

Cool Retro Stuff

PLANES TRAINS AND AUTOMOBILES

All around the world, in many fields where has man versed manufactured machinery, retro is big. It's growing in models too. There has always been plenty of interest in old model aircraft engines and there are some very interesting collections in this country. Now it's moving to aeroplanes. My interest was sparked some time back by the Dragon Fly built by my father for Classic Pattern. For a number of reasons, not just nostalgia this is a model that I am really enjoying flying. I spotted another model in the Col Taylor Models Tent at Shepparton Mammoth Scale. That was a pylon racer but before I get to that, interest in Classic Pattern seem to be building. *(Yes that was deliberate. ED)*

HOW OLD IS RETRO?

The general consensus seems that two and a half decades is the minimum requirement to qualify for cool. My cool may differ than yours. Then, it's up to the eye of the beholder.

SUPER SICROLY BY ROWDY MATTHEWS

I have recently completed a sentimental model. My Dad, Evan Matthews (deceased) VH 13703 flew many years ago around the Knoxfeild, Ferntree Gully area of Melbourne and I think may have even flown with your Dad. *(Brian Green Ed)* We are talking about the 1970's here. For many years I wanted to build this model and finally got around to it. First thing was to identify the model, unfortunately no name on the back of the original photo's. I researched and came up



Hanno Prettner's 1970s Super Sicroly, built by Evan Matthews, in the 70s



Really enjoyed the building experience



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End result is pretty cool. Cool to fly too!

with a Hanno Prettner Super Sicro-loy, a vague recollection of that name from my Mum (picture in 1974) was enough to decide on that air frame. Through the VPA website (Victorian Pattern Association) I found Eureka Models in the USA and had a plan

and canopy sent out. Thoroughly enjoyed the old style building, even hand cut all the stars.

End result is pretty clear, a great model powered with a brand new

OS 60 FSR swinging an 11 x 7 prop. AUV 6lb 2oz. This one will take pride and place in the collection and come out for special occasions.

1990s FITZPATRICK 60 BY IAN OMARA

Ian sent in these pics of two engines I've never heard of. The Fitzpatrick features a "Super slant seven port liner", sounds like an American spin



Fitzpatrick 61 NVA uses 2 O rings side by side to seal & stop NV from moving when running

on Schnurle Porting. Manufactured in Los Angeles it features a Thermal Dwell heat sink head and a Life Time Warranty.

RPM ranges 2,000- 20,000 with best torque 10-14,000 rpm. Tuned venturi, high tech carby, chrome plated liner and aerospace investment castings. All this for US\$298.

TK 60

There's a free subscription for the first person who can shed some light on this engine? You can phone a friend but please, not Brian Winch. I can call him myself.

OS 61 HANNO

A prized engine for sure, particularly after we saw the master himself fly at Wangarrat in 1991. If any one happens to have a piston and liner, Ian Amiara would love to talk turkey as his Hanno is not healthy.

RUBBER ESCAPEMENT BY REG REGISTER

Veteran Reg Register is going way back, to resurrect 1960s radio technology. Logic is not lost on Reg either. Hopefully the radio will perform flawlessly on the test flight, but, should it decide to give up the ghost, look closely at the empannage, Reg has added a failsafe system. Which is prudent, when you learn that this technology could

Can anyone shed some light on this TK 60 engine?

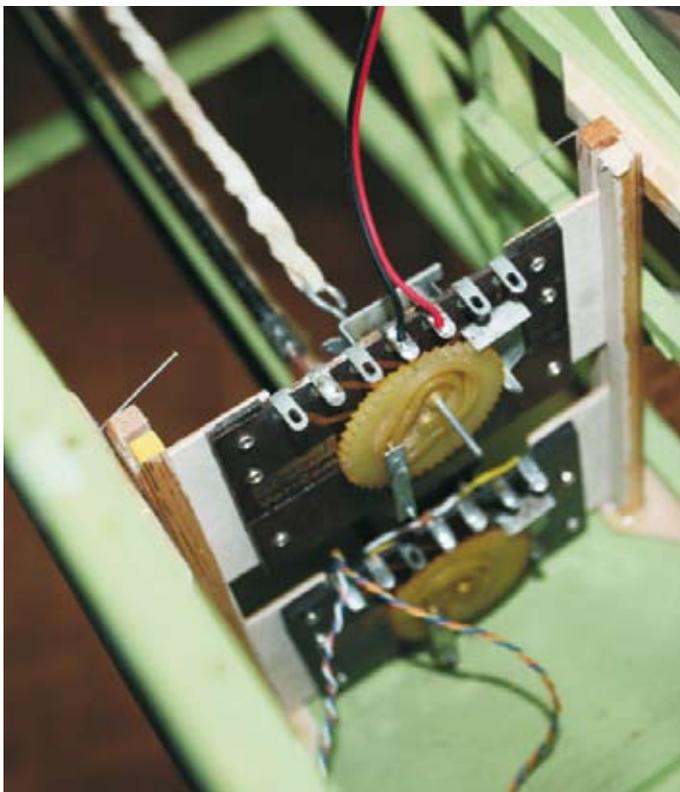


Ian Omara swapped a new OS160 Pitts style muffler plus \$30 for this hybrid pattern ship. Possibly a TM ARF. Light with slight dihedral, using a YS61 and tuned pipe



Rubber bands are in effect pushrods, driven by an "Escapament" Left twist one way - right the other. Ditto for elevator. Fly too long and use too many control inputs, the rubber band runs out of turns. Inherently stable free flight design took over and the model continued on flying. Wherever it wanted!

