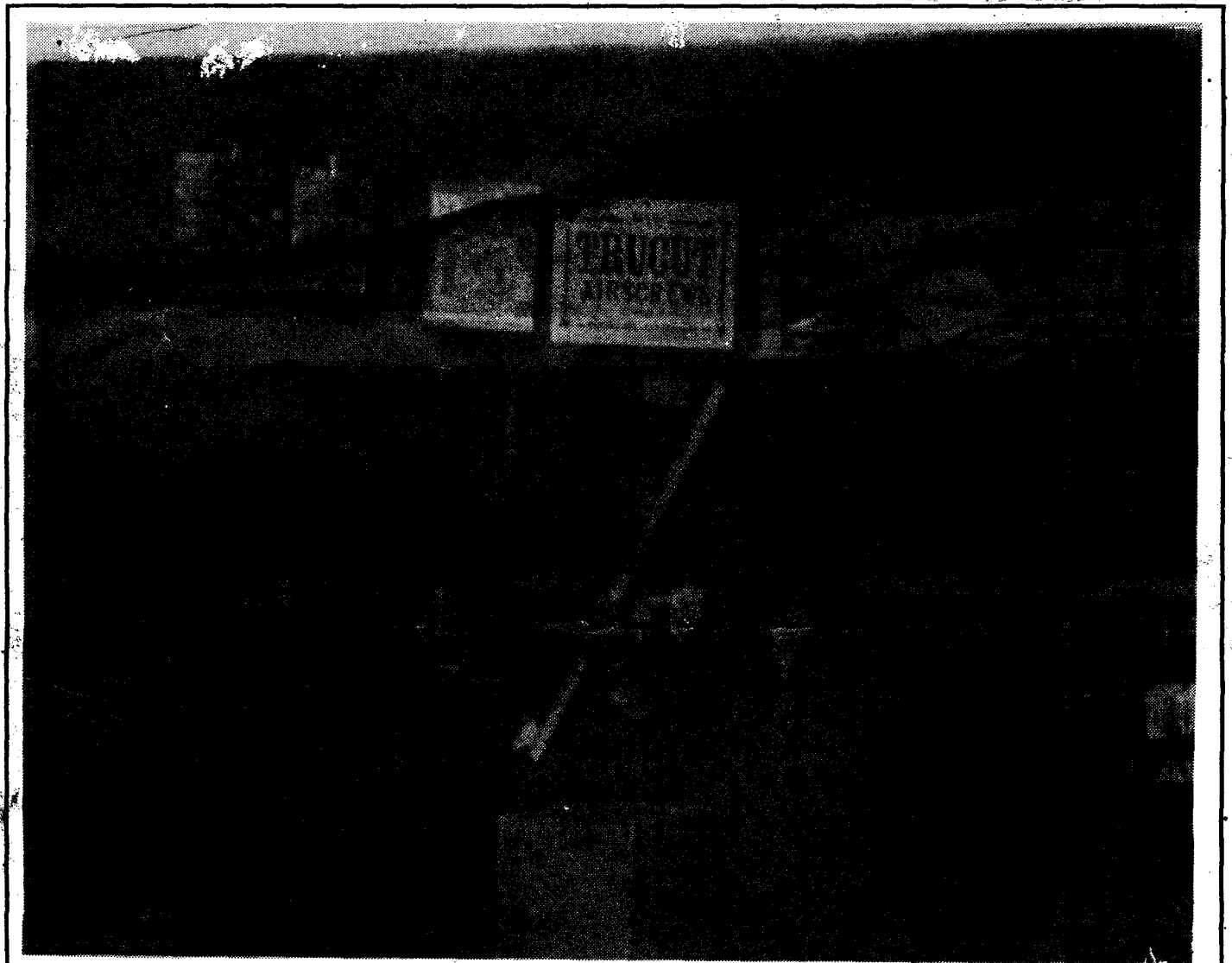


SAM 600

Inc.

VICTORIAN R/C OLD TIMER ASSOCIATION

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



Hearns Hobbies Flinders Street Melbourne 1951
L to R Keith Hearn, customer, Monty Tyrrell, Bruce Hearn, Jack Hearn

NEXT MEETING



Is on Thursday, Sep.26, 1996 at 7:30 PM at the Royal Victorian Aero Club rooms Moorabbin Airport. (bar closes at 8:00 PM Club rooms close at 9:00PM)

(Melway 87 G4).



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COMING EVENTS

Sep.22	OT fly day Warragul	LVMAC
Sep.26		Meeting #45
Sep.28-29	Mammoth Scale Shepparton.	VRF
Oct.5	38 Ant./Duration	NSAC
Oct.6	Texaco	NSAC
Eastern states Gas Champs National Sports & Aviation Centre Wangaratta.		
Nov 23	38 Antique & Half A	Haddon MAI
Nov 24	Duration & Texaco (Contact Paul Neville 053 357 621)	Haddon MAI
Oct.27	OT fly day Warragul	LVMAC
Nov.28	Annual Auction night	Meeting #46
Jan 4,5&6 1997	Contest TBA National Sports & Aviation Centre Wangaratta.	NSAC
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 tab

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 VARMS
 Leaks Rd. Mel.225 H2.

May 4-1997 O/T Geelong GMAA

May 11 1997 Mother's 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 in 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, thank you, you the members for voting for myself and the new committee for 1996/97. I hope I can do as good a job as those before me. Well the worst part of the winter is past and it's time to dust off the old models or prepare the new models for the flying season. Notice I did not say

competition season, there is more to old timer flying than competitions.

Years ago (about 1960) I remember thinking to myself wouldn't it be great to fly a model aeroplane and not have to chase it all over the countryside. Time and technology have made that wish come true and a lot of others as well. So just get out there and fly for the pure enjoyment of it.

Fly safe and long.

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 calendar

<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>

1996 Word C/L Championships

<http://www.plasma.kth.se/~olsson/wc96.html>

COPY DEADLINE FOR THE NEXT ISSUE

The deadline for contributions to the next newsletter (#46) is Nov. 7, and should be sent to the editor at the address shown on the last page.

Pictures please. 📧 📷



MODELLER PROFILE

Peter Lawrence Donovan

DOB	30 March 1947
OCCUPATION	Special test Mechanic
YEARS FLYING RADIO	28
FAVOURITE MOTOR	OS 40 4s, Tipan 2.5 diesel
OTHER HOBBIES	Slot cars, engine Collecting, fishing and collecting.
FAVOURITE FOOD	McDonald's
FAVOURITE CONTEST	Easter Swan Hill
FAVOURITE FLYING FIELD	P&DARCS
FAVOURITE FLYING MODEL	Record Breaker
WHAT MAKES A GOOD AERO MODELLER	Minimum crashes
WHAT DO YOU HATE MOST IN FLYING	Crashes and regulations
WHAT DO YOU LIKE MOST IN FLYING	A good thermal
WHAT SAM MODEL DESIGNER DO YOU ADMIRE THE MOST	Cheat Lanzo
HOW DID YOU BECOME INVOLVED IN AERO MODELLING	Father at 3
YOUR FIRST CLUB NAME AND DATE	PIMAC 1969
MODELLING HIGHLIGHTS	Voyager at P&DARCS



EDITORIAL REPORT



Well it's all over for the year, we have a new President - Peter Donovan, a new Secretary / Treasurer - Fred Chigwidden, a new Vice President Len Mostert together with repeat offenders Derry Brown and myself taking Public Officer and Editor respectfully. My best wishes to all the other committee members for a

successful year guiding our expanding membership throughout the coming year.

