

# SAM 600

Inc.

VOTA

VICTORIAN R/C OLD TIMER ASSOCIATION

<http://www.sympac.com.au/ftboundry>

The voice of Old Timers from Victoria, Australia + + + + + 51



Restored and recovered in SAMSPAN Don Bekins 76" Hermes Hayseed  
powered by McCoy 60 sparks.

**NEXT MEETING**



Is on Thursday, September 25, 1997, 7:30 PM at Saturn Hobbies located, 7 Ardena Court Bentleigh East (Melway 68 J-12) off East Boundary Road (which is opposite the Moorabbin Memorial Swimming Pool) Saturn Hobbies will be open prior to 7:30 PM.



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.



**TREASURER'S REPORT**

Secretary/Treasurer Report for Year 1996/97

Membership for the above year for VCTA SAM 600 Inc. has been 57 members including 19 Pensioners.

The year financially has shown a steady increase in the bank balance as shown in the Treasurers Report.

The income from the Bob Munn Motor raffle, the Swan Hill Easter competitions, Wangaratta Gas Champs and the Roy Rob entry fees, helped to offset the cost of operating the club which at present operates at \$13.73/member/year.

The Bank Balance as shown in the Report is \$2114.22 an increase for the year of \$601.62 and as can be seen from the figures, with an income from membership of \$623.00, an expenditure of \$783.00 to cover costs, we rely on the income of \$740.00 for this year, from competitions and raffles, to assist operations.

The Swan Hill Easter Competitions had an entry of 31 competitors.

Included in that number was 12 entries from South Australia making the event 19 Victorians and 12 South Australians.

The average attendance at our meetings during the year has been 18 members.

The year ahead will require some thought and effort to keep in front of the costs.

Sec./Treas. F.J.Chigwidden



**AGM RESULTS**

- Chris Lawson President.
- Peter Hosking Vice President and Calendar co-ordinator.
- Fred Chigwidden Treasurer Secretary.
- Derry Brown Public Officer.
- Trevor Boundy Editor.
- Peter Bennett Web Master.



**PRESIDENT'S REPORT**

Dear Members.  
Thank you for your vote of confidence in electing me as President for the next 12 months.

I would like to congratulate the previous Committee Members for their efforts over the last year.

At the next meeting I would like place on the agenda for the meetings consideration the following items:-

- 1 Roy Robertson Memorial Trophy day or days.
- 2 Announce the location and date of the Victorian State Champs for 1998.
- 3 Haddon in November this year.
- 4 Geelong O/T Rerun competition date.
- 5 Set a date for an event at Cohuna in 1998.
- 6 Elect and make the presentation of the Monty Tyrrell Clubman of the Year award.
- 7 Discuss how to attract members to meetings and club contests.

See you at the meeting.  
Chris Lawson.



**EDITORIAL COMMENT**

*Yet more on the covering front, we have purchased five 10 foot (by 1 metre wide) packs of SAMSPAN from SAM 27 via Derry Brown who is a SAM 27 member, this covering is available on a first in first served basis at \$13 per pack, (contact Trevor) if the demand is there we will order more from SAM 27, thank you to Don Bekins for the preliminary work regarding this offer from SAM 27. See also comprehensive instructions in this newsletter regarding the use of SAMSPAN.*

*Saturn Hobbies have a new product called OzCover which looks like mylar with an adhesive on one side. It comes in 50 and 70 micron thickness, costs are :- 2 metre by 31" wide \$8.95, and 5 metre by 31" wide at \$22.95. Read about this product in this newsletter.*

*See the updated calendar in this issue, this format will be mirrored on our internet site.*

Trevor Boundy. ✍

**PLEASE ADVISE THE  
TREASURER/SECRETARY  
OR EDITOR OF ANY  
CHANGES OF ADDRESS.**

## OZCOVER

Saturn Hobbies are proud to announce our new covering product.

This new covering product idea started 20 years ago, but the cost was too high for us to market it then, but now in 1997 after many months of testing we introduce OzCover to you the modeller.

The uses are amazing as it is light (*ED about 5 gm per square foot*) because you can add trim or paint later if required.

Using OzCover, sand your model as usual, then finish.

The finish will be as good as your preparation.

Cut OzCover to size then tack the mat side (adhesive) down with your hobby iron at the highest setting.

Iron down all edges as tight as you can.

To get the little wrinkles out use your heat gun, you will see the fog clear and it will go transparent, this product is tough.

Once your model is covered, you can mask it and paint, or leave clear and trim as you require. (Saturn Flo Gloss lead free paint is Nitro fuel proof, after fully curing, approx. 7 days).

Tony Cincotta VH 396.

→

## PLANS

*Held By Peter Donovan*

1938 Lancer 55" For 2cc

1938 Korff Professor 45" For 1/2A note not approved yet

1948 Super Hatchet for Nostalgia

1940 Playboy Senior 125% 100"ws

1938 Record Breaker 90"ws

1938 Rickard flying wing 63"ws

1938 Rickard Flying wing 45"ws 1/2A

1940 Playboy Senior 52"ws 1/2A 2cc

1942 Comet Interceptor small 1/2A

1938 Miss America 52"ws 1/2A 2cc

1938 Westerner 58"ws 2CC

1942 Mermaid Seaplane

1941 Fokker (stahl) 100"ws Texaco?

19?? Cabinette Ehling 55" approx 150% 2CC

1938 XP3 120"ws Texaco

1938 Taylor Cub 80"ws

1937 Red Zephyr 72" ws

1938 Cavu 66" 150%

1938 Lanzo Stick small 1/2A

1940 Sailplane (Goldberg) 76" duration

19?? Zaic Trooper glider vintage glider

19?? Thermic+scale glider enlarged both vintage glider

19?? Alouette+ Art Chester's Jeep .75 free flight

19?? Humbug .75 free flight

19?? Fokker DR1 Triplane c/l 2.5cc Airborne plan

19?? Keilkraft Phantom c/l

19?? Jitterbug c/l 1.5cc

1951 Veron Cardinal .75 free flight

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## SMALL 38 ANTIQUE

*by Don Howie*

Dear Trevor

I thought it worth commenting on "A Texaco", proposed by Allan Laycock in last Newsletter #50. In south Australia, Bill Britcher runs the "Flying Fifteen" event, and I have flown in several of these events.

Bill's event is a combined Texaco and Duration contest, like the old SAM 1788 2CC event in NSW. I find the idea of Texaco and Duration combined, too difficult for the average modeller. The Texaco only or Duration only for 2.5 cc is far better. In the last event I flew my Miss Fortune X with Elfin 2.49 CS replica motor. Fuel allowance was 12 cc (as A Texaco) and without changing the 9"x5" prop (that I use in 38 Antique), I managed an engine run of 2 min. 22 sec. and obtained a ten min. flight in both rounds (we use a 10 min. max.)

I feel that perhaps the fuel allowance is too great or the 8 min. flight time is too short. The event will become a diesel only event, as some diesels running at peak revs, can still be very economical.

I have thought that it would be great if the event was for Burford / Taipan motors. I expect that Gordon produced about 200,000 motors of 2.5 cc or less, starting with the Sabre 250 in 1950.

