

Model 2/- News

AUGUST, 1959

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GRAHAM RICE



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GEOFF PENTLAND



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LES. FOWLER



GADGETS
NOEL & TONY



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NEWS



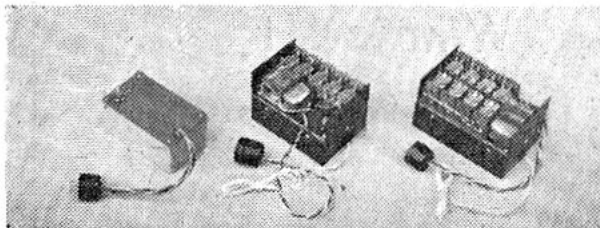
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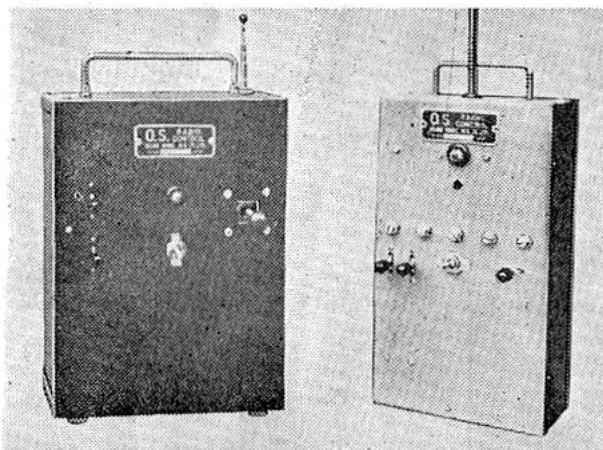
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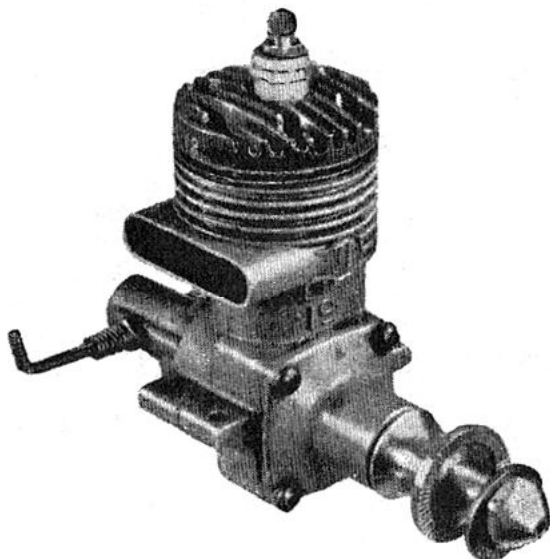
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MODEL NEWS

Vol. 3. No. 4

Published Bi-Monthly

AUGUST, 1959

R. H. Hammond, Editor and
Publisher

Safe Guarding Australia's Future in
Aviation

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COVER STORY

One of the most reliable light aircraft ever to arrive in this country is the all metal Cessna 180. The one on the cover is a 1956 model and is finished exactly the same as Geoff Pentland's model on Page 9. This is the first in a series of pictures and articles on full size aircraft.

Editorial . . .

The greatest modelling event of the year is the Australian Nationals. Everyone will be glad to know word has just been received from the Hon. Federal Secretary, Mr. Grabowsky, that everything is in order and the venue for the next Nats will be at Gawler, 25 miles from Adelaide. The delay was due to circumstances beyond the committee's control.

As the name suggests, this is a model magazine, and until now carried no pictures or articles on full size aircraft. In future we hope to present pictures, plans and articles of new and interesting aircraft, particularly of the light variety such as the new Air Tourer being built at Tamworth.

There is a wealth of modelling talent in this country, and this issue offers you the cream of their efforts. Geoff. Pentland designed the excellent scale Cessna 180 on page 9, Noel Shennan drew the plan, while brother Tony is responsible for all the artwork. Noted team race and speed champ., Graham Rice, contributed the very excellent article on fibre glass.

When you read these articles, try and imagine the time and effort these boys have sacrificed to pass on their skill and knowledge for your benefit and enjoyment. How could a fountain stay alive if we all dipped our cups in it and no one took care that water was replenished to continue the flow?

RUSS.

Model construction with Fibre Glass

By Graham Rice

CONSTRUCTING A COWL FOR A TEAMS RACER

The extreme lightness and strength of fibre glass makes it an ideal medium for most types of model construction. To modellers wishing to build a cowl for a Teams Racer, Stunter or perhaps even a Speed Model pan or top, I hope this will be of some interest.

I propose to describe the construction of a cowl for a Teams Racer. There are certain steps which should be followed closely if you are to produce the desired result.

OUTLINE

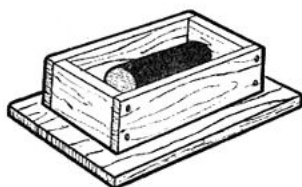
Firstly, a pattern must be made of your cowl in either wood or balsa. Secondly, a female mould in Plaster of Paris produced from the pattern, and thirdly, the final job is produced from the female mould thus making a smooth finish outside and a rough inside.

STEP 1 : BUILDING THE PATTERN

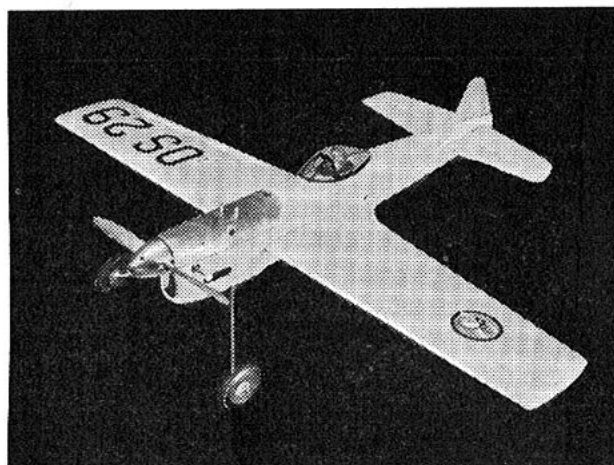
A pattern made from solid wood or balsa must be made first, the final size being 1/16 larger than the closest dimensions around the engine. This allows the thickness of the final fibre glass cowl to clear the engine comfortably. All vertical surfaces should be angled to enable the pattern to draw away from the mould without jamming. This is a very important part of the job and should be watched closely. The pattern should be finished as well as possible, such as painting and finally cut with wet and dry rubbing paper as every little irregularity will be reproduced on the final job.

STEP 2 : TO CONSTRUCT A MOULDING BOX

This box can be constructed from wood or balsa and tacked lightly together for easy parting after plaster has set. It should be made about 1in. to 1½in. larger than the pattern all round and it is best if your pattern is secured to bottom of the box as this prevents the pattern from floating when plaster is poured. The box should extend about 1in. over the top of the pattern to



Moulding Box,
with pattern in
place.