Peter Bennett has spent a lot of time developing a SAM 600 home page for the Internet which will allow us to promote our cause and be seen by computer people anywhere in the world. It is planned to give access to the MAAA rules, SAM Charter, and the data base of approved model details including pictures.

Don't forget the 1996 Eastern States Gas Champs held at the Nat. Sports and Aviation Centre Wangaratta Victoria on October 5 and 6. This contest is organised by SAM 1788 which was the first of the now five SAM chapters now in OZ, and provides an excellent opportunity to make and renew friendships.

I received a note from Peter White of Swan Hill saying that his Ktronics field charger was modified for charging nicad packs with less than 4 cells. On contacting Ken from Ktronics he confirmed that for a cost (less than \$20) he could modify your charger by fitting a heat sink to the outside.

My apologies to anyone who did not get their copy of this newsletter, but at the time of printing I had not received the new membership list, therefore this one goes out to last years financial members plus new members Messrs Howie, Gordon and Barton.

Trevor Boundy. ✍

COVER PAGE. HEARNS HOBBIES

Victoria's most unusual Aero modelling Association. In the pioneering and hey day of control line flying (1947-1952) a very unorthodox model club existed. It wasn't ever affiliated with VMAA as such, there wasn't any membership fee, there were no office bearers or elections, it had a solid hard core membership for most of its existence and a rather large floating membership of guys lasting a few months or a year. Meetings were held five times a week between noon and 2pm and there were seldom less than six to ten members present at any time.....

Monty Tyrrell VCL News June 1991

NEW TREASURER / SECRETARY

Fred Chigwidden
343 Westernport Rd.
LANG LANG 3984

→

WA STATE CHAMP'S 1/2A TEXACO

by Paul Baartz

Half A Texaco was held on Sunday 4th August at Mundijong F/F paddock. Considering the windy, stormy and very wet weather of the past few weeks it was a welcome change meteorologically speaking with a cool, fine day and moderate northerly breeze, almost ideal for the little models although a little less breeze would have been nice.

There was six entrants of which two were cursed by Leroy's Revenge (Cox that is) and had no end of trouble getting the Cox motors to perform. In fact between them, they only managed 4 seconds of timed motor run officially.

Unfortunately Peter Hosking, an interstate visitor from Geelong was one of these victims of the curse, and we missed seeing his immaculate looking Lanzo Record Breaker in action.

Two flyers made the fly-off with perfect scores in the rounds but by this time an approaching cold front made the conditions less than desirable with increasing wind speed leading to very trying flying conditions and low scores in the fly-off.

The first two place getters were achieving reasonable height on about a two minute motor run while the other flyers could only squeeze motor runs of about one minute out of their models and consequently had much difficulty in making the max.

THE RESULTS:

1. Paul Baartz	Anderson Pylon	720 + 298
2. Dick Gibbs	Playboy Cabin	720 + 207
3. Graeme Cooke	Scram	462
4. Laurie Baxter	Cloud Cruiser	272
5. Ian Thompson	Dallaire 50%	4
6. Peter Hosking	Record Breaker	

All in all a very enjoyable morning enjoyed by most especially those not affected by Leroy's Revenge and followed by a club flying session in which about 8 flyers enjoyed themselves.

Next State Championship event is OT Duration at Meckering on Sunday 29th Sept

Happy Landings

Paul Baartz

→



Open Sailplane contestants
Rick Ellis and Trevor Boundy Traralgon appr. 1956

O'REILLY ON SAFETY

Comments about rules published in SAM 1788 newsletter.

The last rules changes were the most democratic made - discussions commenced at Swan Hill between Qld., Victoria and South Australia, were discussed at meetings in each State and then passed to Mike Pettigrew for action. Mike drafted the changes and the re-organization of the Rules Book and these were sent out for comment to all delegates (including Joe). After much discussion, they were sent to the MAAA conference for approval. The Rules changes were unanimously approved, but perhaps I should point out that the conference State Delegates cannot change any submission from a SIG. If any changes are raised, they must be sent back to the SIG for recommendation.

No changes involved eliminating existing models.

I would dispute that 1788 is now the largest group in OT in Australia. The combined S.A./VIC. group SAM 600, now has 60 members and is steadily increasing.

There seems to be a basic difference between the groups re fly-off. You seem to want everyone in the fly-off, we prefer it to be a competition to find a winner. If there is to be a large fly-off, why waste time with the heats.

The change to 3 cc. per lb. in Texaco was necessary - the models were getting too high. I now believe that 3 cc. is too much. At our State Champs, 16 out of 23 competitors, in cool windy conditions, were in the fly-off (with 3 cc./lb.). The average flight time for the competition was 9.91 minutes. Perhaps the SAM 1788 models have not been developed to the state of the VIC/S.A. models. In S.A. we will probably try 2 cc./lb. in future competitions.

Duration, at our State Champs. over 50% of the flights exceeded 7 minutes, again in cool, windy conditions. We actually set 10 minute maxes and did not have a fly-off, but if we had used a 7 minute maximum, there would have been three in the fly-off. The average flight time for the whole contest was 6.91 minutes. Please note that the number of entries in all events at our State Champs. was almost the same as those at Canowindra.

It was stated that duration is now a "no-expense spared" event and modellers will buy more expensive motors. If you know of any motor better than the McCoy, Nelson or Dubb Jet, please let me know. It is worth noting that the McCoy has won all the recent major Duration events in Australia. Again, the majority of models are achieving 7 minutes regularly.

The S.A. Old Timers group has meetings every 8 weeks and these are attended by about 30 people. Any proposed changes are fully discussed but, more importantly, any developments are brought along and the information disseminated, e.g. chicken hopper tanks for Texaco, crankcase pressure for Duration etc.

At the Swan Hill meeting last year, there were lengthy discussions about promoting O.T. in the Clubs and the result was Standard Duration. This has been an outstanding

success and when flown invariably brings in new members. It is simple, cheap and a delight to fly. We signed up two new members last week because they enjoyed Standard Duration so much.

Let's hope Old-Timer fliers can get together, perhaps at the Eastern States Gas Champs, and find some common ground.