They honour Bill Brown and Irwin Ohlsson in the USA, I think we should do the same for Gordon Burford in this country. My proposal was for 38 Antique type event, with different engine run times for the different Burford motors, up to 2.5 cc glow or diesel, plain bearing and ball race.

Don Howie

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**Old-timer Fly-in  
Geelong  
Sunday 19<sup>th</sup> October  
Program in Order  
Start 10 am  
1/2A Texaco MAAA Rules  
Texaco 10 min, 10 min, 15 min  
Duration 7 min, 10 min, Fly Off**

**Canteen Operating**

## THE TOP 19

### Remarks You Wouldn't Want to See on Your Performance Evaluation

The form used for Royal Navy and Marines' fitness report is the S206. The following are actual comments taken from the British Performance Reports.

- His men would follow him anywhere, but only out of curiosity.
- I would not breed from this officer.
- This officer is really not so much a has-been, but more of a definitely won't be.
- When this officer opens her mouth, this is only to change out whichever foot was previously there.
- He has carried out each of his duties to his entire satisfaction.
- He would be out of his depth in a parking lot puddle.
- Technically sound, but socially impossible.
- This officer reminds me very much of a gyroscope - always spinning around at a frantic pace but not really going anywhere at all.
- This young lady has delusions of adequacy.
- When he joined my ship, this officer was something of a granny; since then he has aged considerably.
- I wish this officer would understand that nought is a mark.
- Since my last report, he has reached rock bottom, and has started to dig.
- She sets low personal standards and then consistently fails to achieve them.
- He has the wisdom of youth, and the energy of old age.
- This officer should go far - the sooner he starts, the better.
- In my opinion this pilot should not be authorised to fly below 250 feet.
- This man is depriving a village somewhere of an idiot.
- The only ship I would recommend this man for is citizenship.
- Works well under constant supervision and when cornered like a rat in a trap.



## SAMSPAN HOW TO

from SAM 27 Antique Flyer  
6/21/95 Meeting) (Revised 9/18/96. \*\* & 7/19/97\*\*\* &  
8/5/97\*\*\*\*)  
sent by John Carlson Treasurer SAM 27  
<johnc914@aol.com>

Hi Again: Here are the updated Instructions I promised.  
Hope they are useful.

Don Bekins made a presentation on Polyspan (SAM 27's SAMSPAN) covering material and techniques. Don was very enthusiastic about this product, having just completed using it on most of his reconstructed Class C Lanzo Bomber and on a new Rambler model. According to Don the product is a tissue made of non-woven polyester fibers and looks much like Silkspan, shrinks with heat better than MonoKote and much better than Micafilm. It is very puncture resistant, unaffected by humidity and, when shrunk and doped adds to the structure strength like silk. Weight is about 0.077 oz.(2.2g.) per square foot. The material is made in Germany under the trade name "VILEDON" and is used there in the manufacture of clothing as an interfacing material between layers of fabric to give body and support.

The German model builders apparently discovered that the material was very suited to model covering. Presently two US model suppliers import in bulk, cut, package and sell the material as Polyspan. These are Starline International in Arizona and Model Research Labs of Mission Viejo, CA. who charge about \$0.75 and \$0.45 per square foot respectively plus postage. A quite complete article on the material appeared in the December 1994 issue of Flying Models magazine.

Don applied the Polyspan much like silk, first coating the structure with a couple of coats of nitrate dope, applying the material, and brushing on thinner through the covering to adhere it to the structure. Polyspan is not dampened like silk, it is shrunk with heat and can be made to conform to compound curves by applying heat with an iron and pulling to stretch. Shrinking with a heat gun is much easier than with an iron, however care must be taken to avoid local overheating or holes will result. Creases resulting from folding disappear following heat shrinking. The material has an easily seen grain which runs lengthwise in the sheet and which should run in the long direction of the structure being covered. One side is shiny and the other more or less dull. The shiny side should face out and is sometimes difficult to identify, even with a good light. A scrap of velcro - the hook side, gently rubbed against each side of SAMSPAN will immediately indicate which is the shiny and which is the rough side. The material as furnished is white and color must be applied after doping as described later herein.

Polyspan is porous and must be sealed. Don used two coats of 50/50 dope and thinner applied with a disposable sponge brush and believes it to be sufficient to effectively fill and seal the material. To color the Polyspan Don recommends a mixture of 90% thinner and 10% dope to which is added about a fifth of a teaspoon of aniline dye per cup (8 oz) of thinner/dope. The dye is available from either of the two suppliers indicated above but Don says it may also be ordered from several of the mail-order wood working material suppliers.

\*\* (Starline International is now furnishing Higgins Fade proof ink, available in a number of colors, in lieu of the aniline dye. The recommended mixture is 10 parts thinner, one part ink and one part dope, although some think 2 or 3 parts dope is better.) The mixture is applied by spraying with an airbrush or a touchup gun. Many light coat passes will result in even and full penetration of the coloring into the doped Polyspan resulting in a pleasing translucent finish. Rod Persons reported that he has had good success with Hobby Pox where an opaque finish is desired. Another coloring method which Don expects to experiment with is to spray the dull side with a mixture of methanol and dye before covering the structure.

Scissors work well for cutting the material, but trimming with Exacto blades requires frequent changing. Rod Persons said he had good results with a single-edge razor blade frequently stropped on a pine board. Conforming to a sharp edge such as a trailing edge requires the use of a covering iron much as is required with MonoKote. Edges sand satisfactorily after doping.

Don has experimented with the UHU glue stick and feels it may produce satisfactory results. The UHU has a tendency to do a certain amount of balling up when applied and should be smoothed out with a finger or stiff piece of plastic before applying the covering. The covering can be applied before the UHU has set or after set by heating with a trim covering iron to soften the glue. A recent article in one of the modeling magazines said that UHU can be allowed to dry, even as much as days, and then applying the covering and brushing through to the structure with isopropyl (rubbing) alcohol which softens the glue allowing the covering to adhere. \*\*\*(See also A-F July 1996 under Show & Tell re further experience with UHU Glue Stick.)

Don was so enthusiastic about Polyspan that he purchased a whole roll, 50 meters long and 1 meter wide and proposed that the club buy it and sell it to members at only slightly above cost. The roll cost was \$210 which works out to about \$1.28 a linear foot (1 meter wide). This proposal was approved and the price to members is set at \$1.50/LF. \*\*\* (The most recent purchase of a larger quantity allows the offering of SAMSPAN to SAM 27 members for \$1.00/LF, 1 m wide.)

\*\*Following is from 7/96 A-F

John Carlson showed his nearly completed 56" Tabi Brooklyn Dodger for RC Class A Ignition. Power will be an Elfin diesel. The model was covered with SAMSPAN with three coats of 50% SIG Lite Coat. The SAMSPAN was adhered with the UHU glue stick. John was very enthusiastic about the use of this product. The structure to which the covering was to attach was given a couple of coats of 50% nitrate dope to seal the wood.

\*\*\*\*(2). The UHU is then spread on these surfaces. If it tends to lump up or go on unevenly it can be spread out with a finger tip, a plastic spreader or with a brush moistened with rubbing alcohol. The covering can be applied immediately in which case the UHU is still tacky, making repositioning a little difficult, however by brushing through the covering with rubbing alcohol the UHU becomes quite slippery making positioning very easy. The UHU can be allowed to set for hours or days before applying the covering and then activating with alcohol. To secure the covering in place and prevent further movement, the alcohol dampened covering can be touched with a hot trim iron.

