

# SAM 600 Inc.

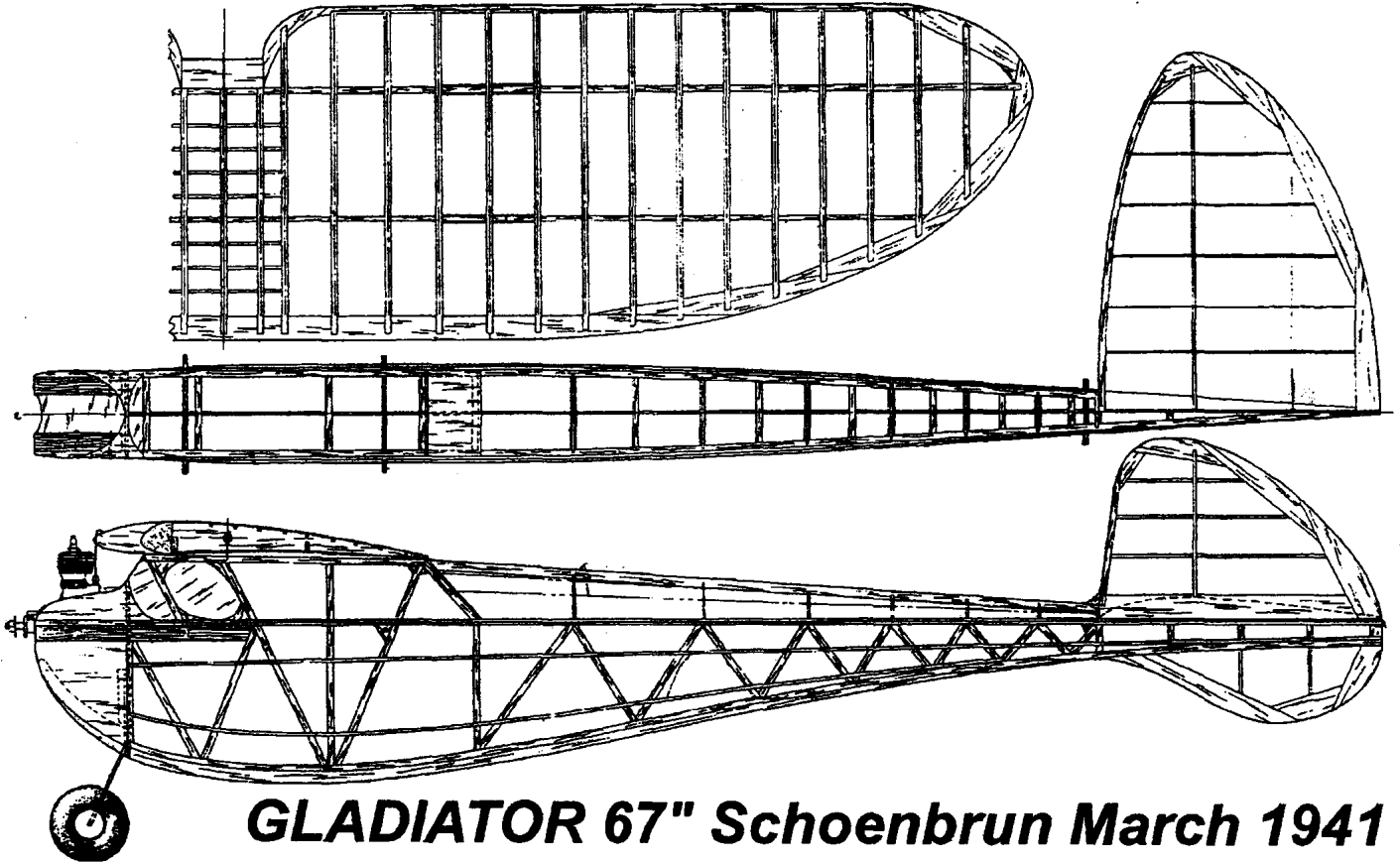
VOTA

VICTORIAN R/C OLD TIMER ASSOCIATION

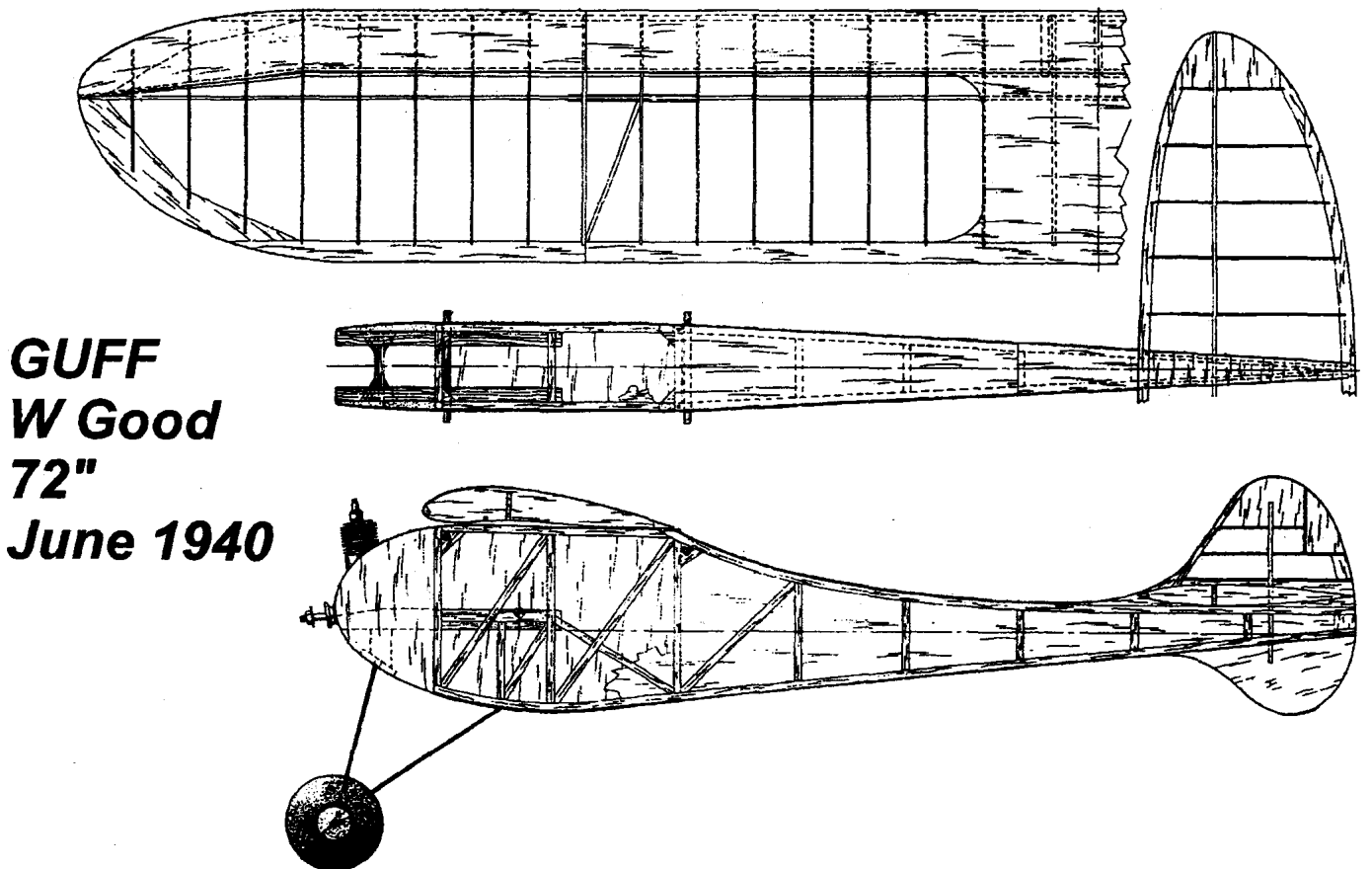
<http://www.sympac.com.au/siboundry>

The voice of Old Timers from Victoria, Australia

#50



**GLADIATOR 67" Schoenbrun March 1941**



**GUFF  
W Good  
72"  
June 1940**

**NEXT MEETING IS THE AGM**



Is on Thursday, July 31, 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.



**COMING EVENTS**

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

Jul 31 1997	AGM Silver Anniv.	Meet # 50
Sep 25 1997		Meet # 51
Sep 27 28	Mammoth Scale	VRF Shep.
Oct 4-5	East States Gas Champs	NSAC
Nov 27 1997		Meet # 52
Jan 29 1998		Meet # 53
Jan 25 1998	RR to be confirmed	P&DARCS
Feb 8 1998	Old Timer Fly In	GMAA
Feb 22 1998	Monty Tyrrell Scale	P&DARCS
Mar 14-15	State Champs O/T	tab
Mar 26 1998		Meet # 54
Apr 10-13	O/T Easter to be conf.	SHMAC
Apr ??	O/T Nationals	SA
May 28 1998		Meet # 55



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.



**SECRETARY'S REPORT**

Advertisers please note, your companies are now acknowledged on the WWW via SAM 600's web site, the first Australian O/T site on the web.

Seventeen members attended our first meeting at Saturn Hobbies, and we welcome the support of the following new members:-

Jock Mackenzie from COHUNA  
03 5456 2786.

Kenneth Wilson from ELTHAM  
03 943 99164.

Ronald Anderson from McCRAE  
03 5986 1925.

Fred Chigwidden.

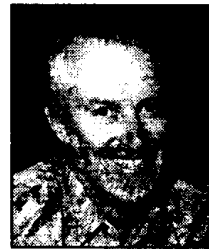


**AGM TIME AGAIN\*\*\*\*\***

President	Not standing.
Treasurer/Sec.	Available.
Vice President.	Not standing.
Public Officer.	Available.
Editor.	Available.