Leo O'Reilly



LEROY'S REVENGE

by Paul Baartz

Leroy's Revenge is to model flyers what Murphy's Law of the Road is to motorists. For those non-motorists or residents of towns with a single digit population here are some examples of Murphy's Law of the Road:

- a. Whichever line of traffic you are in will be the slowest moving, this only happens until you move out of that lane in which case it will immediately accelerate while the lane into which you have moved will stagnate.
- b. The number of red lights is directly proportional to the degree of lateness.
- c. The slowest vehicle to move when the lights do eventually turn green is the one immediately in front of you.

There are countless other examples of this phenomena but we are concentrating our thoughts on model aircraft and in particular that all time favorite the COX reed valve motor. This motor is said to be the brainchild of one Leroy Cox although in the interest of his continued physical well-being he would probably deny the fact when confronted by a known user of this contribution to world of Aero-modelling. For reasons unknown but no doubt tinged with masochism the OT movement decided to adopt the Cox reed valve motor for the 1/2A Texaco event thus subjecting even the OT movement to 'Leroy's Revenge'.

The basic principles of this phenomena are simple and revolve around the aforementioned "Murphy's Law" which reduced to it's elements states that if anything can go wrong, it will and at the worst possible time.

Let us illustrate some of the laws or principles of Leroy's Revenge all designed to drive the average flyer insane with frustration, irritation and if possible embarrassment:-

1. The more times a motor starts easily at home the less likely it is to start at all on the flying field, especially on a competition day.
2. The easier a motor starts the more likely it is to cut out before the plane is launched. This rule is especially applicable if the motor has been steadily running out full tanks of fuel in practice.
3. No Cox motor will ever start and run on the same needle setting.
4. The ideal propeller in practice sessions will prove to be entirely unsuitable on competition day and it will take at least two changes to find the correct one.
5. Principle number 4 also applies to fuel mixtures.

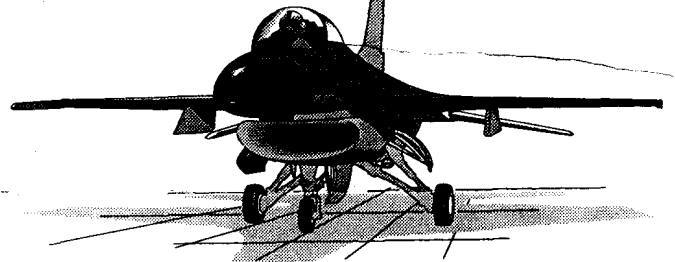
6. If the motor is difficult to start it will, for no apparent reason, suddenly burst into life and be running the best it ever has, but backwards.
7. After this burst of activity the motor will refuse to even splutter for at least 5 minutes or 30 flicks of the propeller, whichever is more trying.
8. No motor will never run better or faster than the instant in which a finger or any other appendage for that matter is placed inside the propeller arc, although motors have been known to perform exceptionally well when the model is heading vertically, downwards, and/or in the event of the throttle servo failing.
9. Fully charged starting batteries can become completely discharged in a flight box during even the shortest trip from workshop to flying field and it only takes about 20 minutes to discover this when attempting to start a motor.
10. No motor will exhibit any problems or need to be dismantled unless it is solidly mounted in a model and more so if cowlings are permanently fixed and painted around it.
11. If you carry a hundred tools to the flying field the only one which will do the job properly will be at home safely on the bench. Likewise no spare part will need replacing unless it is unavailable from any source within 100km.
12. If at any time the phrase 'running perfectly yesterday' or any like message is used in the vicinity of a motor it will immediately become completely dysfunctional.

The main message in this whole story is to let you know that you are not a lone sufferer when your dose of Leroy's Revenge comes true. Me? I still love my Cox Motors, warts and all.

→

ROGERS RADIO

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SERVICE- NOW A FULLY STOCKED
R/C HOBBY SHOP**



**Take off to Rogers for a great
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MODEL KITS
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Brian Laughton as seen at Warragul with his Irvine 36 powered Playboy

WANGARATTA ACCOMMODATION

Three motels from Budget chain brochure.

Crana Motel

93 Tone Rd. (Hume Hwy.), Wangaratta 3677.
Phone (057) 214469.

Hosts: The Murphy Family. 8 units.

Tariff - Room Only. Breakfast - To unit

Wangaratta North Family Motel

Hume Hwy. (Box 489), Nth. Wangaratta 3676.
Phone (057) 212624, Fax (057) 212446.

Hosts: Peter & Judy Block 12 units

Tariff - Room Only Breakfast - To unit

Millers Cottage Motel

26 Parfitt Rd. (Old Hume Hwy.), Wangaratta 3677.
Ghana (057) 215755, Fax (57) 215755.

Hosts: Graeme & Rosemary O'Neill. 13 units

Tariff - Room Only. Breakfast - To unit



COPE ON THE SAFETY SURVEY

from Darryl Cope

Dear Trevor,

After reading the results of the safety survey that was conducted by the public officer Mr. D. Brown, I have a suggestion for the problem of competitors failing to check the controls prior to release. Way back in the dim dark days of the Southern region of SAM, Warwick Bates and myself, came up with the idea that, prior to the models motor being started, the timer would be required to be shown that the radio was on and working OK. This had two things going for it namely, it would be difficult to launch a model with the radio off, unless it was knocked by accident, and secondly, the control surfaces are working the way that is required, that is, the reverse switches on the transmitter haven't been moved, or some other fault. I stress that this rule was a local rule only, that was never put in the official rules of SAM Australia. We used it at competitions that Warwick and myself were the contest directors of, which were Victorian comps only. I believe that we used this rule at the first Roy Robertson old timer event. I hope that this can be of some help Trev, and give the members of SAM 600 some food for thought till I hear from you again, take care.

Yours in modelling

Darryl Cope.



Peter Bennett and Enya 46 4s Flamingo Warragul

SAM PLAN LISTING

from SAM Speaks # 130

The following Lanzo Plans are available, including some new drawings. Many other plans are also available:

Lanzo RC-1	Antique cabin gas 84" span	\$7.50
Racer 12 ft.	Antique gas RC, 2 sheets	12.50
1/2 size Racer	72" span, 2 sheets	7.50
Bomber	Antique gas pylon, 96" span	10.00
Bomber RC	80" span	10.00
1/2 size Bomber	48" span RC	7.50
Baby Burd	37" Bomber	6.50
Classic	1938/39 cabin & Wakefield	7.50
Duplex	1936 cabin, stick & Wake	7.50
1940 Record Holder	300 sq. in. rubber stick	7.50
1945 Record Holder	350 sq. in. Class E cabin, 64"	7.50
1940 Cabin	300 sq. in. rubber	7.50
1933 Cabin	30" span rubber	5.00
Detroit	1947 Wakefield	7.50
Puss Moth	51" span semi scale	7.50
1938 Airborne	Antique glider, 108" span RC	15.00

All prices include postage. Send check to Floyd Reck, 10332 Tristan Drive, Downey, CA 90241

**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" ANTIQUEStart. 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.