103 m.p.h. Team Racer powered by O.S. Max II .29, with fibre glass cowl and fuselage, and magnesium pan. Built by Graham Rice and Athol Holtham.

allow adequate amount of plaster to completely cover the pattern. Before the plaster can be poured it is necessary to coat the pattern and box with a parting agent—two coats of a fluid floor wax will do.

STEP 3 : MIXING THE PLASTER OF PARIS

Water should be added until a creamy consistency without is produced. This can be poured into the pattern box at one end, allowing air bubbles to escape at the other end. Leave mould to set for about two hours.

Unassemble pattern box, remove excess plaster from joints around pattern with a knife and giving pattern a slight tap, it will come away.

PREPARATION OF FEMALE MOUND

This should be free of air bubbles. If not, small holes can be filled with plastersine and the whole mould allowed to dry for two to three days.

GLASS FIBRE

Fibre glass reinforcements may be woven as a fabric available in many textures or unwoven materials referred to as Glass Fibre Matt blanket formed from individual filaments of glass held together with a weak binder which allows sufficient handling until they are bonded.

POLYESTER RESINS

These resins are obtainable in a honey-like liquid or dyed to any desired colour, which, upon the addition of a Promotor and a Catalyst, are cured into a hard infusible material. Plastics of the Polyester type are 100% reactive, that is, there are no by-products as a result of the cure.

CATALYSTS AND PROMOTORS

Most Catalysts require heat to initiate a curing condition together with the appropriate Catalyst an additional activating material called a Promotor will be required. When combined with the Catalyst the Promotor generates heat by partial chemical reaction with the Catalyst, the heat in turn causes the remaining Catalyst to react upon the resin and effect the cure.

Fortunately these conditions of Catalysts are not critical. Successful cures can be made ranging

from 50 deg. to 150 deg. F., using the Promotor type of Activator. The amount of Promotor and Catalyst added to the resin determines the curing time in which the cure shall be effected. Resin can be purchased with the Promotor already added and therefore having a definite curing time.

WARNING

Add each Activator to the resin, i.e., the Promotor then the Catalyst separately and stir thoroughly before adding another Activator. Under no circumstances mix the Activators together as they are explosively reactive.

Resin timed to cure hard in 45 minutes if spread thinly over a wide surface will require about 3 hours to cure.

ADDING FILLERS

A Filler may be added to the resin first before the Promotor or the Catalyst to give body to the resin. This is usually French Chalk which can be obtained at any hardware store, also there are other ingredients which can be added to the resin to prevent it from flowing from vertical surfaces.

MOULDING THE COWL

The first process is to mix a small amount of resin, enough to paint inside the mould. This is applied with a brush and allowed to cure. The mould should be coated twice like this.

In mixing the resin more French Chalk should be used than normal to produce a stiffer mixture so that the resin will not tend to run off vertical surfaces while curing, i.e., if Gel solution has not been added to the resin already.

These two coats of resin give you a larger layer on the outside of the cowl which allows a thickness of solid resin to sand to a fine finish. Otherwise you would be cutting into the Fibre Glass weave which would be too near the outside surface.

The next stage is to cut two pieces of woven material allowing a slight overlap all round. A similar amount of resin as previously is mixed again, this time a little more liquid, and coated in the mould. The cloth is then layed on the resin. A brush with fairly stiff hair should be used with a dabbing action and gradually the resin will saturate the cloth. This is repeated with the second piece of cloth and the whole mould allowed to cure.

Small pieces of glass can be cut and fitted first where sharp corners occur thus reducing the chance of air bubbles. These can be overlapped without fear of producing a rough finish.

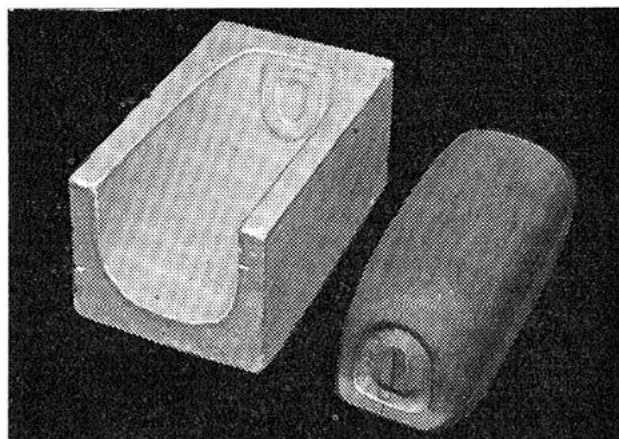
Brushes should be washed in Acetone or some liquid detergent if you are quick otherwise they will be ruined when the resin cures.

MIXING THE POLYESTER RESIN

For most model requirements such as this cowl, two to three tablespoonsfuls are all that's necessary for each stage of producing the cowl. To this add one tablespoonful of French Chalk or a stiffer mixture about three. Then add the Promotor (which is purple in colour), about 10-20 drops from an eyedropper, and thoroughly mix. You will find by experiment that the amount of

Promotor determines the curing time and this in turn varies with the weather.

Before adding the Catalyst, the resin can be left at this stage as no curing process will take place. Final preparations on the mould are carried out, etc., and then finally add 10 drops of Catalyst to the mixture when you are ready to go ahead.



Left: Plaster female mould. Right: Wooden pattern carved to size.

This should give you 30 minutes or so working time (depending on the weather) to apply to the mould before curing takes place.

Often slight warmth of a radiator will speed up curing. The mould should be left until next day before removing cowl. Actually curing and hardening is still taking place over a period of the following week.

(To be continued next month)

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for .5 to 1.5 motors

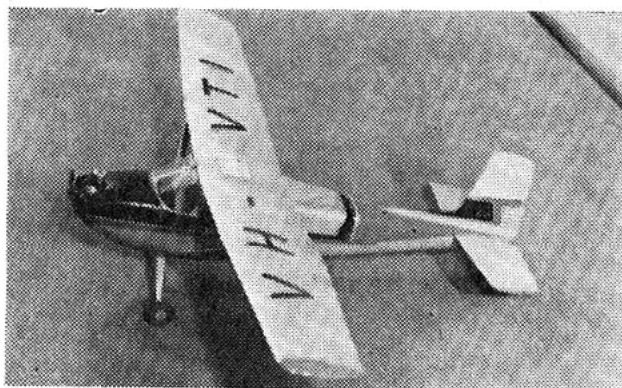
By Geoff. Pentland and Noel Shennan.

Geoff Pentland is undoubtedly one of the country's top modellers, with national titles ranging from F.A.I. Power to Jetex.

Scale Models . . . one of his greatest achievements, noted for their accuracy, detail and finish. The Cessna 180 is an ideal subject for F/F scale, one-piece wing, single struts and simple u/cart. Building instructions are not included, as this is no beginner's model. The original has silk covered wings, fibre glass under the nose, and is powered by a 'Merlin' .8 cc. diesel, swinging a Frog 6in. x 4in. nylon prop.