*I would like to suggest that the Vice Pres. takes on the duty of Contest Coordinator, ie the contest calendar and coordinating CD's etc. I feel that this is one area that needs more attention, after all we are a flying club.*

**EDITORIAL REPORT**



*Thank you to Don Howie for your continuing support by way of articles about the way things were in the past. I am sure our readers appreciates your efforts.*

*Don has predicted more on the engines of 1939-43 era that resulted in the COX 049 and the P 30 motors.*

*Allan Laycock tells me:- from discussions with a number of modellers at recent contests there is overall support for a simple Texaco style event where the emphasis is on consistency and simplicity and the following is considered to meet those requirements without high cost or complexity. See "A Texaco - possible arrangements" article in this newsletter.*

*The last meeting at Saturn Hobbies was a success, and I think both parties saw benefits. At that meeting it was decided to accept Tony's offer to continue our meetings at this location.*

*Regarding Easter 1998 there seems to be a majority support amongst our members for continuing at Swan Hill (with SHMAC's approval) I think this position will be **firmed up** at our next meeting. (I've shown SH for Easter at the moment.)*

*Meeting recently with Don Bekins (past president of SAM USA) we were surprised to learn that SAM 27 and SAM 600 both have Thursday fun fly's. As a result Don has invited us to form a Vic. group of the TOFFF, "Thursday Old Fart Fun Fly", and I have special authorization regarding initiation rites and special procedures which can only be revealed to TOFFF members.*

*In newsletter #49 reference was made to POLYSPAN, SAM 27 market the same product and call it SAMSPAN. We have been offered the deal that one member of SAM 27 could bulk order SAMSPAN, one metre wide @ \$1 US per foot plus postage. So you may need to decide what you think of SAMSPAN see article.*

*Thank you to Bob Munn for sending across the 17 plans, some little seen, we appreciate you continuing support.*

Trevor Boundy.

## PLANS FROM BOB MUNN

The following letter and plans were received by Derry Brown from Bob in California USA.

Dear Geoff

I'm sending you the several sets of model airplane plans listed below, as a contribution toward the enjoyment of the club's members and your good self.....Bob.

Shereshaw EAGLET, 72" span, 772 sq in, 1938  
 New Cyclone LANCER, 70" span, 675 sq in, 1938  
 Megow SOARING EAGLE, 72" span, 568 sq in, 1939  
 Van Wymerisch CORSAIRE, 74" span, 825 sq in, 1938  
 Gross FLYING WING, 72" span, 600 sq in, 1938  
 Air Trails SPORTSTER, 50" span, 350 sq in, 1939 (slight enlargement)  
 Taibi POWERHOUSE, 50" span, 370 sq in, 1938 (reduced size)  
 Berkeley BRIGIDIER, 55" span, 425 sq in, 1941  
 Struck KGS, 66" span, 590 sq in, 1940 (development of the old KG)  
 Megow COMMANDER 72" span, 570 sq in, 1938  
 Hollinger NOMAD, 78" span, 936 sq in, 1941  
 Struck AMERICAN ACE, 54" span 432 sq in, a smaller version of his  
 GROSS WING, reduced size for 1/2A Texaco  
 KERSWAP, reduced for 1/2A Texaco  
 PEERLESS PANTHER, 46" span, for 1/2A Texaco (interesting low wing)  
 LANZO BOMBER, half size, 310 sq in for 1/2A Texaco  
 MG-2, 51 3/4" span, 300 sq in for 1/2A Texaco

Enjoy Bob Munn

*Fred Chigwidden has offered to be the custodian of these plans for SAM 600, as he has access to copying for a cost including postage (probably a set cost for any plan), ring him at home on 03 5997 5675.*

→

## SAMSPAN

*in part from Flying Models by D Typond.*

Looking very much like the more transparent silkspan of 30-plus years ago, SAMSpan is made of non-woven polyester fibers randomly intertwined, but with a definite grain running lengthwise along the sheet. It isn't as stiff as silkspan or tissue, but rather feels "floppier" and is soft and silky to the touch. Like silkspan and tissue, SAMSpan is porous, and needs to be filled with dope. It's perhaps best described as a "paper" made with polyester fibers instead of wood fibers. But unlike paper, SAMSpan is waterproof and doesn't absorb moisture which means it won't sag and change the airplane's trim on those dewy early morning flights or rainy day flying sessions.

And it is tough! Trying to tear it across the grain takes more force than you'll ever put on a model in normal use. It does tear more easily with the grain, but is still much stronger than silkspan, and probably even stronger than

silk. Let's put it this way, if you dropped a quarter on it from two feet up, it'd bounce off. Yes, sharp objects will puncture it, but the polyester fibers will resist the puncture growing into a tear.

SAMSpan is made in Germany, and costs \$1 US per foot one metre wide plus postage and SAMSpan is available only in white, but can be colored by mixing dye into clear dope/thinners and spraying it on. (The old method of dyeing in colored water before covering doesn't work because SAMSpan is waterproof.) Aniline dyes will dye a lot of dope at the recommended one-to-ten ratio. SAMSpan can also be painted with opaque dope, of course, or with other compatible paints once it's been sealed with a few coats of nitrate dope.

Okay, how heavy is it? I weighed one-square foot samples:-

<i>SAMSpan weighs 2.25 grams per square foot.</i>
<i>Japanese tissue 1.00 gram per square foot.</i>
<i>Micafilm (1/4 oz) 2.00 grams per square foot.</i>
<i>Litespan / Airspan 2.40 grams per square foot.</i>
<i>Light silkspan 1.125 grams per square foot.</i>
<i>HW Tissue 1.50 grams per square foot.</i>
<i>Profilm about 3.50 grams per square foot.</i>

But raw weight doesn't mean much since some of these coverings require dope to seal them, and SAMSpan is said to need only two coats of 50-50 thinned nitrate to fill it So I made a 12 x 12-inch balsa frame, and doped the SAMSpan to it. Then I thinned SIG nitrate clear dope 50-50 with SIG thinner. Two coats began to produce a gloss, and filled most of the grain, but there were still a few small pinholes that could be seen when I held the panel up to the light It took five coats to completely fill all the pinholes and by then the surface had become attractively glossy. Obviously, applying many coats to the entire surface just in order to fill the pinholes is overkill, and were I covering a glider or rubber-powered model I would consider two or three coats sufficient (maybe dabbing a little more on the pinholes), especially since the dope isn't needed to make the covering moisture proof.

