

Model Aircraft Index All Plans for Year 1959



01Model Aircraft January 1959



Cover.



Contents.

Weepy Plan MA 298 FF IC Scale Civil Sport.

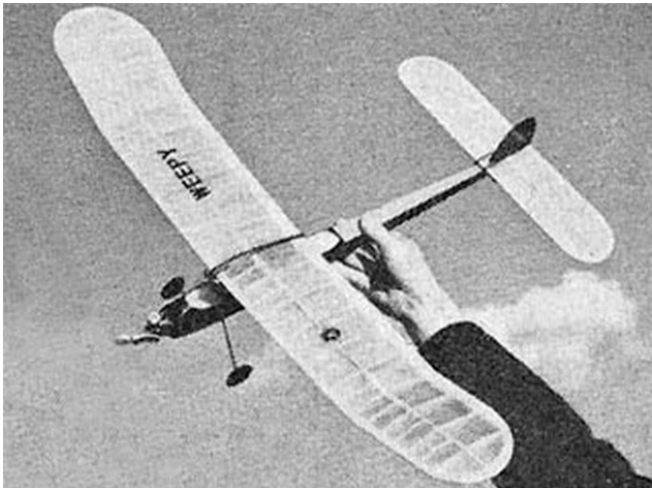
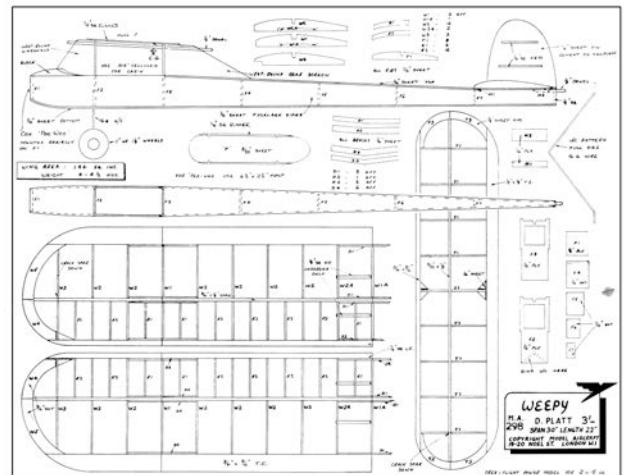


Photo.



Plan.

01Model Aircraft January 1959

Scholer Plan MA 299 FF Rubber Sport Trainer.

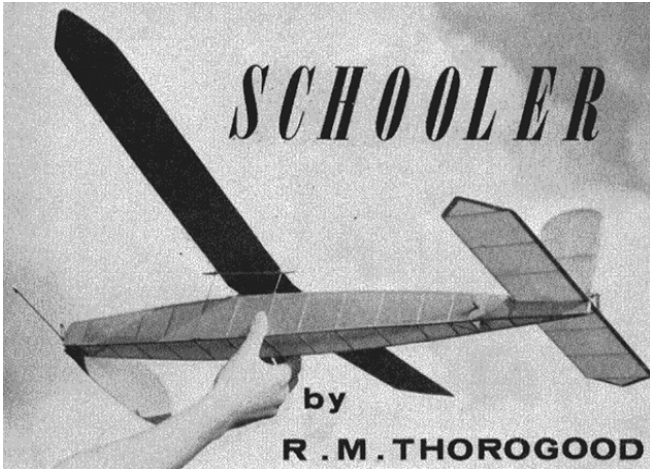
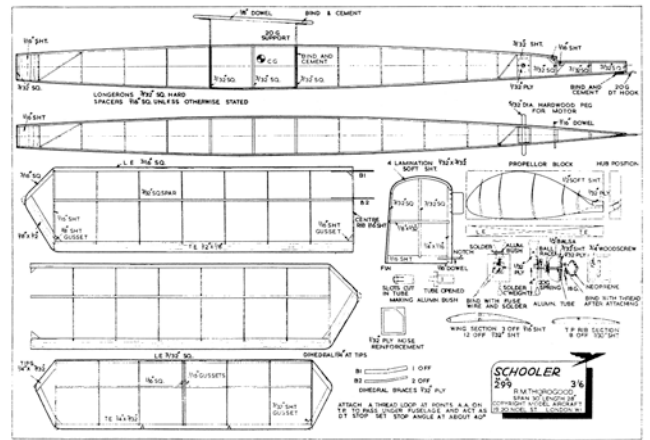


Photo.

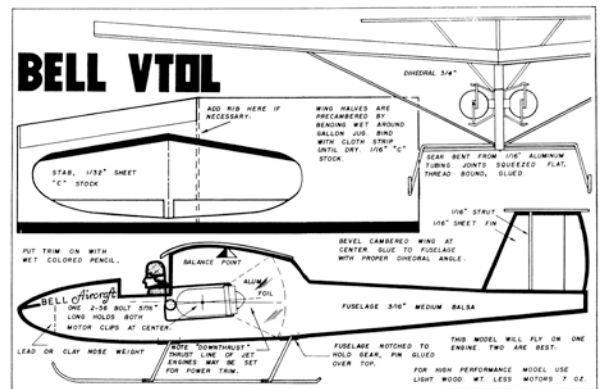


Plan.

Bell Vtol Plan FF IC Scale Military Heli.



Photo.



Plan.

02 Model Aircraft February 1959



Cover.

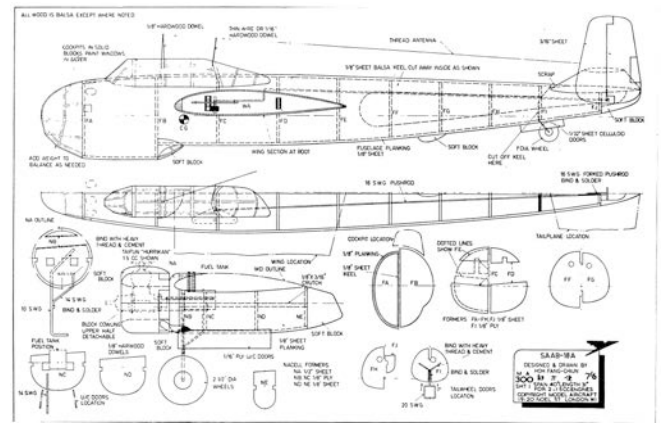
Saab 18A Plan MA 300 CL Scale Military Bomber.