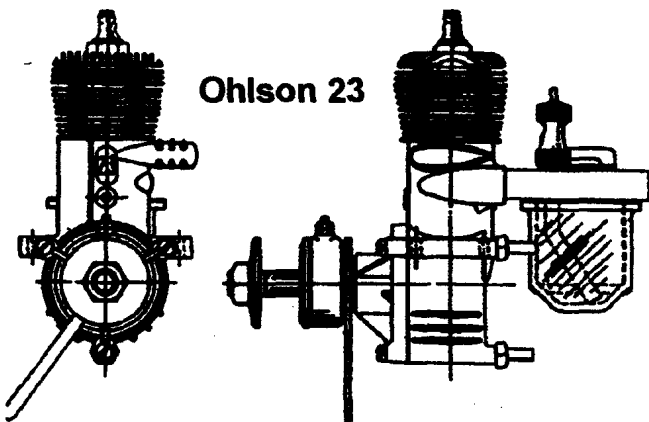
TEXACO MODELS WILL BE WEIGHED
AT 8:30am SUNDAY MORNING .

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.



OLDTIMER AIRCRAFT

Steve Mee

Phone (02) 9605 5912565

Dear Trevor,

Please find enclosed an information sheet on my range of products. I have also enclosed two photos of the bench stand and the field stand that I make, both will be advertised in the near future in Airborne.

I am just finishing off a Hyphen at the request of Leo O'Reilly, and that kit should be out shortly.

Other projects in the next year will be a kit of the 2 metre 'Sagitta' sailplane, an 85% version of the Lanzo Bomber, and a twin engine electric.

Both the Dallaire Sportster's now come with a conversion plan for electric.

I am always approachable for donations of kits for event prizes, so keep me in mind if I can be of assistance.

Cheers for now

Steve Mee

Manufacturers of 'OLD FASHIONED HOBBIES' and
OLDTIMER AIRCRAFT designed aircraft kits.

OLD FASHIONED HOBBIES DESIGNED KITS

Product	span	area	retail
Playboy snr.	80"	855 sq"	\$106.00
Playboy 105%	84"	934 sq"	\$120.00
Playboy 66%	53"	373 sq"	\$74.00
Dallaire 75%	81"	850 sq"	\$120.00
Dallaire 50%	54"	374 sq"	\$74.00
Buzz. Bombshell 72"		860 sq"	\$106.00
Peacemaker c/l	35.5"	combat	\$51.00
Fury c/l	24"	team race	\$51.00

OLDTIMER AIRCRAFT DESIGNED KITS

Lanzo Bomber	90"	1260 sq"	\$128.00
Flamingo	89"	1340 sq"	\$128.00
Wayfarer biplane	52"	800 sq"	\$175.00
Flybaby	65"	720 sq"	\$182.00
Extra 300	54"	420 sq"	\$182.00
Thermal Raiser	1800	El. glider	\$81.00
Ridge Rebel	51"	SI soarer	\$78.00

Aircraft bench stand ready to assemble \$35.00

Above prices do not include freight, freight is at flat charge of \$8.00 per kit, \$5.00 per kit on multiple orders. WA. & Tasmania add \$6.00 per order.

Please include cheque or postal order with your order, cheques should be made payable to 'Oldtimer Aircraft'. Visa, Mastercard and Bankcard accepted.

VALE JACK FINNERAN

from Airborne #147

A tribute by Jim Fullarton

With the passing of Jack Finneran on July 6th, Australian model flying has lost one of its most distinguished figures from the very early days, and, speaking personally, I have lost a good friend.

Jack's interest in models came indirectly, via an even earlier interest in radio, back in the do-it-yourself crystal set days. His abilities soon manifested themselves in this field when he won an award for coil winding. Things were to change, however, the specific time being June 1929, when the plans for the Baby R.O.G. were published in the Wireless Weekly. Other plans followed, all promoted by Norman Lyons through his weekly session over the station 2BL.

Jack threw himself enthusiastically into this new hobby, and by the time I entered the scene in 1931 as a raw beginner, he was already an expert, and my September 1931 issue of "Flying" reports him as winning two successive contests at Centennial Park and Cammaray, with a 40G stick model, beating another Ace of the day, Gus Robson. Jack was a member of the Coogee Eagles at the time.

Like me, Jack was, to some extent, a protégé of Mr. Wright, and built one of his Valkyrie stick models, which he flew to second place in the 1931 Open Championships. In April 1932 he carried off the Indoor Championship, which was flown in the Horden pavilion at the Sydney Showgrounds. This led him to specialise in this branch of the hobby, in conjunction with his friends Jim Leighton and Jack Jago. The trio located cinema theatres for test flying, and corresponded with US experts, including the great Carl Goldberg himself. The result of this effort became evident the following year with a record-shattering flight of 7 minutes 17 seconds by Jack in the Capitol Theatre using a Goldberg design.

The feat for which Jack will be most remembered was the flying of the first petrol engined model in this country, which took place at Mascot Aerodrome on July 3rd, 1935. The Texaco oil people had imported a batch of Brown Junior motors for a public relations exercise, and Ivor Freshman, of the Model Flying Club, obtained one of these for Jack, who built a seven foot span model for it. It was flown virtually untested, in the full blaze of publicity, with press photographers and all, and the fact that the venture was crowned with complete success speaks volumes for Jack's ability. The full story of this feat was given in Airborne No. 70, being the occasion of its 50th anniversary.

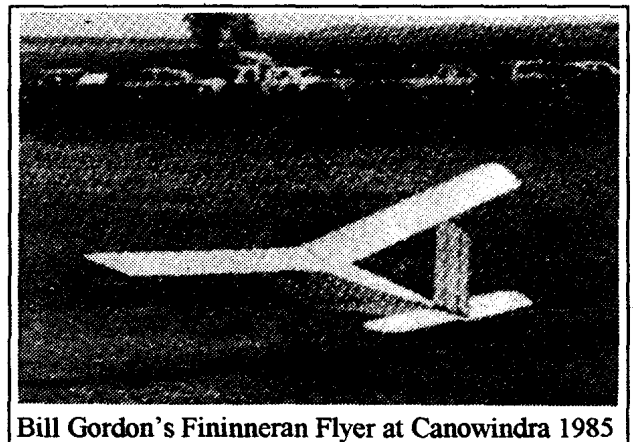
Jack was assisted in the project by his friend, Sid Taberlet, who was employed in the motor cycle trade and hence had an understanding of the vagaries of two stroke engines. In 1947 Sid was killed when testing a large two-seat sailplane which he had constructed, and the loss of his friend seemed to affect Jack quite markedly, as he would often refer to it when I met him.