The model flies in wide left-hand circles with a right-hand glide.

Full size plans are available, so get your copy and go to it.



As neat a model as you could ever wish to see. Red and black trim on silver. Compare with cover picture. Like to build one? Send 10/6 to the North Coast Hobby Centre, Keen Street, Lismore, N.S.W., and a full size plan will be sent by return post.

"Lower Slabsidia wins Wakefield"

This year's Wakefield competition was brilliantly won by well-known modeller Hamfat Hogwash from the State of Anaemia in Lower Slabsidia.

Although the contest was closely fought, Hogwash showed his superiority by performing consecutive, outside, square, vertical doodles with his dual proportional, 8 channel machine which operated on a wave length of 27½ motorcycles and incorporated modulated audio tuning on the galloping poltergeist controls for the pilot's cigarette lighter.

At the end of the second round, when he was in second place, smiling, genial, "Sportsman of the Year" Hogwash stopped screaming foul oaths at the judges long enough to say: "My model is designed for the beginner as well as the expert. Anyone with a university degree and five years' experience on guided missiles can knock it together in no time."

Unfortunately, the champion had to leave us then as he had caught a glimpse of the judges, Messrs. Bull Durham and Walter Bad, sneaking off around the corner of the hangar.

Although details of the winning model are still top secret, we can tell you that the fully transistorised Hohner Chromatic reed bank operates multi sub-miniaturised servos, which are pulse coupled to an R.F. tone; thus providing controls

for pie warmer, demister, seat adjustment, automatic cake dispenser, record player, steerable joy stick, thermostatic, constant voltage earmuffs, and as before mentioned, the cigarette lighter.

The model, naturally, was powered by a four speed "Nukalshava" .35.

Well done, Hamfat!

Next year's Wakefield competition should be a wonderful show, for as the winner said, just prior to being reinstalled in his strait jacket—"Next year I'm going to use gears!"

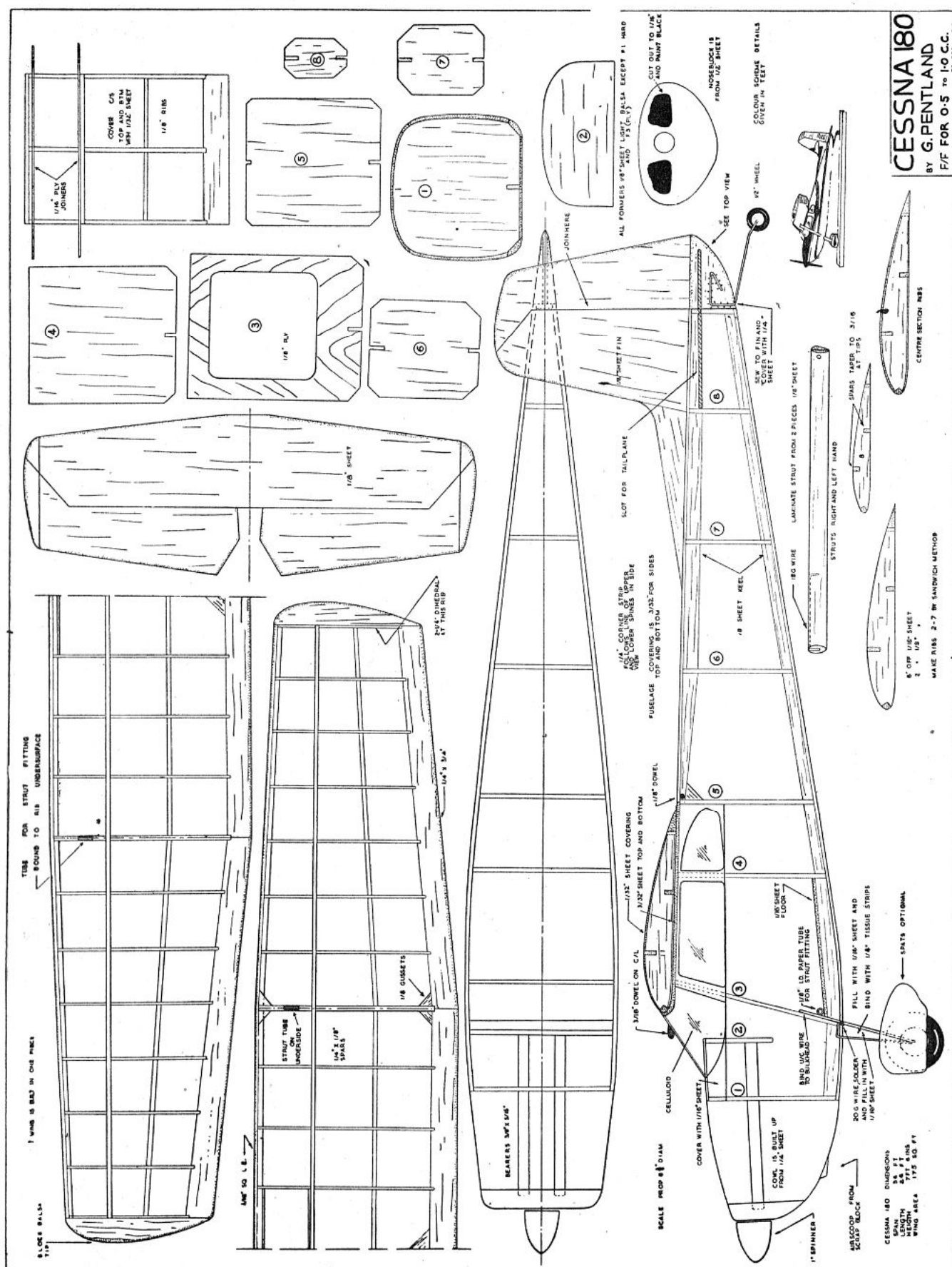
GEARLOOSE GIBBS

If it's POWER that you need,
If for Stunt, Team Race or Speed,
Fit an O.S. Motor and a Mi-T Prop
And blow me down — you'll cop the lot.

THE SPECIALIST

GORRIES

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Queen of the Business Liners . . .

An all metal Cessna 180

Taken at Mascot Airport by Tony Shennan.

CLYDE CESSNA flew his first aircraft in 1911. An aircraft of spruce and linen resembling a Bleriot; in the following years he built plane after plane incorporating into each new one ideas and experience gained from the last.

The birth of Cessna as a company came in December, 1927, when it was incorporated. The company is now under the control of Clyde Cessna's nephew, Dwane L. Wallace, and is active in many fields of aviation.

From a small beginning in a field near Enid, Oklahoma, in 1911, Cessna has become the world's leading producers of business utility aircraft and are widely known manufacturers of military aircraft, military components, industrial products and electronic equipment.

One of the most beautiful business planes built by Cessna is the Cessna 180 here described and illustrated:

New 180 Engine Continental O-470 K. 6 of 230 h.p.
Speed: Max. sea level 170 m.p.h.