Photo.



Contents.



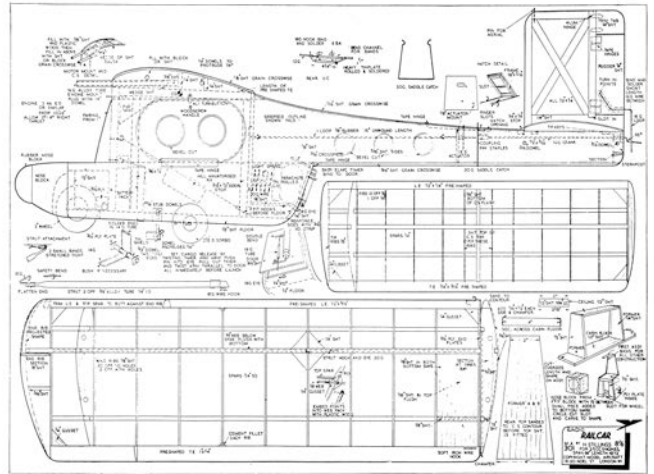
Plan.

02Model Aircraft February 1959

Rail Car Plan MA 301 RC Sport Trainer.



Photo.



Plan.

Satellite Plan MA 302 CL Scale Military.

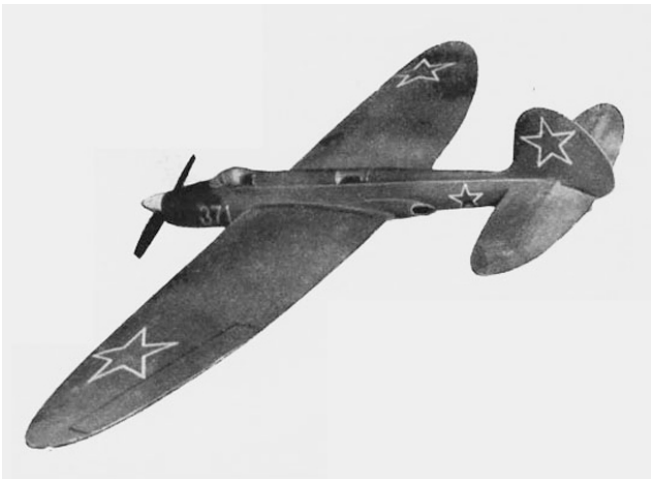
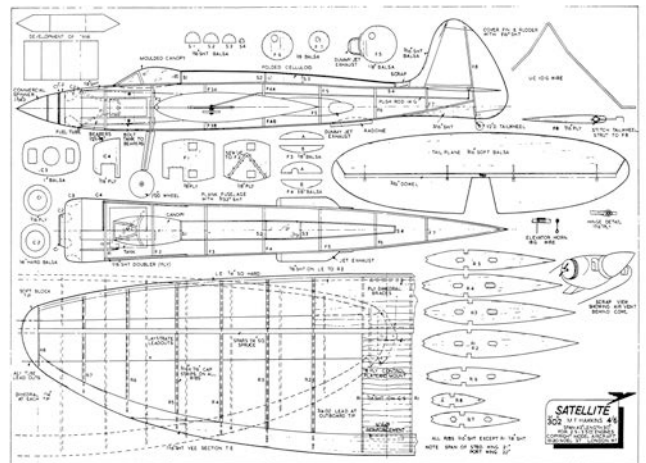
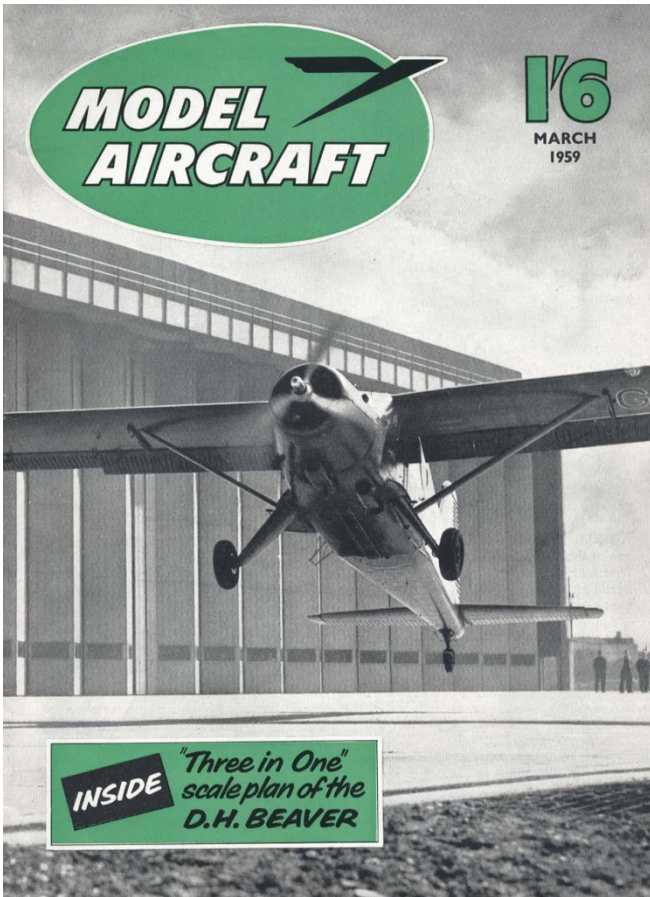


Photo.



Plan.

03 Model Aircraft March 1959



Cover.

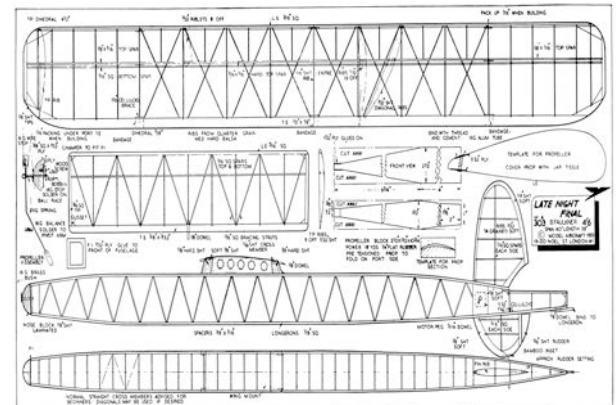


Contents.

Late Night Final Plan MA 303 FF Rubber Sport.



