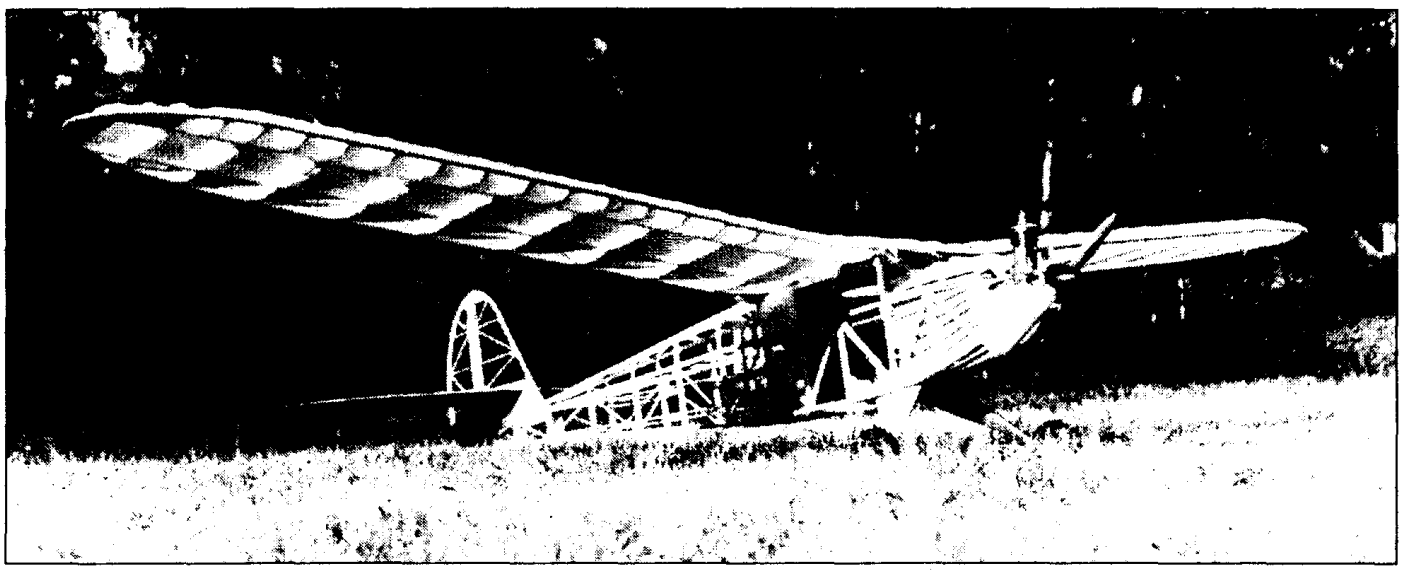
THE SOCIETY OF ANTIQUE MODELERS
SAM 600

SAM 600 Inc.

VOTA VICTORIAN R/C OLD TIMER ASSOCIATION

http://www.sympac.com.au/jtboundy *The voice of Old Timers from Victoria. Australia* ✈✈✈✈✈✈✈✈✈✈✈✈✈ # 48

The 1997 (12th) Roy Robertson Memorial Trophy winner **Ian Robinson** being congratulated by Texaco winner **Graeme Sinclair**.



See inside for details of the **1938 Gas Powered Camera Model** by Elbert J. Weathers

NEXT MEETING # 48

Is on Thursday, Mar.20, 1997 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

NSAC= National Sports & Aviation Centre Wangaratta.
RR=Roy Robertson Memorial Trophy.

Mar.15-16 1997	Vic.State Champs	Wangaratta
Mar.20 1997	Fly Day mid week	Lang Lang
Mar.23 1977	Open Fun Fly	P&DARCS
Mar.20 1997	**Last Meet before S/Hill**	**Meeting #48**
Mar.28-31 1997	Swan Hill OT	SHMAC
Apr.3 1997	Fly Day mid week	Lang Lang
Apr.17 1997	Fly Day mid week	Lang Lang
Apr.26-27 1997	SA State Champs	Monarto
May. 1 1997	Fly Day mid week	Lang Lang
May 4-1997	O/T Geelong	GMAA
May 11 1997	Mother's Day	
May. 15 1997	Fly Day mid week	Lang Lang
May 17-18-1997	Mammoth & Scale F/In	SHMAC
May 25-1997	Model Engines 4/sFlyIn	MARCS
May. 29 1997	Fly Day mid week	Lang Lang
May 29 1997		**Meet #49**
Jul.5-12-1997	OZ. Nationals	Darwin
July 20 1997	VFSAA Fun Scale Rd3	NFG
Jul.31-1997	**AGM Silver Anniversary**	**Meet #50**
Aug 10 1997	VFSAA Fun Scale Rd 4	P&DARCS
Sep 25 1997		**Meet. #.51**
Sep 7 1997	VFSAA Fun Scale Rd 5	Sunbury
Sep 27, 28	Mammoth Scale	VRF Sheraton
Nov 9 1997	VFSAA Fun Scale Rd 5&6	Geelong
Nov 27 1997		**M**
Dec 7 1997	VFSAA Fun Scale Rd 6	MARCS

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Weather for the day at Warragul, contact Trevor Boundy on 03 56287 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 03 59975 675.