Max. recommended cruise 160 m.p.h.

Range, Max. at 10,000 ft.:

Miles 845 miles

Hours 7.1 hours

Rate of Climb (sea level) 1,130 ft. per min.

Service Ceiling 21,500ft.

Gross Weight 2,650 lbs.

Empty 1,554 lbs.

Luggage capacity 120 lbs.

Fuel capacity 65 U.S. gals.

(Range based on 55 gals. usable)

Span 36ft.

Length 26ft. 2 1/16in.

Height (hangar clearance unloaded) 7ft. 6in.

Wing area 175 sq. ft.

Wing loading 15.1 lb. per sq. ft.

Power loading 11.5 per h.p.

Propeller: All metal constant speed.

Construction: All metal.

Price F.A.F. Wichita \$14,250.00

(Approximately £7,000 Australian)

Cessna 182 and 180 Panel. 1958 model.
New Machine. Note blanks for instruments to be fitted. Plenty of detail for arden scale modellers.

FOR SALE

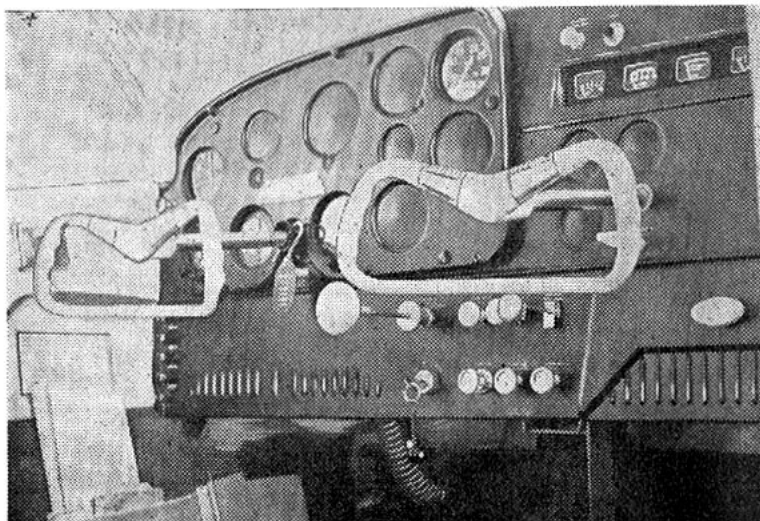
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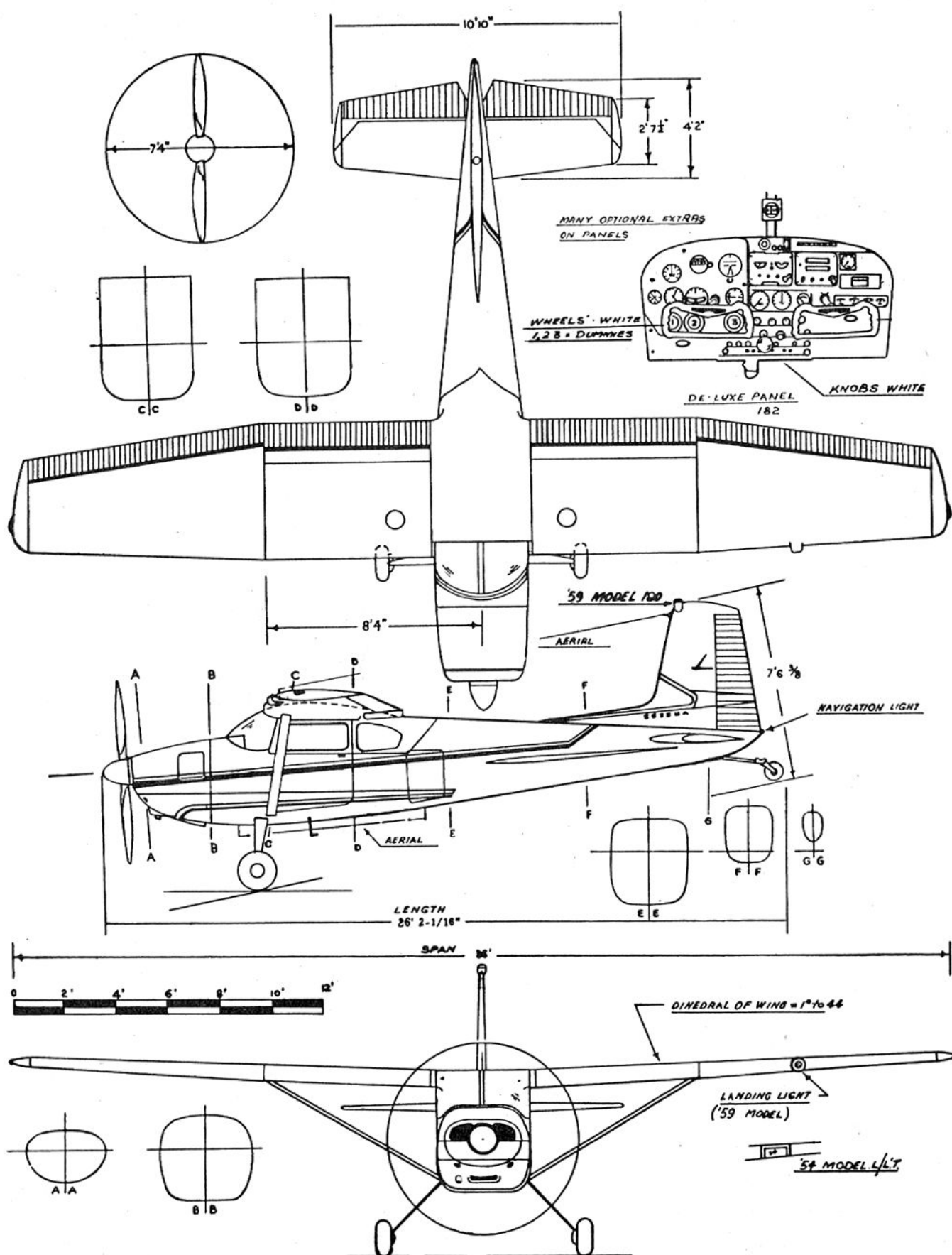
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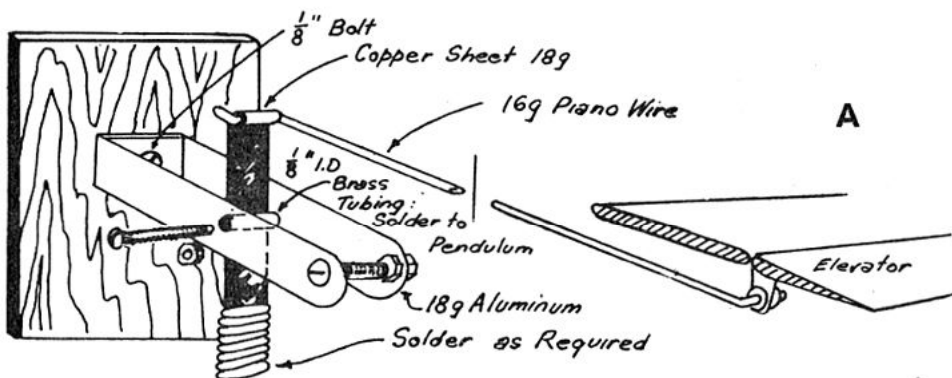
Owner going overseas





