

SAM 600 Inc.

VOTA

VICTORIAN R/C OLD TIMER ASSOCIATION

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

The voice of Old Timers from Victoria, Australia +++++# 53



**TOFFF's Jack Goodall Peter Bennett and Barry Barton at Lang Lang
December 1997.**

**Westerner, Record Breaker, Anderson Pylon, Playboy, Albatross and
Dallaire.**

NEXT MEETING

Is on Thursday, January 29, 1998, 7:30 PM at Saturn Hobbies located, 17 Ardena Court Benteleigh 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 and Thursdays 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



O HO HO ! Another year here and a month of that gone already. There were 26 members present for the November meeting which covered many items including rule changes for MAAA competition flying.

Entry forms for the SA State Championships held on 28th February & 1st April, are available from myself along with directions on how to get to the Constellation Field in South Australia.

Financially speaking, we didn't buy any Christmas presents for anybody so we are in a far better financial position than most of the public.

I see the question of Tax for clubs has reared its head again.

By the way, do you realise that the AGM is only four meetings away.

Sec/Treas. F.J.C.



PRESIDENT'S REPORT



Hello there fellow flyers, I hope you had a good Christmas and a safe New Year. Not much to report, at the next meeting I would like to discuss an O/T event BBQ weekend for Bendigo? and we need more CD's for Swan Hill etc. Hope to see a good attendance at the Roy Robertson days on Saturday 25th

at P&DARCS and 26th at Lang Lang, followed by Geelong O/T day Feb 8th.

There has been a change of events: Feb 28th to 1st of March SA State Champs and Cohuna May 16th and 17th to be confirmed.

See you all at the next meeting.

Happy landings. Chris Lawson.

EDITORIAL COMMENT



The compliments of the new season to our readers and I hope you all had a good Christmas.

SWAMPS had a breakup BBQ / fly at Lang Lang at Christmas. It was attended by about 20 members and family, whilst a bit windy the

Mostert's provided us with some spectacular flying including a power model which piggy backed a 2 metre glide. Val won the raffled Christmas cake made and donated by Thelma Mostert.

Peter Donovan announced that he was having a monster sell up of O/T stuff including about 70 motors.

TOFFF's continues to be a successful weekly event with a fantastic run of good weather last year.

~~Loss from Budget times that Paul Hooley has received our letter regarding our support for a common Easter get together in 1999, they are currently looking at Jerilderie, Finley, Tocumwal and Narrandera.~~

This year the 13th Roy Rob will be run over two day, the extra day for Half a Texaco and 38 Antique, perhaps a little closer to the spirit of the original OT concept?

I will not be available for re-election as editor at the next AGM. Therefore anyone wanting to do this job could approach me, through the committee of course, to promote an orderly hand over at the AGM, or prior to the AGM at meeting # 56 on the 30th of July this year.

Trevor Boundy. ✍

GEELONG FLY DAY

Sunday February 8th
(Dog Rocks Road Fyansford)
Contact

Chris Lawson 03 5275 8482

Half A Texaco 10:00am
followed by
Texaco 10, 10 & 15min maxes
and then
Duration 7 & 10 min maxes,

MAAA rules no circle
canteen open.

A TEXACO

from Allan Laycock

The inaugural running of the first A Texaco event has been flown at the Belconnen Model Aero Club's field at Mitchell in the ACT.

1. The results are a mixed bag in that the original rules appear spot on in that it is a low key easy to fly event, the power of the 2.5 diesels is about right for the models and a cut out appears to be superfluous. Engine run times are about 2 - 2.5 minutes and the models do not get so high as to make them a dot that is hard to see or control.

There were four models at the first contest on a 15-knot cloudy day here in Canberra:

Terry Griffiths - Miss Fortune X (full size) CS 15D (throttle)

Allan Laycock - Shylark (scaled up) CS 15 D (no cutout or throttle)

Alex Berkuta - Powerhouse (scaled down) CS 15D (throttle)

Allan Laycock - Centaur (scaled up) Taipan 2.5 diesel (w/- cut out)

The fuel allocation of 12 ml was sufficient to gain enough height that then required lift to obtain a max. No one did on the day and the best flight was by Alex with about 5 min 40 seconds and was awarded the BMAC O/T Trophy for his efforts.

3. It is planned to fly again in February at the Goulburn Club as a means of ensuring the completion of their models.

1st December 1997

SAM 83



CHOOSING AN IGNITION ENGINE FOR '38 ANTIQUE

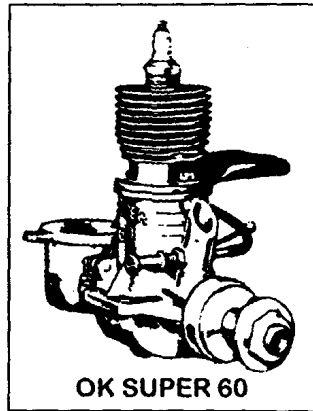
By Don Howie

I am not an ignition engine fanatic, like some of the older American modellers. As far as model engines are concerned, the modern Japanese four strokes are my favourites but for the '38 Antique event in Australia, if you wish to fly a large old timer in the event, then a .60 to .65 size sparkie is necessary, to be competitive.

What engine to use? The main consideration is price, available parts for the engine and does it run well. The engine that has had more success in South Australia, is the **OK Super 60**.

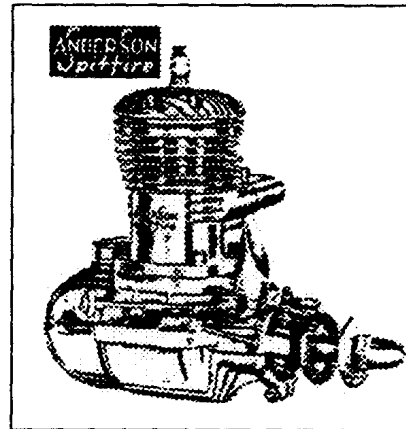
The engines are not very popular in the USA, so the prices were quite low until Australian modellers started buying them. The availability of parts is the great advantage of the Super 60. All parts can be obtained, with the exception of the crankcase and cylinder. The prices are quite low if obtained from OK Engines, Mohawk, New York State, and they are original parts.

Postage is fairly high so order more bits than you need; you will have a market for these parts in the future.



Only real fault of the engine, is the bronze gudgeon pin. This was to reduce costs; as end pads were not needed, and it did away with bushing the con rod. Send away for a piston \$5.00, con rod \$4.00 and end pads 50 cents. Get a friend to turn up a tubular, silver steel pin on his lathe. The piston (cast iron) is fairly heavy, so do not use a smaller than 14" x 6" prop, or it will vibrate badly. The advantage of the single ball race at the front; it is one of the few non-racing motors that you can use an electric starter on the motor.

Next motor to consider is the **Anderson Spitfire**.



If price is no object, then this is a great motor. It looks to be over engineered, rather bulky and heavy. All the .65 size Anderson's have sub piston induction; that is two holes drilled in the front and back of the motor. Ron Adamson has

complained that the sub piston induction can allow grit to get in, and score the piston and liner. His motor was sent back to Marvin Miller in the USA and it now runs like new. Ron likes the motor, but is currently flying an OK Super 60 in an RC1, as it gets a much longer engine run. The replica motor made by Marvin Miller is actually the cheapest Spitfire, last price quote was US\$290.00, but you may have to wait up to a year for delivery.