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CONTRIBUTIONS FOR NEXT NEWSLETTER

Contributions to the newsletter should be sent to the editor at least 3 weeks before the meeting date.
Pictures please. 🖃 ☎

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FLOAT PLANE FLYIN

The Melbourne Radio Control Aero Club
at Wesburn Mel Ref. 288 F1
2 February 1997

$2.00 Gate/Entry Fee Children Free

Full Catering available
Lolly Drops for the children &
Prizes throughout the day for adults

For further information contact
Graham Scott 9736 2997
Roy Rennie 9722 1119

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FOR SALE

OS 50 2s, New front induction, side exhaust, Loop scavenged, complete with muffler and R/C carby. Started once. $100 or swap with motor. also:-
Enya 40 loop scavenged 2 stroke complete with muffler, and R/C carby. $70.
Contact Darryl Cope 03 9703 1338

WANTED

SAITO 65 crankcase for a rebuild.
Contact Trevor Boundy 03 56287 688.

TABLE OF CONTENTS

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INTERNET ADDRESES

SAM 600 MAAA Rules, Committee members etc.
http://www.sympac.com.au/jtboundy
Model Aeronautical Association of Australia.
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/
Radio Control Soaring. The premier resource for Radio Control Soaring)
http://biomednet.com/rc-soar/index.htm
1996 Word C/L Championships
http://www.plasma.kth.se/~olsson/wc96.html
Winfoil by Malcolm Hardy
http://www.ozemail.com.au/~malhardy
FFS New South Wales
http://www.ozemail.com.au/~barrylee
The NASMA (National Air and Space Museum of Australia)
http://www.nasma.com
Australian Weather MSL Prognosis & Analysis and Satellite pictures
http://www.aopa.com.au/weather/wthr.html
South Australia Gliding History Trust
http://wraith.internode.com.au/soaring/absaght.htm
SAM 27 The Society of Antique Modeler's Northern California Chapter.
http://www.napanet.net/~nedn/sam27home.html
Tower Hobbies Illinois USA
http://www.towerhobbies.com
Academy of Model Aeronautics USA.
http://www.modelaircraft.org/
Bolly Props Including price list.
http://www2.hunterlink.net.au/~ddtd/models/bolly.html
RC Modeler Magazine.
http://www.mag-web.com/rc-modeler/index.html
Model Flight in S.A. Including price list and monthly bulletin.
http://www.camtech.net.au/modelflig
Airborne Magazine. Illustrated plans list and construction articles etc.
http://www.nasma.com/airborne/

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12th ROY ROBERTSON MEMORIAL TROPHY

The winner for the second consecutive year was Ian Robinson, who placed first in Duration and third in Texaco.
CD for the day was Warwick Bromby who guided 14 Duration and 17 Texaco contestants through a very enjoyable contest.

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Duration			
Ian Robinson	Playboy Senior	Saito 65 4s	2156
Barry Barton	Playboy Senior	Irvine 36 2s	1730
Simon Boundy	Super Quaker 103%	Saito 65 4s	1728
Shane Mostert	Playboy Senior 110%	Rossi 40 2s	1457
Graeme Sinclair	Playboy Senior	McCoy 60 2s	1350
Trevor Boundy	Albatross	Saito 65 4s	1336
Mark Collins	Cumulus	McCoy 60 2s	1289
Kevin Fryer	Playboy Senior 110%	McCoy 60 2s	1287
Norm Campbell	Playboy Senior Cabin	Rossi 40 2s	1287
Fred Chigwidden	Playboy Senior	Saito 65 4s	1111
Ray Woodhouse	Cumulus	Saito 65 4s	1077
Len Mostert	Playboy Senior	Irvine 36 2s	899
Peter Donovan	Miss Delaware	Rossi 40 2s	716
Chris Lawson	RC 1	McCoy 60 2s	0
Texaco			
Graeme Sinclair	MG 2	Irvine 40 diesel	3501
Peter Donovan	Miss Delaware	Enya 46 4s	3412
Ian Robinson	Bomber	OS 60 4s	2670
Len Mostert	Bomber	Os 60 4s	2543
Mark Collins	Bomber	Os 60 4s	2520
Shane Mostert	Bomber 85%	OS 40 4s	2487
Chris Lawson	Record Breaker (*1938)	Saito 65 4s	2449
Don Cameron	Bomber	OS 61 4s	2120
Trevor Boundy	Bomber	Os 60 4s	1801
Peter Bennett	Bomber	OS 52 4s	1668
Peter Hosking	Record Breaker (*1938)	OS 61 4s	1613
Barry Barton	Record Breaker 90%	OS 40 4s	1406
Norm Campbell	Record Breaker (*1938)	OS 60 4s	1269
Derry Brown	Dallaire Sportster 75%	Os 48 4s	1228
Ray Woodhouse	Bomber	OS 60 4s	1163
Fred Chigwidden	Record Breaker (*1938)	Enya 60 4s	874
Kevin Fryer	Red Zephyr	OS 40 4s	821

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HIGH STRENGTH L/W WIRE

Modern knitting needles are a good source of high strength wire with a large range of diameters and good bending properties.

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EDITORIAL REPORT

Thank you to Derry Brown for providing the stamps and arranging the posting of 95 copies of the flyer for the Easter Fly In.
Derry was nominated for and elected to the position of chairman of the MAAA Rules Committee for 1977/98

Don't overlook the title of this issues model "How to Build A Gas powered Camera Model." It's the Elbert J. Weathers 1938 96" Westener.

