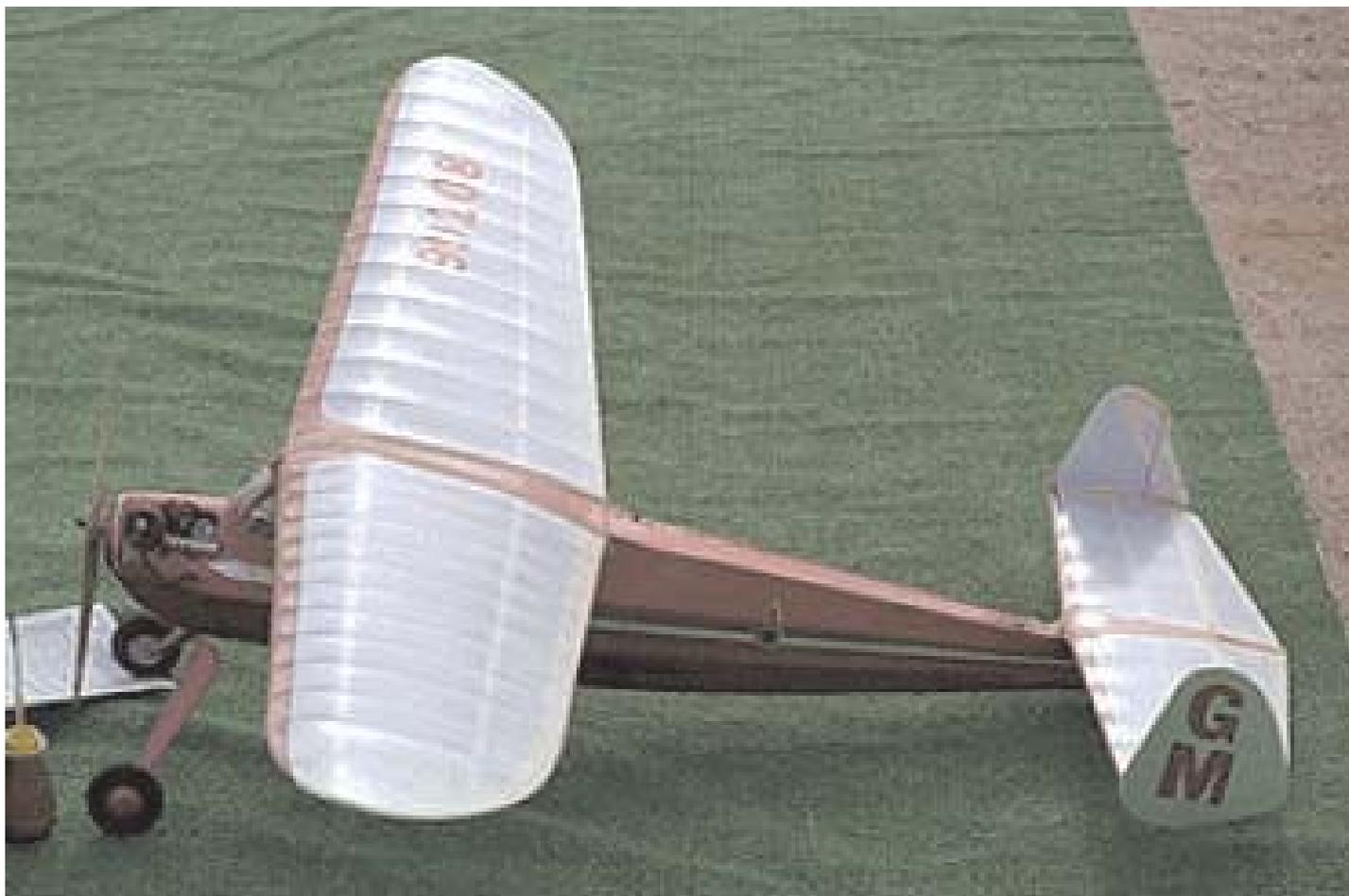
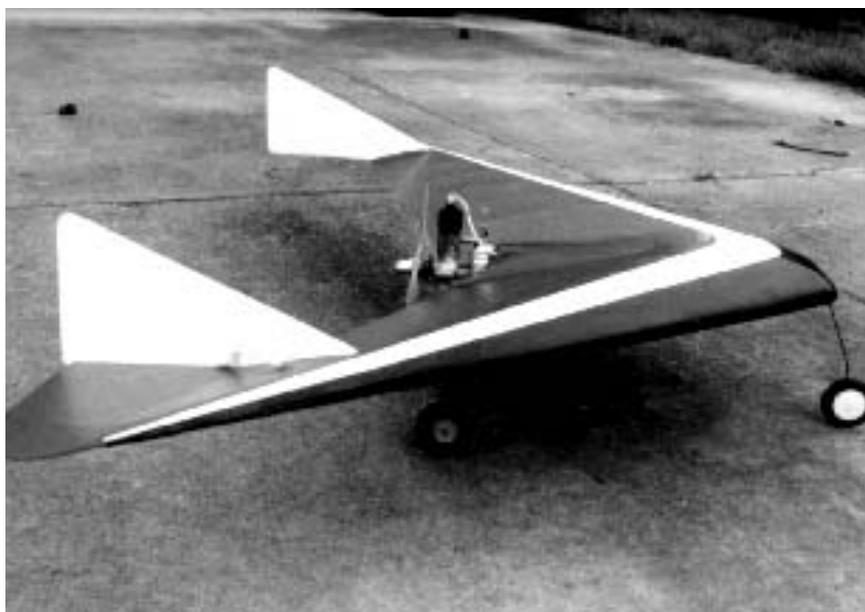