Jack was a toolmaker by trade, and was employed in this capacity at Cockatoo Island Dockyard during the war. At the conclusion of hostilities he changed horses and started up in radio servicing, operating at first from home. The

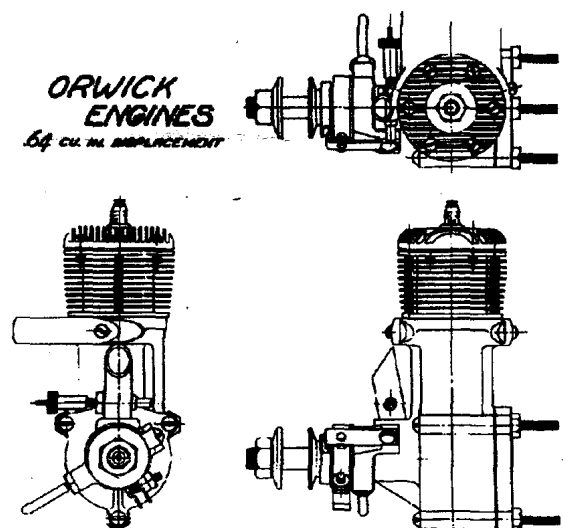
enterprise flourished, and eventually developed into a prosperous radio and TV business.

In the post war modelling scene he concentrated on the demanding discipline of control line speed, and he was soon heading the winning lists. He once explained to me that his preference for indoor and speed flying was due to the fact that they were absolutes. There were no lucky thermals or points awarded by judges; if you got a good time, that was it. I am not so familiar with all his speed activities, but can recall one famous Dooling 29 speedster which won five National titles, and in 1967 he competed at the US Nationals, placing well in several classes. When I saw Jack for what was to be the last time a year ago, he showed me his final two class B racers, which, flown on monoline, were shaving the 300 km/h mark.

Jack is survived by his wife and partner of many years, Myra daughter Janet and son Ray, and to them we extend our deepest sympathy; he was one of the best.



Bill Gordon's Finneran Flyer at Canowindra 1985



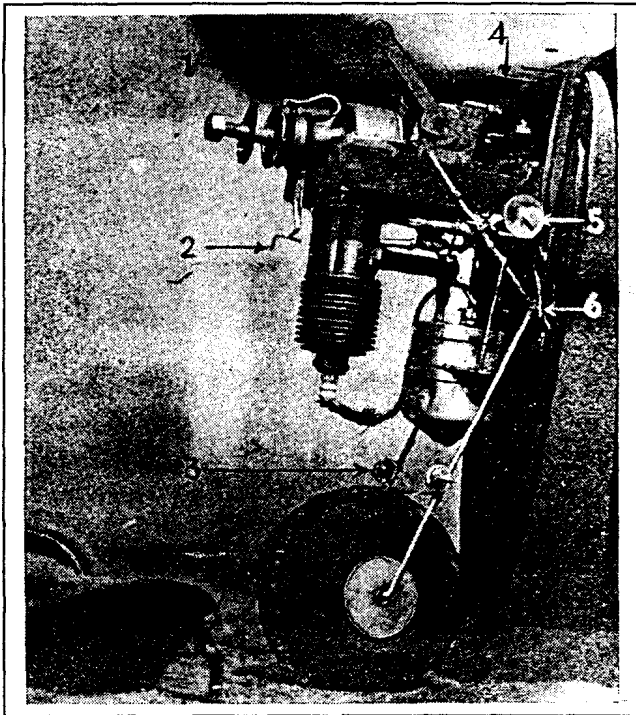
THE RECORD HOUND

by Henry Struck

(from Air Trails December 1941)

The ship that set a 1939 NAA record during the winter with a three flight average of 5:41

Carefully designed for high performance, easy servicing, and thorough protection of vital parts, this ship is ideal for both contest and sport flying. The single-wheel arrangement has many advantages, chief of which is a great reduction in drag, as the motor and landing gear can be completely housed within the fuselage itself, without exceeding the cross section required by the N. A. A. rule (LxL/100). Though inverted, the engine cannot be damaged by striking an obstruction or nosing over. Last, but not least, a considerable amount of weight can be saved and incorporated in the rest of the structure for greater strength. (Could it be that two ships can be built from one pair of wheels ?)



The motor unit is easily removable, permitting instant inspection at the field, or bench-testing at home clamped in a vice.

A comparatively high thrust line, long tail moment arm, and large stabilizer area aid the ship in assuming and maintaining its own most efficient attitude. Generous polyhedral in the wings and slight anhedral in the tail work for spiral stability. After watching many a juicy spiral, it seems that the tail swings outward, increasing the angle of attack on that portion, helping to rotate the rear of the fuselage. Anhedral in such a

situation creates just the opposite effect, producing a righting tendency.

The wing area has been kept as small as possible without skimping weight on the motor unit, or exceeding the minimum N. A. A. weight rule of 8 ounces per square foot, to attain the fastest climb and lowest sinking speed possible. These desirable qualities were exhibited by the original at its first contest by flights of 3 minutes, 19 seconds and 5 minutes, 40 seconds on a 19-second motor run. In calm air the altitude reached with this motor run has been determined to be actually 300 to 400 feet, resulting in a power to glide ratio of over 8 to 1.

FRAME CONSTRUCTION

The drawings should be enlarged to full size wherever necessary. Using the dimension chart and the scale given on the plans. The fuselage is illustrated in four stages of construction on Plate I. Pin the longerons of s/z square hard balsa on the fuselage frame layouts. Fit the crosspieces of 3/16" square and the diagonals of ~1/8" x 1/4" in place. See Step I.

Remove the upper frame from the plan and mount it above the lower frame, using temporary uprights to maintain the correct heights, as called for by the fuselage dimension chart. See Step II.

Transfer the outline of bulkhead No. I, given in full size on Plate III, to a sheet of 3/32" plywood 4" x 10". Use a jig saw to cut it to shape and glue it to the frame, checking the alignment carefully. Pre-bend the bottom longeron of 3/16" square hard balsa by soaking in water and running it over a soldering iron or other hot metal. When all the moisture has dried out the wood will retain its shape. Insert the longeron in the bulkhead and true it up with temporary uprights cut to the heights given on the chart. Cut the actual uprights to approximate length and cement them against the corners of the longeron, trimming the bottoms when dry. Cover the upper frame sides with 1/16" soft sheet balsa to form a rigid backbone structure. See Step III.

Cement a cap strip of 3/16" x 3/4" soft balsa to the bottom longeron. Stringers of 1/8" x 1/4" medium balsa, fillets of very soft 3/116" sheet, and the tail rest of My hard sheet are added to complete the fuselage.

Anchor the motor unit retainers formed of bicycle spokes to the lower frame with plenty of cement.