© At last we have SAM 600 decals similar to the one used on the face of this news letter, but in full colour and about 41/2" wide they are available from Fred Chigwidden @ $3 each. Thank you Peter Bennett for seeing this project to completion.

The proprietor of a soon to be relocated hobby shop in the Bentleigh East area has offered his premises for a meeting.

Trevor Boundy.

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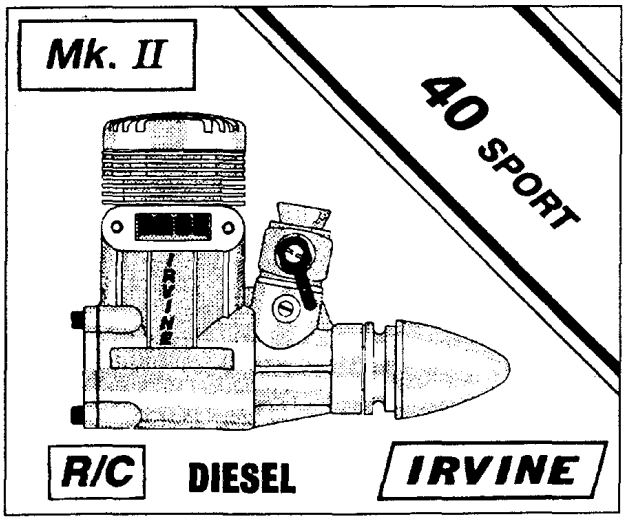
IRVINE DIESEL RAFFLE

Life member of SAM 600 Bob Munn who is always enthusiastic in his promotion of O/T and our club in particular has donated a customised Irvine 40 diesel to be raffled for our club funds.

This motor has been specially converted in the USA for Texaco part of the instructions included with this motor are as follows:-

This Irvine 40 diesel engine was bench-run for about 90 minutes using various appropriate propellers, then installed in a 1200 sq. in. model for Texaco competition, in which it did very well during the one season flown. It is



equipped with two special items: MVVS 2CC diesel carburetor, and a custom made exhaust baffle. If adjusted as outlined in the instructions accompanying the motor, it has run for 21 minutes on the bench (leanest possible run) using only 20 cc fuel. It must be adjusted somewhat richer for reliable air runs of + 18 minutes, using a Taipan 14 x 6 propeller cruising at + 4,100 rpm. (Standard throttle and muffler also included).
Tickets can be purchased from:-
Fred Chigwidden
(H) 0359 975 675
343 Westernport Rd.
LANG LANG 3984
by posting him $2 for a ticket or $5 for three. The winner will be drawn at the Swan Hill Easter dinner.

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FORSTER / FOX COMPARISON

by Don Howie

The Forster 29 is one of my favourite motors. as it is of high quality, but can be obtained in the USA for fairly low prices.

The G-29 model, their first glow motor, was different to other Forster 29 models. The Air Trails article in January 1997 newsletter tells only part of the story.

Enclosed is Aeromodeller comparison between the Fox 35 (2 screw back plate) and the G-29.

The Fox motor was lighter, had more power at lower revs, and was a much better C/L stunt motor. A Fox 35 of this era now costs up to US$300.00. The Forster looks as if it was made for C/L speed as the Engine Analysis (L.H. Sparey) states "most useful speeds lie between about 15,000 and 16,600". Unfortunately, the McCoy 29 and the Dooling 29 were available at this time (1950), and would have been the preferred motors for C/L speed.

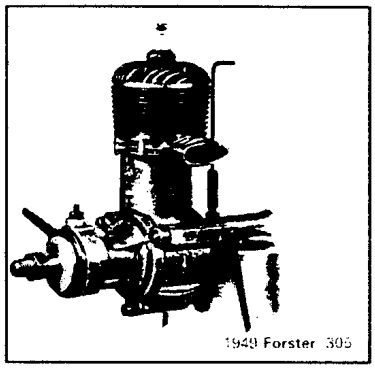
I have seen the G-29 advertised as an ignition motor, as it is possible to bolt on the front end from previous ignition models. An ignition version never existed and the high revs make it unsuitable as an ignition motor. The .29 and .35 Forster ignition motors sold by RJL model engines is a fantasy of Ralph Morock (REMC), based on the last .29R and .35R of 1958.

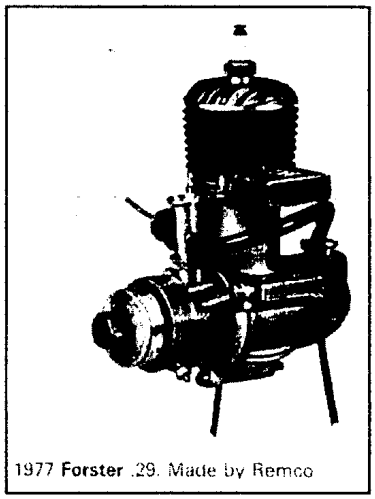
Remco first made these ignition models in 1977. The first front rotary models appeared in 1952 as the F-29 and the F-31. These had a shorter intake, prop nut and were intended as sports motors. The F-35 came out in 1955.