Next motor to consider is the **Atwood Champion 60** as quoted in Group 3 of the rules.

The more common model is the Super Champion .624 model JH, when they changed the exhaust side to the modern set up. Bill Atwood was the innovator in model

**HOPPED UP-PORTED OUT
TWO-HOTTER THAN EVER
ATWOOD**

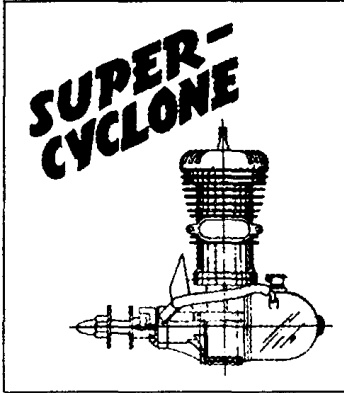
DUAL ROTARY VALVE ENGINES FOR FREE FLIGHT AND B-CONTROL

The SUPER CHAMPION Model DR... \$19.50
The GLO-DEVIL Model DR... \$17.50
(A.M.A. Class D - .624 Displacement)

Special: Please Order for best performance and easy removal.

engines and the crankcase die of the Champion was changed for the fourth time to the model DR. This has Atwood written on the side with DR also included. This motor had an increase of 30% in transfer porting and increased exhaust size. His advertising at the time claimed an increase of 1,000 revs on a 13 inch prop. The motor has a horizontal intake and is the hottest of the Champions. The Atwood

Champions are unique motors, being the only dual rotary ever made. The prices are very reasonable usually starting at about US\$160.00 for a motor with a few chipped head fins; but these motors are excellent runners.



Last motor on the list is the **Super Cyclone GR** model, that I am sure our editor, Trevor, knows quite well. The motor dates back to 1939 and the G model, when the idea was to make a motor as lightweight as possible. It was improved in 1940 with stronger lugs and cylinder casting, but is

still fairly fragile at the bottom end, compared to the Super 60 with its 3/8 inch shaft and the Anderson Spitfire that uses a ballrace on the shaft. Something not commonly known, the pre war Cyclones did not use sub piston induction, that is two holes drilled in the front and back of the motor. Motors from about 11,000 use sub piston induction: the number and GR is on the screw in back plate; you may have to remove the tank to read the number. Again, original motors can be quite expensive and usually have some wear in the shaft. Purchase the replica, and it is available as a .65, (larger bore) which is not truly authentic for the GR model. The replica, 60 and 65 size Super Cyclone offers the best value, if you are buying the engine to use and not just collect.



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

RADIO CONTROL, BULLETIN BOARD

<http://www.btown.com/classadd2.html>

The "Radio Control Bulletin Board" has been created for the radio control hobbyist to post their questions, answers, events and any information that relates to radio control.

O/T NATIONALS 1998.

from the 51st Nationals Committee

These will be held at LOXTON, SA from Friday April 10th (check in and practice day) until Tuesday 14th April 1998

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.
OT contact Rex Brown 08 8293 2214



as he flew radio control in the early fifties. About 65 people attended the dinner that proved a great success.

ED Mal Sharpe, Monty Tyrrell, Dave Martin and myself travelled in Monty's new Ford Zephyr at 35 mph to Eagle Farm Queensland for the 1958 Nationals

THE VETERANS GATHERING

by Don Howie

On Friday evening 21st of November 1997, Leo O'Reilly organised a gathering of the older modellers at a local Chinese Restaurant. This is the second evening arranged by Leo, and the older modellers were asked to bring something from their early days of model flying. Models from the forties, such as Leo's "Thunderking" glider and Wally Reeves' "Pippirkii" power design were hanging from the ceiling.

Wally Reeves, a prominent modeller from the forties, had his SAAA shirt jacket, designed by Bill Evans, and this brought back memories to the older modellers. Wally had some amazing books and catalogues from the thirties. The "Kellogg's" book I found interesting. They had a large number of models for sale. It was interesting that they were offering Brown Junior motors at half price, namely US\$9.95 for a model B and US\$4.95 for the model D. The only stipulation was that you send 6 tops of packets of Corn Flakes or Rice Bubbles for each motor. I expect the young modellers ate an awful lot of cereals to quickly get some of these motors.

The book produced by Ivor Freshman was interesting. It was a copy of the Zaic Year Books and Ivor nearly got sued over that item. The "Scientific" catalogue from about 1940, was very interesting, with the great variety of power model kits, accessories available at that time. Wally made a copy of the landing gear brackets sold by "Scientific" and these are fitted to my Miss America.

An interesting old modeller from just after the war was Noel Bantick, who lived fairly close to my place and was also well known to Leo O'Reilly. I would visit his workshop and admire his petrol powered free flight model. I asked Noel if he remembered the model, he could not give me a name, but said it was powered with a Bunch Gwin Aero motor. The Bunch motors in kit form were bought in by Alex Barter in the late thirties he bought the motor second hand after the war. The Brown motors were bought from Kay Dee in Sydney and were the other popular motor of the late thirties.

Mal Sharpe had his McCoy 60 powered speed model, from the fifties. Ted Pascoe was a modeller I admired.



Leo O'Reilly holding the Bill Evans designed "Super Hatchet" K&B 40 combat special motor, model enlarged to over 100" span. Original model won power at the 2nd Nationals Sydney 1948, for Bill Evans. The model design was published in the first issue of "Australian Model Hobbies", Bill's magazine.