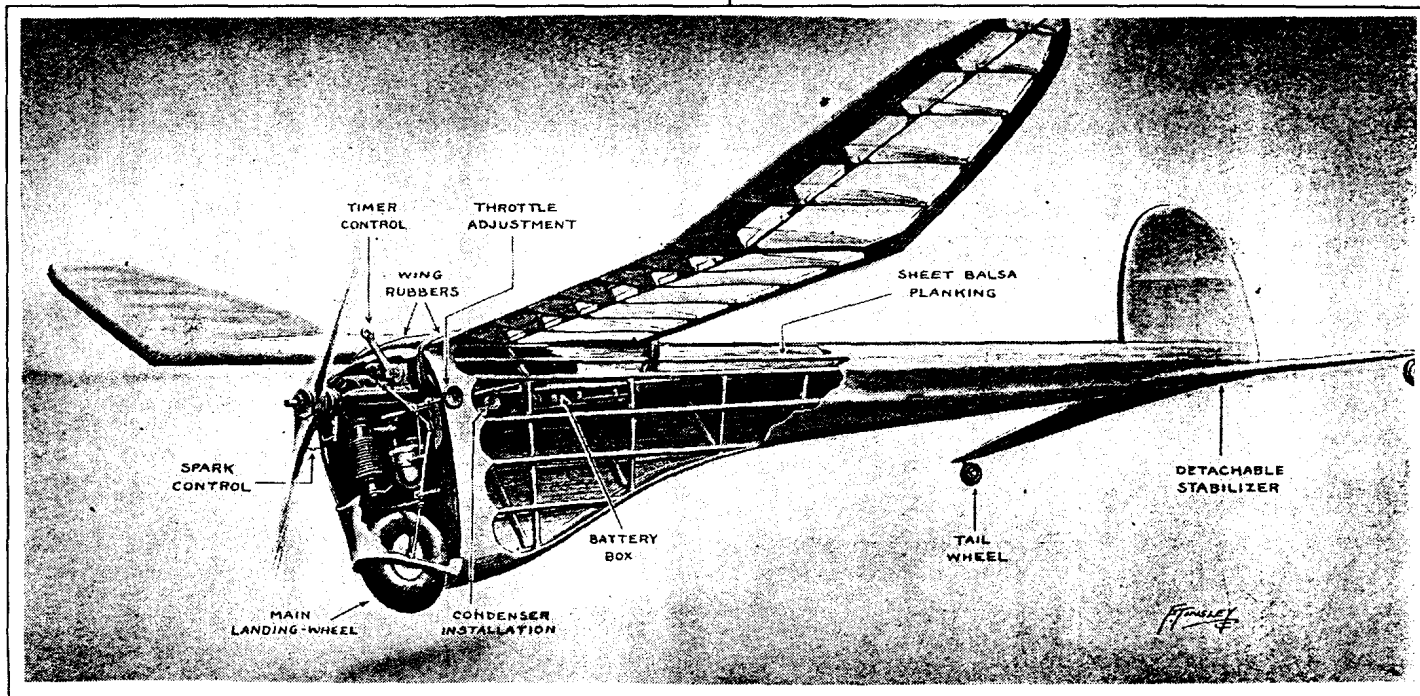
The rudder outline is made entirely of a 20" length of 1/4" OD. aluminum tubing. Bend the tubing to the desired outline and hammer it lightly to flatten the section. Split the ends and mount on the fuselage with several coats of cement. This type of rudder can be bent perfectly as the aluminium is

“dead” and cannot spring, warp or be knocked out of adjustment. See Step IV

Attach the wing-and-tail-rubber hooks of .049 wire, using plenty of cement.

The arrangement described was worked out for a Brown D, but may be easily converted to fit any other motor.

Cut Bulkhead No. II from 3/32” plywood and slide the motor bearers of 3/8” x 3/4” x 12-5/8” bass through it. Bend the landing gear of 3/32” piano wire and fasten it to the mount by



The wing and stabiliser are of extremely light, yet strong construction. Trace the outline of the trailing edges of 1/4” sheet balsa and shape to a wedge shaped cross section with knife and sandpaper. Pre-bend the 1/4”-square leading edges in the same manner as the bottom longeron. Pin the edges to the plans, insert the 1/16” sheet ribs and attach the bamboo tips. Remove the frame, adding the hard balsa spars and the 1/16” x 3/16” rib stiffeners. See wing and stabiliser sketch, Plate II. Cut the panels apart and install the required dihedrals given on Plate II, reinforcing the joints with gussets of 1/8” sheet. Cover the leading -edge with 1/16” x 3” soft sheet balsa. The stabiliser is built in identical fashion, using the smaller sizes of wood specified. Cut out the centre to fit the 3/16” sheet balsa “key” cemented to the fuselage. Be sure this is a good fit and that the key rests on the 3/16”-square diagonals in the stabiliser. See stabiliser mount sketch, Plate II. Attach a pair of 18-diameter hardwood tail wheels to the tips by .049 piano-wire fittings. See tail wheel sketch, Plate II.

MOTOR UNIT CONSTRUCTION

The motor unit must be made as solidly and accurately as possible to obtain the most consistent performance and trouble-free motor operation. Use thin brads and plenty of cement in assembling. Bind all intersections of metal parts with fine copper wire and solder. Be sure the surfaces to be soldered are perfectly clean and free from oil. Get the metal hot enough to cause the solder to flow, and good joints are guaranteed. Solder of the acid-core variety is simplest to use.

a 1/32” sheet aluminium strap clamped between the bulkhead and the crosspiece of 3/8” x 3/4” bass. A similar crosspiece is braided to the rear of the bulkhead. The landing gear brace, a single length of 1/16” piano wire, passes across the back of the bulkhead.