I then removed the SAMSpan from the frame and replaced it with a sheet of silkspan. Painting silkspan is like painting a blotter, and the first couple of coats used a lot of dope as it soaked in. By the time the silkspan was sealed and the surface no longer fuzzy, I had applied six coats. Lastly, I repeated the procedure with a panel of tissue, which required three coats to fully seal it. After allowing 48 hours drying time, I weighed each panel.

<i>SAMSpan weighed 3.6 grams,</i>
<i>Silkspan also weighed 3.6 grams, and</i>
<i>Tissue weighed 1.8 grams.</i>

In short, SAMSpan ends up having the same finished weight as silkspan, but with much more strength, moisture resistance, and longevity. Yes, it's twice the weight of Japanese tissue, which is still my choice for small, light rubber models, but SAMSpan is perfect for larger, heavier free flight, control line, and R/C models.

This isn't a how-to-cover article, so I won't go into laborious detail about the process. I decided to simply treat SAMSpan as if it were silkspan or tissue, and use the same techniques, if applicable. The bare framework received two coats of un-thinned nitrate dope, sanding the fuzzies off after the first coat. Then I applied the SAMSpan by brushing thinned dope through it around the periphery, rubbing it down with a finger to adhere it and to pull out wrinkles. On flat surfaces like the tail pieces and the aft end of the fuselage, there were no problems, and SAMSpan handles very much like tissue. It doesn't want to lie down around tight compound curves such as the edges of the tail-tips, but neither does tissue. Wet silkspan will, and I wished SAMSpan could be wetted and worked down like silkspan in these areas. As it was, I just trimmed the SAMSpan off with a razor blade and left the edges bare wood. *(I have heard a hot iron can be used to crease around leading and trailing edges to make hold down easier ED)*

On larger compound curves, such as the top surface of the wing tips, SAMSpan can be worked with a combination of stretching and heat shrinking. I found the best technique was to pull as many wrinkles out as possible as I worked around the periphery doping the material down. SAMSpan can be stretched a bit as you pull it, taking out the larger puckers. With the material doped down all around, you can now apply heat (from a heat gun, MonoKote iron, or even a hair dryer) to shrink out the wrinkles. I had a few tight little wrinkles that just wouldn't shrink out, but by softening the dope with thinner and lifting the covering and pulling it tight again and fussing with it, I was able to get it all smooth.

You just kinda have to sneak up on it. On rounder areas, such as the nose, I used two different approaches to the problem. On the sides of the nose, where the curve is gentle, I was able to pull and stretch the fabric with heat, working from the back toward the front. On the bottom of the nose, I cut the fabric into lengthwise strips, then overlapped them as I doped them down. When the dope was dry, I sanded off the top layer of each overlap, leaving a single thickness of fabric. This is a typical silkspan technique, and works equally well with SAMSpan.

At this point an obvious question arises: can you adhere SAMSpan with a heat-activated adhesive like Coverite's Balsarite or SIG's Stix-It and treat it just like an iron-on covering? I haven't tried it, but imagine it'd work.

Once all the pieces were covered, I tightened any loose areas with a hair dryer (remember, SAMSpan is waterproof and can't be shrunk with water), then proceeded to finish in the normal way. A few coats of nitrate were brushed on to fill the grain and tauten the covering.

Then I mixed some of aniline dye in dope thinner and sprayed the dyed thinner on until I had the color density I wanted.

The reason I use dyed thinner rather than dyed dope is because when you spray dye it can result in uneven streaks, especially if you try to do it in one application. Multiple coats of less concentrated dye produce a more even coloring, but additional coats of dope add weight additional coats of thinner don't. After the dye, I sprayed two coats of SIG LiteCoat low-shrink butyrate to fuel proof the finish. The final step was to warp in a little washout by twisting the wing and applying heat to shrink out the wrinkles. Yes, you can heat-shrink SAMSpan even after it's doped.

Do I like SAMSpan? You bet I do. I'll certainly use it on free flight models wherever I used to use silkspan.