1998 VICTORIAN O/T STATE CHAMPS

Location Carngham Road Haddon

Chris Foley 03 5342 4285

March 14th Saturday

Half A 10am CD Trevor Boundy

followed by

Texaco CD Chris Lawson

March 15th Sunday

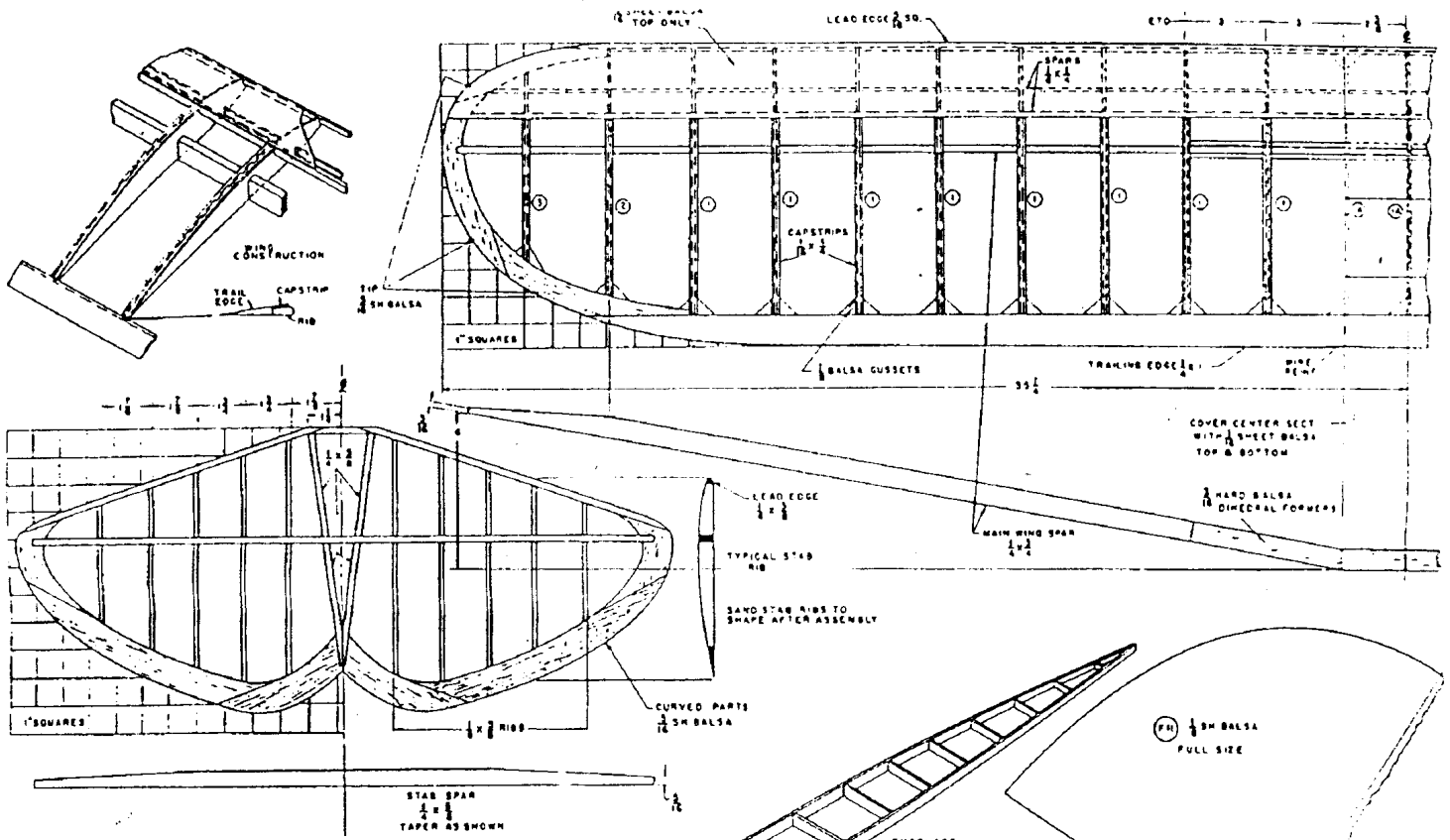
2CC 10am CD Peter Donovan

followed by

Duration CD Don Cameron

All MAAA rules no circle, canteen open.