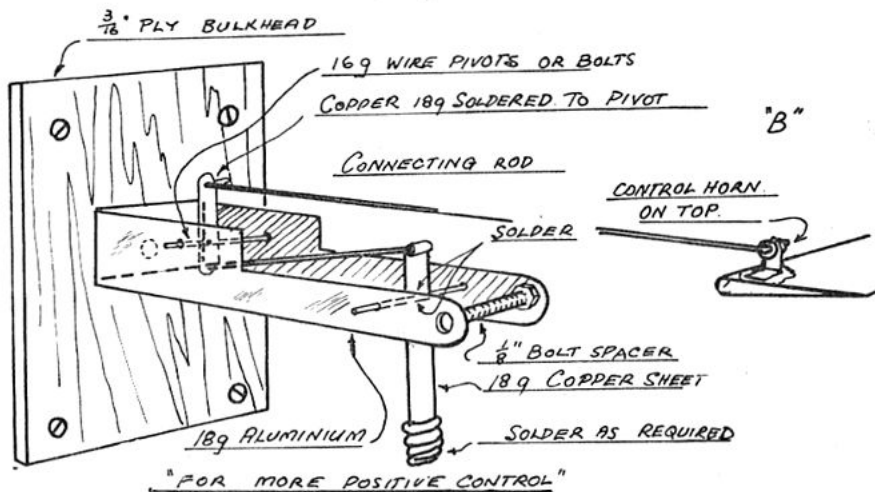


Gadgets



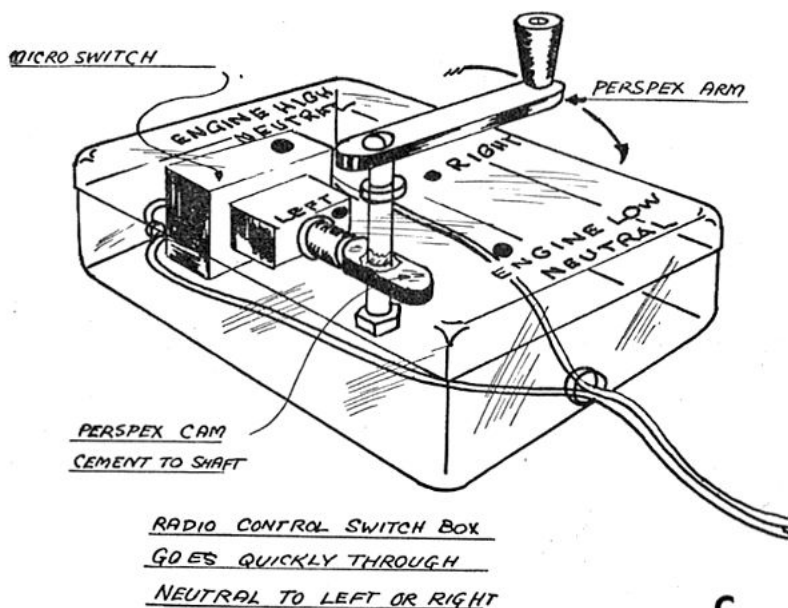
All artwork by
Tony Shannan

For our gadget page this month, we have first, "A", a pendulum elevator control for free flight power models. "B" is an alternate suggestion for more positive control. Both gadgets are the work of David Beale of Mungallala, Western Line, Queensland. Thanks, David.



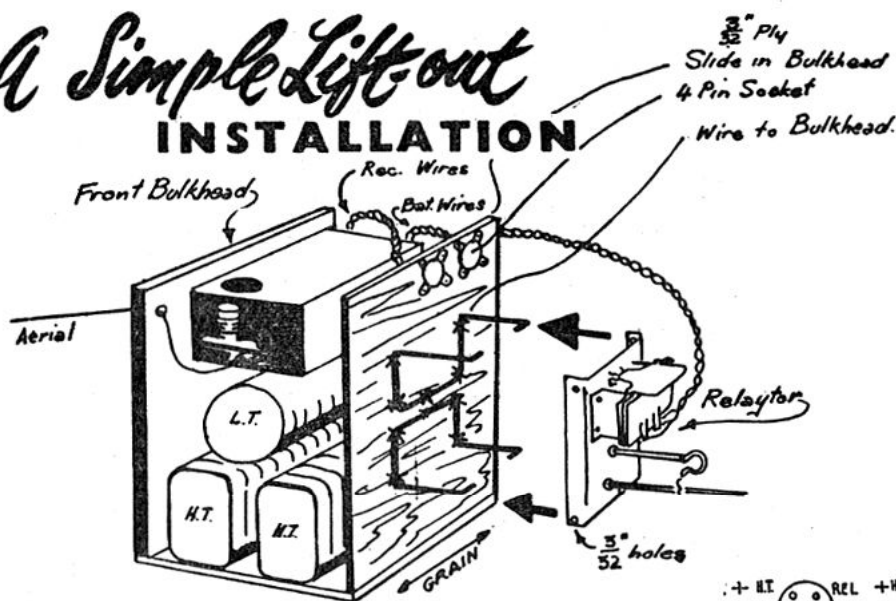
Next is one for the radio fans. This is a rudder and motor control without the old button method of left-right-left, where if you leave it too long, you forget which was the last command. The micro switch is similar to the one from the ball switch control of the Wright equipment. The box was an accessory box (plastic) but any small box would do. The arm and cam were made from scrap perspex, but almost any workable material would be all right. The connecting motor control for this controller will be shown in next issue, but the control can be used in the meantime for rudder only. The drawing is self explanatory.

Possibly this gadget has been used before, but the method of building the device may be of interest to modellers. Idea from Noel Shennan, Campbelltown, N.S.W.



C

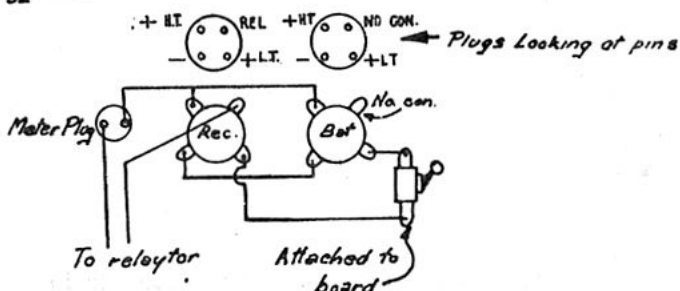
A Simple Lift-out INSTALLATION



Designed by Ted Baker, another member of the New South Wales Radio Modellers Club. This installation was designed especially for the Wright equipment, but would be adaptable to other types of receivers and escapements.