### F.O.T.S. AIRBORNE # 153.

#### Vota State Champs....

*read Victorian State Championships hosted by VOTA....*

#### The Victorian Old Timers flyers are a small friendly group....

*read a friendly group of seventy three strong with 14 members flying this contest.....*

#### and Barry Barton was up from Gippsland....

*read Barry Barton, Trevor Boundy, Peter Donovan and Fred Chigwidden were up from Gippsland, and even further Don Cameron, Peter Hosking and Chris Lawson and spouses from Geelong  
just the facts man, sorry Merv ED.*



### CONTRIBUTIONS FOR NEWSLETTER

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



## THE YEARS OF MODEL ENGINE DEVELOPMENT

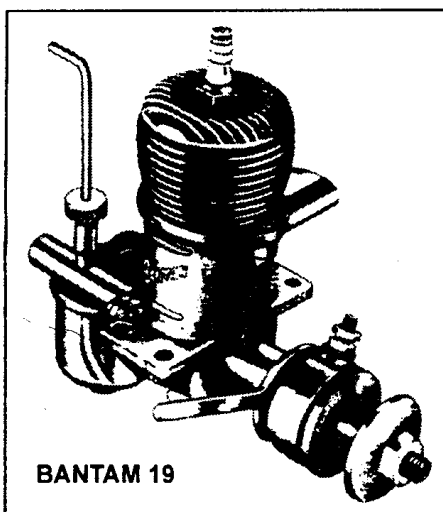
by Don Howie

This article was the result of talking to the Editor about Elbert J Weathers, and his Westerner included in the Newsletter several issues ago. Elbert Weathers was one of the people that sought a change from Texaco contests in 1937, where models were lost and flew considerable distances on the allocated amount of fuel.

He designed his models for Precision contests that allowed a maximum engine run of 45 seconds, controlled by the new "Autoknips" timer, to cut off the ignition. The event would never become popular as it depended on judges to award points, up to a maximum of 100.

Engineering	-	(20 points max)
Take Off	-	(20 points max)
Flight	-	(25 points max)
Landing	-	(35 points max)

The idea was to land in the flying field and the model had a fairly high wing loading, with less chance of catching a thermal. The WINGED VICTORY model shown elsewhere, had only a 5 foot span and was powered with a Bunch Gwin Aero motor. His models were good looking, well built and I expect hard to beat in such a contest. His WESTERNER design in 1938 also used an "Autoknips" timer, but this time to work the shutter on this camera plane, and was thus larger, to carry the weight of the camera.



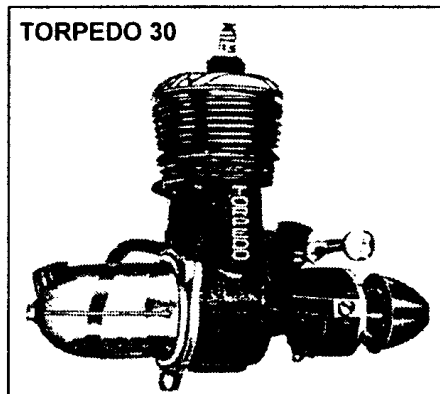
Up until 1939, when limited engine run, Duration events were introduced, motors were fairly low power, with the accent on economy. One motor that started the change, was the Ohlsson 23 side port introduced in late 1938. The motor was a conventional design for the time, unless you consider spot welds an advanced way to hold on the cylinder.

The engine run time was set at 20 seconds and three classes were introduced. In class A maximum capacity was .20 cubic inches. A motor that was in this class was the Bantam 16 side port, made by Ben Shereshaw. Ben redesigned the motor, introducing rear disc rotary induction in a 19 size motor in 1939. This new form of induction, became the standard for racing type motors of high performance.

Up until 1939, when limited engine run, Duration events were introduced, motors were fairly low power, with the accent on economy. One motor that started the change, was the Ohlsson 23 side port introduced in late 1938. The motor was a conventional

In class B, size was from .20 to .30 cubic inches. In 1938, Bill Atwood began making Phantom motors of .27 cubic inch capacity using front rotary induction and this was followed with his HI SPEED range of front induction models.

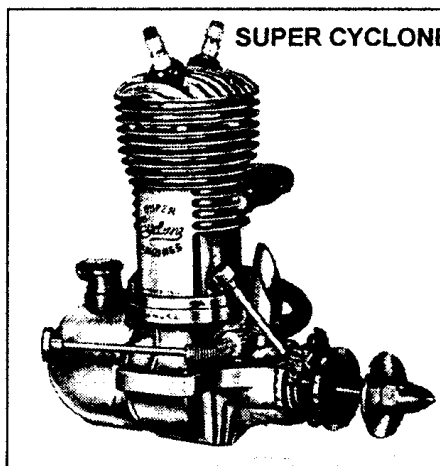
In June 1939, he introduced his Hi Speed Torpedo with a motor that still looks modern today. Capacity was .30



cubic inches and weight only 4 3/4 oz. This design was so simple and advanced, with 4 long bolts holding the cylinder and alloy head. By 1940, the motor was claimed to develop maximum power at 14,000

revs. Forster Bros. looked at this motor, the Bantam and the Ohlsson 23. The Forster 29, introduced in May 1940; used rear induction from the Bantam 19, similar cylinder and head design to the Torpedo with front end attachment similar to the Ohlsson 23.

In class C, size was over .30 cubic inches. In October 1939, an entirely new and larger Cyclone engine was



introduced by Aircraft Industries of Glendale, CA.

This was the Series G Super Cyclone of .65 cubic inches, designed by Mel Anderson. The engine was reduced in capacity to 60 size the following year,

also stronger mounting lugs and cylinder base was a feature of this GR model. The weight increased by about 1 ounce to 9 1/2 ounces with the improvements, but the motor became very popular and remains so today.