Retro Rockets



Isolating from vibration was vital



Spit elevator is one of the component of the failsafe system, added for the impending test flight of an old timer fitted with 1960s technology.

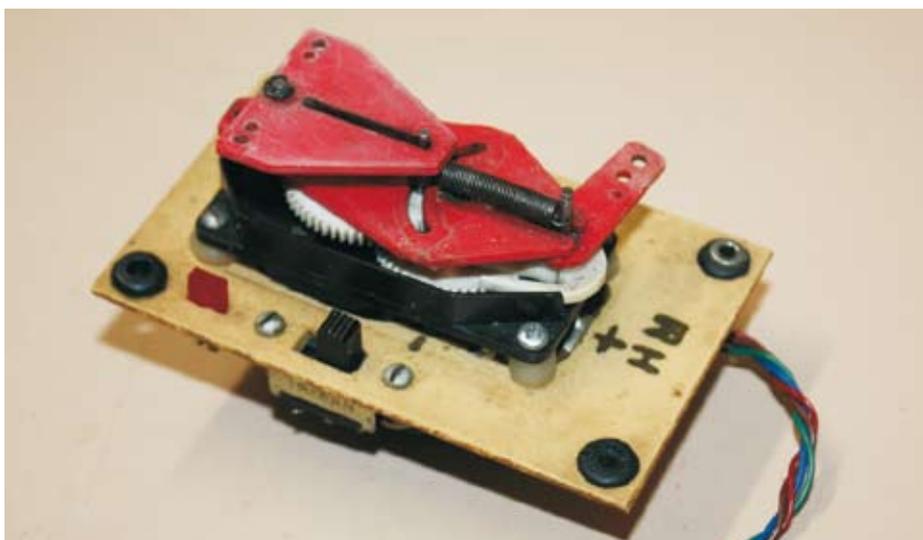


And split rudder

only handle one radio on the air. In the air, it was one model at a time. How active 27 MHz is these days is of some concern. A modern 2.4 GHz radio with servos driving split control surfaces is also on board, for back up.

GALLOPING GHOST

What is possibly the most unusual name for a radio control system ever. As previously stated, the most unfortunate name for an RC system is still held by Sanwa, for the Stack 4. Rather than fill this space, check out the video found on You Tube. It's hilarious.
<http://www.youtube.com/watch?v=xBSRmIIGSWQ>



Bonner Digimite Galloping Ghost servo

REEDS

After single channel escapements but before proportional came reed sets. Tuning each channel was often required, before each flight! Here's a sneak look on the inside. Ill never complain if I incorrectly tune my engine again.

MK HAPPY 40 (1980) BY STEPHEN GREEN

How often have you seen a model or gadget and just had to have it? I have no need for a trainer but I snapped this gem up at RC Headquarters in Werribee (Vic). Peter Abbey had purchased a job lot of kits, plans and engines from a chap who done his fair share of keeping the hobby trade going.

Fliteline Models in South Melbourne was the Australian agents for MK and Graupner. My brother and I spent the night in the shop the day before it opened. We opened every MK and Graupner kit in the shop. As a 16 year old I used to sell this brand of kit in my Dad's shop, so I purchased it purely out of curiosity.