Photo.



Plan.

03 Model Aircraft March 1959

Pic Plan MA 304A CL Sport Combat.

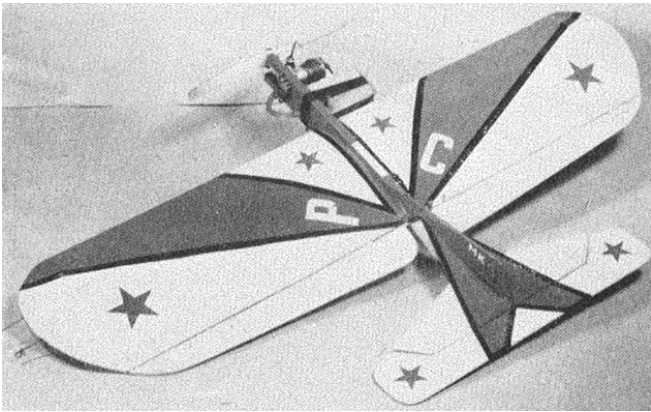
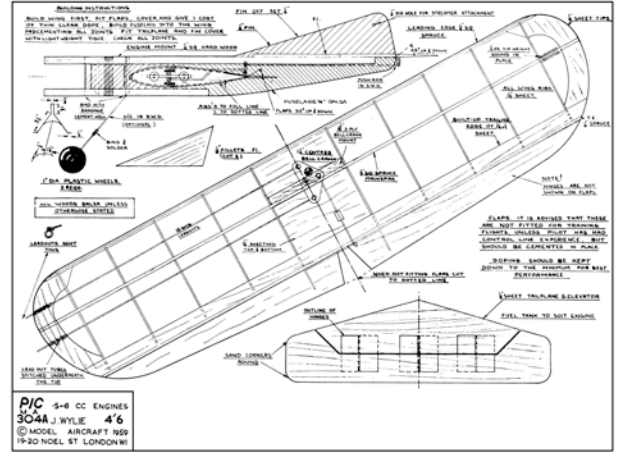


Photo.



Plan.

Choose Plan MA 304B CL Sport Combat.

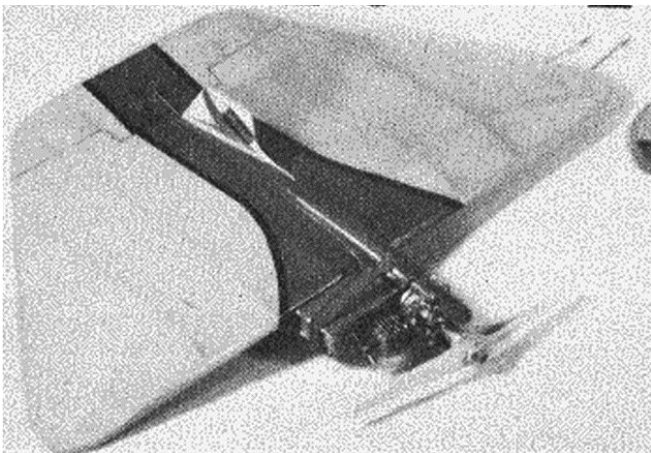
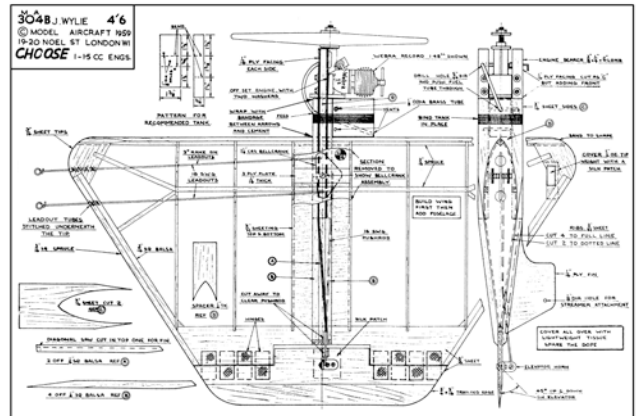


Photo.



Plan.

04Model Aircraft April 1959



Cover.



Contents.

Lockheed Vega Plan MA 305 CL Scale Civil Sport.

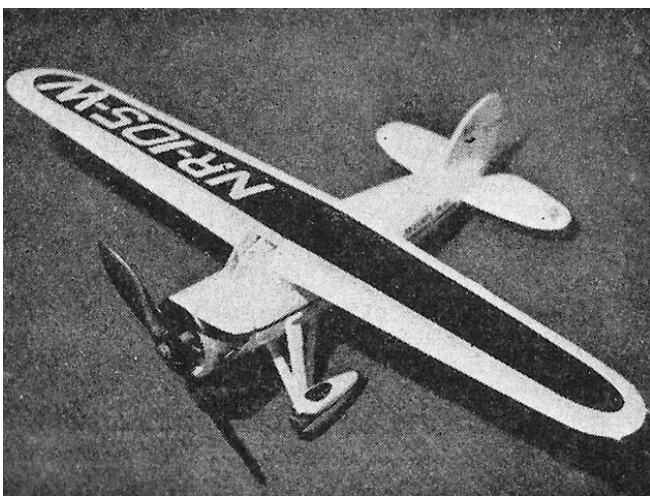
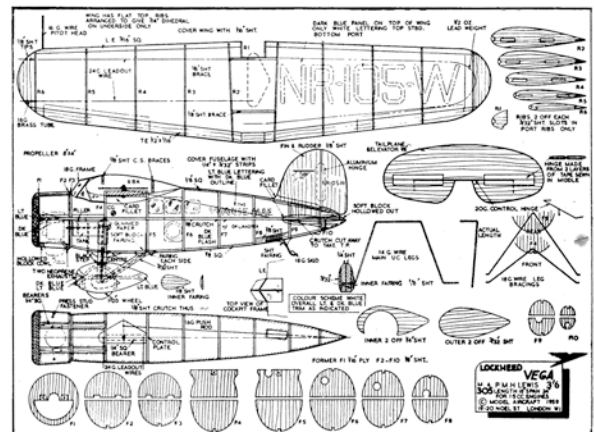


Photo.