This year coincides with the Begonia Parade in Ballarat

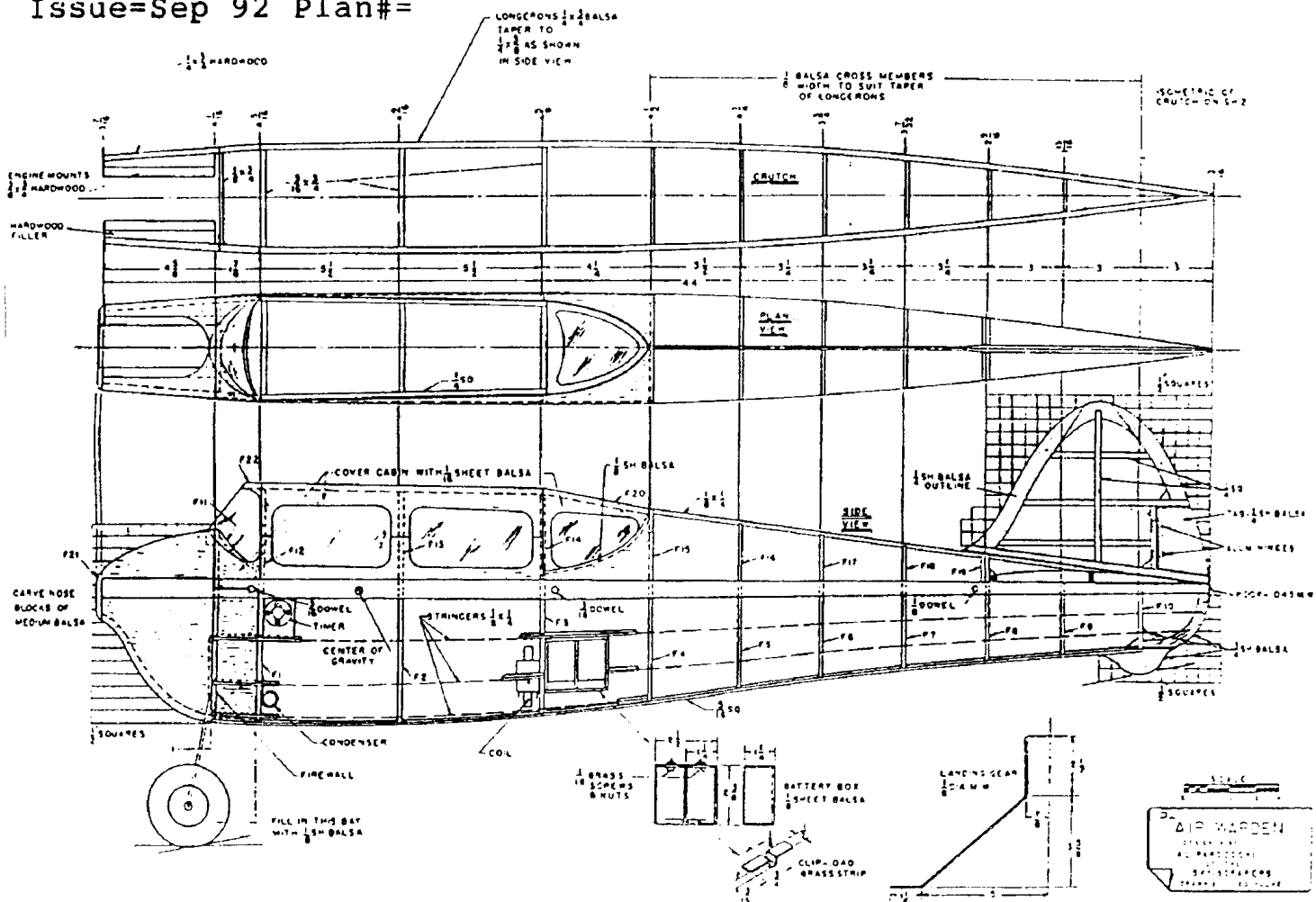


AIR WARDEN
PARDOCCHI/MAN

Span= 70

CABFUS Date= 7/42

Issue=Sep 92 Plan#=



SCALE
 AIR WARDEN
 R. PARDOCCHI

SCALE
 AIR WARDEN
 R. PARDOCCHI
 S. STACARAS
 DRAWING

FISKE HANLEY

by Harold R Johnson from Sam Speaks # 136

At a recent Minneapolis meeting of the World War 11 Roundtable (an oral history organisation) former Minnesota Governor Harold Stassen spoke of his exploits while serving on Admiral Halsey's staff in the South Pacific. Immediately following the cessation of hostilities, Halsey assigned Stassen the task of liberating the numerous POW facilities on the Japanese mainland. Among those liberated were Marine ace Gregory Boyington and Fiske Hanley. A group of these POWs were in attendance to renew acquaintance, with Stassen and following the meeting I approached Hanley and verified that he was in fact the same individual who won the Texaco event at the 1937 Detroit Nationals. Hanley was born in Brownwood Texas in 1920 and like so many of that era caught the aviation bug at a young age. A ride in a Ford Trimotor was followed by improvised model building. The culmination was the purchase of a Baby Cyclone and a Flying Quaker kit there by exhausting his lunch money saving. This gas model combination, self taught and the first in his residence of Fort Worth, was ultimately successful in 1935. It was followed by a Miss America which in competition won a Brown B, a \$21.50 engine he could not afford. He aspired to attend the Detroit Nationals in 1937 but knowing the two models would not give winning performances he embarked on a design quest of his own. Studying flight theory that was then available, the "Fiske Hanley" was born a nine and one half foot, six pound parasol powered by the Brown and built with materials furnished at a discount by Berkeley's Bill Effinger. Test flights gave optimistic results, so at age seventeen he and his two friends were on their way to Detroit in a 1935 Plymouth.

During set-up Effinger who was flying a Buccaneer, and Bill Brown who made several suggestions to improve engine performance visited him. He used a sixteen inch laminated propeller made by a professional in Fort Worth. The timekeeper was a soldier from Selfridge Field. The airplane rose off ground, climbed well, quickly caught a thermal and the chase was on. Hanley, a friend, and the timer took to the Plymouth. The engine run of four minutes hauled the airplane to 2000 feet and it drifted lazily toward Canada. At a distance of about twenty miles and 50:29 elapsed time, the craft descended OOS into the Detroit River. Sending the timer and friend back to the field, Hanley rented a boat and started to search. While searching, he noticed another large elliptical-wing model landing on a wooded island. As you surely have guessed, it turned out to be Carl Goldberg's Valkyrie, which Goldberg later told him never was found.

Fortuitously two fishermen came along with Hanley's undamaged but soaked airplane, after following what they believed to be a full size aircraft ditch in the distance. Jubilantly he returned to his hotel and learned the next day at the Ford Motor Company's Banquet that he had won the event! Taking home the trophy was an

experience he still remembers most fondly. After returning home Hanley was contacted by Gordon Light of Air Trails and offered \$75.00 to publish the plans which appeared in the July 1938 issue.

Prior to military service Hanley obtained a degree in mechanical engineering and entered the AAF as an engineering cadet. He was subsequently commissioned and served as a B-29 flight engineer in the 504th Bomb Group based on Tinian Island. On his seventh mission in March 1945 he was shot down by naval flak. Only Fiske and the co-pilot survived. He was then a guest of the Japanese Kempei Tai Military Police enjoying a very tenuous status until war's end.

In July 1946 Hanley was employed by Convair /General Dynamics in various engineering capacities, working on the B-36, YB-60, YC-131C, B-58, F-111 and F-16 aircraft. He retired in 1989 after forty three years. Today he writes extensively, and is currently awaiting publication of *Accused American War Criminal*, his POW story.

Incidentally, during his missing-in-action sojourn his mother gave the Texaco winner to a neighbour-hood kid, but the Brown had been removed and he still treasures it. The Baby Cyclone was stolen years ago but the trophies are still there and the memories vivid.

→

1998 COHUNA FLY IN
 Contact = John Jakab CMFC
 Home.03 54564118
 No petrol motors.

May 23rd Saturday tbc
 Half A 10am CD ?
 Texaco CD ?

May 24th Sunday tbc
 2CC 10am CD ?
 Duration CD ?

All MAAA rules, no circle
 Canteen open

AUSTRALIAN SAM CONTACTS

SAM 1788NSW Basil Healy Pres. 043 417 292
 SAM 84 Qld Col Sommers Pres. 07 3284 4775
 SAM 83 ACT Allan Laycock Pres. 06 254 3076
 SAM 600 VIC Chris Lawson Pres. 03 5275 8482
 SAM 1993 SA Ian Promnitz Pres. 08 8261 9518



DRONE DIESEL

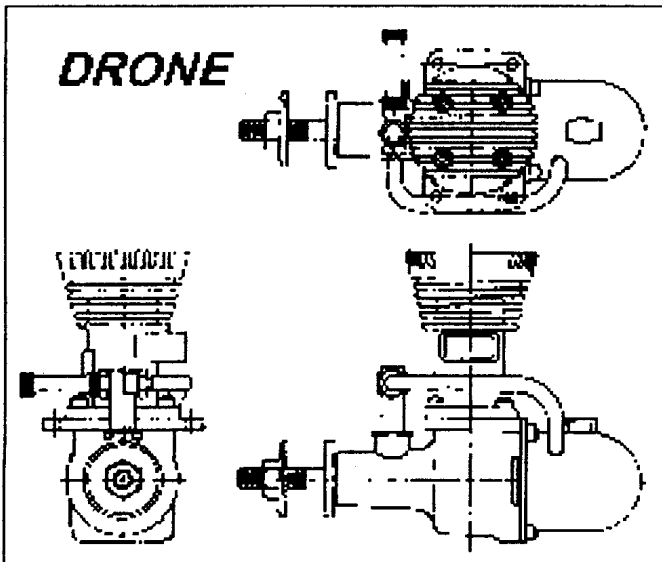
by Charlie Bruce from
Sam Speaks #136

One of the few American
made model diesel engines,

the Drone 29 was designed and manufactured by Leon Schulman. The first model was introduced in 1947, with the much revised ball bearing model coming out in 1948. The Drone has the typical small bore, long stroke layout of early diesels. As manufactured, both models had fixed compression heads. Without adjustable compression they sometimes ran erratically but they would run too rich or lean and continue to develop a lot of torque, turning a large high pitch prop. A variable compression head was sold as an accessory as was a lowered compression glow head.

At 9.5 to 10.5 oz. the Drone seems heavy for a 29 but if you compare it to a spark ignition engine with coil, condenser and batteries (Forster 29 11.7 oz., McCoy 29-12.1 oz. on my scales) it's not at all bad.

This is not an engine I ran as a kid and I've never had one to overhaul; they are quite durable. The first model had a backplate-mounted tank, screwed-in venturi and plain bearing crank. The second model had no tank, cast-in venturi and ball-bearing crank. In Gus Munich's excellent Drone article in MECA Bulletin #71, he states



that the only interchangeable parts between the two models are the drive and prop washers! Because of the many differences, this analysis will treat them almost as two distinct engines. Your engines may be slightly different than mine.