General idea of a suggested wiring layout, giving a minimum of loose wires, looking forward.

L.T. switch can be reached through hole in side of fuse, or placed at bottom of beard and protrude through bottom of plane.



MAJOR AUSTRALIAN CONTROL LINE RESULTS, 1959

1st Class A Team Race, North Coast Championships, N.S.W., Max. .15.

1st, Class A Team Race, Easter Championships, Tas., Max. .15.

1st, Class A Team Race, State Championships, Vic., Max. .15.

1st, Class B Team Race, North Coast Championships, N.S.W. Max. .29.

1st, 2nd, 3rd, Class B Team Race, State Championships, Vic., Max. .29.

(8 mins. 3 secs. Breaking Aust Record Time)

1st, Class B Team Race, Centenary Championships, Qld., Max. .29.

1st, 2nd, 3rd, Class B Team Race, West. Districts Championships, Vic., Max. .29.

(8 mins. 10.3 secs. breaking Aust. Record Time)

1st, 2nd, Class C Team Race, State Championships, N.S.W. Max. .35

(9 min. 6 secs. breaking Aust. Record Time)

1st, 2nd, Class C Team Race, Nth. Coast Championships, N.S.W. Max. .35.

1st, Class C Team Race, State Championships, Vic., Max. .35.

1st, 2nd, 3rd Open Combat, Centenary Championships, Qld. Max. .35.

1st, 2nd, 3rd, Open Combat, North Coast Championships, N.S.W. Max. .35.

1st, 2nd, Open Combat, Easter Championships, Tas., Max. .29.

1st, 3rd, Open Combat, State Championships, N.S.W. Max. .29.

1st, Junior Combat, State Championships, N.S.W., Max. .35.

1st, 2nd, 3rd Open Stunt, West Districts Championships, Vic. Max. .35.

1st, 2nd, 3rd, Open Stunt, State Championships, Qld., Max. .35.

1st, Open Stunt, Easter Championships, Tas., Max. .29.

1st, Open Stunt, North Coast Championships, N.S.W. Max. .35.

1st, Junior Stunt, West. Districts Championships, Vic. Max. .35.

1st, Class I Speed, Centenary Championships, Qld. Max. .15.

1st, 2nd Class III Speed, Centenary Championships, Qld. Max. .35.

1st, 2nd, 3rd C/L Scale, Centenary Championships, Qld. Max. .15.

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Try the 1/2 inch Shaft Max. .29 or .35 in the Sensational New AEROFlyte "FIRESTREAK" COMBAT WING !

RADIO ROUNDABOUT

Radio Controlled Models Club of N.S.W.



June 7 marked the occasion of our annual Winter Contest. The day, as usually happens when you really want a good one, was a shocker. A stiff southerly (25 m.p.h.) blew all morning and in the afternoon when the wind dropped we had two or three showers, just to keep us on our toes. The schedule was maintained, however, in spite of these setbacks and everything considered the day was a huge success.

The first round, run off in the morning, was possibly the most spectacular. Bob Burges started the thrills rolling, for after a nine-minute motor run he had gone right through the pattern and decided as a method of losing height quickly to do three spirals and a dead stick loop. The spirals were all right, but when he applied opposite rudder to do the loop she flicked into another spiral, which terminated at deck level. This put Bob out for the rest of the day and his Electra out for some weeks. Tom Prosser was also unfortunate in this round. His model was difficult to handle in the high wind and finally drifted into a tree finishing up firmly wedged in the branches some 50 feet up. It took four hours to retrieve, but fortunately was only slightly damaged.

The really hard luck story of the day was Keith Hollingworth's. He had been working feverishly during the last two weeks on a new model and just had it ready for today. He had no time to do much trimming or testing before the contest, so on his first flight he didn't know what the model could do. The wind proved too much for the little old Sabre 2.5 he had installed and about half way up the first leg of the cross country she went in. There wasn't much damage and Keith was able to be ready for the second round in the afternoon. On this round he had an Enya 15D fitted which rocketed the model up pretty well, but being new to the ship, Keith didn't put on his usual display. Finally, on landing, the model cart-wheeled, which snapped the fuse clear through just forward of the tail plane.

Other than these incidents things went off fairly smoothly and the quality of flying generally was pretty good considering the conditions.

Here are the results and placings of those who participated:

- 1, Bob Burgess, Electra-Enya 15D-Wright, 83 points.
- 2, John Marquette, Cicada K and B 23-Dual Proportional, 82 points.
- 3, Bob Young, Chatterbox-Tiapan 2.5-Wright, 75 points.
- 4, Bill Eyre, Chatterbox-Tiapan 2.5-Wright, 65 points.
- 5, Steve Vraney, Guidato-ED 2.46-Wright, 61 pts.

6, John Eyre, Chatterbox-Tiapan 2.5-Wright, 57 points.

7, Harry Mortlock, Live Wire Trainer-O.S. 15 R/C Babcock, 49 points.

8, Keith Hollingworth, Cicada-Enya 15-D Wright, 46 points.

9, Richard Shaw, Lackey-Miles Special-Wright, 26 points.

10, Tom Prosser, Triple Threat-Enya 15D-Aeromodel Transistor 27 mcs. and Wright 40 mcs., 2 points.

11, John Alcroft, Electra-AM 35-Wright, 2 pts.

The presentation of trophies wound up the day. This was done by Frank Murrell, who, as you all know, is boss man at Hobbyco. We were also indebted to Frank for the privilege of acting as our judge.

The annual general meeting of the club was held on June 26. The election of officers for the forthcoming year was one of the items dealt with and as a point of interest we give you the names of those who now fill the various positions: President, John Marquette; vice-president, Ted Baker; secretary/treasurer, Bob Burgess; executive committee, Bob Young, Keith Hollingworth, Richard Shaw, John Alcroft.

Also on this occasion the winners of our pointscore and spot landing contests were announced. Perhaps you'd like to know how the various bobs scored, so we'll give you the results:

Pointscore: 1, Keith Hollingworth, 336; 2, Bob Burgess, 323; 3, John Eyre, 281; 4, John Marquette 199; 5, Bill Eyre, 189; 6, Richard Shaw, 133; 7, Bob Young, 75; 8, Steve Vraney, 61; 9, Ted Baker, 57; 10, John Alcroft, 52; 11, Harry Mortlock, 49; 12, Tom Prosser, 2.