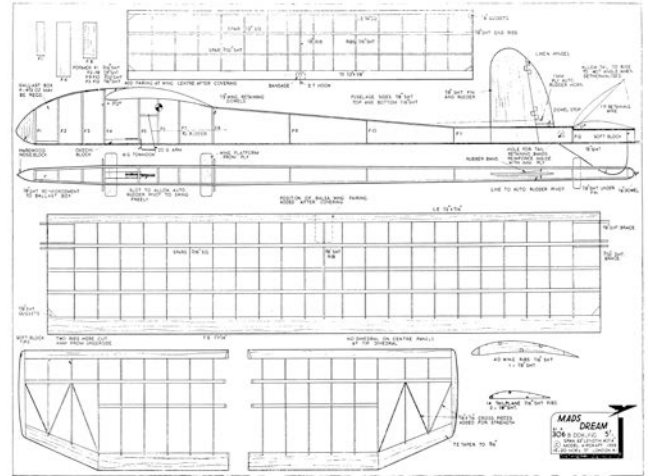
Plan.

04Model Aircraft April 1959

Mads Dream Plan MA 306 FF Sport Glider.



Photo.



Plan.

05Model Aircraft May 1959



Cover.



Contents.

Revolution Plan MA 307 CL Sport.

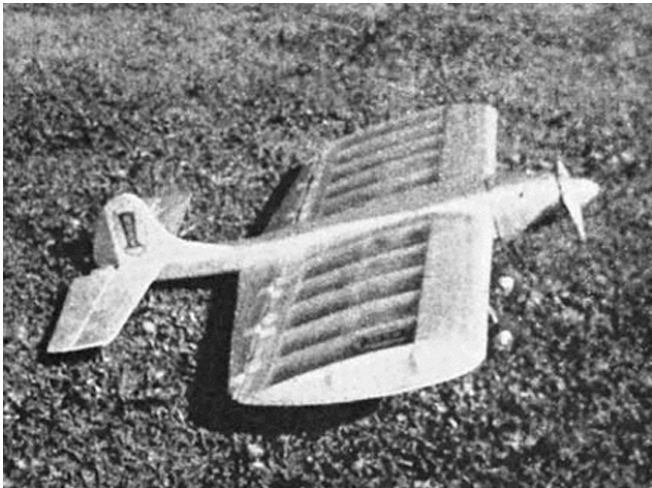
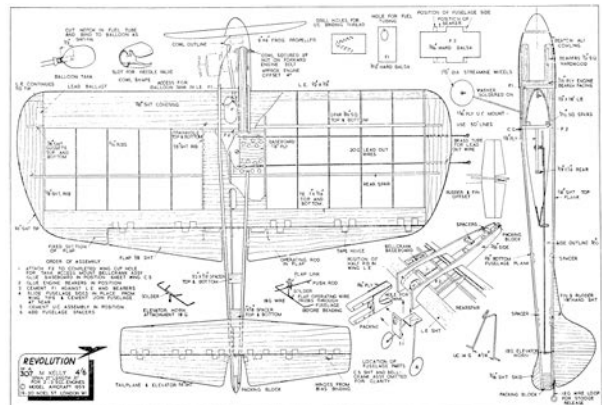


Photo.



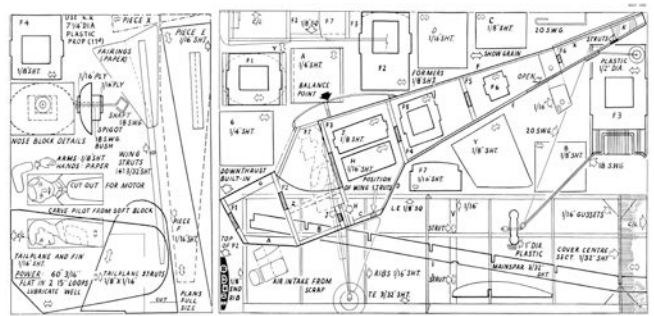
Plan.

05Model Aircraft May 1959

Hollandair Libel Plan FF Rubber Scale Civil.



Photo.



Plan.

06Model Aircraft June 1959

JUNE 1959 '6 MODEL aircraft



Cover.

P-51D Mustang Plan 310 CL Scale Military Fighter.

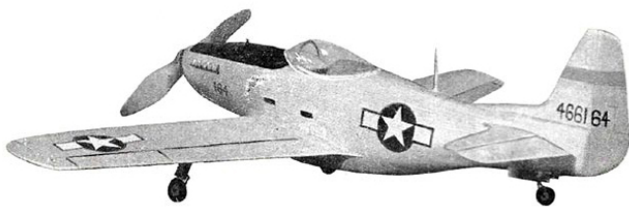


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EDITOR: R. WESSON
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JUNE 1959
No. 216 VOLUME 18

IN THIS ISSUE

- Here and There 165
- And so to . . . Radio 167
- Kit Review 169
- Helicath 2.5 Power Model 170
- Aviation Newpage 172
- Readers' Hints and Tips 174
- Engine Tests: Frog 349 176
- P-51D Mustang Plans 178
- Readers' Letters 181
- Improved R.C. Rudder Linkage 183
- High Wycombe C.L. Rally 184
- Reporting Revue 185
- Austrian A 2s 187
- Topical Twists 188
- Latest Engine News 189
- Club News 191

The official Journal of the
Society of Model
Aeronautical
Engineers

Published on the 20th of each month
prior to date of issue by
PERCIVAL MARSHALL & CO. LTD.
19-20 NOEL STREET, LONDON, W.1.
Telephone: GERard 8811
Annual subscription 22s. post paid.
(U.S.A. and Canada \$3.)
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Here and There

WITH the introduction this month of a new style cover, together with one or two minor changes in our editorial pages, it is perhaps an appropriate time to reassure readers that no major changes in editorial policy are planned. We know, by the number of friendly letters that we receive, that we are "on the beam" as regards the type of article that we publish in M.A. We can't please everyone, of course, and we would be the last to attempt the impossible, but we do try to balance the contents so that they have majority appeal. This is not to say that we have—or intend to—ignore the more specialist interests; there will always be room in M.A.'s pages for interesting features covering such activities as "microfilmies," jets, and out-of-the-rut models of all types.

And this is where you, the reader, come into the picture. There is certainly no dearth of ideas or know-how in the modelling fraternity and we are here to pass on your knowledge or ideas to others. If you want proof of this turn to pages 174-175 of this issue; ordinary modellers just like yourself have contributed something of interest and are being paid for it at the same time. Whether it be a simple sketch and a brief explanation, or a three-page article, you can be sure that we will give your effort careful consideration.