This method works well with wing under camber providing the ribs and flush spars are given the dope and UHU treatment. After the covering is in place and the UHU set either by drying with time or the aid of heating with the trim iron, the SAMSPAN is shrunk with a heat gun. Wrinkles or puckers not removed by shrinking can be reworked by the use of alcohol, the trim iron and pulling to stretch the covering.

Shrinking and conforming is considered to be as good or better than any other product used by John. The color coats are yet to be applied. These will probably be with the use of the Higgins ink/thinner/dope mixture currently recommended by Starline.

\*\*\*\*(2) Subsequent experimentation indicates that when using UHU as an adhesive, it appears that pre-doping of the structure is not necessary.

John Carlson



**Haddon Fly Day**  
**Sunday 16<sup>th</sup> November 1997**  
**Program in Order**  
**Start 10 am**  
**1/2A Texaco MAAA Rules**  
**Texaco 10 min, 10 min, 15 min**  
**Duration 7 min, 10 min**

**Canteen Operating**



<b>SAM CONTACTS</b>		
SAM 1788	NSW	Basil Healy. Pres.
SAM 84	Qld	Collin Sommers. Pres.
SAM 83	ACT	Allan Laycock. Pres.
SAM 600	VIC	Trevor Boundy. ED
SAM 1993	SA	Ian Promnitz. Pres.



**CONTRIBUTIONS FOR NEWSLETTER**

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

**SAAA O/T NATIONALS 1998.**

*from the 51st Nationals Committee 17<sup>th</sup> July 1997*

These will be held at LOXTON, SA from Friday April 10th (check in and practice day) until Tuesday 14<sup>th</sup> April.

The following events will be flown on the 11th to the 14th April :

- TEXACO
- OPEN DURATION
- STANDARD DURATION
- 1/2A TEXACO
- 2.c.c.
- ANTIQUE
- NOSTALGIA
- GLIDER

All events will be run to the current MAAA O/T Rules.

There will be a trophy [plus a new JR X-388.Radio] for the CHAMPION OF CHAMPIONS for O/T. Substantial sponsorship has been obtained for other events.

ACCOMODATION is available at:-

- Loxton Hotel/Motel 08 8584 7266
  - Loxton River front Caravan Park 08 8584 7862
- The Motel has been block-booked, but please make your own booking, referring to the Nationals.

The event will be flown at the Loxton Club field, which was used for the Nationals in 1976. It is grassed and irrigated, has covers over the pit area, two club houses and toilets/washroom.

An Old-Timers PRESENTATION DINNER will be held at the Loxton Hotel/ Motel on Tuesday the 14th April at 7.00 p.m.

*The remainder of the NATIONALS will commence on Wednesday the 15th April with check-in and practice at WAIKERIE (a 40 minute drive from LOXTON), THERMAL DURATION will commence on Thursday the 16th April.*

This is an opportunity to attend the biggest O.T. event ever held in Australia, to compare notes with the O/T's from the other states and see all the latest developments. Come along and enjoy yourself,

The 51st Nationals Committee.

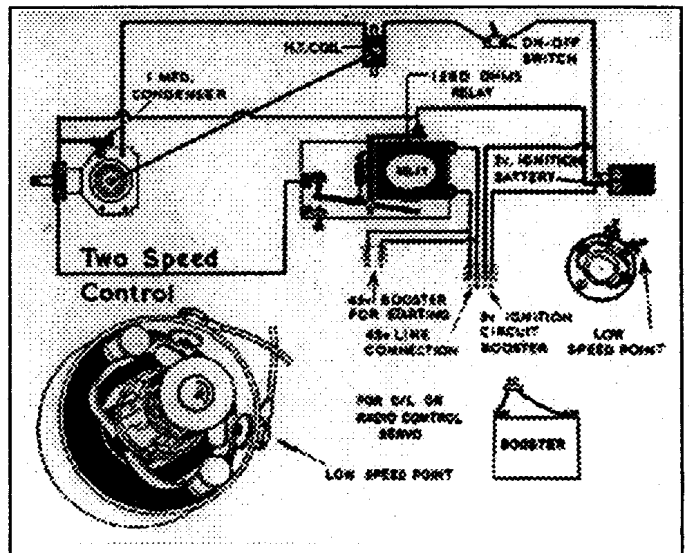
**ENGINE SPEED CONTROL**

*Development Of Engine Speed Control In Model Engines*

*by Don Howie*

The need started in the late forties for control line and early radio control. In control line, the Drone throttle for Leon Shulmans popular US diesel, had a screw adjustment that reduced the intake area and was able to stop the motor or lean and richen the mixture. The use of dual spark ignition points gave an advanced setting or retarded setting for low speed. A relay was needed to switch from one set of points to another. Popular motors such as Ohlsson and Forster had two speed timers and looking at the RJL replica Forster 99, this was last produced in the mid fifties for Radio Control and it has a two speed timer.

The more popular method of 2 speed engine control in the early fifties was the use of 2 spray bars and needle valves. This was originated by K & B in 1951 with the glow Torp 19 - 2 speed. The writer has a 2 speed green head 15, introduced in 1954. The top needle valve was adjusted rich and the bottom was set lean for maximum power. The usual method of control was with a Bonner escapement type valving switch, that switched from one



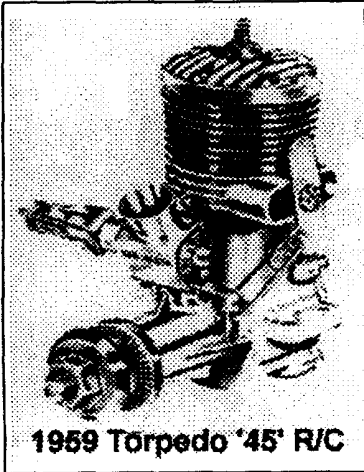
needle to another, and also an airbleed to stop the motor when required.

The next developments took place in 1958, after the introduction of the Astro Hog low wing multi, by Fred Dunn in 1957. This used the K & B 35 Torpedo, that would have been fairly marginal on power. The 35 size motor, for control line stunt, was the largest size motor made in the USA at the time. In 1958, the K & B Torpedo 35 RC was introduced using the modern style barrel carb, coupled to the exhaust flap.

Also introduced by K & B was the idle bar glow plug, to give a more reliable idle. Also interesting, was the re-introduction of the Anderson Spitfire 65 by McCord Precision Products in 1958.



In 1959, the Torpedo 35 RC was enlarged to 45 RC for the new breed of multi-aircraft.



1959 Torpedo '45' R/C

HiJohnson (formerly Orwick Engines) introduced his Auto Mix Carburetor, that was made to fit a variety of different motors. The Torpedo 45 RC won the 1<sup>st</sup> World Champs Aerobatic event in 1960.