The Thermaleer



Nice shot of the Alpha Corsair (above) and the Rickart Flying Wing (below) taken from the SAMTalk e-mail list. For details of how to subscribe to the SAMTalk list, see page 12 of this issue for details. Be warned, there is heavy traffic and lots and lots and lots of mail. Download regularly every day.



**DON'T FORGET-
NEXT MEETING IS
THE AGM. BE
THERE AND VOTE,
ALSO TO DISCUSS
THE PROPOSED
MAAA 2001 RULE
CHANGES. COME
AND PUT YOUR
POINT OF VIEW.**

SAM 600 Website <<http://www.sympac.com.au/jtboundy>>
 Download this Newsletter <<http://ozonline.com.au/~sam600nl>>

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Sunday afternoons and Thursdays, Thursday Old Farts Fun Fly (TOFFF's day) there is casual flying at the SWAMPS club on a private property at Lang Lang, (conditions permitting) by courtesy of David Chigwidden. Members are welcome, especially those new to flying. Location and local field rules can be obtained from Fred Chigwidden, you can reach him on 03 5997 5675



President's Report.

Hi Fellow Flyers,

Once again it's time to renew your membership, you can do so at the next meeting, the Annual General Meeting

(AGM). As you may recall, it was agreed a year ago, after considerable discussion, that our membership fees would increase in modest increments over the next few years. **It was further agreed that the fees for this year would increase by \$5, i.e. \$15 Pensioners. \$25 Seniors. Juniors, no increase.**

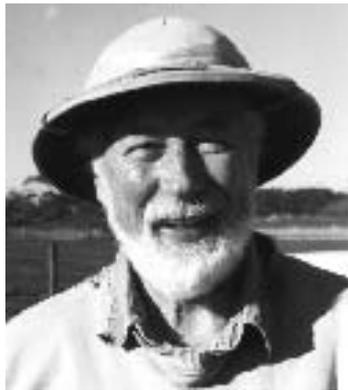
Our Public Officer and Treasurer “Policy”, Ray Woodhouse, will make a full report and analysis of our financial situation regarding both annual membership fees and contest entry fees. **He will present a variation of the above for the meeting to consider and ratify.** Then, and only then, will you be required to pay your fees. Only financial members will continue to receive a copy of our Newsletter “The Thermaleer”.

At the AGM all Committee positions will be declared open. It is important that you attend, nominate and cast your Vote. It's **your** club.

At this meeting we will also discuss the Rule change proposals prior to the next sitting of the MAAA National Rules Committee 2001 which is the year for the next round of MAAA rules changes. Please attend and have your say in this matter. Regards, Chris Lawson

Next Meeting is the AGM and discussion re MAAA 2001 Rules changes proposal, see page 12

Meeting #68 will be held on Thursday, 27th July 2000, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12). off East Boundary Road. Saturn Hobbies will be open prior to 7:30pm. Meeting #69, Thursday 28th September 2000 Meeting #70, Thursday 23rd November 2000 Meeting #71, Thursday 25th January 2001



Letters to the Editor.

This month we have some most interesting correspondence, including a wonderful e-mail from Cohuna. I quote it in full as there's a message in it.

Subject: Hi

Date: Tue, 4 Jul 2000 02:02:46 +1000

From: "Nathan Tasca" <tasca@cybatech.com.au>

To: <pcb@ozonline.com.au>

Hi.

I just thought I would drop u a line and tell u how much fun an Old Timer can be!!.

As an absolute beginner, the Old Timers looked far too slow and boring for me. I wanted something that looked OK and performed well. I bought a Fun Fly that has so far, proved to be a little too much of a handful for me and I wasn't really enjoying it.

After a take-off incident when my fun fly lost a wheel, I took up the offer of a club mate at the Cohuna MFC to have a go "SOLO" of his Old Timer which I think is a Cloud King. He took off and I did the rest. I even landed it twice, without damage I might add. I thought gee, these old things aren't too bad after all!! I went home radiant that not only had I flown solo, but I had been able to land the thing with only a talk down, no buddy leads.

It has convinced me to build an Old Timer now. A Simplex that I hope to have flying in the future. I now consider it one of the most leisurely activities around. Thanks guys, especially Robin Yates from the Cohuna MFC.

Nathan Tasca, www.cybanet.net.au

PS> If u would like to publish this letter in the Thermaleer, I would be more than happy to let you !!