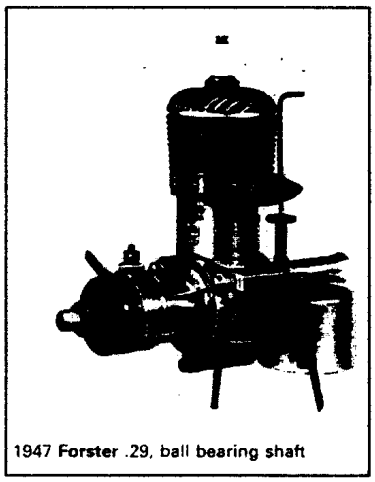
The first Forster 29 was introduced in May 1940, being the second disc type rotary valve motor: the first being the Bantam .19 of 1939. The motor was very well designed and very strong. The cast timer had stops to limit movement and the intake was a straight aluminium tube. After the war, 1946 the familiar aluminium nut was added to the intake and the tube was cut at an angle; I expect for easier choking. I purchased one of these plain bearing motors for US$95.00, complete with tank, and it is an

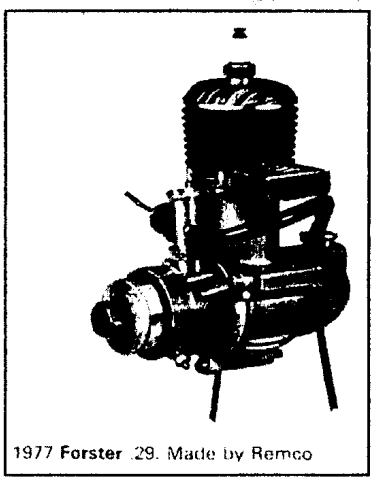
excellent motor; far better than a Vivell 35 or O & R 29 FRV.

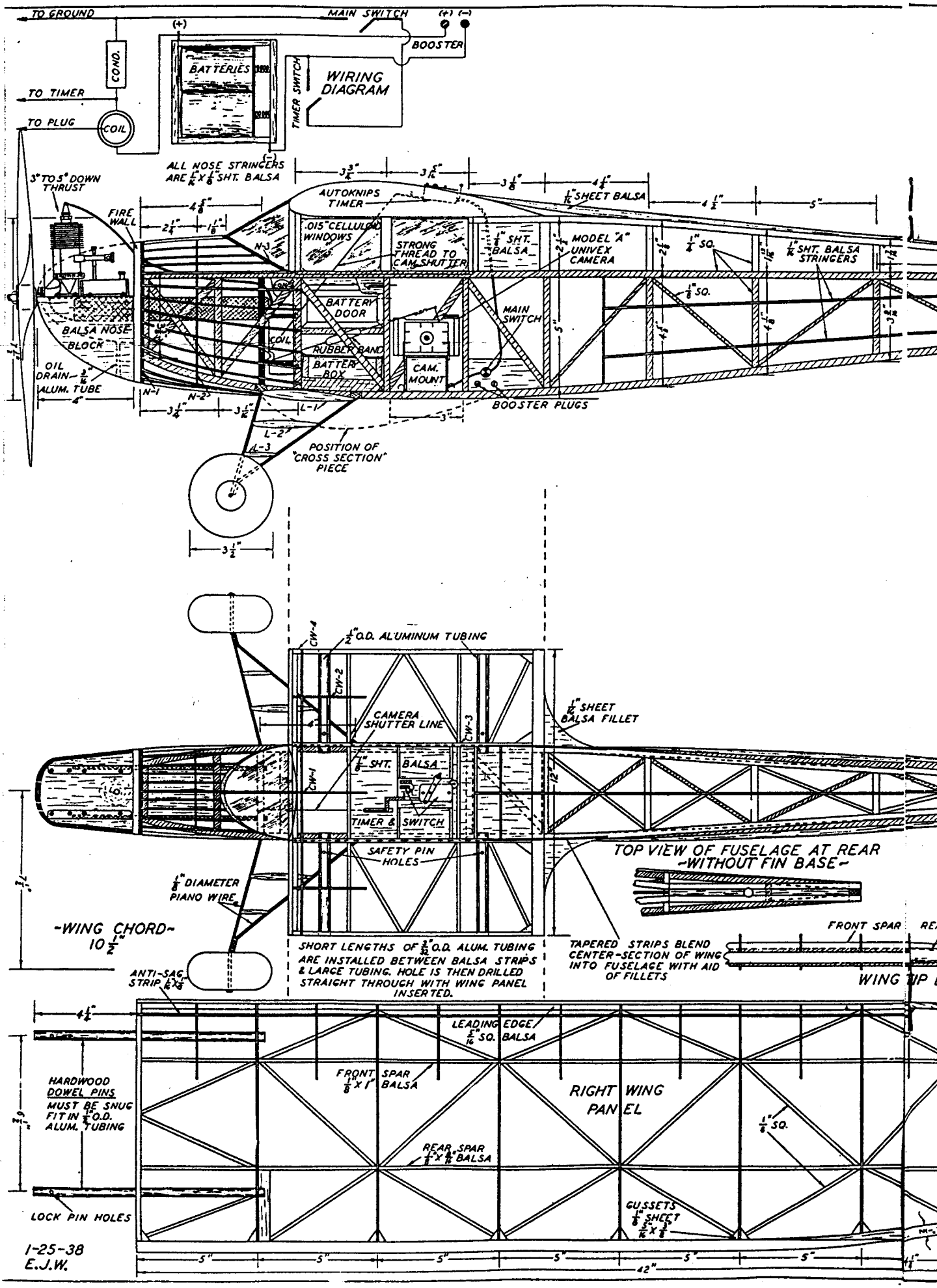
In 1947, the ball bearing model was introduced. This has an adjustment of the fixed point (round nut), single ball bearing, flaired intake tube and long needle valve. Later models have an aluminium tank and these are outstanding ignition motors. All the Forster .29, .305 ignition motors have rear intake and tear drop exhaust. The Forster 29 was sold over a long period without much change, so it is not prized by collectors in the USA' for users, however, it is a quality made, strong motor that starts and runs very well.
Don Howie