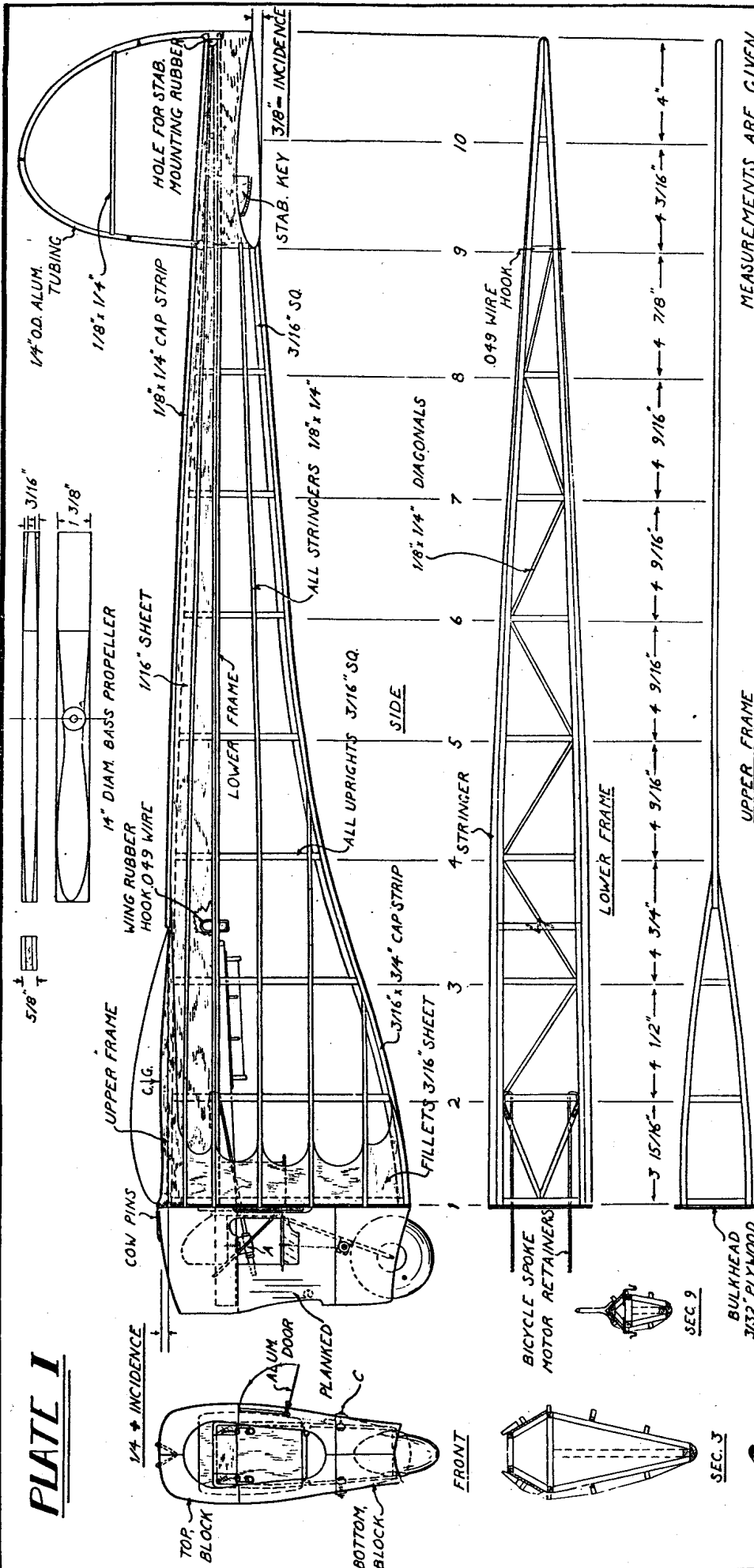
A block of 1 1/4” x 2 1/4” x 3” hard balsa, hollowed out in back to fit the coil, is cemented to the bulkhead and reinforced along the bottom edge by 1/168 plywood.

Fittings A, consisting of 1/8” OD. brass tubing soldered to a 1/32” sheet brass strap, are attached to the bearers by 1/4” wood screws and soldered to the landing-gear brace. Bolt the engine in place, clamping Fittings B between the crankcase and the bearers, to anchor the upper ends of the landing-gear braces.

The needle-valve adaptation for the Brown D illustrated on Plate II provides an extension control capable of fine adjustment and not affected by vibration. No dimensions are given, as the best way to assemble the control is by trial. The two washers on either side of the tube must fit snugly to prevent play.

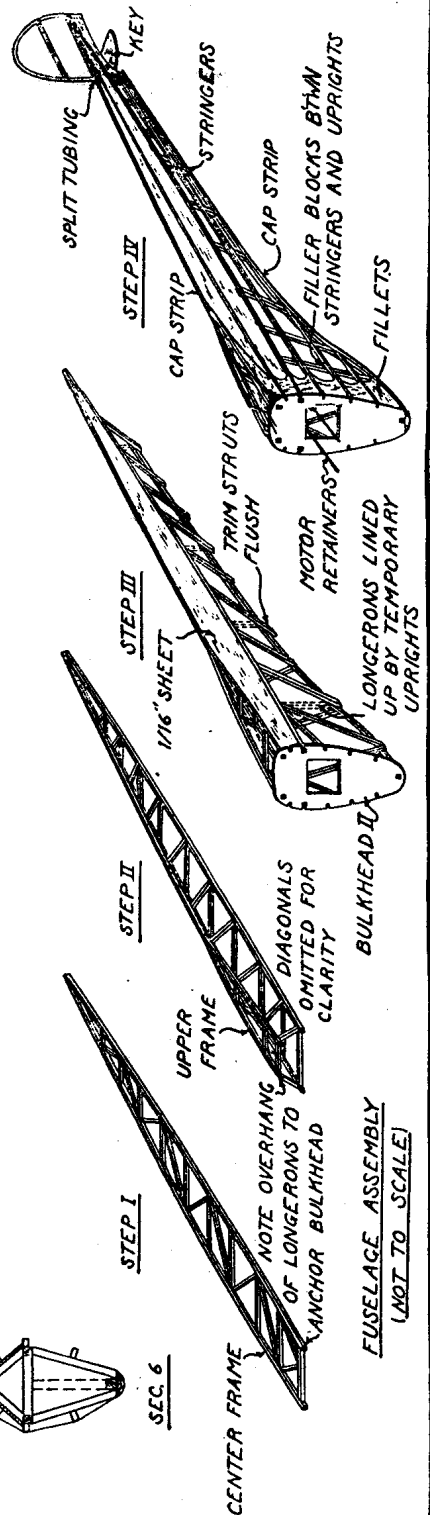
The cowling should not be omitted, as it is of great value in keeping the engine free of dirt, also improving the streamlining and the appearance tremendously. The top and bottom of the cowling are made of pairs of 2” x 3” x 4” soft-balsa blocks. Carve them roughly to outside shape and hollow the inside to clear the motor parts. Cement them lightly to the front bulkhead and plank the middle portion with strips of 3/16” x 3/8” balsa. Finish the cowl with sandpaper. The cowl is held at the top by wire pins and tubes, at the front by

PLATE I



MEASUREMENTS ARE GIVEN TO INSIDES OF LONGERONS

STATION NO.	UPPER FRAME WIDTH	UPPER FRAME HEIGHT	LOWER FRAME WIDTH	LOWER FRAME HEIGHT
1	2.14"	1.12"	2.1574"	6.1126"
2	2"	1.12"	2.1574"	6.1126"
3	1.126"	1.12"	2.1574"	5.1126"
4	—	1.378"	2.314"	3.1378"
5	—	1.14"	2.378"	3"
6	—	1.322"	2.378"	2.112"
7	—	1.024"	1.1378"	2.112"
8	—	1.126"	1.1378"	1.1126"
9	—	1.126"	1.1378"	1.1126"
10	—	1.41"	1.1378"	1.1126"



FUSELAGE ASSEMBLY (NOT TO SCALE)

SCALE IN INCHES

a hook and eye of .028" wire, and at the bottom by fittings C. Reinforce the inside with large washers to prevent the bolts from crushing the wood. A small door of thin sheet aluminium is installed and fitted with a rubber band to keep it closed.