Paul Baartz Chairman,
MAAA inc. OT rules sub-committee
68 Hubert St, East Victoria Park WA 6101
Phone/Fax 08 9362 2302

B.Dent, 33 Madiera St, The Gap, Qld 4061
J.McGuffin 20 Paroo Crt, Wattle Grove N.S.W. 2173
A.Laycock, 6 Marks Pl, Macgregor, ACT 2615
P.Bennett, 3 St.Vincent Pl, Albert Park, Vic. 3206
G.Robertson, 4 Jessica Pl, Prospect, Tas 7250
L.O'Reilly, 42 Maple St, Keswick, SA 5035

25th June 1999

Hullo all,

Update on proposed rule changes which were discussed/decided at the Nowra Nats. I assume that by now they have been well read and circulated amongst interested OT flyers. To date I have not had any adverse comments except for the engine run times in Duration which several have suggested may be a bit LONG, and may need reviewing in the future.

Leo had some reservations regarding these run times with respect to the height that would be achieved exceeding our CASA limit. I believe from two members who attended the MAAA conference where this matter was discussed, that the limit is actually 2000 feet and I doubt that any model would achieve this in 25 seconds. Any comments, test results or other feedback would be most welcome.

Remember we can limit height achieved under power with fuel/engine run allocations, but what happens on the glide is not that easily controlled. Nevertheless our rules should not permit heights greater than 2000' to be achieved during power runs.

Back to the rule changes, Joe is putting the proposals into 'rule book jargon' so that they can be sent to MAAA secretary well before the deadline for submissions for the 2001 conference.

If there is any comment or rule changes which need attention I must have them by end of July otherwise there is no chance of getting them to Chris Greenwood in time.

Hope you are all getting maxes galore and perfect landings.
Regards, Paul Baartz

The Editor, Mr. Peter Bennett, "The Thermaleer",

By email: pcb@ozonline.com.au May 10, 2000

Dear Peter,

When we last spoke (I think at the Victorian State Championships) you suggested that we should put together an article for "The Thermaleer" about the Nationals recently held at Nowra. You suggested that we should try to be controversial, but we do not have to try! The following is compiled from contributions from the three musketeers, Mark Collins (MC), John Whittaker (JW) and Ray Woodhouse (RW). We were the only Victorians at the event.

We all went through "processing" and had to present all models. With regard to our radio certifications, we had to have our radios scanned and little regard was paid to the currency of our certification stickers. One fellow stood at the counter after being "checked-in" by Dave Brown and looked quite dumbfounded when it was requested that he have his radio(s) checked. He said "I do not have a radio with me!" The Nats official said that he must have his radio checked before he can compete. To cut a long story short, he was determined to stand his ground since he was flying in the control line events!

The venue was at the Bernie Regan Sporting Complex and what a venue. The area was the closest thing you could find to a bowling green. The flyable area was surrounded by some very tall trees and as the contest proceeded proved to be a challenge in some cases. The winner out of the tree episodes was the "treefeller", who collected a tidy little sum for each retrieval (exclusive of GST).

One point that we felt we should do as a small collective was to support and help each other as much as possible. We represented ourselves as SAM 600 since we had caps embroidered with the SAM 600 logo. You may see them at future events.

Gordon Burford event.

There were 29 starters and it was an eye opener for RW since he had never seen so many people gathered for an Oldtimer event. The range of models was extremely wide with the inclusion of Nostalgia. The 2.5's did perform quite, although JW may feel different when it came to starting the little beast. This event proved to be extremely popular and enjoyable. There were about (don't quote us) 16 in the flyoff. Placings were:

1. Dave Perkins (Qld)
2. Don Howie (SA)

3. Don Southwell (NSW)

9. Ray Woodhouse (SAM 600)

2cc

There were 16 entrants and we cannot tell you a great deal about it since we did other things. The placings were:

1. Rex Brown (SA)
2. Mike Moore (Qld)
3. Bruce Knight (NSW)

Half A

Once again, an MCG sized lineup. 25 starters on an absolutely corker of a day. RW had finished his repair of his Dellaire (after Ballarat) at 7.30am that morning. MC also expressed concern (at least 40 times) about RW's switch. "She'll be right", RW would retort (about 40 times). The placings were:

1. Peter Smith (ACT)
2. Bill Britcher (SA)
3. David Foster (NSW)
5. Mark Collins (SAM 600)
21. Ray Woodhouse (SAM 600)

Guess what, RW's switch failed in round 1. But he came back for the other rounds. Mark Collins' Bomber has been sorted-out and flew very well in the still air. He actually landed in the defined area all of the time. (He told us nearly 40 times!)

Nostalgia

In retrospect, this event was as popular as Duration. There were 20 flyers with a wide variety of models, the most popular being Spacers and Hyphens. We had some "dope testing" before the event when a ruling was required on a magic muffler system attached to a Hyphen. A standard pipe was later fitted. The placings were:

1. Bill Britcher (SA)
2. Condo Smith (NSW)
3. Mark Collins (SAM 600)
4. Ray Woodhouse (SAM 600)
9. John Whittaker (SAM 600)

Duration

The most noticeable point with duration for the musketeers was the different max time and the engine run time. Max's were 8 minutes and run times were restrictive for schnerle two strokes. Because of this MC built a new

Cumulus that allowed him to use his McCoy 60, JW and RW both used YS 53's.