Finally, a point that in the past has aroused considerable controversy among readers—the use of full size aircraft photos on the cover. For every letter against, there is one in favour, so the honours are just about even. However, in future we intend to feature model pictures on the cover from time to time so now both "sides" should be satisfied.

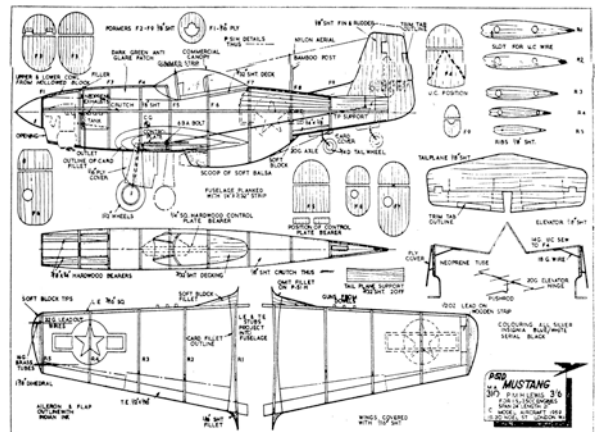
A 4½ hour R/C flight

THE longest observed flight by a radio controlled model in this country was put up on March 23rd by R. F. Wilson, of Hylis, Cheshire, whose E.D. 2½ powered machine achieved a time of 6 hr. 31 min. 29 sec.

The model was a Junior 60, modified with a stub underwing of 243 sq. in. area—all up weight, 67 lb. Three fuel tanks holding a total of 41 fluid ounces of "home brew" were carried amidships, and engine control was effected by an air bleed into the fuel pipe, which would cause bubbles, and thus the motor to splutter at about half revs. Wright radio equipment was used and performed perfectly.

The flight itself was fairly uneventful, and following a successful 90 yd. r.o.g. into a slight breeze at 7.11 a.m., the model was limited to a height of between 1,000-1,200 ft., which was maintained throughout. Some difficulty was experienced with a flock of starlings at 11 a.m. and a strength-

Contents.



Plan.

06Model Aircraft June 1959

Helicanth Plan MA 311 FF IC Sport Pylon.

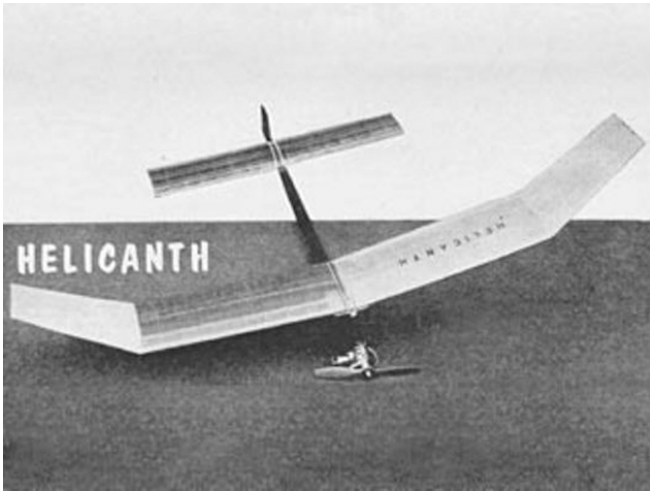
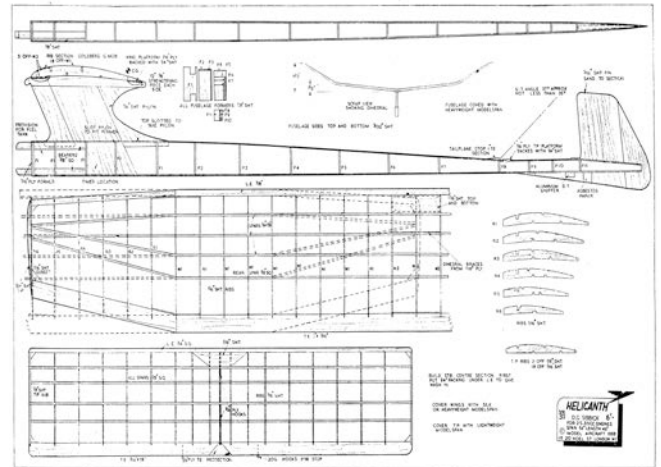


Photo.

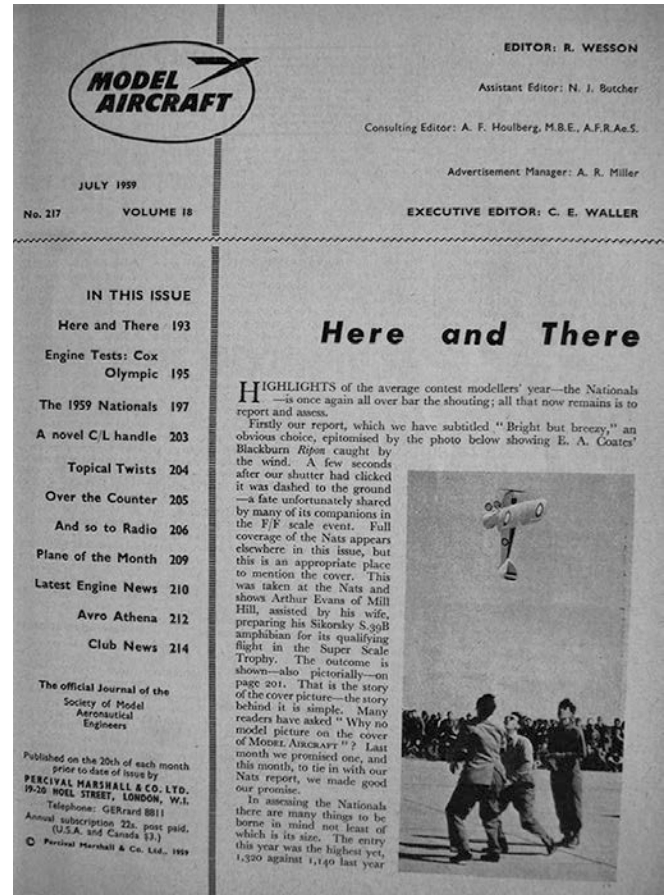


Plan.