The battery box shown is for large size flashlight cells. The box with batteries is held to the bearers with rubber binding. A flight timer is mounted on the 1/16" plywood bracket. Three holes are drilled through Bulkhead No. II for the wires, and the motor is wired up in the regular way.

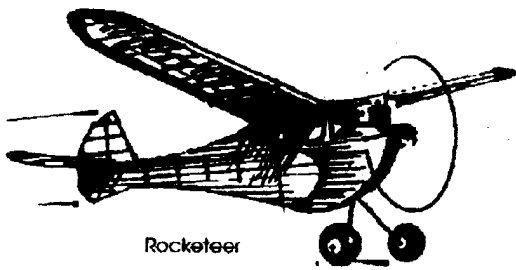
It is advisable to varnish the inside of the cowl, the bulkheads, and the motor bearers before mounting the motor and fittings, to oil proof the structure.

COVERING AND ASSEMBLY

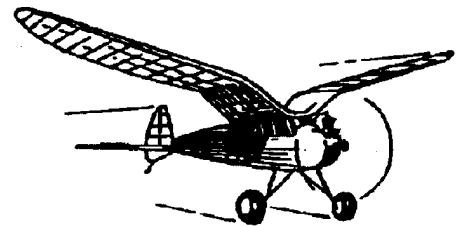
The original ship was covered with red and blue double tissue, cross grained. This proved much tougher, lighter, and neater than bamboo paper.



1990 1/2 A Texaco Scale Entries, Hamburg NY (Photo - Doug Payne)
L to R back Jack McGilluray, Walt Geary, Woody Woodman, Walt Lawrence
L to R front Robert Gordon, Buck Zehr, Joe Beshar



Rocketeer



"Spook"



Contestants pictured after the first Monty Tyrrell "Jitterbug" day at KNOX CL field.



MMM!! EXCELLENT! JUST A HINT OF NITRO!

MODELLER PROFILE

Geoffrey Dermot Treacher Brown

DOB 27 September 1934
OCCUPATION Managing Director / Aviation Consultant
MODELLING AMBITIONS To build a decent model and fly it well
YEARS FLYING RADIO 11 years radio / 53 years in modelling
FAVOURITE MOTOR OS 48 Surpass 4s
OTHER HOBBIES Golf, Van camping, theater live shows, full-size aviation, air show commentary, (and classified !!)
FAVOURITE FOOD Japanese Sashimi Sushi
FAVOURITE CONTEST O/T Texaco
FAVOURITE FLYING FIELD Bendigo
FAVOURITE FLYING MODEL Dallaire Sportster / Kerswap

WHAT MAKES A GOOD AERO MODELLER

Care, attention to detail, sportsmanship, and giving help

WHAT DO YOU HATE MOST IN FLYING

Screaming over powered duration models

WHAT DO YOU LIKE MOST IN FLYING

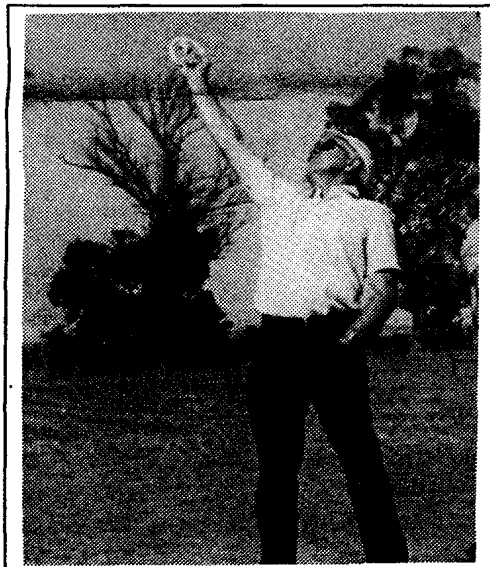
The comradeship

WHAT SAM MODEL DESIGNER DO YOU ADMIRE**THE MOST** Bob Munn**HOW DID YOU BECOME INVOLVED IN AERO****MODELLING** Started with hand launch gliders in the 1940's**YOUR FIRST CLUB NAME AND DATE**

Carey Grammar School

MAC 1945

MODELLING HIGHLIGHTS Representing Australia in the first ever control line team sent overseas in 1953. First State Championships 1950. First National Championships 1950-51.



→

**VICTORIAN RC OLD TIMERS ASSOCIATION
 SAM 600 INCORPORATED**

TRIAL BALANCE:
BALANCE 1/7/95 \$1,084.36

INCOME

MEMBERSHIP FEES	\$980.00	
AUCTION	\$102.00	
SWAN HILL	\$187.44	
INTEREST	\$31.34	
ADVERTISE	\$36.00	
STATE CHAMPS	\$145.00	
TOTAL		\$3,171.74

EXPENDITURE

POSTAGE	\$230.80	
NEWSLETTER	\$424.80	
SWAN HILL	\$1,655.86	
DONATION./MAAA	\$350.00	
SUNDRY	\$31.00	
PRINTING & STAT.	\$29.95	
BANK CHARGES	\$11.79	
TOTAL		\$2,733.50

BALANCE AS AT 30/6/96 **\$1,522.60**

BANK RECONCILIATION AS AT 30/6/96

BALANCE 1/7/95	\$1,084.36
+ RECEIPTS	\$3,171.74
	\$4,256.10
-PAYMENTS	\$2,733.50
	\$1,522.60

BAL. AT BANK 30/6/96	\$1,512.60
Plus error in dep. 4/9/96	\$10.00
	\$1,522.60

AUDITOR'S REPORT

The above represents a true extract of the cash books of the Victorian R.C. Old Timers Association SAM 600 Incorporated and that the cash balance as at 30th June, 1996 is correctly stated.

C.R. James F.C.A.A.
 Hunt Frame &
 Partners Chartered Accountants

PRESIDENT Peter Donovan (H) (056) 787 330
 Lot 1 Gruber Street
 KILCUNDA 3995

VICE PRESIDENT Len Mostert (H) (056) 581 523
 11a Shellcotts Road
 KORUMBURRA

TREASURER Fred Chigwidden (H) (059) 975 675

SECRETARY 343 Westernport Rd.
 LANG LANG 3984

EDITOR Trevor Boundy (056) 287 688
 RMB 4855 Fisher Road
 DROUIN WEST 3818
 Email jtboundy@dcscomp.com.au

PUBLIC OFFICER Derry Brown (H) (039) 702 1952
 20 Greenlaw Crescent
 BERWICK 3806

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