There were 27 flyers in the event. We flew two rounds and to say that the gusty conditions were similar to a good slope site would be an understatement. The wind was very deceptive, since the trees surrounding the field were protecting us. We would hit a solid wall of air when you climbed out of the protection of the windbreak. Further rounds were delayed since models were getting broken.

When we recommenced after an extended lunch hour, the breeze had died down to a comfortable pace. There ended up being six in the flyoff. To cut to the chase, RW had a flame out and ended up 6th, JW secured 10th place and MC (Oh! The almighty!) won the event.

And must we say, "what a flyoff". MC had to go in the second wave due to a frequency clash. The first wave had about 11 minutes start and were in good air. Dave Perkins and a few others were very high and found extra lift. MC went up and stayed up (to put it crudely). He landed after 39 minutes. Placings were:

1. Mark Collins (SAM 600)
2. Dave Perkins (Qld)
3. Jim Hardy (Qld)
6. Ray Woodhouse (SAM 600)
10. John Whittaker (SAM 600)

Texaco

Once again another culture shock for the musketeers. Ah! Where would we be without rules? The max's were 10minutes for 2 rounds and 15 for the other two rounds. No throw aways!

There were 32 starters. The day was the warmest we had had to date, with obvious lift and no wind to speak of. The scary bits: in duration MC experienced some radio interference which saw his Cumulus behaving rather oddly. RW then experienced it in Texaco for rounds 2 and 3, dropping round 3 since he would have done well in an F3A event (sports of course). MC then had his model go "off the air" in the final round (he would have been in the flyoff). We retrieved it by walking away from the flightline about 100 meters. Any ideas?

The flyoff once again was one to be noted for its quality. There were 7 participants and a Chester Lanzo memorial lineup. It was very late in the day when it was flown, but the best part as well. We played musical timekeepers (which we must learn the steps for) and it added a different flavour. To explain, upto that point most participants worked together and kept their own

times. We ended up keeping time for someone new! It was interesting to see how the neighbours do things. The placings:

1. Bill Britcher (SA)
2. David Foster (NSW)
3. Don Southwell (NSW)
9. Ray Woodhouse (SAM 600)
14. Mark Collins (SAM 600)
25. John Whittaker (SAM 600)

We cannot tell you what happened in neither Antique 38 nor Standard Duration since the weather deteriorated and we had to leave to travel home.

Other Bits

There was a meeting held at the Bomaderry Bowling Club and was chaired by Paul Baartz. It came to our notice that all States had a spokesperson there representing that State's viewpoint and it was only by chance that we were there to report back what was discussed. The total discussion was about the rules, where they are falling down, why this is happening and what can be done. There is some work being done at the moment on these issues and no doubt, more will be reported.

- The other point that kept poking us in the eye was the disadvantage we were at in not having flown the National rules consistently prior to the Nats. This has to be resolved in light of the above discussions and recommendations that will flow from the above meeting. If we are not careful, we will become a "backwater" in light of what the majority of Australian Chapters have agreed upon in principal.

- The Nationals are special in that you have an opportunity to fly against others you rarely have contact with. You see what others are doing and what they are achieving. It's interesting to note that those who fly the National rules placed in most events.

- RW had his two older sons with him most days and they now fully understand the rules, frayed tempers, highs and lows. We should try to include our "youngens" since if you looked at the average age of those competing in Oldtimer at the Nats; it is a little frightening. There were two juniors competing.

- The Nationals dinner honouring Gordon Burford was a very good evening. Gordon is an exceptional man in what he has achieved and had many stories to tell.