At this time Clarence Lee began making his Lee Custom 45 for a small group of modellers in the Los

Angeles area. This was a white sand cast motor with twin ball races using the Veco carb introduced on the Veco range of motors in 1958. The motor was used by Doug Spreng to win the US Nats RC event in 1960 and

1961. Clarence Lee, now working for Veco, developed the Veco 45 RC motor, and this was released in 1962, being the first modern RC motor. At the World Aerobatic RC Champs in 1963, eight of the top ten places used the Veco 45 RC motor.

At this time, 1962, other manufacturers had larger RC motors. Super Tigre had a .56 RC and Enya had a .60 RC. Some flyers even used the rear induction McCoy 60 for radio control.

**QUALITY MODEL PRODUCTS**

**FIVE ALL POPULAR ENGINES**

**AUTOMIX CARBURETOR**

- ELIMINATES NEED FOR ADJUST RESISTOR - NO TROUBLE NO CONSUMING
- ALWAYS USE THE FULL PRESSURE SYSTEM
- REDUCES FUEL CONSUMPTION AND SPEEDS UP TO 10% TO 15%

**Available in 1/2, 3/4, 1, 1 1/2, 2, 3, 4, 5, 6, 8, 10, 12, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000**

**DYNAMIC MODELS, INC.**  
13755 Sateby St. • Van Nuys, Calif.

introduced the GP61 RC with 2 piston rings, more complex carb with airbleed control and "Automix" carb barrel. The use of proportional radios from 1965/66 meant the new need for RC motors, and most of the worlds manufacturers (including Taipan) began producing these engines.

**SAM 600 FEES ARE DUE**

If you are unfinancial this is the last newsletter you will receive.  
 Membership un-financial status is shown on your mailing label following your name with the letter "u".  
 Membership for one year can be obtained by paying \$15 to the Sec / Treasurer.

**3rd EASTERN STATES GAS CHAMPS**

NSAC Wangaratta Victoria.  
 Sat. the 4th and Sun. 5th OCTOBER 1997

**PROGRAM:-**

**SATURDAY 4th. OCTOBER 1997**  
 10:30 am "38" ANTIQUE.  
 12-00 to 12-30 Lunch.  
 1-30 pm DURATION.  
 7-00 pm Swap and Flea Market

**SUNDAY 5th. OCTOBER 199 7**  
 8:30 am Texaco models weighed.  
 9:00 am TEXACO.  
 12:00 to 12- Lunch.

**RULES MAAA O/T Rules.**

**ENTRY FEES**  
 \$10-00 Per Event,  
 Juniors \$6-00 Per Event.  
 Open to any Financial Member MAAA Inc.

**CATERING SATURDAY**  
 Breakfast 6:30 am to 8:30 am.  
 Lunch Dinner 11:00 am to 1:30 pm.  
 Dinner 6:00 pm.

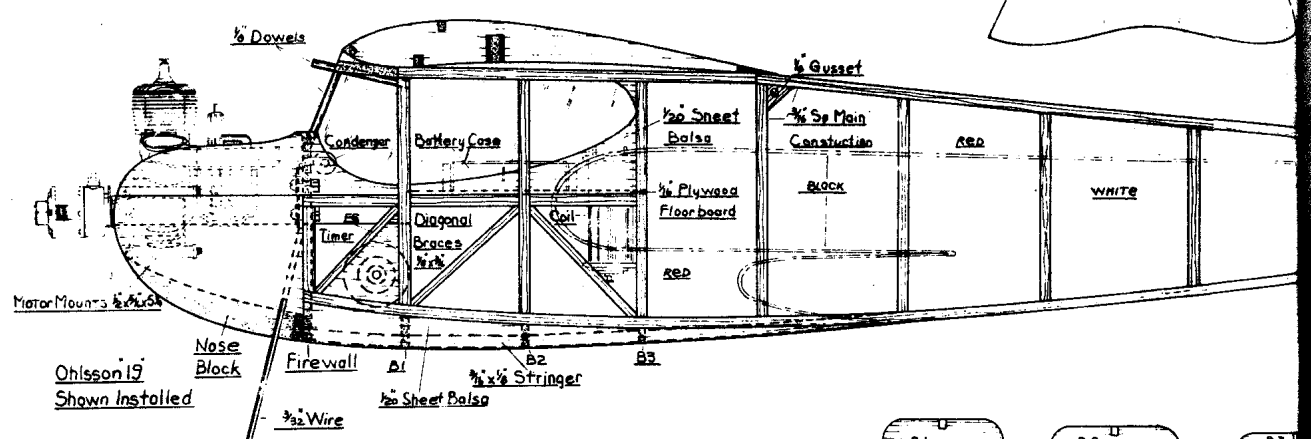
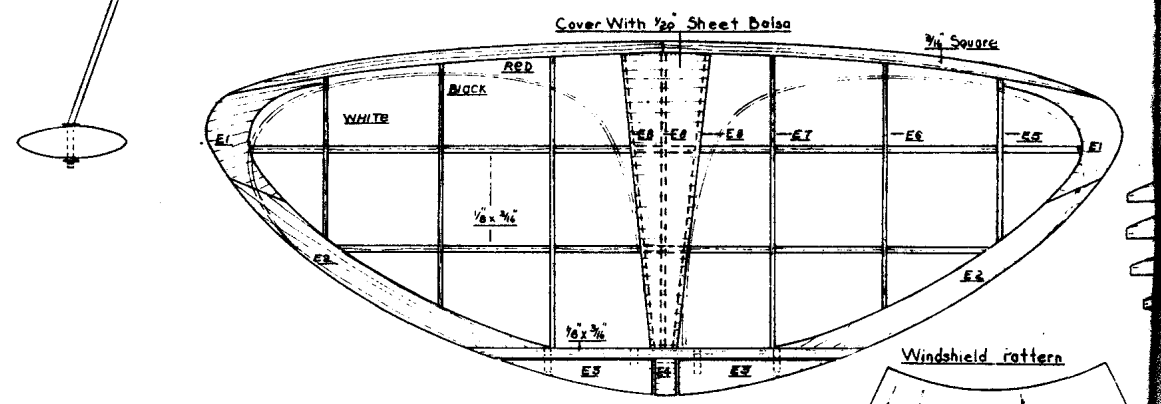
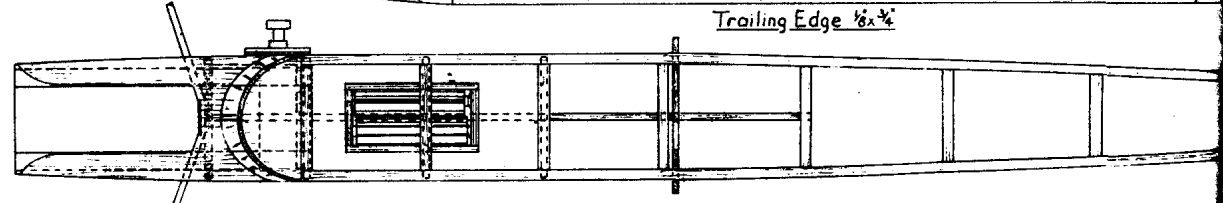
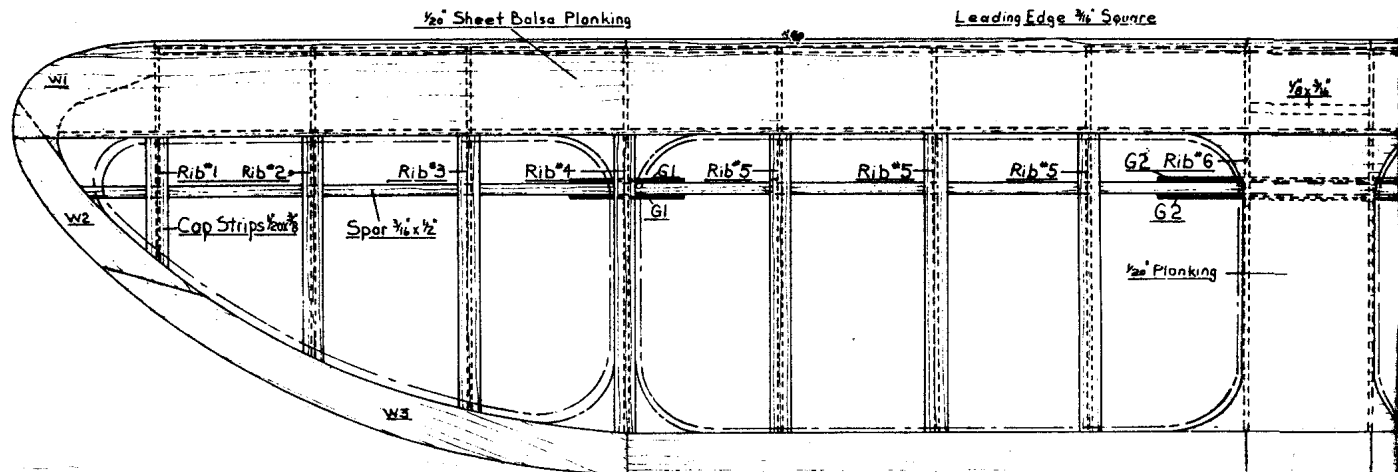
**CATERING SUNDAY**  
 Breakfast 6-30 am to 8.30 am.  
 Lunch 11:00 am to 1:30 pm.

