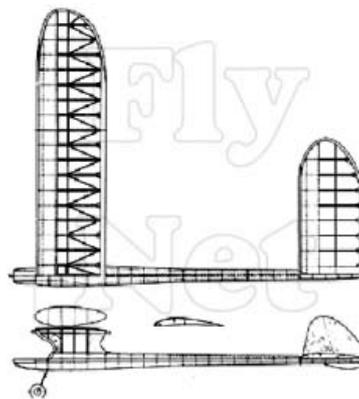


The SAM movement welcomes interested builders/pilots, you can affiliate with SAM through local clubs in Victoria at Lang Lang, Ballarat and Cohuna, please contact any SAM600 committee member, for further details.

Avid USA modellers, Lee Freeman, John Pond, and Martin Schindler sparked SAM into being in 1962 in order to revive the early days of model aviation and to set up guidelines for Old Timer competition. These guidelines are now the basis for the SAM competition rules that govern the majority of Old Timer contests all around the world. (Excerpt from "The Society of Antique Modellers International") - Biography of John Pond



The late Alan King with his 81 inch Flying Pencil, McCoy 19



Flying Pencil 3 view.



McCoy style Glow engine

SAM's aim is to encourage people from all age groups to experience the pleasure of building and flying the character-filled models from the 1930's, 40's and 50's.

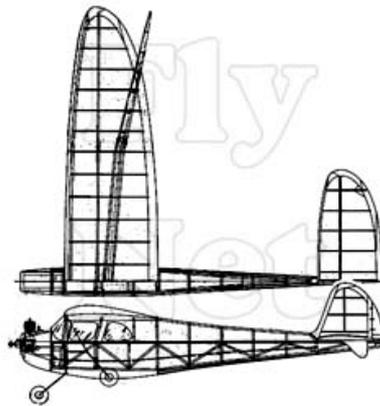
In fact, the SAM rulebook's 'preamble' is: "the flying of Old-Timer aircraft is intended to be casual, enjoyable and interesting for both competitor and spectator alike..."

The models of those early days were all free-flight designs, but for practical reasons, Old-Timers nowadays are guided by radio control, having rudder and elevator control, with some classes also requiring a further control to stop the engine on command.

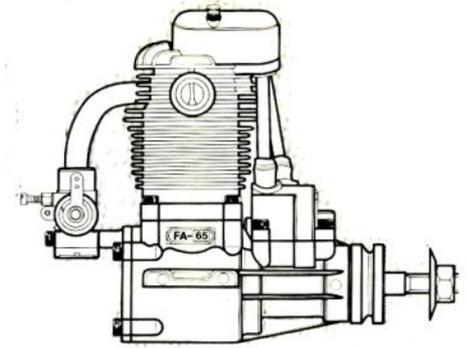
Old-Timer models are classified into three groups:
ANTIQUÉ (models that were designed before 1938, and
OLD TIMER (pre 1942) and
NOSTALGIA (pre 1957).



Simon B with his Old Timer Super Quaker 103% Saito 65 4 stroke powered.



Super Quaker designed by Matt Kania in 1941



Saito FA 65 4 stroke

Within these three groups are a number of classes, but all are based on either of two distinct styles of flight.

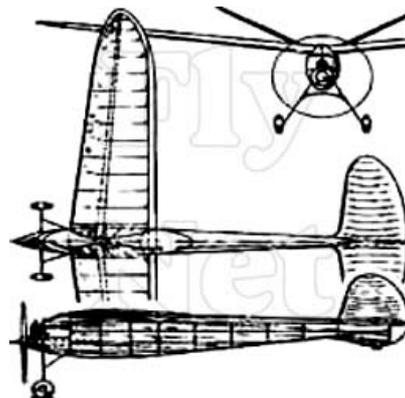
One is based on fuel economy (Texaco is a well-known example of these), and the other is based on a limited engine-run time (Duration is an example of these).

Texaco-style models are sometimes quite leisurely in the climb phase to help maximise the run-time of the engine, while the Duration types usually have incredible acceleration and speed in the climb, much like a flying dragster going straight up!

For any particular model, various factors are used to determine the fuel allotment (eg for Texaco), or the number of seconds of engine-run (eg for Duration). So, competition flights are essentially climb-and-glide events, which reward the pilot's engine tuning and flying skills.



Eut Tileston with his Antique class, Vee Tailed Swallow, 84" span, Brown Jr powered.