07Model Aircraft July 1959



Cover.

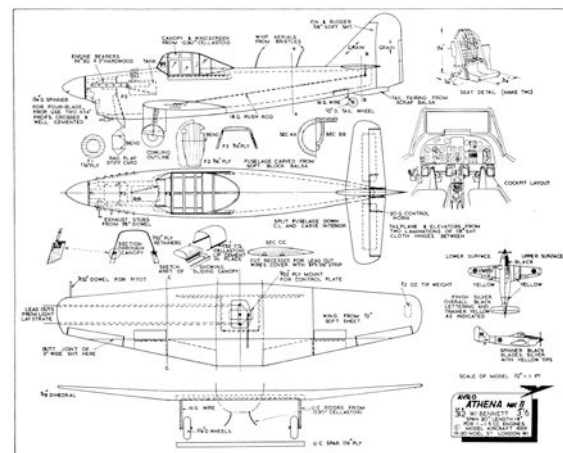


Contents.

Avro Athena Plan MA 312 CL Scale Military Trainer.

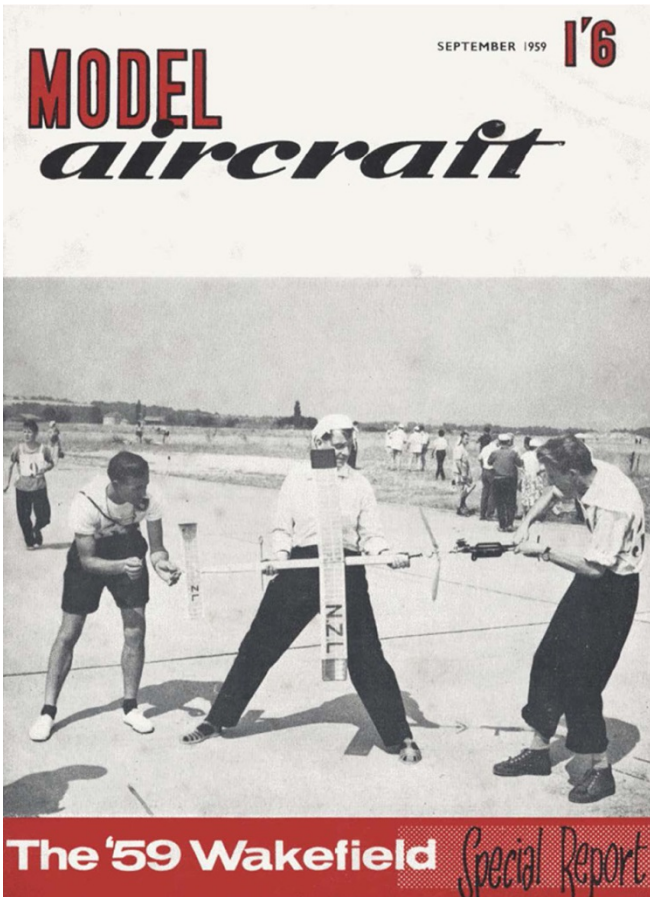


Photo.



Plan.

09Model Aircraft September 1959



Cover.

Whippet Plan MA 309 RTP or FF IC Scale Civil Sport.

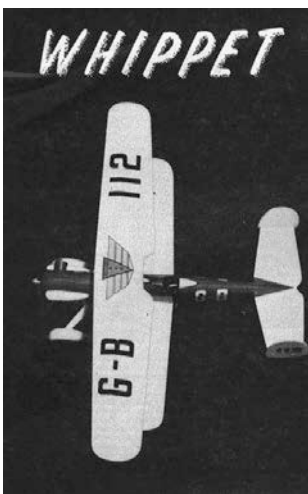
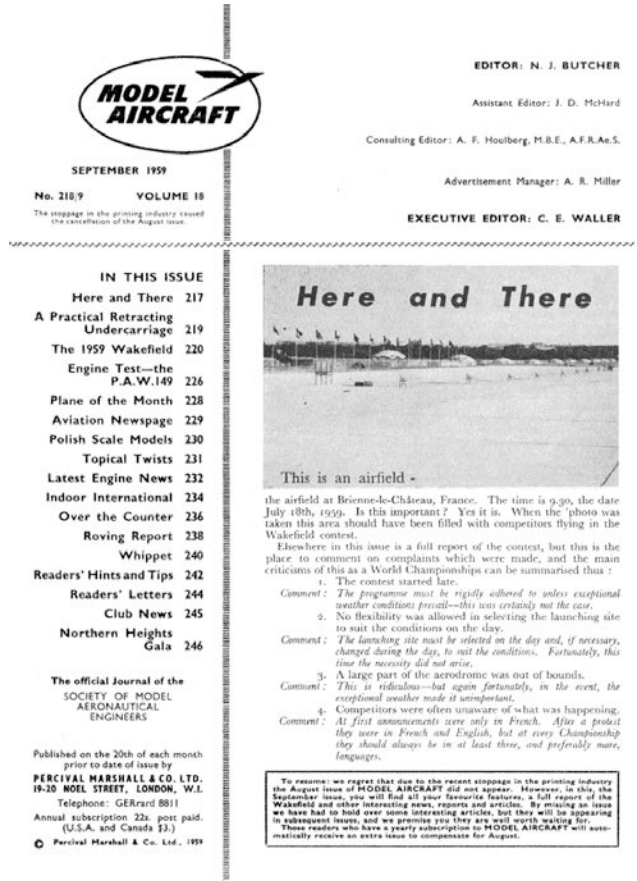
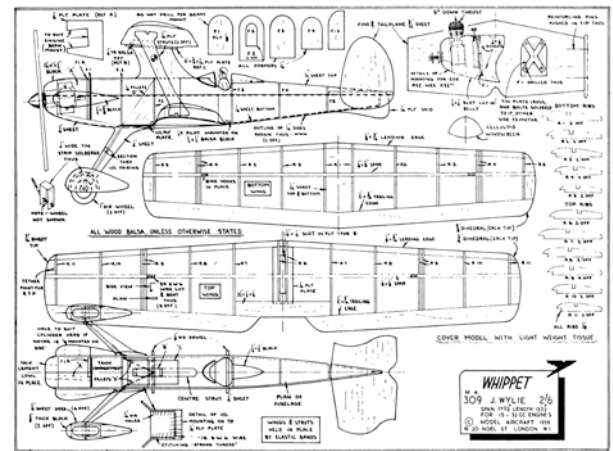


Photo.