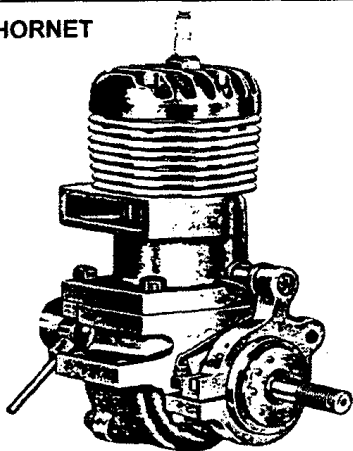
The 1939 to 1941 years bought a large number of new engine types in the quest for more power. One engine developed for model car racing was Ray Snow's Hornet. The engine had an input from Mel Anderson, shown by the 4 bolts method of holding the cylinder to the crankcase. The use of rear rotary induction, proven on the Bantam and Forster, made it the first high performance racing engine.

All the engines mentioned above set the trend for the modern sports and racing glo motors we see today, and





HORNET



used by radio control flyers in their aerobatic and scale models, also pylon models.



### 'A' TEXACO

Possible arrangements, Allan Laycock  
<Allan.Laycock@ag.gov.au>

We are going to trial these "A Texaco" rules by flying to them sometime in mid July 1997.

I have posted copies to Derry, Leo, Rex Brown, Basil, Barry Dent, Don Southwell (Rules C'tee for 1788).

We will have:

Eros, 450 sqs? with Max .15

Centaur, 500sqs, Taipan 2.5

Alert, 675 sqs, Taipan 2.5

Super brigadier, 450 sqs?, Thundertiger .15

PAAgeboy, 500 sqs, Taipan 2.5

Rambler, 675 sqs, Taipan 2.5

Cloud King, 600 sqs?, ?

Starduster, 600sqs, Max .15

+++ ? promises.

I will compile a list of eligible engines in due course plus ascertain what new engines are currently available, where and at what cost.

You may use any or all of this info in the SAM 600 Newsletter by the way and any feed back is welcome but I do not want to change it markedly except weight/sq foot wing area, the fuel allocation or the 2 or 3 channel can all be debated. I don't want BB (or single Bs), but schuerne is ok nor any rear rotors or side ports or to allow less than 2.5s eg Indian Mills 1.5 (scaled up 1.3) etc. I think it is workably simple enough!

From discussions with a number of modellers at recent contests there is overall support for a simple Texaco style event where the emphasis is on consistency and simplicity and the following is considered to meet those requirements without high cost or complexity:

Texaco -Rule, followed by reasoning.

1. Plain bearing 2.5cc engine (+ or - .1 cc).

Front rotary valve glow or diesel with or without R/C carburettor or muffler. Must be substantially unmodified for better performance.

1. Antique, Old Timer and Nostalgia types of model aircraft as defined in MAAA O/T Rules. Could be cabin types only as was the case in original 2CC rules?  
*Opens up choices, prevents a Bomber dominated event and allows modellers to use available models eg poor È38 models or early O/T efforts or using available plans or kits. Allows modellers to build their favourite that may not be competitive in any other event. Scaling allowed.*

3. Wing area between 450 and 675 sq ins as per MAAA O/T wing area calculations.  
*Ensures a leisurely climb without excessive size of model. (450 sqs = .20 and 675 sqs = .30 cu ins).*

4. Fuel allocation: 12 ml of fuel in clear container that is exposed to view regardless of weight or size of model.  
*Ensures simple allocation of fuel and sighting of empty tank. Cost would be negligible by the mandatory use of clear film canisters mounted in plain view.*

5. Max prop diameter to be 9 ins and max pitch to be 6 ins and be 2 blade only.  
*Ensures a modicum of performance and caters for both diesels and glows.*

6. Minimum weight of 10 ozs/square foot of wing area.  
*Largely ensures model integrity and prevents modellers choosing to build too lightly and ending up with weak structures eg 450sq model would need to weigh >32ozs (1.9lb approx) and the 675sq model > 47ozs (2.9lbs approx).*

7. Radio control functions - 3 channel and must include shutoff.  
*Safety reasons. Could be 2 channel??? See comments.*

8. No onboard glow assistance battery.  
*Prevents use of funny fuels and for related safety reasons.*

9. Hand launching permitted - CD's discretion.  
*More likely to ensure safer and satisfactory launch especially with smaller wheels on rough fields (see #7 also).*

10. Three rounds all to count of 8 minutes duration.  
*Sufficient time to obtain a result.*

11. Standard diesel and glow fuel with less than 5% nitro only.  
*Prevents dangerous fuels and simplifies event procedures especially if glow fuel is supplied.*

Comments:

1. Reason for engine selection of front rotary is availability of both old and new engines eg Russia and China together with PAW, Enya and OS have new engines readily available as well as a range of recently produced repros such as the Elfin 2.49. All ball race engines (including single BB or rollers) were excluded to reduce costs and prevent the event being manipulated with the use of FAI or Vintage team race

or other specialist engines that would likely to have a significant advantage.