Regards, Ray Woodhouse

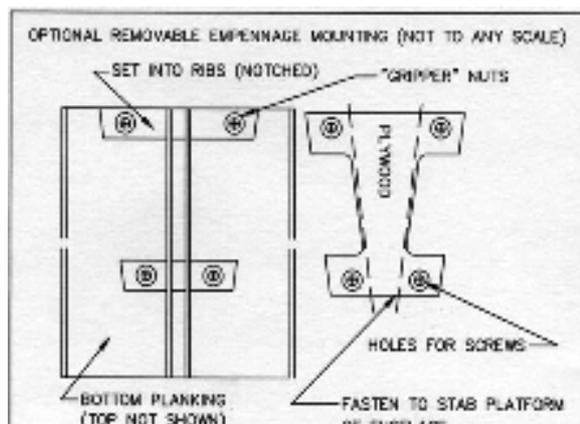
ACROSS CLUES

- 1) Fit piston (3)
- 2) Model man about town (7)
- 7) Number prefix (2)
- 10) Important airfoil number (8)
- 11) Purist pursuit (2)
- 12) Original National Space Agency (4)
- 14) Governing body (4)
- 16) Deadly snake engine (6)
- 19) Radio waves (2)
- 20) For which we hope (3)
- 21) Spine of wing (4)
- 24) Play it... (3)
- 25) Fine Japanese engine maker (2)
- 27) Slips no go (4)
- 29) Fastening (4)
- 30) English diesel (2)
- 31) LER event (8)
- 34) Comes before TE (2)
- 35) Early kit manufacturer (5)
- 36) Neither spark nor diesel (3)
- 38) Important point (2)
- 39) How to increase power (5)
- 41) Decalage (9)
- 43) Event terminology (2)
- 46) Puffy white cloud that doesn't cry (7)
- 47) Not all there (5)
- 48) ... out of mind (3)
- 50) Part of Ignition system (4)
- 51) Traditional wood (5)
- 54) Count the seconds (3)
- 56) Cars, skirts & servos (4)
- 58) Computer radio mode (3)
- 60) It takes two to HalfA (5)
- 62) Contributes to lift (7)
- 65) Fiddlers delight (6)
- 67) OK for starters (2)
- 68) And a prayer (4)
- 69) Popular Word War 1 fighter (3)
- 70) Essential for '38 ignition (5)
- 71) Above the body (6)

DOWN CLUES

- 1) Nut for safety (4)
- 3) Designer of Record Breaker (5)
- 4) Popular economy event (6)
- 5) Break (4)
- 6) Pumped fourstroke (2)
- 8) Designer of Flamingo (6)
- 9) Early design theory (3)
- 11) Authoritative publisher (9)
- 13) The good oil (6)
- 15) Long shaft antique motor (4)
- 17) Most recent event for times past (9)
- 18) Second most important person (5)
- 22) No more chasing (2)
- 23) Le Roy's revenge (3)
- 26) Cumulus designer (9)
- 28) Wheels for this one (3)
- 31) Stupid finish (4)
- 32) As old as you can get (7)
- 33) The body of the matter (8)
- 37) Herr Dokktor's engine (6)
- 40) Engine protector (3)
- 42) Designer Lord of marbles (5)
- 43) Famous US engine manufacturer (7)
- 44) Original fuel terminology (3)
- 45) Twist (6)
- 49) We all came down in (4)
- 52) Without iser (4)
- 53) Avoid at all costs (5)
- 55) Every prop needs (3)
- 56) Another diesel (5)
- 57) Sharp follower (2)
- 59) Garami design (3)
- 60) Traditional Material (4)
- 61) Tease many (3)
- 63) Spark engine, alright (2)
- 64) Swallow designer (4)
- 66) You need two good ones (3)

Diagram showing one way to fasten tailplane empennage to fuselage.





Ramblings - Nats 2000 & Madewell 49

by Don Howie

Firstly, I would like to congratulate Mark Collins on his win in Duration at the Nowra Nats. Mark has

flown the Cumulus design over a considerable period; it is not an easy design to fly under power. Elevator can be very sensitive. The writer uses only elevator trim during the power run with the Half A model, flown by myself.

Mark seems to be able to start a McCoy by hand (using a chicken stick) his engine runs very well. The present engine uses parts from the recent replica engine as well as original McCoy bits, still obtainable from Dick McCoy, who is at least 92 years of age. Australia would be the largest users of original McCoy 60 series 20, glo engines, flown in Duration.

The Gordon Burford event looks like becoming an official event in the near future. The number of different 2.5cc diesels made by Gordon, never ceases to amaze. The writer recently bought a plain bearing, hex cylinder, no name model about 1958 that looked almost new. However, the crank pin had broken off and will need a new crankshaft to be made. Rex Brown also broke a crankshaft on one of his 2.5cc Taipan diesels.

At the Nats, the writer had trouble with the compression backing off after about 30 seconds, with the engine losing power. Just before the fly-off; I filed, scraped marks on the head and locking bar, and this held the comp screw in for the fly-off, giving a good engine run. The engine needs a new contra piston, but held together long enough for me to take second place at the Nats. The winner, David Perkins, is an engine builder and modifier; his Taipan 2.5cc was completely rebuilt and possibly better than new.

Madewell 49

This is an interesting engine used at the Nowra Nats by Bill Britcher and Ian Avery, where they placed first and third. The engine dates back to the Comet 35, in the early '40s made for the Comet "Zipper" kit

when the rules were changed, no longer allowing large engines such as the Dennykite 57 to be used. Earl Vibell, a hobby shop owner in San Francisco got Jack Kener to produce a Vivell 35 in fairly large numbers, with numerous mods, such as larger transfer ports and backplate tank. In 1947, with controlline stunt flying becoming popular, nw engine classes were created in California for this event.

Class A was up to 25 size; Class B was 25 to 50 size and Class C was over 50 size. Keener, located in Oakland (over the bridge in San Francisco) saw an opportunity to market a new engine for controlline class B. The Vivell 35 crankcase was slightly enlarged; using the same timer, drive washers, backplate & tank, a new engine, the Wadewell 49 was made. This was quite a light and compact engine that ran well.