Contest Secretary:-  
 Dave Brown  
 52 Outer Crescent  
 LITHGOW 2790.

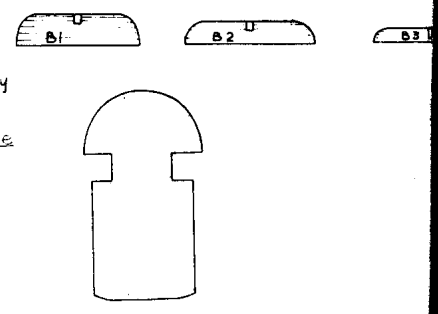
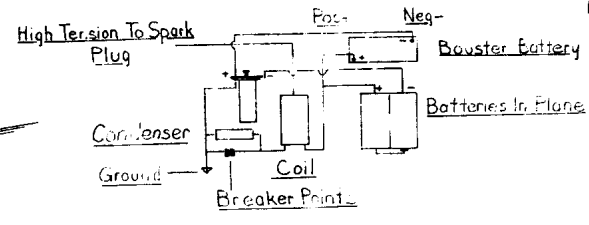
Mail entries close 1<sup>st</sup> October 1997.

The Easter States Gas Champs. are Hosted by SAM 1788.

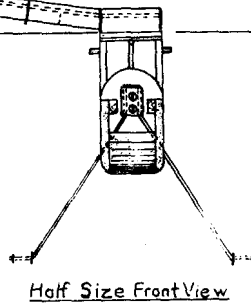
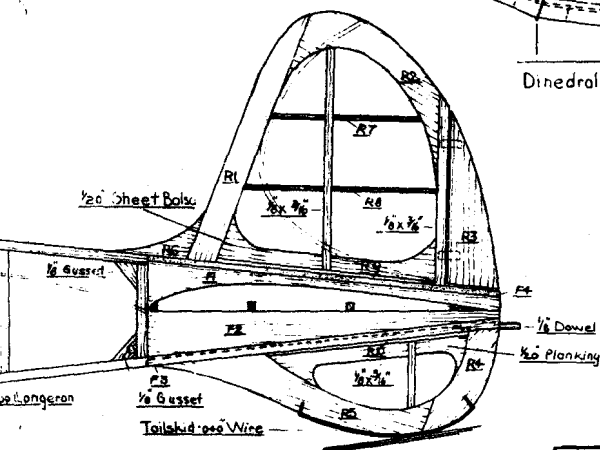
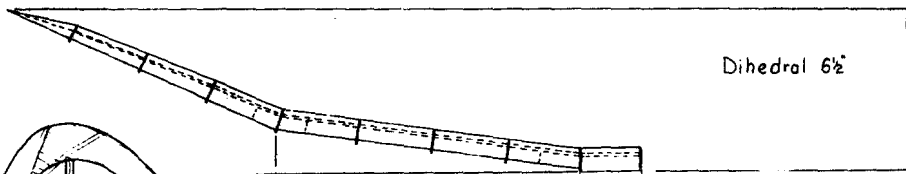
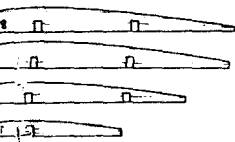
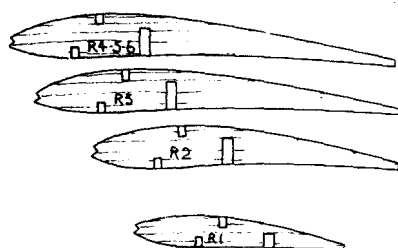
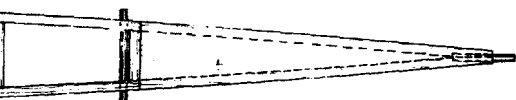
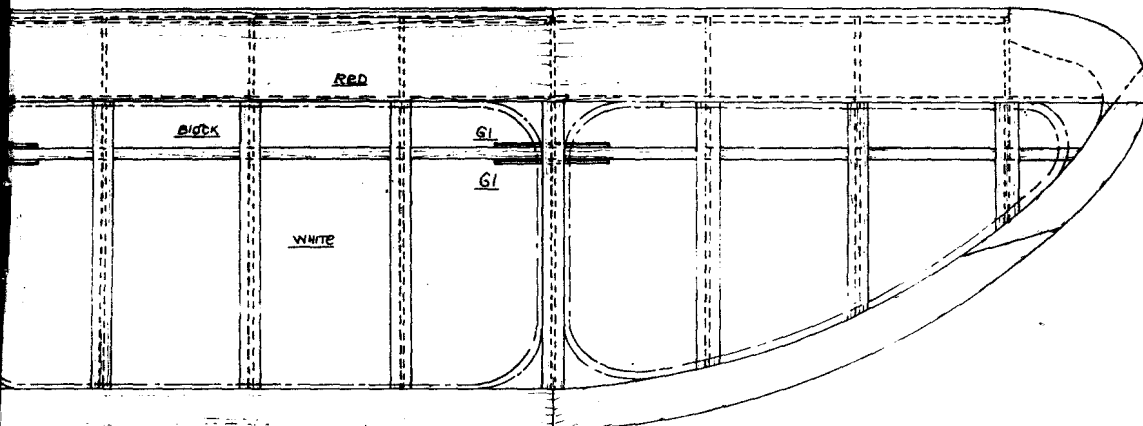
Entry forms will be available from the SAM 600 Secretary at the next meeting.