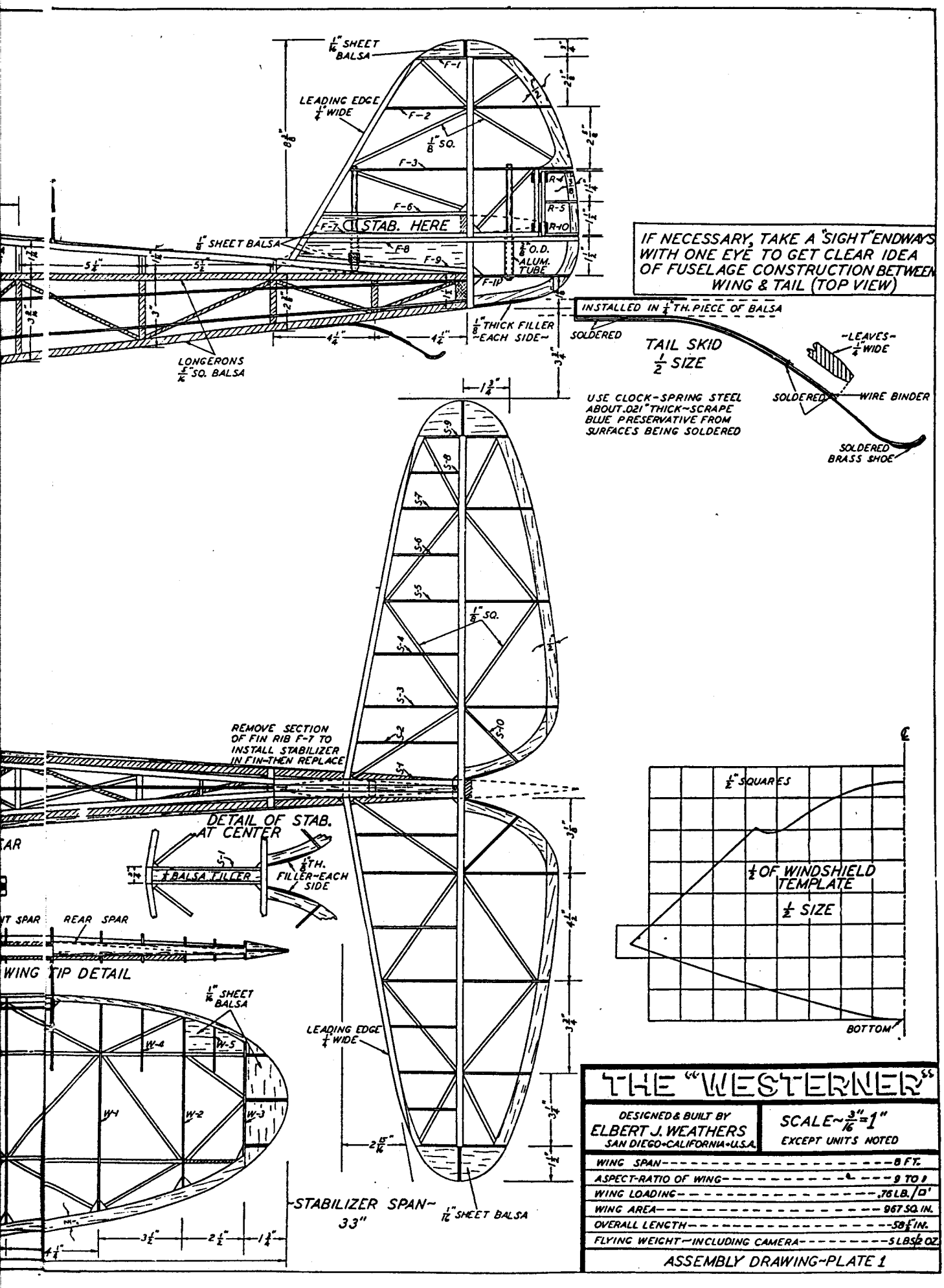

1949 Forster .305


1977 Forster .29. Made by Remco


1947 Forster .29, ball bearing shaft


1977 Forster .29. Made by Remco


WIRING DIAGRAM
TO GROUND
MAIN SWITCH
(+) (-)
BOOSTER
COND.
BATTERIES
TIMER SWITCH
TO TIMER
TO PLUG
COIL
ALL NOSE STRINGERS ARE 1/16 X 1/8 SHT. BALSA
3" TO 5" DOWN THRUST
FIRE WALL
AUTOKNIPS TIMER
1/16" SHEET BALSA
.015" CELLULOID WINDOWS
STRONG THREAD TO CAM SHUTTER
1/8" SHT. BALSA
MODEL "A" UNIVEX CAMERA
1/4" SQ.
1/16" SHT. BALSA STRINGERS
1/8" SQ.
BATTERY DOOR
MAIN SWITCH
BALSA NOSE BLOCK
COIL
RUBBER BAND
BATTERY BOX
CAM. MOUNT
OIL DRAIN
ALUM. TUBE
BOOSTER PLUGS
POSITION OF "CROSS SECTION" PIECE
1/2" O.D. ALUMINUM TUBING
CAMERA SHUTTER LINE
1/16" SHEET BALSA FILLET
1/8" SHT. BALSA
TIMER & SWITCH
SAFETY PIN HOLES
TOP VIEW OF FUSELAGE AT REAR -WITHOUT FIN BASE-
1/8" DIAMETER PIANO WIRE
-WING CHORD- 10 1/2"
SHORT LENGTHS OF 3/32" O.D. ALUM. TUBING ARE INSTALLED BETWEEN BALSA STRIPS & LARGE TUBING. HOLE IS THEN DRILLED STRAIGHT THROUGH WITH WING PANEL INSERTED.
TAPERED STRIPS BLEND CENTER-SECTION OF WING INTO FUSELAGE WITH AID OF FILLETS
FRONT SPAR
WING TIP
ANTI-SAG STRIP 1/16 X 1/8
LEADING EDGE 1/16 SQ. BALSA
HARDWOOD DOWEL PINS MUST BE SNUG FIT IN 1/2" O.D. ALUM. TUBING
FRONT SPAR 1/8 X 1" BALSA
RIGHT WING PANEL
REAR SPAR 1/8 X 1/4" BALSA
1/8" SQ.
LOCK PIN HOLES
GUSSETS 1/8" SHEET 1/16 X 1/8
1-25-38
E.J.W.
42"



THE "WESTERNER"

DESIGNED & BUILT BY
ELBERT J. WEATHERS
SAN DIEGO-CALIFORNIA-U.S.A.

SCALE- 3/16" = 1" EXCEPT UNITS NOTED

WING SPAN	8 FT.
ASPECT-RATIO OF WING	9 TO 1
WING LOADING	.76 LB./D'
WING AREA	967 SQ. IN.
OVERALL LENGTH	58 1/2 IN.
FLYING WEIGHT-INCLUDING CAMERA	5 LBS 2 OZ.

ASSEMBLY DRAWING-PLATE 1

A GAS POWERED CAMERA MODEL.

from MAN May 1938

Complete information and plans from which you may build a plane that will take aerial photos or serve as an efficient contest model.
By ELBERT J. WEATHERS.

HERE, Mr. Gas Model Enthusiast is a plane which has been thoroughly proven from several important angles. It is a ship of 8 foot wing span possessing the much sought after characteristics in present day gas models. As shown by past experience, it safely holds its own when being judged for construction, general design and clean lines in a precision contest. The takeoff is very even and graceful and the climb, with the engine wide open or fairly much so, is nothing short of spectacular, considering its size. It has been observed on many occasions "going upstairs" at an angle approaching 30 to 35 degrees. The Grant X wing section and flying weight (with