Vee Tailed Swallow designed by Ralph Lowe



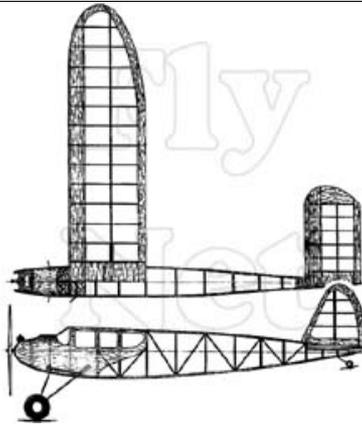
Typical Brown Junior spark ignition engine

After the engine has stopped and the model is in the glide phase, the pilot then looks for thermals to keep the model aloft for a predetermined number of minutes.

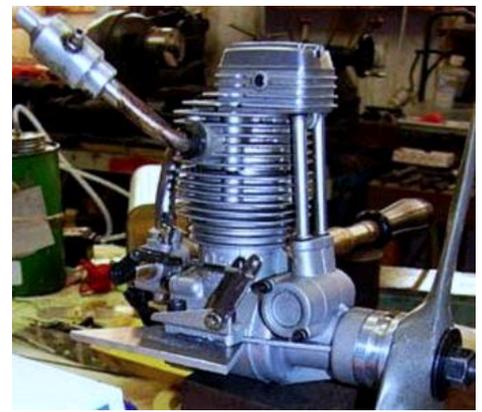
If more than one model flies for the required time in every flight of a competition, a fly-off determines the outcome, where the models are released at the same time, and the last to land becomes the winner.



Miss America, 105" span.



Miss America, designed by Frank Zaic in 1937



Typical power OS 61 4 stroke glo engine

Original designs varied in size quite a lot: from quite small, about one metre wingspan, to very large, around 3 metres span.

Actually, Old-Timer models are still measured in 'the old language'... inches, ounces, etc, as were the originals. Scaling a model up or down in size is allowed in some classes, too.

It's probably this wide variety of flight-factors, along with the countless numbers of designs available, which makes Old-Timer flying so interesting and popular!

There are events where you can use many of today's common sport 2-stroke and 4-stroke engines.

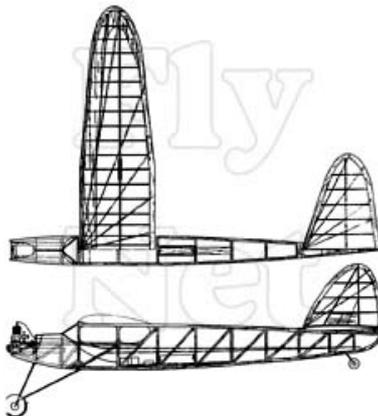
There is even a very popular class that uses the little Cox .049 engine!

Many engines used are very affordable, last a long time, and don't use lots of fuel, even if you fly for hours!

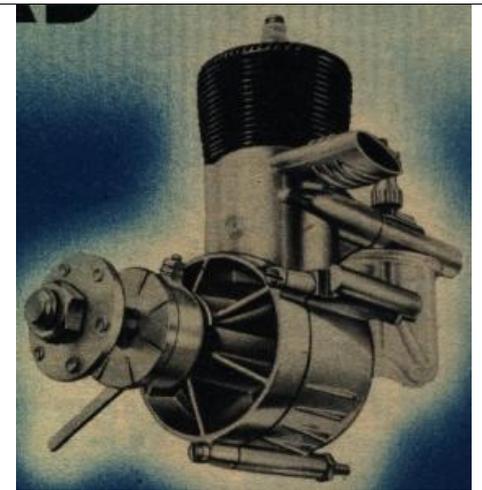
If the Old-Timer bug bites you well and truly, you might get interested in the old spark-ignition engines, or even diesels!



The Late Roy Robertson's Red Zephyr, 72" span, Ohlsson and Rice 60 Gold spk. ign. @ Memorial Trophy day P&DARCS



Red Zephyr designed by Herb Greenberg in 1936



Typical O & R 60 ignition engine

Original engines are still around, or you can select from a range of replica engines if you want. Old Timer models cost very little and are very satisfying to build and fly. Plans are available for hundreds of designs, and kits are available for some of the more popular ones. If you need building assistance, SAM members will be very pleased to help you.

Fly for fun, and make it fun for others, too!

Old Timer meetings:

The meetings are held at 7 30pm on the fourth Thursday of July (AGM), September, November, January, March, and May of each year. The meetings are held at the Offices of One Way Business Advisers, 24A 479 Warrigal Road, Moorabbin, Victoria (Telephone 03 9555 9445).

This is near the corner of Cochranes Road and Warrigal Road and opposite Bunnings.