Ohlsson 19 Shown Installed







THE **CORONET**  
16 1/4" Wing Span

Miniature Aircraft  
P.O. Box 6 Marayong  
N.S.W. 2148

**MINIATURE AIRCRAFT**  
P.O. BOX 6 • MARAYONG • N.S.W. • 2148

**OLD TIMER PLANS**  
&  
**SHORT KITS**

MINIATURE AIRCRAFT, P.O. BOX 6, MARAYONG, N.S.W. 2148

**NEW MEMBER APPLICATION**

(Tick appropriate box)

- New Membership  or
- Renewal of Membership
- Senior
- Junior
- Pensioner

Name	
Street	
Suburb	
Postcode	
Occupation	
Home Telephone	
Business Telephone	
VH (FAI) Number	
Affiliated Club **	

(\*\* Name or Club through which you are affiliated with MAAA)

**MEMBER CLASSIFICATION AND FEES**

- Junior :-** Under the age of 18 years as at 1st. July starting current year.  
Club Fee :- \$5.00 per year
- Senior :-** Over the age of 18 years as at 1st July  
Club Fee :- \$15.00 per year
- Pensioner :-** Pension card to be sighted by Secretary/Treasurer  
Club Fee :- \$5.00 per year

This form together with the appropriate fee, should be handed or forwarded to the

Secretary / Treasurer

**Fred Chigwidden** (H) 03 5997 5675  
343 Westernport Rd. LANG LANG 3984  
Cheques should be made payable to **SAM 600.**



**ITEMS FOR SALE**

Due to ill health I am giving up aero modeling. If you want anything from the following list please ring me anytime on 9739 6609 or call at 110 Victoria Rd. Lilydale.

**PLANS**

- Playboy Snr. 80" OT
- Falcon or Cloud Cruiser. 96" OT
- Enlarged Black Beauty 80" OT

- Long Cabin 76" OT
- Rudder Bug 72" OT
- Sunspot ( Glider ) 120" OT
- Dream Bogey 60" OT
- Radio Queen 72" OT
- Veron 'Deakon' 52"
- Jodel D117 & 112 Scale 58"
- Elf 20 Delta Wing 36"
- RCM Trainer Stunt 58"
- Arctic Turn 56 1/2"
- H.M 18 Scale 53 1/2"
- Poweravan Scale 48"
- Raven Slope Soarer 84"
- James Wot Electric 72"
- Buzz Cat Electric 63 "
- Raydic G 84 Electric 84"
- Roulet II Sport 54"
- Original Black Beauty 60"
- Super Ace
- Chrislea GH3 F/F Sport 54"
- Eros F/F Sport 84" OT
- Bernhardt B2 Sport WW1 70" Body Built
- Junior 60 60"

**BOOKS**

- How to make model aircraft. By P.G.F Chinn 50's
- All about model aircraft. By P.G.F Chinn 50's
- Aeromodeller plans handbook Circa 1962. The 3 for \$20.00

**ENGINES**

- O.S '35' R/C with muffler & prop. G/C \$50.00
- Leo '28' R/C with muffler & prop. G/C \$45.00
- P.A.W'29'R/C Diesel with muffler & prop G/C \$40.00
- Enya '15' R/C GLO with muffler & prop In Box Brand new \$60.00
- Cox '049' with prop & spare head G/C \$30.00
- Graupner 600 B.B Electric with folding prop. Brand New \$20.00

**RADIO'S**

- Hitec challenger 550 with six servo's. PCM 36 meg with nicads & charger. \$175.00
- Hitec challenger 455 29 meg AM with nicads & charger.
- Sanwa 2 ch with nicads. \$ 40.00

**SUNDRIES**

- 2 flight boxes, one with 'sure start' electronic ignition & 12 Volt batteries, the other transmitter carry box with foam insert. 12 Volt starter heavy duty as new. Fuel filler bottles.
- Wheels of various sizes, spare prop's brand new D. S butane pencil torch for soldering where there's no 240 Volt AC, new 12 volt 6amp dry cell chargeable battery.

**PRICES**

- All of the plans at \$10.00, others at \$5.00 & \$2.00\*.
- Other prices as marked. Sundries make an offer.
- All prices O.N.O. Plans are buy one get one free of your choice from secondary lot.
- Dennis Store.



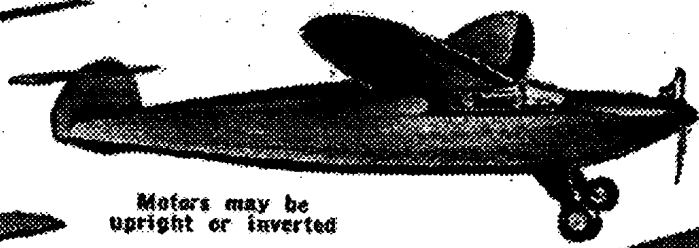
WANTED !!!

48 OCTOBER 1-9-3-8 MODEL AIRPLANE NEWS

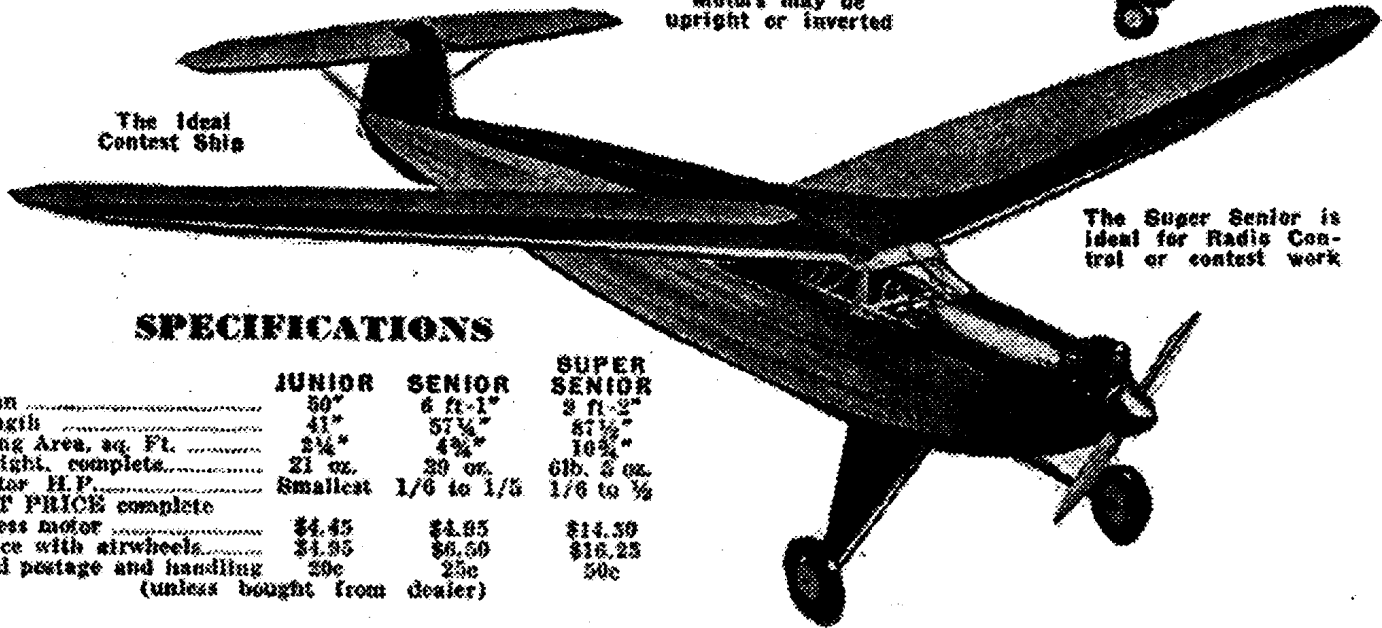
**"THE PROFESSOR"**—A Championship Design in 2 sizes.—K. Ernst, dealer and model builder of 10 years experience states: "Most outstanding ship for **STABILITY, SOARING ABILITY, and SHEER BEAUTY**"