Contents.



Plan.

Compilation and processing of data by Hlsat.

10Model Aircraft October 1959



Cover.

Cloudpin Plan MA 313 FF Rubber Sport.

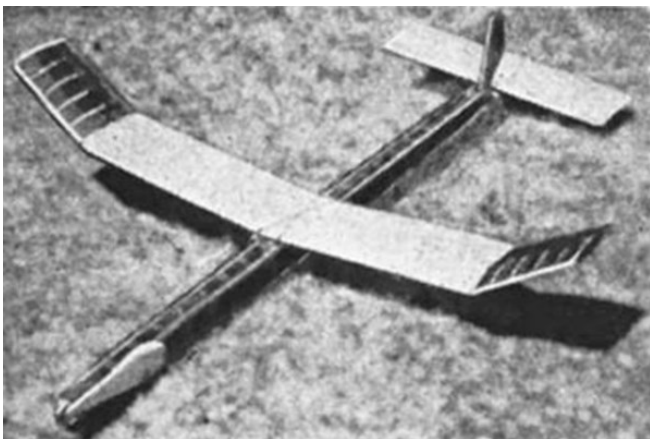


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EDITOR: N. J. BUTCHER
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OCTOBER 1959
 No. 220 VOLUME 18

IN THIS ISSUE

Here and There 247

A Gas Transistorised Receiver 249

D.F.S. Reiher 252

Engine Tests—Enya 29 Series 3 254

A 2 Championships 256

Plane of the Month 261

Cloudpin 262

Aviation Newspage 264

Topical Twists 265

Over the Counter 266

Reader's Hints and Tips 268

Zurad's Wakefield 270

Roving Report 272

World War I Props 273

Latest Engine News 274

Club News 276

South Midland Area Rally 276

Here and There

'Bob-a-nob' scheme for 'free' International Travel

DURING the World Glider Championships at Bourg Leopold in Belgium, which are fully reported elsewhere in this issue, M. Roussel, president of the Model Commission of the F.A.I., put forward the following interesting proposal to Press representatives.

As everyone knows the absence of funds is the chief obstacle in sending teams to world championships. Since the war, much effort has been expended in Britain alone to raise funds with which to send representatives to overseas meetings, although the response to appeals, cash raising competitions, etc., has been singularly unimpressive to date.

To overcome this difficulty, which is common to all countries, M. Roussel suggested an International Contest Fund run by the F.A.I. on similar lines to the Davis Cup Fund. He suggested that regional championships be held in each country and that every entrant be required to pay an additional entry fee of about one shilling. This extra levy would be forwarded to the central committee who would allocate a proportion of the capital for the provision of diplomats to be presented to top men in the competing countries.

The majority of the money would pay the travelling expenses for every winning team, thus although a country with few modelers (such as Pakistan) would be unable to raise sufficient money to send a team to Europe, the air fares would be met out of the central fund, irrespective of how much the individual country had contributed.

There would be no charge to competitors travelling up to 1,000 miles. For greater distances an additional charge would be made, but this would be only a small fraction of the cost of the unaided travelling expense and would vary according to distance.

One aim of the suggested fund would be to encourage the younger competitor and as an initial experiment, Roussel suggested starting with one class only, such as A.2 glider.

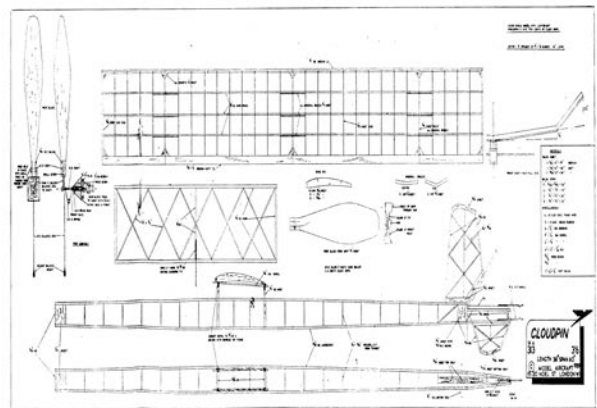
It was pointed out that the interest in the international classes might be insufficient to provide an adequate number of shillings to finance the fund's aims. Assuming this were so, M. Roussel thought that an additional levy might be put on all nationally organised contests, whether they were to the international contest class or not. Another suggestion was that the team numbers might be further reduced.

Great emphasis was laid on the fact that the above suggestions were only intended as a starting point. All the model magazines represented at the A.2 Championships undertook to give publicity to the proposed

The official Journal of the
 SOCIETY OF MODEL
 AERONAUTICAL
 ENGINEERS

Published on the 20th of each month
 prior to date of issue by
PERCIVAL MARSHALL & CO. LTD.
 19-20 NOEL STREET, LONDON, W.1.
 Telephone: GERard 8811
 Annual subscription 22s. post paid.
 (U.S.A. and Canada 53.)
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Contents.



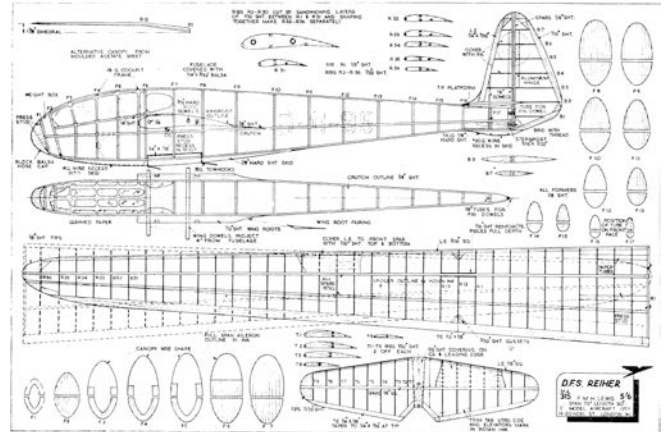
Plan.

10 Model Aircraft October 1959

D.F.S. Reiher Plan MA 315 FF Scale Civil
Glider.



Photo.



Plan.

11Model Aircraft November 1959



Cover.