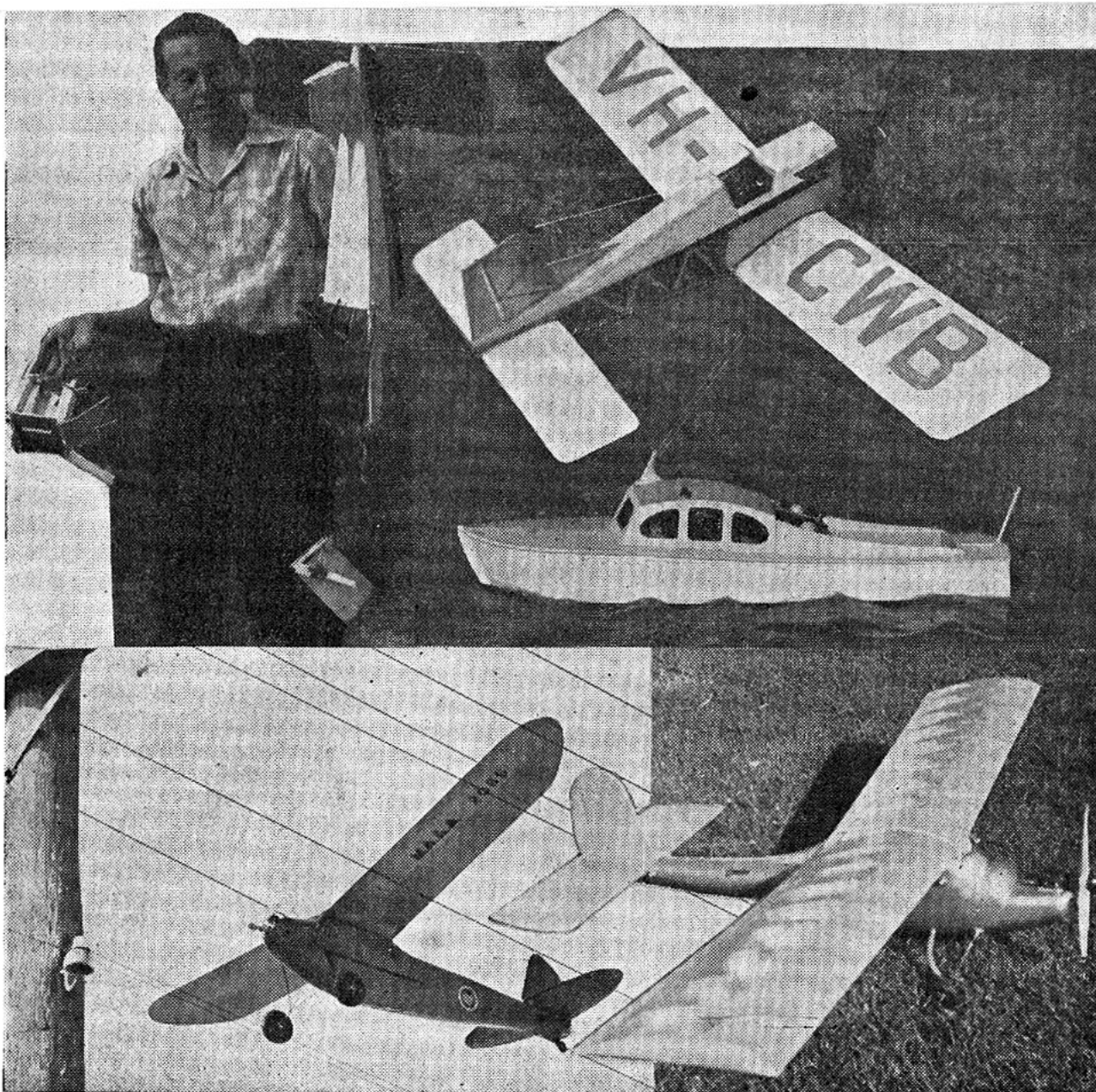
Spot landings: 1, Bob Burgess, 10; 2, John Marquette, 7; 3, Keith Hollingworth, 6; 4, Harry Mortlock, 4; 5, Ted Baker, Bill Eyre, John Eyre, 2; 8, Sid Lake, Ed. Kirkham, Richard Shaw, 1.

On Saturday, June 27, six of us, Richard Shaw, Bob Burgess, Bill and John Eyre, Keith Hollingworth and myself, made the trek to Maitland to have a bash at the R/C event of the Maitland Aeromodellers Club Open Field Day. The trip was very successful. Richard got first, Bob second and Johnny third.

Without going into a week by week description of club activities, I would like to report that our club is making exceptional progress. This is possibly due to an increasing interest in R/C generally but mainly I feel it is due to our active and progressive committee and the wonderful spirit of friendliness and helpfulness of our members. Also our monthly pointscore contests and spot landing contest have stimulated interest to a very large degree.

The spot contest is very simple. We put out a flag, which has tied to it a 25 ft. long piece of string. Anyone, who after landing can touch his model with the string receives one point. At the end of the year the member who gets the most points receives a trophy.

The pointscore contest is held on the first Sunday of each month. This is a straight out one



round event run to M.A.A.A. rules. The points for each contest are tallied at the end of the year and again the winner and placegetters receive a trophy.

Finally, maybe you would be interested in knowing what new models and equipment have been produced since the last issue and who produced them. Possibly the most interesting new model (or new to us any way) was by Bill Moss, can't recall its name, but it was built some 20 years ago and has competed in many free flight contests. It has now been converted to radio and Bill hopes to log many more flights.

Col. Durrance came along with a Waveguide, which was quite a nice model, but most interesting was the motor, a Durrance Special, .29 cu. in. very nicely finished and she really percolated.

Nev. Sinnott, a well built Rhoma with Tiapan 2.5 and Wright R/C gear.

Bill Eyre, a Chatterbox (Aeromodeller Dec., '58), scaled up to 48 in. span. Bill and his son John have specialised in these models for the last few months with quite a deal of success. They have either a .19 or .15 cu. in. motor and Wright gear on rudder only.

Top left stands Keith Hollingsworth with the remains of his Rebel after successfully attacking Harry Mortlock in combat. Fair dinkum. Right: Colin Barclay, of Adelaide, designed and built this attractive model. Own R/X. O.S. compound. O.S. 15. M.S. Bottom left: Dick Shaw's famous "Lackey," built in '37 and still flying. Winning just about everything with "Wright" gear! Model was rescued from this position without a mark. 6ft. span. 5 lbs. Bottom right: Bob Burgess designed "Scooter," fibre glass fuse (only 7ozs.) model "Wright" gear. Taipan 1.5. Weight 3 lbs. 9ozs, wing 48in. x 9½in., 4in. diahedral stab 18in x 6in. The cruiser is the work of Ted Baker. 36in. long. O.S. R/X. E.D. clockwork escapement. Nice!

The last of the new models are one each of the same design by Keith Hollingsworth and myself. This is my own design, which I call Cicada and is a collection of all the features I consider desirable in an R/C model. It has 62 in. span, 4½ sq. ft. area and is readily adaptable to either multi or rudder only. Keith's is fitted with a Sabre 2.5 and Wright Rx. He is at the moment in the process of converting it to Simple Simul using a Wright Rx to drive an O.S. Mini Relay to drive a Mighty Midget Servo. Mine has an Enya 15D with throttle, an O.S. 4a Receiver and O.S. 3 PN Servo.