The Ideal Contest Ship



Motors may be upright or inverted



The Super Senior is ideal for Radio Control or contest work

**SPECIFICATIONS**

	JUNIOR	SENIOR	SUPER SENIOR
Span	30"	4 ft-1"	5 ft-2"
Length	41"	57 1/2"	67 1/2"
Wing Area, sq. Ft.	2 1/4"	4 1/2"	10 1/2"
Weight, complete	21 oz.	30 oz.	6lb. 3 oz.
Motor H.P.	Smallest	1/6 to 1/5	1/6 to 1/4
<b>KIT PRICE complete</b>			
less motor	\$4.45	\$4.85	\$14.50
Price with airwheels	\$1.85	\$6.50	\$16.25
Add postage and handling	30c	25c	50c
(unless bought from dealer)			

**EASIER TO FLY**—Special (only on Korff Kits) slow stalling wing tips (NACA 6412 airfoil)—Approx. 8 oz./sq. ft. wing loading—Low center of lateral area in line with center of gravity—high line of thrust.

**MORE EFFICIENT**—Fuselage of elliptical cross-section—expertly streamlined—elliptical planform wing—NACA 4512 airfoil (soaring section)—Low drag motor cowling—Special "P" section tail surfaces eliminates "blanketing effects"

**PRACTICALLY CRASH PROOF**—New type free-swinging, detachable wing (rubbers fully enclosed) Soft balsa nose spinner protects motor—Flexible landing gear.

**EASIER TO BUILD**—Greatly simplified methods of construction—Many finished parts—Easy to read, full size plans—fully illustrated notes and details.

**KITS ARE COMPLETE**—Cutout and notched ribs, wing tips, and formers;—turned balsa spinner for propeller;—all strip and sheet balsa cut to size and of finest quality—plenty of material for battery box, motor mount, and other details;—landing gear and tail skid wire;—wheels;—celluloid for windshield;—toggle switch;—wiring;—hardware;—bamboo paper;—cement;—banana oil;—clear and colored dopes;—Easy to understand, full size drawings, clearly illustrated.

**PLUS**—"Testing Gas Models and Stability Facts" written by an Aeronautical Engineer.

**NOW—IT COSTS NO MORE TO HAVE THE FINEST IN GAS MODELS**

**THE KORFF CO.** Dealers: Write for attractive proposition on company letterhead.  
607 EAST 39TH STREET INDIANAPOLIS, INDIANA

Above shows three models kitted by the "KORFF Coy". which the SAM movement is looking for the construction plan details - can you help.

## MOTOR STATIC THRUSTS

by Leo O'Reilly

We thought it would be an idea to measure the static thrust of various motors. We set up a rig with a bridle around the model with a spring balance between the bridle and a stake. Motors were run at maximum revs and the thrust measured.

The results to date are as follows:-

Motor	Prop	RPM	Kg	Fuel
K&B 40 std	10 x 6	12,500	2.3	Std
OS 60 fs modified	12 x 6	11,600	3.8	10% No
Dubbjet 40	11.75 x 4.25	20,800	4.8	10% N
Enya 60 fs	12 x 6	10,700	3.0	10% N
Saito 65 fs	12 x 6	10,700	2.9	10% N
Fox Q 500	10.5 x 4.5	16,400	3.5	10% N

As soon as we can arrange it, we will try a McCoy 60 and various other motors. The same spring balance will be used in all tests.

We are also going to run a series of tests on a K&B 40 using all currently available 10" x 6" props, and measure thrust and revs.

Leo.



## FLYING PENCIL JUNIOR

By Alan King Revived by Jim Fullarton Alan King 'a Elfin Powered 1952 Nationals Winner from Airborne

At the 1951-52 Camden Nationals, the late Alan King recorded one of the most remarkable achievements in the history of Australian Free Flight, when he made an almost clean sweep of the power ratio events by taking two firsts and a second in the three classes flown at that meeting. Alan went to Camden with a fleet of three almost identical Pencil designs, graded in size to suit the various classes. Top of the range was the potent Dooling 29 version, which had a span of 81 inches; next came the 72 inch span McCoy 19 Pencil, and completing the trio was the Class A winner, which is illustrated in the accompanying plans. The original had a brief but glorious career for, after winning the event with a ratio of 19.1, it was lost, believed stolen, on its last flight.

Our plans are reproduced from drawings originally published in Aircraft magazine of April 1952, thus making it eligible for Vintage Flying. As can be seen, it can not be described as being easy to build, but that is the way it was with Alan. He knew the effect he wanted, and the amount of work involved was a secondary consideration.

To make the fuselage, first lay down the main longerons and motor bearers, after which the lower half formers and stringers are cemented in place. When this

is completed - which will be some time later - it is turned over and the upper formers and pylon structure are added. The whole is covered with 1/32 in. sheet except for the pylon, which is finished with silk in the manner devised by Henry Struck on his famous New Ruler. To do this, the silk is stuck around the edges only, and stretched so that it does not touch the internal structure. When doped, an attractive, smooth finish results.

The original instructions emphasise that the tail be kept as light as possible, to avoid stall tendencies, and quotes a CG position 5 1/2 in. behind the wing leading edge. A fuse operated dethermaliser was used. The right hand wing panel had 5/16 in. wash-in at the dihedral joint and 4 degrees of right thrust was used on the motor to give a right turn on climb and glide. Some tail tilt might have helped also, but that was not quite in fashion in 1952. The Elfin 1.49 diesel drove a hand-carved, one-blade, counterbalanced propeller of 8 1/2 in. diameter by 4 in. pitch; and an all up weight of just over 12 oz. was quoted for the original.



The late Alan King with the 1950, Dooling 29 version of his Flying Pencil design. Note one bladed propeller and neat metal cowl. Alan was a master craftsman and remarkably talented modeller. Letters on port wing stand for Eastern Suburbs Model Aero Club. Fullarton photo.

This is as elegant a design as can be achieved with free flight requirements and materials. It deserves better recognition for its advanced design and will amply reward the effort required to build a replica.