DRONE 1

Disassembly-Fuel tank and back plate: The aluminium tank is retained on the rear of the engine by a clamping ring which also clamps the circular backplate to the rear of the case. There are four 5-40x1/4 screws and two ring gaskets. **Head:** Remove the four 540x3/8 screws. There is a thin composition gasket. Be sure the piston is free to move so you don't bend the rod while removing the cylinder. The sleeve is a tight shrink fit in the cylinder.

To remove it, heat the cylinder to about 300°F and push the sleeve out upwards with a correctly sized sleeve

removal tool. An alternate removal system, which works well if the sleeve is not stuck too tight, is to put on a prop and with the head off, drop a copper glow plug washer on to the top of the piston. Manoeuvre the washer so that it is just trapped by the piston at the top of the exhaust opening in the sleeve.

It must be out far enough to engage the sleeve but not so far as to engage the cylinder casting. Heat the cylinder and turn the prop, forcing the sleeve upwards. At the top of the stroke you can grip the sleeve with gloves and remove it.

Piston assembly: Turn the crank till the crank pin is horizontal. There is a slot in the top rear of the case, which will allow the rod to move rearward off the crank pin. The wrist pin is pressed into the piston at one end. With the piston laid down, crown away from you and baffle cut on the left, the tight side will be up. The wrist pin is tapered on that end. Remember how it came out so you can replace it correctly. There are two small, loose copper discs, one at each end of the pin for wrist pin pads. There should be little reason to remove the rod but if you do, be very careful and support the piston in a hardwood or aluminium block. And don't lose those copper discs. The rod is symmetrical front to back.

Crankshaft: With the prop nut and washers removed, the crank will slip easily out the rear. There is a loose copper thrust washer.

Venturi/Needle valve: The venturi is threaded into the case and has a lock nut. There should be no need to remove it. The needle valve assembly is of conventional construction except that the ratchet is retained on the opposite side of the venturi from the needle.

Re-assembly: The only tricky part is replacing the sleeve (if you removed it.) There are two slots machined in either side of the lower part of the sleeve. These provide clearance for the con rod and must be positioned correctly or the rod will foul the sleeve and lock up the engine. To align them, properly, place the sleeve on a flat metal surface upside down. Note the location of the exhaust port. Now heat up the cylinder and using gloves place it over the sleeve, aligning the slots with the bypass. You can place the exhaust on either side of the engine; just be sure the piston baffle cut is on the bypass side of the cylinder.

DRONE II

Disassembly: Be sure the engine turns freely. Remove the four head screws and lift off the head. There are one or more thin metal gaskets. Remove the three long 5-40 screws with nuts holding the front case in place and remove the front case. There is a thin composition gasket. The sleeve should slip easily out the top with the piston/rod assembly coming with it. If stuck, re-install the front case and use the glow plug washer technique described in the Drone 1 section.

If gummed up, you may have to heat the engine to loosen the sleeve.

Piston & Rod assembly: Don't disassemble unless you have to. Follow Drone 1 instructions. **Front Case:** Remove the prop stud bolt and washers. The crank should slip out the rear. There is a ball bearing, which is a shrink fit into the front case. Heat up the case and use

the "inertia" method to remove it. The bearing is metric (12x28x8) unshielded. New Departure ND 3L01 or equivalent.

Re-assembly: Nothing tricky.

Fuel: I don't have the instructions for the Drone 11, but Drone I instructions call for 3 parts Ethyl Ether to 1 part heavy mineral oil. Add 5 drops of SAE 70 per pint for hot weather and 3 / 4 oz. of SAE 30 motor oil for break-in. The heavy mineral oil referred to was medicinal grade oil or SAE 20 motor oil. The adjustable compression head certainly makes for more consistent performance and saves fingers too. There is a How-To-Build-It article on a variable compression head for the Drone or other diesels by Jack Bayha entitled V-Head in the Jan. 1948 issue of Model Airplane News.

Parts: Woody Bartelt, 3706 N. 33rd St., Calesburg MI 49053, has some repro parts for Drones.

Boca Bearing Co., 7040 W. Palmetto

Park Rd., Suite 2304 MI, Boca Raton

FL 33433 has the ball bearing for the Drone II

Test Runs:

Drone I (fixed head) Drone fuel, BYO 12 / 8 prop - 5800 rpm.

Drone II (adj. head), Conventional

Fuel, BYO 12 / 8 prop - 5800 rpm.

Drone Fuel, BYO 12 / 8 - 5700 rpm.

Charlie Bruce, Rt. 1, Box 766

Milano TX 76556



RECOMMENDATIONS ON MODEL OILS



(and details about the Castor situation!)

This reference was provided by Leo O'Reilly, to Flying Models November 1997, pointing out inconsistent needle setting problems with 1/2Ac/I combat models, which also referred to FHS Superior Racing Oils & Fuels home page at.....

<http://members.aol.com/FHSoil/Castor.html>

the following is part of the text found at the above Internet site. ED.

As stated before, we have always recommended our fully synthetic oils for all types of engines. After that, we were content to let the customers decide whether they wanted any castor oil in their fuel. However, recent changes in the way that castor oil is produced have modified our position. In the past, castor oil was manually pressed from castor beans. Today, castor oil is chemically extracted from castor beans. A by-product of this chemical process is a chemical residue that separates in methanol and that model engines are quite sensitive to. This will appear as anything from a thin whitish cloud that is difficult to see, to easily visible large particles, white to gray. Later, cloudy gray and black formations appear near the bottom. We have found that it doesn't seem to cause any wear problems, but causes many kinds of throttle and idle response problems. All currently produced castor oil, which is exported from places such as Brazil and India, is made in this fashion. All attempts by us and by our suppliers to remove these impurities

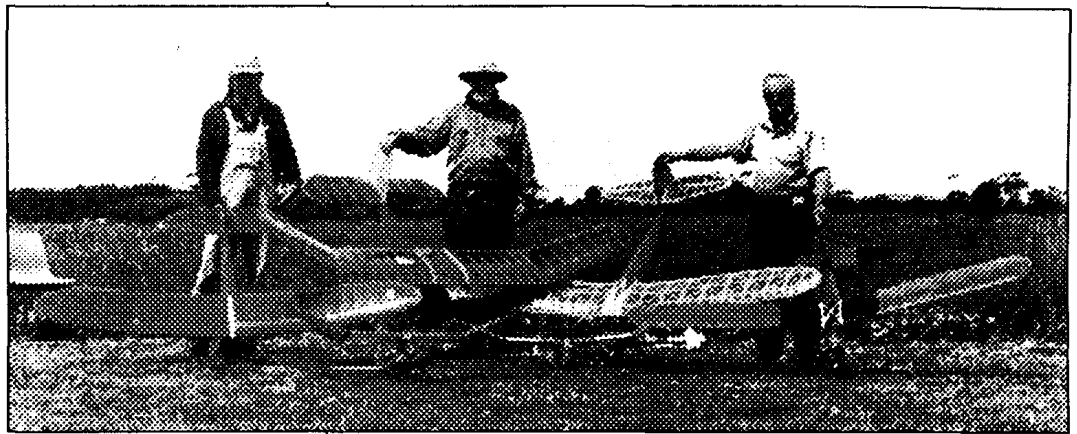
have failed. The problem is aggravated by increased nitro and methanol percentages and also by cold weather and freezing. The problem is hidden, but not cured, by heating and mixing. It will just fall back out in a few days. This is an experiment that you can do yourself, as well. Just take your sample of castor, and mix it about 20% Castor to 80% Methanol or Methanol/Nitro blend. Depending on the quality, it can go bad in anywhere from a few hours to about two weeks. Put it in a cooler or freezer to speed up the effect.