full equipment, 5 lb.) obviously have a lot of bearing on this feature. On the other hand, the engine can be throttled way down, giving flights very similar to a Taylor Cub. Thus is the flexibility with it in flight. The glide is super flat and soaring on the mildest thermal is common. Under gliding conditions, the forward speed is very slow, and when ready to finally land, it comes in as gentle as a kitten, with little or no bounce.

The writer's original job was designed to have a perfect glide with both the wing and stabilizer in a fixed position and each absolutely neutral, relative to the neutral line of thrust. In other words, the only adjustment that has ever been made to it has been that of the tab in the fin, to adjust it for the wide circling to the right after the motor cuts. Should anyone, upon completion of the model, find that gliding adjustments are imperative (which is a remote possibility if plans are carefully followed), it is suggested that small sheet aluminium tabs be made and installed on the trailing edge of the stabilizer to compensate.

Each wing panel slides out of the center section after lock pins are removed and the tail surfaces detach likewise, as one unit, insuring maximum ease of transportation to the flying field.

The feature of being able to take aerial photos should prove of enough interest in itself to urge most gas modellers to try the model. It is probably the first gas model to obtain worth-while aerial photos. A standard Univex Model "A" camera is employed for this (very in expensive, easy shutter action, and light weight) and makes surprisingly clear exposures considering the lens and flying speed (under power) of the model at the time of shutter action. When installed as shown, the left wing panel of the ship is included in the upper portion of each "shot," adding to the realism. This is clearly shown in the aerial pictures included in the article. The possibilities of taking photos from the air of gas model contests as your entry is flying overhead might also be mentioned in this connection.

Specifications

Wing span	8 ft.
Wing chord	10 1/2 in.
Wing area	967.8 sq. in.
Wing loading	0 76 lb./sq. ft.
Aspect ratio of wing	9 to l
Overall length	4 ft. 10 1/2 in.
Stabilizer span	2 ft. 9 in.
Stabilizer area	(21% of wing area).203 sq. in.
Fin area	(8/% of wing area) 84 sq. in.
Dihedral	6 1/2 degrees
Tread	1 ft. 3 in.
Moment arm	(40% of wingspan)..3 ft. 3 in.
Flying weight (complete with camera & film)	5 lb. 2 oz.
Power	Brown Jr.
Timer	Autoknips
Climb per minute in still air	250 to 300 ft.