**THE VICE PRESIDENTS CONTEST CALENDAR.** (compiled 7 September 1997)

WHEN	WHAT	WHERE
Sep 25 1997	Meeting # 51, 7:30pm	SATURN
September 20 and 21	Mammoth Scale	VRF Shep.
October 4 <sup>th</sup> Saturday	<b>East States Gas Champs</b> , Contest Secretary Dave Brown 38 Antique, 10:30am, Duration, 1:30pm, Flea Market and Swap 7:00pm	NSAC
October 5 <sup>th</sup> Sunday	Texaco processing 8:30am, Texaco 9:00am	
October 19 <sup>th</sup> Sunday	<b>Geelong Rerun Fly day</b> , (Dog Rocks Road Fyansford) Contact Chris Lawson. Half A Texaco 10:00am Texaco 10, 10 & 15min maxes Duration 7 & 10 min maxes, Canteen open.	GMAA
November 16 <sup>th</sup> Sunday	<b>Haddon Fly Day</b> (Carngham Road Haddon) contact Chris Foley Half A Texaco 10:00am Texaco 10, 10 & 15min maxes Duration 7 & 10 min maxes, Canteen open.	BAI
November 27 <sup>th</sup> 1997	Meeting # 52, 7:30pm	SATURN
January 29 <sup>th</sup> 1998	Meeting # 53, 7:30pm	SATURN
January 31 <sup>st</sup> Saturday	RR to be confirmed	P&DARCS
February 1 <sup>st</sup> Sunday	RR to be confirmed	
February 22 <sup>nd</sup> Sunday	Monty Tyrrell Scale	P&DARCS
February 28 <sup>th</sup> Saturday	<b>Cohuna, fly day</b> Contact John Jakab CMFC Home.03 54564118. Half A start time? Texaco start time?	CMFC
March 1 <sup>st</sup> Sunday	<b>Cohuna, fly day</b> Contact John Jakab CMFC Home.03 54564118. 2CC start time? Duration start time?	CMFC
March 14 <sup>th</sup> Saturday	<b>Vic. O/T State Champs</b> (Carngham Road Haddon) contact Chris Foley Half A Texaco start time?, followed by Texaco	BAI
March 15 <sup>th</sup> Sunday	2CC start time? followed by Duration	
March 19 <sup>th</sup>	Meeting # 54, 7:30pm	SATURN
April 10 <sup>th</sup> Friday	<b>SAM 600 Easter</b> Half A 12:45pm, 2CC 3:45pm	SHMAC
April 11 <sup>th</sup> Saturday	Texaco 9:15am, Duration 12:45pm	
April 12 <sup>th</sup> Sunday	38 Antique 9:15am, Standard 40 Duration 12:45pm	
April 13 <sup>th</sup> Monday	Nostalgia 9:30am	
	<b>Aust. O/T Nationals, Loxton SA</b> Contact Rex Brown	SA
May 28 <sup>th</sup>	Meeting # 55, 7:30pm	SATURN

**SAM 600 INC.**

**STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30<sup>th</sup> JUNE, 1997.**

Balance 1st July, 1996 \$ 1,522.60

**Income**

Sam 600 Transfers	\$60.00	
Rules Sales	\$32.00	
Membership Fees	\$623.00	
Auction ~ Raffles	\$349.50	
Swan Hill	\$1,655.00	
Interest	\$20.48	
Advertising	\$126.00	
Champs & Comps	\$285.35	
<b>Total</b>		<b>\$3,151.33</b>

**\$ 4,673.93**

**Expenditure**

Transfer	\$130.00	
Postage	\$222.70	
Newsletter	\$427.53	
Swan Hill	\$1,355.59	
Donation/MAAA.	\$300.00	
Sundry	\$84.00	
Printing & Stat.	\$16.80	
Bank Charges	\$23.09	
		<b>\$2,559.71</b>

**Bal. at 30th June, 1997 \$2,114.22**

**BANK RECONCILLATION AT 30TH JUNE, 1997**

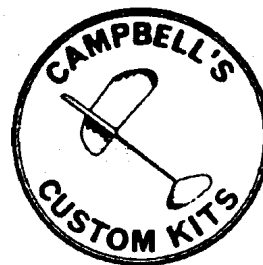
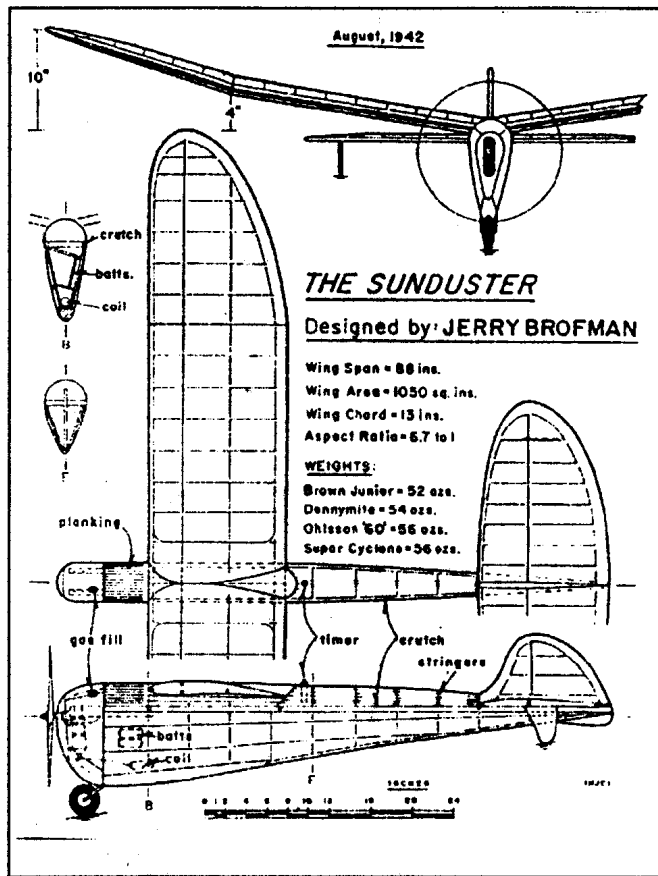
Balance 30.6.96	\$1,522.60	
Add Receipts	\$3,151.33	
		<b>\$4,673.93</b>
Less Payments	\$2,559.71	
<b>Bal. at Bank 30/6/97</b>	<b>\$ 2,114.22</b>	

**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 1997 is correctly stated.

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

Dated at Dandenong this 4th day of September, 1997



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Hours:-

Tuesday - Thursday 9:00 till 6:00  
Friday 9:00 till 7:30  
Saturday 9:00 till 4:00

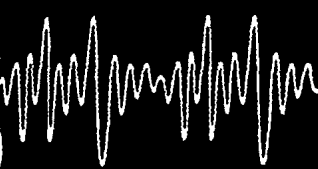
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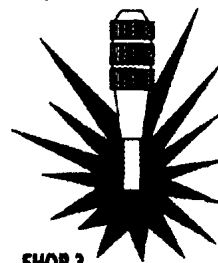


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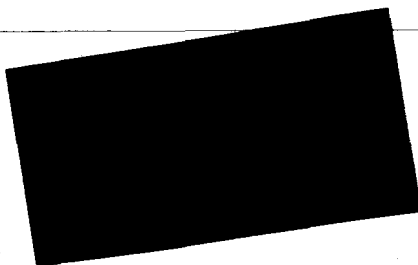
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 formally  
**SAM Southern Region**

# SAM 600 Newsletter

Number 51

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