Other makers reduced their engine sizes, e.g. the K&B Torpedo 24 and the Orwick 23. The engine, now increased to 49 in size, can be a bit fragile. The crankshaft can break if it is allowed to rev too fast; the conrod also can wear quickly. The writer's engine had a bent shaft, the crank had not been hardened, and the con rod was worn. Given to the engine boys the shaft was straightened and the con rod was bushed with bronze bushes. The conrod is very close to the internals and may need filing to make it all fit properly.

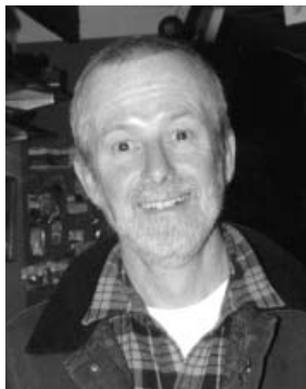
The engine has a very good power to weight ratio; it is about 8 ozs in weight. The best prop is a 13x6 wood for my engine (soft shaft). On this size prop, when run in, should turn 7,000 revs abd with 25 seconds per pound allowance (Group 5) is very competitive in '38 Antique.

S.A. State Champs Results

(fly-off & Victorian participants only)
20th & 21st May, 2000 Monarto field.

Texaco (Saturday morning)

1st	Mark Collins (Vic)	4406
2nd	Ray Woodhouse (Vic)	4376
3rd	Stan Gurr (SA)	4336
4th	Peter Bennett (Vic)	4140
5th	Kim Stringer (SA)	4014
6th	Trevor Boundy (Vic)	2975
10th	Chris Lawson (Vic)	2810
11th	Peter Hosking (Vic)	2774
12th	Danny Missen (Vic)	2747
13th	Don Cameron (Vic)	2662
19th	Barry Barton (Vic)	1606
22nd	Steve Gullock (Vic)	1200



Report from the Vice President & WebMaster - Trevor Boundy

During the last 12 months, we have had a number of

very successful contests culminating in the very successful Easter Swan Hill event, following is a summary of our contest activities, the details of each contest can be viewed at the SAM 600 web page:-

Date	Contest	#Contestants
12-06-99	BRCRC 1999 Bendigo Old Timer Fly In	30
02-10-99	Wangaratta 5th E/S Gas Champs	31
03-10-99	Wangaratta 5th E/S Gas Champs	41
12-10-99	BRCRC 1999 Bendigo Old Timer Fly In	7
20-01-00	PDARCS 15th Roy Robertson	8
21-01-00	PDARCS 15th Roy Robertson	6
06-02-00	GMAA 2000 Fly In	14
20-02-00	BAI Haddon re -runs	19
04-03-00	BAI 2000 Vic State Champs	8
05-03-00	BAI 2000 Vic State Champs	37
25-03-00	Cohuna Cohuna Fly In	23
26-03-00	Cohuna Cohuna Fly In	7
02-04-00	SWAMPS 15th Roy Robertson	17
21-04-00	SHMAC 8th SAM 600 Easter	34
22-04-00	SHMAC 8th SAM 600 Easter	46
23-04-00	SHMAC 8th SAM 600 Easter	11
24-04-00	SHMAC 8th SAM 600 Easter	10
25-04-00	SHMAC 8th SAM 600 Easter	9
10-06-00	SWAMPS 2000 Fly End of Season	11
11-06-00	SWAMPS 2000 Fly End of Season	8

As you can see, quite an active year.

Also as VP I remind you that this next meeting is our annual AGM, and by a strict interpretation of our constitution only financial members should be eligible to vote on the choice of committee members for the following year.

Over the last year we continue to have about 300 visitors per month to our web site. Over the last few months I have been preparing a electronic ie CD version of the plans list for eventual sale, complete with all the available pictures (ie scanned copies of the A4 plans that Allan and I hold) for Antique OldTimer and Nostalgia, at this time I have scanned in 630 A4's out of a total of 840 A4 plans held by us.

Trevor Boundy

S.A. State Champs Results (*continued*)
(fly-off & Victorian participants only)
20th & 21st May, 2000 Monarto field.

'38 Antique (Sunday afternoon)

1st	Stan Gurr (SA)	2532
2nd	Peter Bennett (Vic)	2520
3rd	Don Howie (SA)	2351
8th	Chris Lawson (Vic)	190

Duration (Sunday morning)

1st	Chris Lawson (Vic)	2333
2nd	Mark Collins (Vic)	2307
3rd	Bill Britcher (SA)	2256
4th	Ray Woodhouse (Vic)	2248
5th	Mark Robinson (SA)	2235
6th	Trevor Boundy (Vic)	2147
7th	Stan Gurr (SA)	2096
8th	Kym Stringer	1841
9th	Don Howie (SA)	1825
10th	Ron Adamson (SA)	1500
11th	Barry Barton (Vic)	1400
12th	Steve Gullock (Vic)	1221

Half A Texaco (Sunday)

1st	Barry Barton (Vic)	2157
2nd	Bill Britcher (SA)	2112
3rd	Ian Promnitz (SA)	2035
5th	Rex Brown (SA)	2034
6th	Chris Lawson (Vic)	1968
7th	Peter Bennett (Vic)	1947
8th	Ron Adamson (SA)	1944
9th	Trevor Boundy (Vic)	1775
10th	Paul Baartz (WA)	1697
11th	Don Howie (SA)	1550
12th	Don Cameron (Vic)	1357
13th	Mark Collins (Vic)	1080
13th	Danny Missen (Vic)	1080
13th	Peter Dale (SA)	1080
18th	Ray Woodhouse (Vic)	728
19th	Peter Hosking (Vic)	642

MAAA Old Timer Rules, Nats 2000

Meeting held at 7:30 on Friday 28th April 2000 at the Bomaderry Bowling Club.