Fuselage

First lay out all parts of the plane, full size, by enlarging from the assembly drawing, making use of all dimensions as given. Show location of all vertical or diagonal members as well as spars, formers, etc., on your working layouts.

Begin the model by first constructing the fuselage. Make two side frames to begin the fuselage. (Shown in shaded lines.) The longerons are 5/16" sq. and should be of hard balsa. Use firm balsa for all bracing. Secure longhorn stock in one length if possible, so as to avoid splicing . However, if this has to be done, merely make a long tapered splice with balsa sheet bracing on the two inner sides of the longerons. It will be necessary to steam the lower longerons at the nose in building the frames. Do not forget the removable door frame which is made at the same time, where shown, in the frame to be on the left side. When both are dry and sanded smooth on their outer sides, build them together in the usual manner, pinning each upside down on the work-bench.
For clarity, no diagonal bracing has been shown on the top and bottom of the fuselage frame. This is to be 1/8" sq. balsa, installed from the wing mounting block to the rear end of the frame. See photograph showing this part completed.

The next step is to build up the top, rear section of the fuselage, from the cabin back. Start it by constructing the sheet balsa covered "box" upon which the rear part of the center wing section is to be attached. Install four corner uprights of 3/16" sq., followed by the filling in of all sides (except the bottom) with 1/8" sheet balsa fillers. This must be very firmly attached to the fuselage. Cut two 1/4" sq. hard longerons and install them as indicated. Complete the top rear section by putting in all the vertical bracing which drops down from these longerons to the exact vertical spot on the fuselage frame, be it on a cross-brace, main

longerons, or both.
Cut from 1/4 ", sheet balsa of firm grade the rear anchorage for the motor beams. Install it in the frame so as to receive the hardwood motor beams when ready. Install two lengths of extra hard balsa, size 1/4" x 1/2", to mount the landing gear on, where shown. The actual installation of the landing gear will be made later. Now cut the nose formers Nos. 1, 2 and 3. Nos. 1 and 3 are /8" sheet balsa, while No. 2 is made from 1/16" sheet stock. After each has been cemented in position, cut some lengths of 1/16" x 1/8" balsa from sheet stock for the nose stringers. Each is cemented in place as shown. On former No. 3, all stringers are cut at an angle and are cemented on the underside of it, with the exception of the top center one, which is inserted in the notch provided. The firewall may now be cut and installed. Use very hard balsa of 3/8", thickness for this. Remove two rectangular holes, the size of the motor beams, and all other wiring holes shown. The stringers on the sides of the fuselage are cut from 1/16" sheet and have a long taper from each end to the middle. Cement them where indicated. The top stringer must be made later.

The method of making the spring leaf tail skid is simple; the drawing of this part is self-explanatory. It is then installed in its correct position, first being fitted to a 1/8", sheet balsa filler block which is cemented in place securely. Use metallic type cement to anchor the skid to the block.

The landing gear is made next. Form three frames (front side, rear side, and center shock strut) from 1/8" spring piano wire, using vise and hammer. laying each one over full size templates to compare. Install the front side frame first, on the balsa brace in fuselage. Use metallic cement and binding of copper wire abundantly, and also make corner braces to put against the main mounting piece. Next, install the rear section in same manner. Bind with the copper wire, both at the fuselage and at the axles. The center shock strut is of course held in position at each axle. Solder well to make a good union at each crotch, bound first with copper wire. Cut 2 sets of landing gear ribs from 1/16" sheet balsa and put them in landing gear with metallic cement.

The two hardwood motor mounting beams can be made next. Each is size 3/16" x 15/16" x 73/4" and should be made of a hardwood with the necessary "spring" in it. Black walnut is recommended for this although maple or teakwood will do. Drill each one to take the metal plates, which serve as the actual motor and tank mounting. Then slide them through the slots provided in the firewall and the rear motor beam anchorage, using metallic cement very generously.

The aforementioned plates should be made as the next step. See plans for detail. Each is mounted on the wooden beams with sets of screws and nuts, of the type designated in plans. The engine and tank holes shown in the plans are for the Brown Jr. engine with old-style tank and should be altered slightly for the new type Brown tank. Also, if a different make of engine is to be installed, merely alter the plate itself, where bent at right angles, to secure the proper spacing.
Carve the lower portion of the nose block from a medium hard balsa block, removing only enough wood from the interior to allow the engine, engine timer and tank to sit in position without touching. It is left solid for a good reason—to absorb any severe shock to which this area may be subjected. The top section of the nose block or engine cowl, is made from a solid balsa block, but must be nothing more than a shell with thin walls. It is used on the original merely for added appearance on the ground or photographs, never being in place when the plane is flown. This, however, can be used for flying just as readily. Cut holes in it as shown, to allow for sliding over the cylinder, needle valve and spark plug cable.