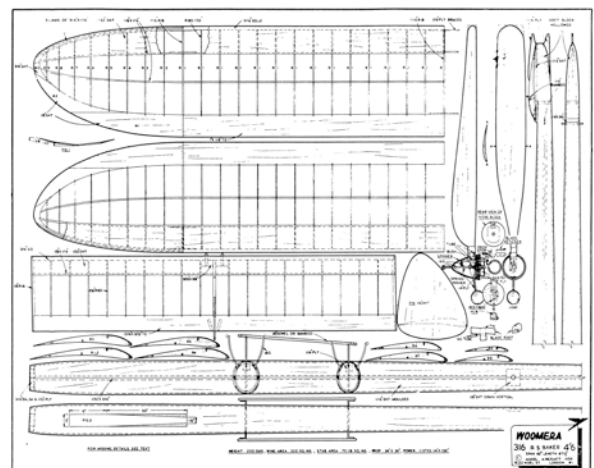


Contents.

Woomera Plan MA 316 FF Rubber Sport.



Photo.



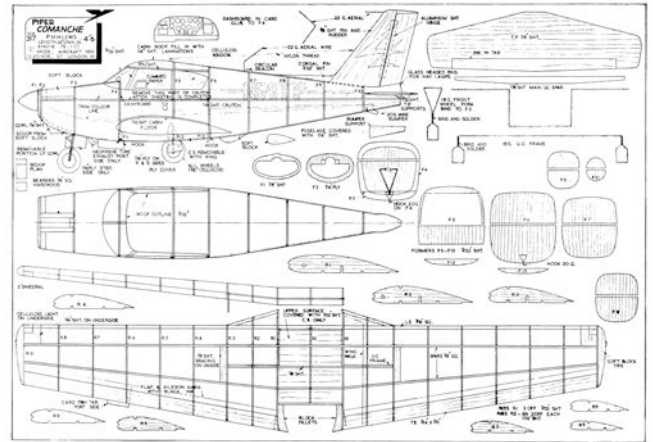
Plan.

11Model Aircraft November 1959

Piper Comanche Plan MA 317 FF IC Scale Civil Sport.



Photo.



Plan.

12 Model Aircraft December 1959



Cover.

Druine Turbulent Plan 318 FF IC Scale Civil Sport.



Photo.



EDITOR: N. J. BUTCHER
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DECEMBER 1959
 No. 222 VOLUME 18

IN THIS ISSUE

- Here and There 307
- All Hogwash 309
- T.A. 154 Moskito 310
- Plane of the Month 312
- Aviation Newpage 313
- Engine Tests—the Frog 80 Glo 314
- The Royal Turbulent 316
- Clockwork D,T Timers 321
- Latest Engine News 322
- Topical Twists 324
- Power Duration Models 325
- Roving Report 329
- Readers' Hints and Tips 330
- Over the Counter 331
- Microfilm Covering Frame 332
- Go Multi with me... 333
- Club News 336

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Published on the 20th of each month prior to date of issue by
PERCIVAL MARSHALL & CO. LTD., 19-20 MOEL STREET, LONDON, W.1.
 Telephone: GER 7 and 8811
 Annual subscription 22s. post paid. (U.S.A. and Canada \$3.)
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Here and There

Places to Fly

THERE has been considerable space, in both the national and local press recently, devoted to councils attempting to ban C.L. flying. This is, of course, nothing new, except that in both the cases reported, the councils have been approached sensibly and have accordingly viewed the situation sympathetically.

At Cambridge, the City Council Commons Committee instructed the Town Clerk to prepare a bye-law banning the flying of all powered aircraft, because of the possibility of accidents. Fortunately, the president of the Cambridge M.A.C., Capt. A. C. Taylor, is also an alderman, and he was able to persuade the council to think again before passing the bye-law.

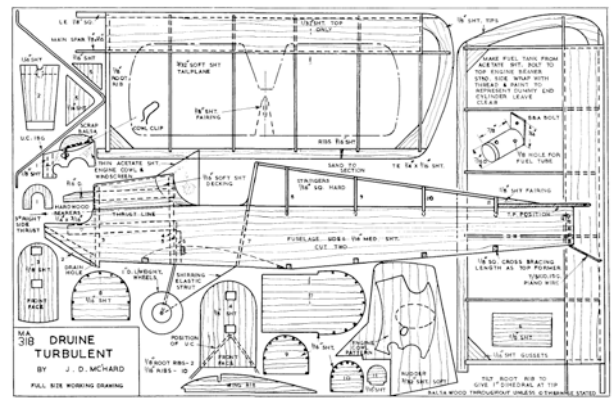
This will allow the club to demonstrate to the council that there is little to fear on this score, which is as well, because when the matter was discussed, the chairman of the Commons Committee was under the impression that C.L. models were not under control when they landed!

Under the heading "No Place to Fly," the *Essex (Surrey) News* stated that there was no much chance of starting a model club in Esber as there was of starting a swimming club in the Godd Desert. This is because the only place where models may be flown is a very rough field.

However, through the active intervention of local enthusiast E. G. Cotton, the council considered the possibility of laying a circular track à la Etterbek where this year's Critérium d'Europe was held. Initially the cost would seem to be too high—estimates of the cost vary between £100 and £400—but there

Season's Greetings to our readers

Contents.



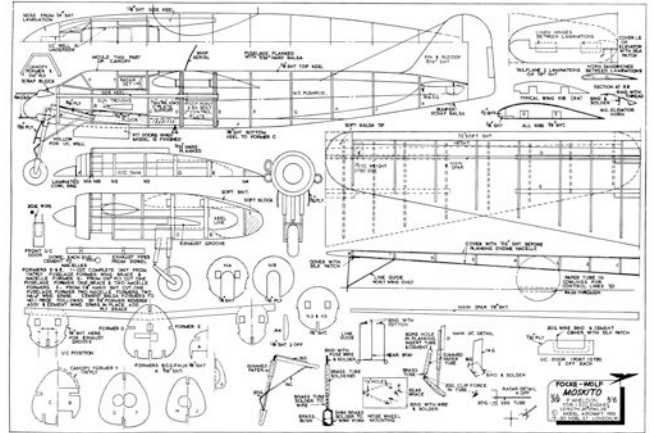
Plan.

12Model Aircraft December 1959

Focke-Wulf Ta 154 Moskito Plan MA 319 CL
Scale Military Fighter.



Photo.



Plan.