Present at the meeting were Paul Baartz, Joe McGuffin, Barry Dent and Allan Laycock, all current members of the MAAA O/T Rules sub-committee. Rex Brown acted as proxy for the SA sub-committee member Leo O'Reilly. Also present were approximately 30 O/T flyers representing most states and all SAM Chapters in Australia. (*Editors note: Peter Bennett is the duly authorised representative of SAM 600 on the MAAA O/T Rules sub-Committee. No notification of the meeting was given consequently no proxy to one of the three SAM 600 members present was issued.*)

The meeting was Chaired by Paul Baartz with assistance from the other MAAA sub-committee members. Discussion was fruitful and all decisions detailed were unanimously agreed by those present.

All current O/T events were examined and the following resolutions resulted -

1. O/T Texaco

- Max flight time 10 minute.
- Contest format: 5 rounds, best four to count.
- Fuel allocations to be altered:
 - Antique spark ignition engines- 4cc/lb.
 - F/S Ignition engines- 2cc/lb
- In procedure for fuelling model, the words "engine must be stopped" be inserted at the beginning of the sentence.

2. Duration

- Maximum flight time of 7 minutes.
- Engine run times to be altered:
 - F/S engines- 25 seconds
 - T/S front induction, side exhaust, fitted with a muffler as supplied by the manufacturer- 25 seconds.
 - Antique Glo engine in a model not conforming to the "170 in²/0.1 in³ Rule"- 25 seconds.

3. 1/2 A Texaco

All agreed that no alterations are necessary.

4. 2cc Duration

The meeting decided that the best course of action is to delete this event from the rule book and replace it with the "Gordon Burford" event using the rules as used at the Year 2000 Nat's.

5. Nostalgia

- Alter the contest format to 4 rounds with the best 3 to count.
- Increase engine run times to 25 seconds.

6. '38 Antique

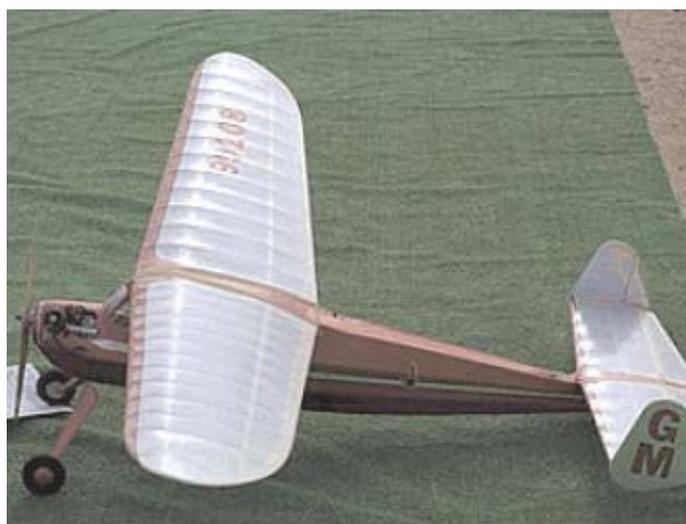
- Engine run time for Group 1 engines- 10 sec/lb.
- Engine run time for Group 2 engines- 13 sec/lb.
- Fuel provision to be altered to: "any mix of unleaded petrol, methanol and oil".
- Contest format to be 4 rounds, best 3 to count.

7. Standard Duration

- Change to rule 5.4.10.2 (a) after glo engines insert "up to" delete "of".
- Retain 12,750 rpm limit and 10"x6" prop.
- Delete the "225 in² Rule" and replace with minimum wing area of 800 in.²

Other items discussed in passing were:

- Use of standard fuel in Nostalgia.
- Removing the 60% allowance for F/S in Duration.
- Definition of an effective muffler may be needed (MAAA requires 98 db at 3m).
- Is there unnecessary danger in hand launching Nostalgia models ?
- Does a cross flow T/S engine have to have a baffled piston ?
- The use of clear plastic external tanks in Texaco.