- 2. Allows the widest range of designs to be used including old favorites that could be used where their performance might not be enough for any other event. Consider also # 6 in this context.
- 3. Wing area in these ranges are those that to some extent prevail in the full size Texaco event, prevents the use of too large or too small designs.
- 4. Fuel allocation sufficient to gain reasonable height (engine run time est. at 2 minutes) and together with the sighting of fuel in clear container makes for simple contest procedures and CD control.
- 5. By specifying a max diameter and a max pitch for the propeller allows smaller selections especially for glow motors.
- 6. The use of weight per square foot of wing area ensures that modellers consider model integrity before lightening a model. Also permits the selection of the more complexly constructed models (ie often stronger and heavier) that would have an even chance in a competition.
- 7. Could be 2 channel because of low weight/inertia involved. There are many hand launched 2 channel powered gliders (including electric models) with similar performances flown at local fields without dangerous situations developing. Comments mainly applicable if hand launched.
- 8. Self explanatory.
- 9. Allows single wheeled model take off without drama.
- 10. Self explanatory.
- 11. Self explanatory.

SAM 83 here in the A.C.T. will trial the event and report, the trial is planned to be flown in late July 1997. For consideration and discussion, please.

regards, Allan Laycock 18 June 1997

**SAM 600 FEES DUE and PAYABLE**

made payable to SAM 600

The AGM would be a good time to secure your membership and a copy of SAM 600' ramblings, by paying your \$15 to the Sec / Treasurer.

**PLEASE ADVISE THE EDITOR OF ANY CHANGES OF ADDRESS.**

**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.



**SAM CONTACTS**

SAM 1788	NSW	Basil Healy.
SAM 84	Qld	Collin Sommers.
SAM 83	ACT	Allan Laycock.
SAM 600	VIC	Trevor Boundy.
SAM 1993	SA	Ian Promnitz.

**PENNZOIL COMPANY HOME PAGE**

<<http://www.pzl.com/>>



### 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 1997

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.



### RJL CUNNINGHAM BULE STREAK .647

by Bill Schmidt

MECOA (RJL & HP)

< <http://www.mecoa.com//index.htm> > see RJL parts list.

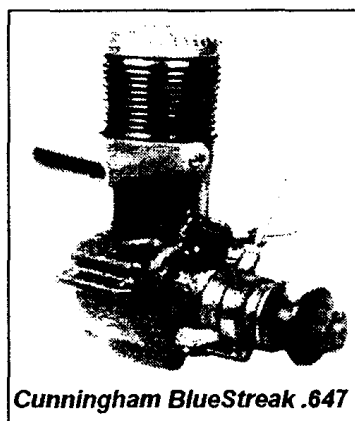
When I saw the ad for a reproduction Cunningham Bluestreak .647 in October of 1994, I just had to have one. This is a ball-bearing Orwick .64 with mounting lugs painted a delightful '48 Cadillac interior blue color. An older friend of mine flew these things in the late forties and used to tell me about them.

The engine arrived in April of 1996 and was very nice appearing. I immediately checked it over and found the rear back plate had no gasket, so I made one out of .016

Vellumoid and made sure there were no chips or fillings inside the motor. I fired it up on a glow plug with 1-3 castor and methanol and ran it slowly and rich. After 15 minutes, it tied up and quit abruptly. I found that the front main bearing had seized up. This is an iron alloy that the steel crank runs in as the single ball bearing is at the rear location. (ea. - Per Bill, the front bearing isn't where the single ball bearing is located so it is just a sleeve bearing.)

I carefully touched this up with an Arkansas hard stone but noticed the crank pin was not polished and had the appearance of about a glass beadpeen. I polished this with 1200 wet or dry and kerosene. I replaced the brass wrist pin pads with Teflon pads and re-assembled the engine. Running once again on glow, everything looked O.K. and I fed it drops of Rislone from time to time as I got about a 1/2 hour total time on it...

I decided to switch to ignition to see how it worked. It ran well and responded nicely to spark control.

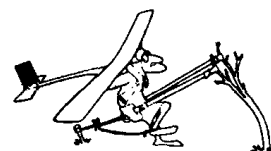


Cunningham BlueStreak .647

The POWER is much better with spark ignition as I could now control the ignition point timing and didn't have to rely on the compression ratio and atmospheric conditions to determine the firing time of the engine (I wonder how many people know this about glow

operation?) After a while the engine began to run erratically, and of course, I began to blame the spark plug and dirty points. My Ignition Quick Box (M.A. Aug. '85) showed everything to be O.K. battery and coil wise so round I went looking elsewhere. It turned out that the riveted tungsten point had gotten loose and was making poor contact continuity. I acid-soldered the little squirt in and thoroughly washed the assembly and re-installed it on the timer. The Cunningham would now turn a 14-5 Rev-Up prop at 8700 on FAI fuel on a nearly standard atmosphere day.

Another thing I noticed was the need for a thin knurled wheel out at the end of the needle valve so as to not get burned by the exhaust stack when adjusting the needle. I found the fuel head (height relative to the venturi) critical and would recommend an insert in the cast intake of fumed aluminum and also extend it upward for a different tuned length of intake (i.e.; make the intake longer like the Orwick). I am pleased with the engine and its overall quality and will fly in a std Playboy.



## P&W KITS AVAILABLE AGAIN

by "Old Charlie" Reich.

<reich@aol.com>

Bob Sliff, the former owner of "Hobby Horn" and producer of the renowned P&W kits has gone back into production. Bob is currently manufacturing the P&W kits at the Aerodyne facility in partial kit form. The partial kit consists of all the cut out and curved pieces plus a plan set. If a customer wants a full kit, Aerodyne fills out the package with premium balsa sticks, sheets and necessary hardwood.