This places our customers in a sticky position. Many of the model engine manufacturers (wrongly in our opinion) recommend all castor or castor-synthetic blends for their engines. We recommend FHS all-synthetic oil. How can the customer decide? One way to understand the situation from a historical viewpoint. In the distant past, only castor oil was used in model engines. It provided a certain level of performance that could be counted on. Then, many different types of synthetic oils came on the market. Many of these were much cheaper than castor oil for similar or almost as good lubrication properties. Fuel makers also found that they could drop the oil percentages instead of adding more expensive nitro to give a perceived increase in power. However, these engines then started burning out due to the reduced and poor quality lubrication and engine makers started to give engine warranties only for castor oil. A few of the more expensive synthetic oils, however, gave performance totally superior to castor. One of these was FHS synthetic oil. However, the damage had been done; the really bad synthetics had given all synthetics a bad name.

However, let me again point out that there are many different types of synthetics on the market. Some of you may recall one of the Toledo Model shows many years ago when FHS gave demonstrations of its FHS synthetic oil. The demo was a load-bearing test. Using pure castor, the maximum value was about 5 ft-lbs of force before locking up the mechanism. High quality motor oils gave better ratings, like 10-15 ft-lbs before lock-up. Using pure FHS synthetic, the value was around 200 ft-lbs, about 40 times the film strength of castor, and even then the machine never locked up. Since that time we have made even more improvements.

So, the current situation is this: our FHS synthetic oil is superior to all other types, including castor. The currently available castor is not up to our minimum standards, and we get as good a quality of castor as any other fuel manufacturer. We recommend all synthetic FHS oil for all model engines, with a full guarantee for our synthetic

fuel or your money back. If the customer still requires castor, we would recommend a synthetic-caster blend with maximum of 2% castor and the rest FHS synthetic oil. This at least minimizes the effect of the castor impurities.



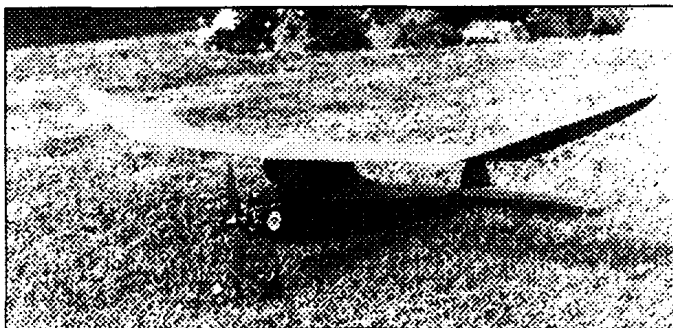
At Lang Lang in December 1997 from left to right, Barry Barton, Peter Bennett and Jack Goodall.

Compared to castor oil, FHS synthetic oil has better film strength, higher viscosity index, higher and lower temperature range, better wear prevention, better anti-friction characteristics, similar rust prevention, better throttle and idle response, does not leave a sticky brown residue, and does not need after-run oils.

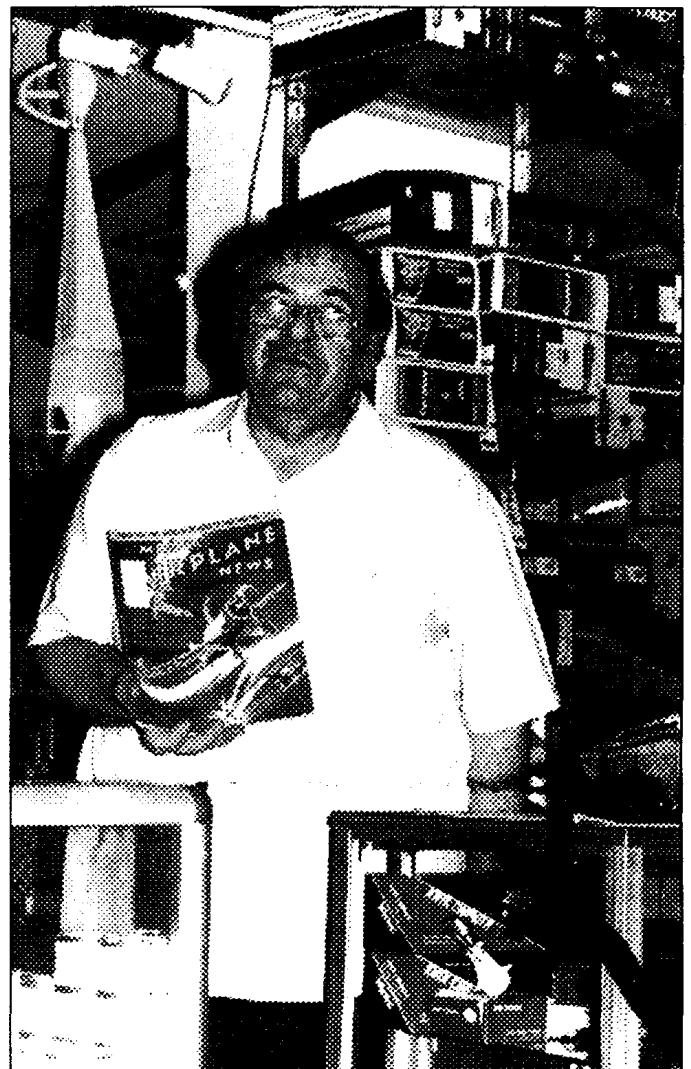
Note: added 8/8/97

We have gotten a number of calls from people who have displayed outright hostility concerning the above information, calling it anything from misleading to outright lying. They say that they have called castor oil manufacturers who claim castor is as good as ever. For any other people of this inclination, please read this: If we could get good castor oil, we would. No question, it costs us less than our synthetic oils - we would make a better profit. We have lots of people who ask for it - we could better serve our customers. We use castor in some other applications - it would help us. However, we too have called suppliers, and they have sent us samples of the best castor that they have. None of them have passed the test. If anyone out there knows where to get any good castor, please let us know we will sell it! For those of you who think that we are lying, don't believe us; perform the experiment described above for yourself! We please ask you to withhold the anger until you have seen results with your own eyes.

Also, some friendlier customers have noted the following: If the castor fuel is filtered just before flight, it seems to be OK. However, they observed as we did, that the residue would fall out again by the next weekend. If you insist on running castor fuels, make sure to filter it before each flight.



Fox 107 Cox 09 power, ED also seen dusting off the scale rule over Christmas.



Mr. Saturn Hobbies Tony Cincotta pictured behind the counter at our last meeting

REPLICA MANUFACTURED SAM APPROVED ENGINES

from Dick Huang SAM USA Engine Committee person.