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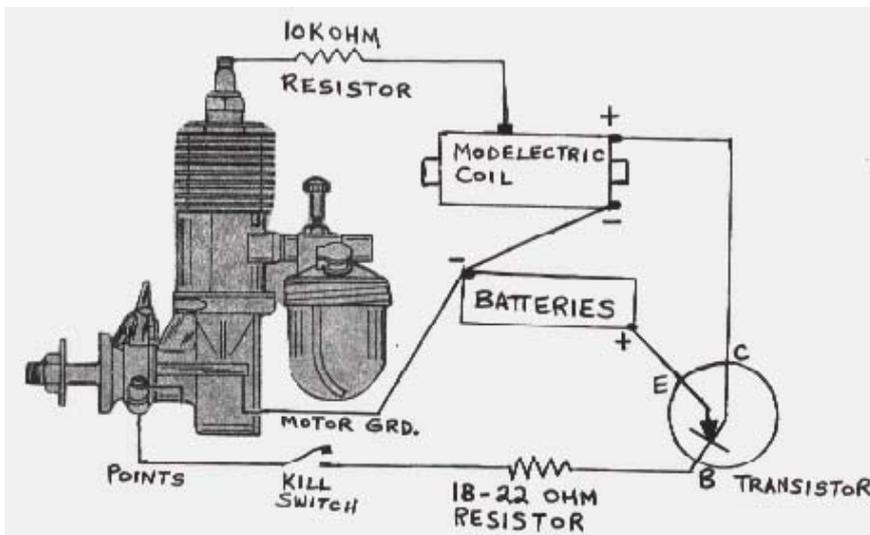
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SAM 600 of Australia
Victorian R/C Old Timers Association Inc.
Statement of Receipts and Payments
for the year ended 30th June 2000

<u>Bank Balance 1st July 1999</u>		\$1,433.35
Receipts		
Advertising	36.00	
Championships & Competitions	1,986.00	
Donations	105.00	
Interest Received	2.44	
Membership Fees	850.00	
Sales- SAM 600 Decals	<u>12.00</u>	
		2,991.44
<u>Payments</u>		
Bank Charges	23.80	
Filing Fees	78.00	
Fax Machine	279.00	
Fuel Costs	69.40	
Newsletters	722.55	
Postage	14.85	
Swan Hill, Trophies, Comps.	2,202.69	
Telephone & Fax Costs	<u>102.43</u>	
		<u>3,492.72</u>
		\$(501.28)
<u>Bank Balance 30th June 2000</u>		<u>\$932.07</u>
<u>Bank Statement Balance 30th June 2000</u>		<u>\$932.07</u>

The above Statement of Receipts and Payments has been prepared by Ray Woodhouse, Public Officer and Treasurer "Policy". Ray will attend the Annual General Meeting (AGM) and speak to these figures.



- The "Schmidt Trigger" defined by Bill Schmidt.**
- The 10K resistor **MUST**, repeat **MUST** be located at the spark plug
 - The correct limiting resistor from the base should be from 18 to 22 Ohms.
 - The wire used must be #16 strand or larger.
 - #20 stranded or larger wire can be used in the trigger or tickler part of the circuit from the base resistor through the points and on to the ground,
 - The ignition coil should be **NEW** Modelectric as the circuit will not work well with other coils.
 - Use three (3) NiCads if the engine is high compression and the RPM is above 10,000.
 - Use two (2) NiCads if the engine is of low compression and the RPM is under 10,000.

P.W. Hobbies

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PRODUCT	SPAN	AREA	ENG	RETAIL	PRODUCT	SPAN	AREA	ENG	RETAIL
OLDTIMERS:					GLIDERS/SLOPE:				
Playboy Snr	80"	855 Sq"	.60 4st	\$106.00	Thermal Raiser	1.8m Elec.	Astro 05		\$81.00
Playboy 105%	84"	934 Sq"	.40 2st	\$120.00	Sagitta	2 mtr 2 ch	600 Sq"		\$110.00
Playboy 66%	53"	373 Sq"	2.0 cc	\$ 74.00	Sagitta	3 metre			\$149.00
Dallaire 75%	80"	850 Sq"	.50 4st	\$120.00	Ridge Rebel	51" Slope soarer	foam cores		\$78.00
Dallaire 50%	54"	374 Sq"	2.0 cc	\$ 74.00	Full range of spare parts and partial kits available on request.				
Buzzard Bomb	72"	860 Sq"	.50 4st	\$106.00	MAIL ORDER AND PHONE ORDER SERVICE AVAILABLE. WE ACCEPT VISA, BANKCARD, MASTERCARD & PERSONAL CHEQUES.				
Lanzo Bomber	90"	1260 Sq"	.60 4St	\$128.00	THE ABOVE PRICES DO NOT INCLUDE FREIGHT CHARGED AT COST, APPROX \$12-15 PER KIT ON SINGLE INTERSTATE ORDERS AND \$9 MULTIPLE. OVERSEAS ORDERS DELIVERED AT COST.				
Lanzo Bomber	76.5"	918 Sq"	.40 2st	\$115.00					
Flamingo	89"	1340 Sq"	.60 4st	\$128.00					
Hyphen (Nost)	80"	666 Sq"	.40 4st	\$110.00					
CONTROL LINE:									
Peacemaker	35.5" Combat		3.5 cc	\$ 51.00					
Fury	24" Team Racer		2.5 cc	\$51.00					

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