The following kits are currently available with others (eg Zipper) to be released soon:

Model Name	Span	Area	Semi kit	Full kit
Brigadier	58"	673	\$36.95	\$65.95
Brooklyn Dodger	56"	476	39.95	58.95
Buccaneer	84"	1108	40.95	96.95
Clipper	72"	678	42.95	89.95
Playboy Jr.	54"	358	27.95	50.95
Playboy Sr	80"	800	35.95	82.95
Powerhouse	84"	1126	42.95	86.95
Ranger	46"	348	29.95	53.95
Sailplane	78"	864	80.95	136.95

Note: The Sailplane offers the simplified crutch type fuselage construction.

Order kits from:

Aerodyne 1924 East Edinger, Santa Ana CA 92705.  
(714) 258-0805



## JETEX 50

part of Email from Shane Alce UK.

<alcekirk@aol.com>

Yes! they are available, I have two myself, one in a Kiel Kraft Hawker Hunter the other in a duration design Snowflake. Also the new manufactures plan to produce 100 and 200 size motors in the near future.

The motors are produced by:-

POWERMAX of Lancaster House

Bentinck Street

Farnworth Bolton BL4 7EP

ENGLAND.

Item	Price
Motor	£5.50
40 fuel pellets	£10.99 or a
Motor set-motor, fuel, and fuse for	£15.00

Another supplier for Jetex and FF from Shane is:-  
SAMS MODELS.

The Chapel, Sandon, Buntingford, Herts. SG9 0QJ  
ENGLAND Tel. 01763 287606 Fax. 01763 288490



## JIM PATTEN'S BOOKS OF PLAN LISTS

The contents of these books are listings of construction articles, how-to-do articles, and some special subjects from the different sections in the magazines. We do not list the total contents of each magazine.

Model Airplane News, #1	Jan. 1929	Dec. 1956
Model Airplane News, #2	Jan. 1957	Dec. 1993
Model Builder	Oct. 1971	Dec. 1993
Model Aviation	Jul. 1975	Dec. 1993
Air Trails & Am. Modeler, #1	Oct. 1935	Dec. 1956
A.M. & Am. Air/C Modeler, #2	Jan. 1957	Mar. 1975
Flying aces & Flying Models, #1	Nov. 1933	Dec. 1956
Flying Models, #2	Jan. 1957	Dec. 1993

The following books are special books made from all of the above:

All CL stunt, scale, sport trainer	22 pages
All FF Contest, scale, sport with HLG & TLG	29 pages
All rubber contest, scale, sport	29 pages
All RC Pattern, scale, sport, trainer (no RCM)	30 pages
All three views and some articles	20 pages
Shop Book (how-to-do & engine articles)	26 pages

The lists come in two forms.

One is listed by year and month starting with the oldest issue to the newest issue. This is called Year Sort.

The other is listed alphabetically from A to Z which will put all CL and all FF and all other classes together.

This is called Class Sort. All lists marked No. 1 have old time and nostalgia plans and articles.

Also listed are the plan numbers from the magazines.

Most of the older ones are out of print and can be hard to find. Model Builder, Model Airplane News, Flying Models and Model Aviation have recent plans and some older ones still available.

Commercial sources such as Aero Dyne, Roland Friestad, Flyline Models, Jim O'Reilly, Ted Schreyer, and John Pond have most of the old timer and nostalgia era plans. If you are interested in any book call or write for information and prices.

James W. Patten, Lot 107, 5646 South US Highway 68, Urbana OH 43078-9429. (937) 484 3158



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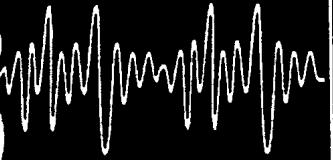
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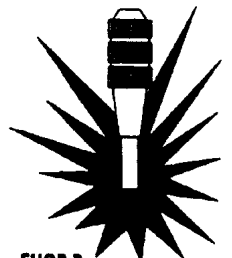
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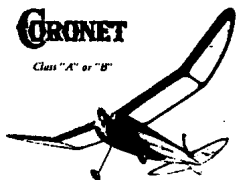
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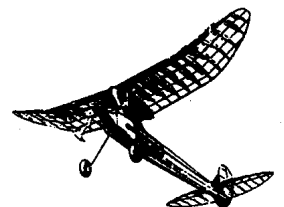
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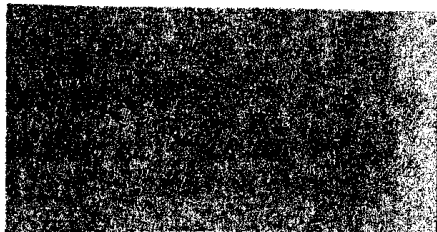
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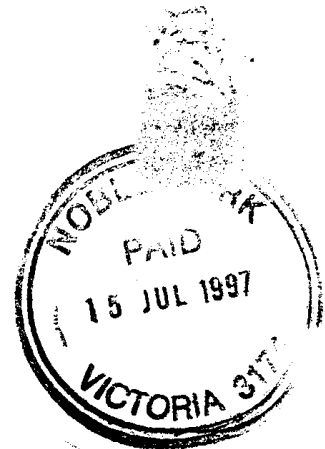
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