As a trainer, the Happy was radical. Symmetrical wing section, bolt on

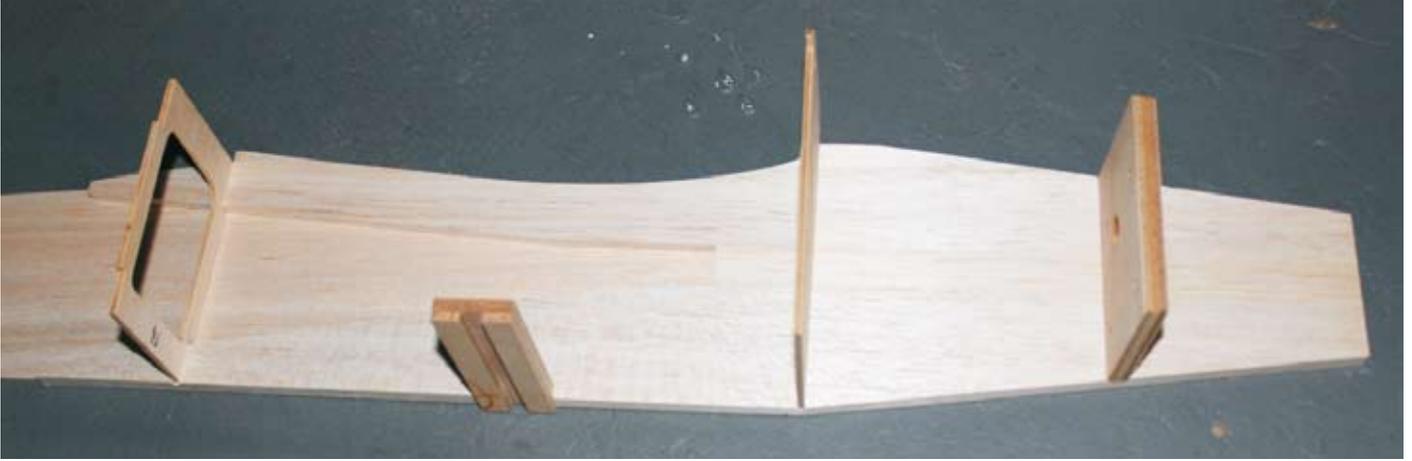


This is what they had to do decades before the Buy and Fly brigade took precedence. Looks complicated



Radical for its day because it had no full size plan

Retro Rockets



These kits were so good they didn't a full size plan



Fitted like a glove

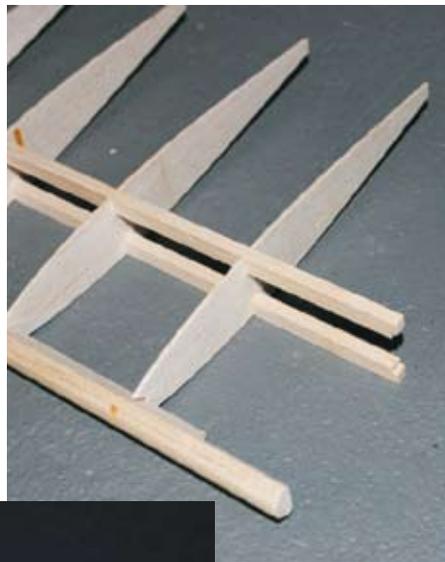
wing were two immediate points of difference plus loads of little but important items, such as the tank level. It was superior to most other trainers at the time. The aerobatic wing section, which was howled down by the opposition, made it a lot easier to instruct because the model stayed where it was pointed. Which went against the philosophy of the day that trainers should be very stable designs which were a throwback to those radio systems in the preceding pages.

Laser cutting is all the rave today but after opening this kit, which was manufactured box more than 34 years ago, the parts fit was as I remembered. Second to none. Die cutting in popular American and English kits of the day was often referred to as die crunched. MK kits were superb, even the ply still pushed out neatly. The big thing was no full size plan. That was radical, but once you started building the concept became appar-



Fuselage sides milled for the bulkheads

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Brilliant die cut balsa and plywood

ent. For example the fuselage sides are slotted for the bulkhead, no measuring required. Ditto for the wing spars and ribs. All of the wood is still in first class condition but the rubber bands used for packing haven't fared so well. Most had turned into a mushy sort of adhesive that stuck some components together. Prising a few of the wing rib sheets apart had to be done with care. I would like to build to model but like many of us, it's now on the list.

TALL TALES BUT TRUE

The Happy trainer was single handedly responsible for the Melbourne RC Club gaining the Certificate of Occupancy for the flying field purchased in the Yarra Valley. A number of us chipped in \$500 for the deposit on 50 acres and Doug Dorratt bank rolled the rest as membership grew. Noise was a stumbling block then Dad organised the Mayor and a few councillors to actually see a flying demonstration.

It was a windy day. When the delegation rounded the corner the engine was started and the model took off and climbed to 500 feet. Wind howling through the trees and the engine could not be heard over the ambient noise level. The Mayor took one look, listened for a few seconds and said to the others, "I don't know what this fuss about noise is all about". A few weeks later the paperwork arrived. The next weekend we were flying and there was an increase in noise level echoing across the valley. Piped YS 60s pulling 13-14 grand does that.

SCURRILOUS RUMOUR

I'd like to scotch a rumour that has been circulating for years that the demonstration model was a Happy 40, fitted with an 11x7 to bog the engine down. This is patently untrue. Take a look at the box lid. It reveals that the Happy 40 was released in 1980. The Melbourne Club got started the year before.

The model was a Happy 20. OS 20 RC, fitted with an 11x7. Which took ages to climb to 500 feet.

WATCH IT

Retro can get out of hand. My collection has suddenly expanded to include a Sig Samurai pocket rocket glider, Little Toni FAI pylon racer complete with Magic Muffler. Early 80s just qualifies, the next issue or RCM news is in 2015. I'd love to get hold of an OS H40P. The Force engine is to replicate that horsepower and sound for my Dad's 1960s Good-year racer replica purchased from Col Taylor Models. In its day, Digitaire for Speed was a rocket.



Didn't need it but I had to have it. Does anyone have an MK Skymaster 60 kit?