ENGINE	DISTRIBUTOR / MANUF.	ADDRESS
Spark Ignition		
ANDERSON SPIT. 60 & 65	Marvin Miller	250 Bronco Rd. Soquel, CA 95073
BANTAM 19	Model Av. Hist. Soc/Joe Wagner	16 Glenwood Ave. #4 Norwalk, CT 06854
BARNETT BANSHEE 64	Peter Mann	36 Sydenham St. Guelph, ONT, Canada N1H 2W4
BRAT	Karl Carlson	14600 Ramstad Dr. San Jose, CA 95127
BROWN JR	Herb Wahl	P.O. Box 61 Rt. 87 Forksville, PA 18616
BUNCH TIGER 45	Herb Wahl	P.O. Box 61 Rt. 87 Forksville, PA 18616
CUNNINGHAM BLUESTREAK	RJL Industries	P.O. Box 5 Sierra Madre, CA 91025
EDCO SKY DEVIL 65	Terry Toups (Deceased)	No longer produced
FORSTER 29,35,&99	RJL Industries	P.O. Box 5 Sierra Madre, CA 91025
GOLDEN EAGLE 53	Carl Spielmaker	4690 Burlingame SW Wyoming, MI 49509
HORNET 19	John Morrill	143 Richmond St. El Segundo, CA 90245
HURLMAN 49 & TWIN	Herb Wahl	P.O. Box 61 Rt. 87 Forksville, PA 18616
LYKENS BROWN	Woody Bartelt	3706 N. 33rd St. Galesburg, MI 49053
McCOY 29	Ed Solenberger	1551 Lynn Court Santa Rosa, CA 95405
MECHANAIR 45	Dunham	No longer produced
MEGOW 19	Carl Spielmaker	4690 Burlingame SW Wyoming, MI 49509
OHLSSON 12	Larry Jen0	4341 Flandes St. Las Vegas, NV 89121
OHLSSON GOLDSEAL	Herb Wahl	P.O. Box 61 Rt. 87 Forksville, PA 18616
OLD TIMER 19	Ed Shilen	205 Metro Park Blvd. Box 1300 Ennis, TX 75119
ORR 65	Larry Jen0	4341 Flandes St. Las Vegas, NV 89121
ORWICK 64	Bill Daniel	8165 Castenada Rd. Atascadero, CA 93422
ORWICK 23,29 &64	Kustom Kraftsmanship	P.O. Box 3010 Fallbrook, CA 92028
ORWICK 29, 32, 64 &73	Dunham	No longer produced
O.S. TYPE 6 64	O.S.Max/Great Planes	P.O. Box 9021 Champaign, IL 61826
REMCO 29	M & G Engines	P.O. Box 6026 Denver, CO 80206
REMCO ANDERSON	M & G Engines	P.O. Box 6026 Denver, CO 80206
REMCO CYKE	M & G Engines	P.O. Box 6026 Denver, CO 80206
SIMPLEX 25	John Morrill	143 Richmond St. El Segundo, CA 90245
SPIELMAKER 60	Carl Spielmaker	4690 Burlingame SW Wyoming, MI 49509
SUPER CYCLONE	Appollo Motors/Walt Huhn	665 Chaparro Rd. Covina, CA 91724
TORPEDO 24, 29 & 32	Ed Shilen	205 Metro Park Blvd. Box 1300 Ennis, TX 75119
Comp. Ignition / Diesel		
DEEZEL 1.2cc	Gordon Burford	86 Tierney Dr. Currombin, Queensland, Australia
DEEZEL 1.2cc	CS/Don Belote	15731 Five Points Road Perrysburg, OH 43551
ELFIN 2.49 cc	Argo/John Targos	3229 Dianora Dr. Palos Verdies, CA 90274
ELFIN 2.49 cc	CS/Aerodyne	1924 E. Edinger Santa Ana, CA 92705
ELFIN 2.49 cc	Dunham	No longer produced
ELFIN 2.49 cc	Gordon Burford	86 Tierney Dr. Currombin, Queensland, Australia
E.D. HUNTER 3.25cc	CS/Aerodyne	1924 E. Edinger Santa Ana, CA 92705
E.D. HUNTER 3.46cc	CS/Aerodyne	1924 E. Edinger Santa Ana, CA 92705
MICRO 2cc	AH/Don Belote	15731 Five Points Road Perrysburg, OH 43551
MILLS .075 cu. in.	Irvine/Hobbico	P.O. Box 9021 Champaign, IL 61826
SUPER ATOM 1.8cc	Rybak/Aerodyne	1924 E. Edinger Santa Ana, CA 92705
SUPER ATOM 1.8cc	Rybak/Edlon Breazier	1130 N. Pine Kingman, KS 67068
SWISS DYNO 2cc	AH/Darrel Peugh	10009 Carmelita Dr. Potomac, MD 20854
VALKYRIE .33 cu. in.	Dunham	No longer produced
Engines in limited production but not yet approved by SAM (as of February, 1996)		
DENNYBURG	Carl Spielmaker	4690 Burlingame SW Wyoming, MI 49509
DENNYMITE	Carl Spielmaker	4690 Burlingame SW Wyoming, MI 49509
OTC 19	Ozark Tech Com College/S. Beshears	815 N. Sherman St. Springfield, MO 65802

THE VICE PRESIDENTS CONTEST CALENDAR. (up-dated 7-Jan-98)

WHEN	WHAT	WHERE
January 24 th Saturday	13th Roy Robertson Memorial Trophy first day Lang Lang (275 Harkers Road Caldermeade contact Fred Chigwidden 03 5997 5675) Half A 10am CD Trevor Boundy? 38 Antique CD Peter Hosking, MAAA rules no circle both events, no canteen.	SWAMPS
January 25 th Sunday	13th Roy Robertson Memorial Trophy second day P&DARCS Texaco time 10am CD Trevor Boundy? 10, 15 & 20 min, all to count Duration CD Don Cameron, MAAA rules no circle both events, canteen open.	P&DARCS
January 29 th 1998	Meeting # 53, 7:30pm	SATURN
February 8 th Sunday	Geelong Fly Day (Dog Rocks Road Fyansford) Chris Lawson, 03 5275 8482 Half A Texaco 10:00am Texaco 10, 10 & 15min maxes	GMAA
February 22 nd Sunday	Monty Tyrrell Memorial - Scale Rally	P&DARCS
Now Confirmed! February 28 th Saturday March 1 st Sunday	South Australian O/T State Champs (Constellation field contact Ian Promnitz 08 8261 9518) Texaco 8:00am Duration 12:30pm Half A 8:00am 38 Antique 10:30am Nostalgia 1:00pm all MAAA rules, canteen open.	
March 14 th Saturday March 15 th Sunday	Vic O/T State Champs (Carngham Road Haddon Chris Foley 03 5342 4285) Half A Texaco 10am CD Trevor Boundy, followed by Texaco CD Chris Lawson 2CC 10am CD Peter Donovan, followed by Duration CD Don Cameron, all MAAA rules no circle, canteen open.	BAI
March 19 th Thursday	Meeting # 54, 7:30pm	SATURN
April 10 th Friday April 11 th Saturday April 12 th Sunday April 13 th Monday	SAM 600 Easter Half A 12:45pm CD ?? 2CC 3:45pm CD ?? Texaco 9:15am CD ?? Duration 12:45pm CD ?? Hanger Rat 7:30 pm Presentation dinner, from 6:30 venue to be decided when numbers estimated. 38 Antique 9:15am CD ?? Standard 40 Duration 12:45pm CD ?? Nostalgia 9:30am CD ?? all MAAA rules no circle. canteen open, see entry form	SHMAC
April 11 th to 14 th	Aust. O/T Nationals, Loxton SA Contact Rex Brown h 08 8293 2214	SA
Transferred May 23 rd Saturday tbc May 24 th Sunday tbc	Cohuna Fly In Contact John Jakab CMFC Home.03 54564118, no petrol motors. Half A 10am CD ??? Texaco CD ? 2CC 10am CD ? Duration CD ? all MAAA rules no circle, canteen open	CMFC
May 28 th Thursday	Meeting # 55, 7:30pm	SATURN

