSING

SUMMARY SAFETY SURVEY

by Derry Brown Public Officer

Thirty replies received within the time frame. 60t response which is very good for this type of thing. Many excellent comments and suggestions. All will be passed on to the MAAA sub-committee for consideration.

A. Is current wind speed limit too high?

15 agree (50%) 11 disagree (37%) 4 not sure (13%)

Field is roughly split in half. Although 50% say it is too high they qualify their answers and in fact it seems that the limit is about right but only just. Inexperienced pilots and those flying lightweight models need to exercise extreme care at or close to limit.

27 agree (90%) 2 disagree (7%) 1 not sure (3%)

Almost all agree that lack of pilot skill and experience has, does and will cause crashes and threatens safety.

Suggestions include classes for pilots according to skill and classes for aircraft dependent on power.

The major points to come out of this survey seem to be:

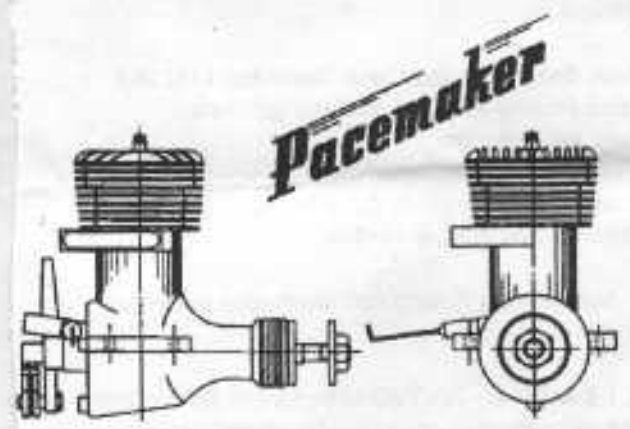
1. There should be a check of control actions prior to release.
2. Construction is sometimes too flimsy for the stresses imposed by "racing" engines.
3. The landing circle should be abandoned as it does lead to danger for people and to model damage.
4. The flight line needs to be more carefully controlled. Run ups, preparation and testing should be done in the pits - not in the flight area. Pilots should move back away from the flight line and have any equipment moved back once the aircraft has taken off.

A major cause, if not THE major cause, of crashes is a lack of skill on the part of some pilots. We may need to look at some form of entry level class for pilots before coming on the full power of "racing engines" in operation. It may also be a good idea to look at separate classes for these engines.

A further observation of my own, based on elementary aerodynamics, is that while we continue to limit control of open duration models to exclude aileron control, we will have difficulty controlling high powered models which achieve unusual attitudes (such as inverted flight) while climbing under power. Control in the rolling, and therefore turning, plane is only achieved by a secondary effect of rudder.

My thanks to all those who took part in this survey.

MISSING



**2nd AUSTRALIAN EASTERN STATES GAS
CHAMPIONSHIPS
TO BE HELD ON THE 5th and 6th OCTOBER 1996
AT THE NATIONAL SPORTS AVIATION CENTRE
WANGARATTA VICTORIA**

PROGRAM

R/C "38" ANTIQUE Start 10:30 am Saturday
R/C DURATION Start 1:30 pm Saturday
Flea market and swap meet, 7:00 pm Saturday night
R/C TEXACO Start 9:00 am Sunday

ALL CONTESTANTS MUST BE A FINANCIAL
MEMBER OF THE MAAA

ALL RADIO MUST HAVE CURRENT BANDWIDTH
STICKERS

ONLY 4 CONTESTANTS ON ANY ONE
FREQUENCY, BASED ON THE TIME OF RECEIPT
OF ENTRY BY THE CONTEST SECRETARY.

TEXACO MODELS WILL BE WEIGHED
AT 8:30am SUNDAY MORNING

ALL EVENTS RUN TO CURRENT MAAA RULES

TEAM ENTRIES ACCEPTED. A TEAM IS TWO
MAAA MEMBERS WHO ARE REGARDED AS A
SINGLE COMPETITOR UNDER THE RULES.

ALL ENTRIES TO CONTEST SECRETARY
DAVE BROWN
52 OUTER CRES
LITHGOW 2790

NOTE ENTRIES CLOSE 24th September 1996.

THE VINTAGENCY

by Barry dent

SAM 84- The VINTAGENTS

Somewhen in May 1996.

Well darlings, time has passed and I need to remind you of the next meeting which is to be held at Barry Dent's 33 Madeira THE GAP 07 3300 3599 on Friday, 7 June, at 19:30. There is no excuse I manage to find the place every day.....

It appears the Irish colleen will have to sing louder. The new rules have squibbed the rockets in the attempt to nobble the schneurles. Perhaps the 50% engine run advantage for the TD's is excessive, perhaps they also are schneurles, what is a schneurle anyway? The religiosity of rule quibbling in OT R/C makes free flight look attractive again. What intrigues me is the way rulemakers attempt to bolster antique engineering forms yet I meet no one committed to competition who cares a fig for the continuance of old engines. Most of us would kill for a Dubb Jett 12ABC pumped, piped, and paraphrased ready for vertical acceleration like a Saturn rocket. I suspect that if an event was engendered for a 2cc power duration model with no OT design constraints most of the vintage modellers would desert. Aha, then my Deezil/Buccaneer would be competitive.

Ask a SAM 1788 member to show you his DURATION TIMES. There is a most interesting article by Dave Brown giving his feelings about the present rules and the dichotomy between the MAAA rules and those originally devised by 1788. While I do not agree with Dave's conclusions, I strongly support his desire to defend, publicly, his opinions and the thinking which supports those opinions. I would dearly love to see a SAM 84 member show enough passion for this craze to write an article, a paragraph, a sentence even, for this newsletter to share with it's membership.

SAM 600, a group of Mexicans, manage to produce a newsletter of world class. SAM 1788, cockroaches even, produce their newsletter to similar quality. SAM 84 turn out this iota, this note, mote or trivial thing. Turn from your modelling, think momentarily, and write me something to fill this space.

I nearly forgot Muswellbrook. How could I forget Muswellbrook. I had a marvellous time with old friends, pretty models and good weather. Adrian Bryant gave a witty and entertaining address at the dinner, the Vintagents managed HLG on the golf course, John French invented a C/L manoeuvre that surprised Des Slattery but relieved Gordon Burford, noted designer of ancient models. The Vintagents were given an unreal share of the annual presentations and the meal itself was again delicious. People publicly enjoyed aero modelling. I love it.

Love, Thermals, etc.

KERSWAP

next page:-

R/C assist old timer

Designed by Gilbert Morris (1941)

73 inch span

950 square inches

John Pond plan numbers:-

45B4 Kerswap 42 inch US\$7.00

57A5 Kerswap 58 inch US\$7.00

70G1 Kerswap 69 inch US\$10.00