The engine accessories can be installed at this time. The battery box is simple to construct and is cemented to the 1/16" sheet balsa cabin floor, between the camera mounting and condenser. The condenser is also mounted on the floor between the battery box and the coil. Mount the coil with two supports as shown, in a vertical position against the rear motor beam anchorage bulkhead, about 1/2" away from the floor. Make sure the high tension line (to the plug) is on the top. Study the wiring diagram on drawings, wiring up everything as shown, with the exception of the Autoknips timer, which comes later. Also put in the main switch and booster plugs in the right side of fuselage where indicated. Use the small lacquer-finished stranded and tinned wire if possible, laying all runs out on the floor in systematic fashion (spot with cement). The camera mounting is built up from 1/16" sheet balsa, being directly in front of the door in the left side of the fuselage. (Pictures taken straight out through open doorway.) Lay a length of 1/8" sq. balsa on the outer top edge of the mounting to insure that the camera will be tilted at the proper angle to include left wing in photos. The Univex camera is held in position by a strong rubber band which hooks from one side of camera mounting to other. Round off the lower fuselage longerons with a plane and sandpaper.

To complete the general construction concerning the fuselage, construct the fin stub and fuselage extension (actually part of the fin). This is where the tail surfaces detach as a unit. Cut the front sections of the ribs (installed over fuselage proper) from 1/8" sheet. Install two lengths of 3/8 OD aluminum tubing in the front and rear sections being constructed. Use metallic cement for this. Cut and cement in place the1/8" sheet balsa fillers, in the fin base.
When this unit is complete, ready to take the tail surfaces, make a paste of corn starch, clear lacquer (or dope) and aluminum powder, using it to make a generous fillet at the junction of the fin stub and fuselage.

Center Section of Wing, Windows and Timer
Begin the center section of the wing by first making two spars, each built up from three separate pieces as shown. Use 1/8" hard sheet balsa for these. This method takes

care of the dihedral angle in the spars with a great safety factor. Cut four of the full size wing ribs from 3/16" sheet balsa. Leave the underside of two of them flat, for over the fuselage. The leading edge is 5/16" sq. (three sections), while the trailing edge is 1/8" X 1/2" tapered. Drill 3/8" holes in the four ribs to receive the 3/8" aluminum tubing. Be accurate in this operation. Cut the lengths of tubing. When center section is built, install the tubing with metallic cement. Follow with the fillers in the center section, which are 1/16" and 1/8" sheet. Now mount the wing center section on the fuselage. It is supported at the leading edge by the two vertical window struts at that point. Cement it (using pins here and there) in place with the utmost care, noting that it is in perfect alignment with fuselage. Anchor the forward vertical braces most securely. Add the center cabin window braces next.

Paint the whole cabin area, where "raw" wood is visible, with a colored dope. Also paint the cabin roof (formed by center section) and nose former No. 3. Cut a length of 1/8" OD aluminum tubing and cement it in place in the center, between the wing center-section and former No. 3. The windshield can now be installed, followed by the side cabin windows. Use .015" celluloid of good quality. Refer to the windshield template on drawings. Install all celluloid with cement, using pins to secure till dry.

The Autoknips flight timer should be built in place at this point. (This timer, its use pioneered in the west, is rapidly becoming known to eastern gas modellers.) Secure it in the position shown, in center section of wing, on a sheet balsa support, making certain that the top surface of the case is just flush with the two center ribs at that point. Make the switch as shown being certain it functions properly. Also, it will be necessary to make an extension for the timer brake, to operate this through the covering. Solder a length of galvanized sheet metal, as shown on plate 1, end ways against the timer hook, which travels into the case as the timer winds down. A small hole should be in the opposite end, so the string shutter cable to the camera can be attached. Make or buy a small pulley (about 3/8" diameter) and install it against the motor beam bulkhead, on the left side of the fuselage. It should be in line with the timer hook extension. The camera shutter cable then leads from the extension on timer arm, through the cabin ceiling (at about 45° angle), straight down to the pulley and then straight back to attach on the extension on the camera shutter. (Merely a pin with loop on end, soldered on.) The procedure used in taking the pictures is described at end of article.
Now form the 1/16" stringer which extends along the top of the fuselage. in the
center, from the flight timer to the fin stub at the rear. Cement it in place. Also cut and install the wing fillets at the trailing edge, between the fuselage and center-section of wing. Each is cut from 1/16" sheet stock and extends 2" each way from the corner and is actually a quarter circle around the rear edge. After cementing each against the two uppermost fuselage longerons and the wing stub trailing edge, fashion two filler pieces (about 3/16" deep at center) which are installed over the two center wing ribs and extend back on the fuselage longerons. These should be cut with a long tapered curve to fit and allow for a good blending of the wing center-section.

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VMAA TROPHY 1997 (APRIL)

from the VMAA News Letter

Time is almost here again for all clubs to enter in the VMAA Trophy to be held in April 1997. With the success of this years event and the enthusiasm shown by clubs that had competed for the first time, we intend to run the same format as this year with a few minor changes to the rules. The same events will be run as these were well received by the clubs that competed. Please Mr. Club Secretary, see if your can raise some interest and come along to the event. Last year the Latrobe Valley Club finished second and this was because of the revamped scoring system that handicapped the top pilots.

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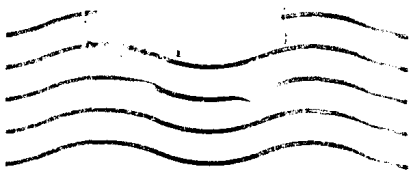

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