NEW MEMBER APPLICATION

(Tick appropriate box)

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

Name	
Street	
Suburb	
Post code	
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.



COVER WATCH

ED further information welcome.

NAME	SUPPLIER	TYPE	gm/sq ft	FIXING
Airspan	Solar Film	Polyester	2.2	balsarite
Lightspan	Solar Film	Polyester	2.7	balsarite
Micafilm (3/4 oz)	Coverite		2.0	balsarite
Profilm	Model Engines	Polyester	3.5	iron on
Fibafilm			3.9	
SamSpan	SAM 21		2.4	dope
Solarkote		Polyester		iron on
Ozcover 35	Saturn Hobbies	Mylar	3.5	iron on
Ozcover 50 micron	Saturn Hobbies	Mylar	5.0	iron on
Super Coverite		Synthetic	7.5	iron on
MonoKote	Top Flite			iron on
SolarFilm	Solarfilm			iron on
Polyfilm	Powermax		4.7	iron on
Solartex	Solarfilm	Fabric		iron on
K&S SilkSpan Med	K&S	Tissue	?	dope
K&S SilkSpan Lite	K&S	Tissue	?	dope
K&S SilkSpan Xtra	K&S	Tissue	?	dope



1998 SOUTH AUSTRALIAN STATE CHAMPIONSHIPS

Constellation field

Near the corner of Brooks and

Ryan Roads

Constellation

Contact Ian Promnitz 08 8261 9518

February 28th Saturday

Texaco 8:00am

Duration 12:30pm

March 1st Sunday

Half A 8:00am

38 Antique 10:30am

Nostalgia 1:00pm

All MAAA rules

Canteen open.





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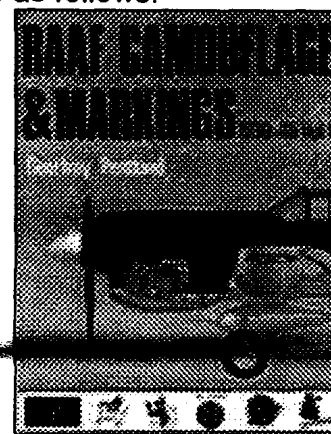
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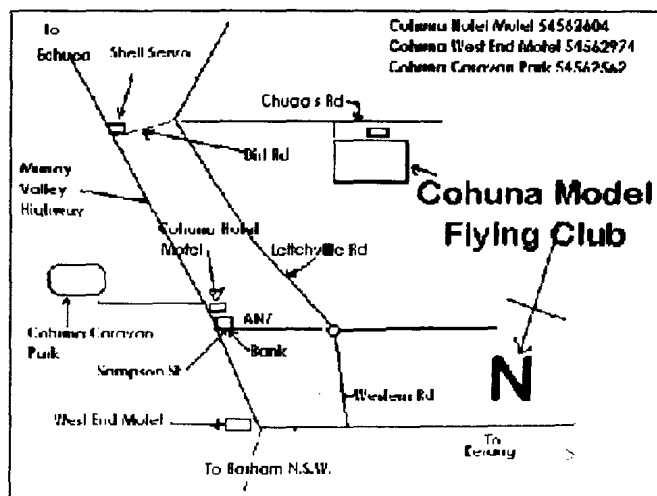
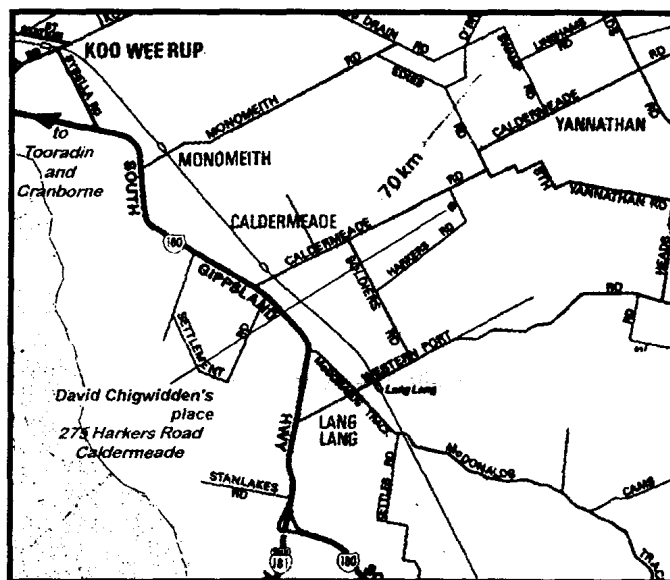
This contest will be run over two days this year

First Day Lang Lang
on Saturday 24th of January
Half A - time 10am followed by
38 Antique

Second Day P&DARCS
on Sunday 25th of January
Texaco - time 10am followed by
Duration CD

see map for Lang Lang location

O/A trophy calculated on Texaco and Duration only this year.



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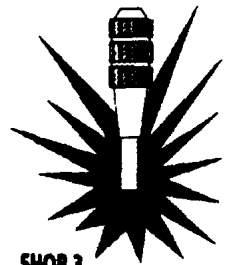
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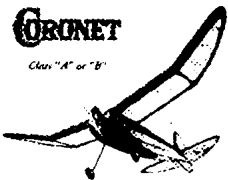
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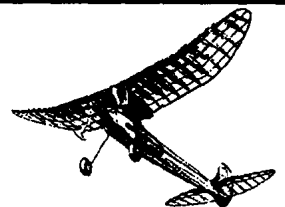
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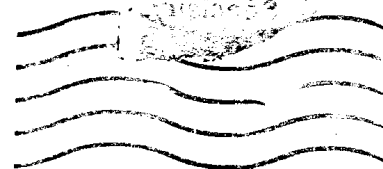
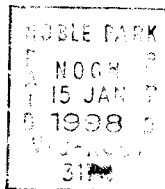
EDITOR Trevor Boundy (H) 03 5628 7688
 45 Fisher Road
 DROUIN WEST 3818
 Email jtboundy@sympac.com.au

PUBLIC OFFICER Derry Brown (H) 03 9702 1952
 20 Greenlaw Crescent
 BERWICK 3806
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