(Continued on Page 28)



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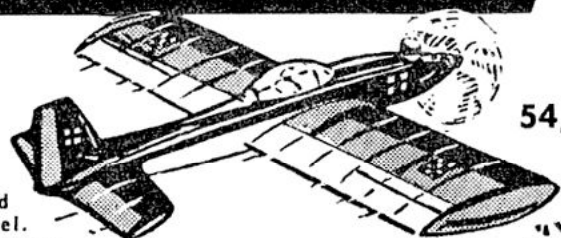
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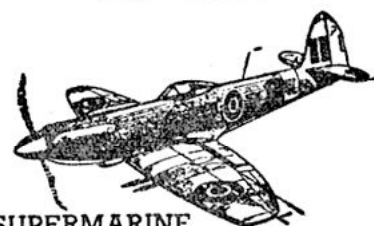
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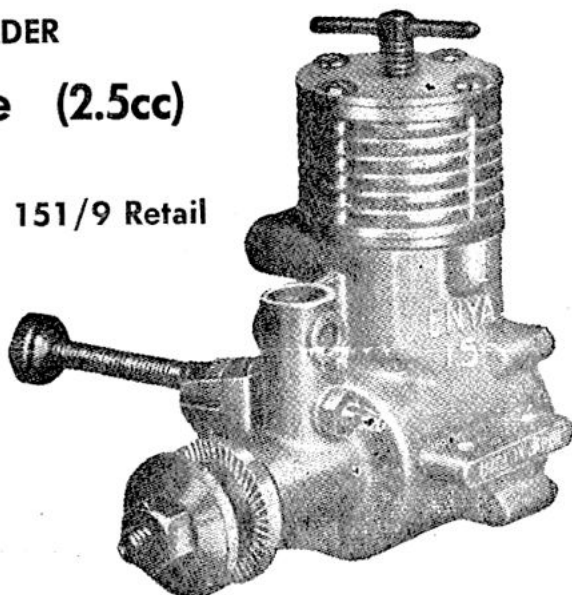
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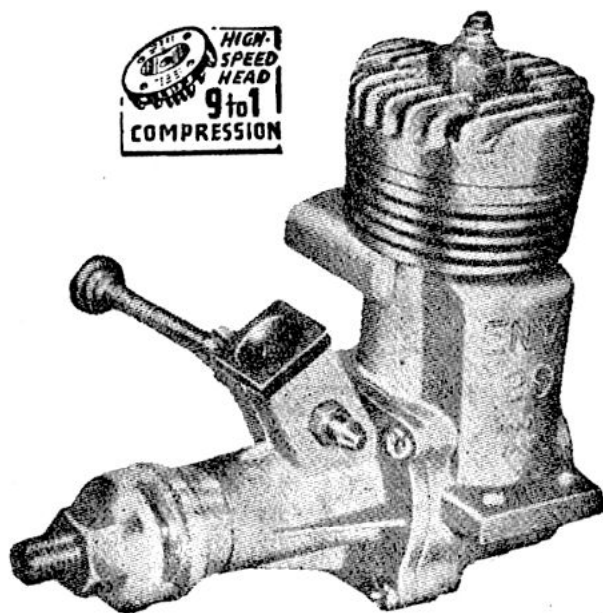
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NEW ZEALAND NOTES

From Welly Choy, Brian McElwain and Linc. Vincent.

Organised modelling commenced, so far as I can find out, with the formation of the Auckland Club in the late 20's, followed by the Wellington Club in 1931. Both Clubs are still active, and since those early days the movement has grown until now there are some 50 Clubs in the country affiliated to the N.Z.M.A.A., with a total membership of about 1,000. These figures compare favourably with overseas aeromodelling associations—but then, we have no TV or drive in movies!

The national controlling body is the N.Z. Model Aeronautical Association—an elected body, and at present with its venue in Auckland. Senior membership dues are around 10/- Australian a year, and includes Third Party Insurance cover. It publishes news bulletins, urges the Clubs on to bigger and better things, runs the National Championship meeting every Christmas and indeed looms very large in N.Z. aeromodelling.

In addition, we have three Provincial Associations—Auckland, Central Provinces and South Island. They are subsidiary to the main Association, and financially are dependent on the N.Z.M.A.A. for grants—other than what they can rake up from Provincial meetings. Each Provincial association operates as it thinks best in its area—thus Auckland hold regular Championship meetings through the year, Central Provinces has three regular Championship meetings each year, plus regular decentralised postal contests, and South Island run decentralised meetings and a most successful South Island Champs each year.

This year, Decentralised contests as run by the Provincial Associations have all been co-ordinated, and we have National decentralised events covering the whole country. National decentralised events have now turned full circle in ten years, as prior to the first N.Z. Nationals meeting, held at Wanganui in 1948, National D/c contests were the only means by which modellers through the country were able to compare their performances with each other. After the introduction of the Nats, national D/C contests were dropped, only to be revived by Central Provinces Provincial Association in 1952 as purely Provincial event.

New Zealand's shortage of overseas funds, and the resultant reintroduction of import control has affected our sport these past two years. Many hitherto imported items have all but vanished from dealers shelves, although local modelling firms have done their best to try and fill the gap. Balsa is in reasonable supply, but the selection is limited and new motors produced overseas do not always get to N.Z.—though two impressive recent motors seen on the dealer's shelves are the Rivers Silver Streak and Cox Olympic .15 Frank Lynch of the Wellington Club has a Hammerhead FAI model with a Cox 15 in her, and it takes all 27½ oz. upstairs at a very high rate of knots.

It seems obvious from Model News that Stunt has a very big (and expert!) following in Australia; whereas in New Zealand it had, until some two years ago, lost a lot of ground to Team

Racing since the early days of C/L flying here since the early 50's.

It has staged quite a comeback, and emphasis is on 35 and 29 powered models. At the Nats there were a raft of Thunderbirds and T'bird based models, but the top model by McLeod of Auckland was powered by a K & B Torp 19. Second place model was undoubtedly THE most outstanding model in stunt. Fox 35 powered, it was designed and built by Dick Oliver of Tauranga. He may be recalled as the originator of the "channel wing" type of model, and his Vampire V made the Aero-modeller plans service a few years ago. This new model of his was on similar principles, with many unusual features. The conventional bellcrank is not used, and in its stead a series of pulleys with double control wires to the elevator and flaps is used. This system cuts out any torsional bending or flexing of the conventional push-rod, as "up" is pulled up by one wire, and "down" is pulled down by the opposite wire. In addition to the usual flaps, he uses a contra-operating flap on the outboard wing, and flies with reversed controls in a clockwise direction. Spurning the usual Palmer tank, Dick has consistent results with a Walker Fuel regulator, and even machine cuts his own props!

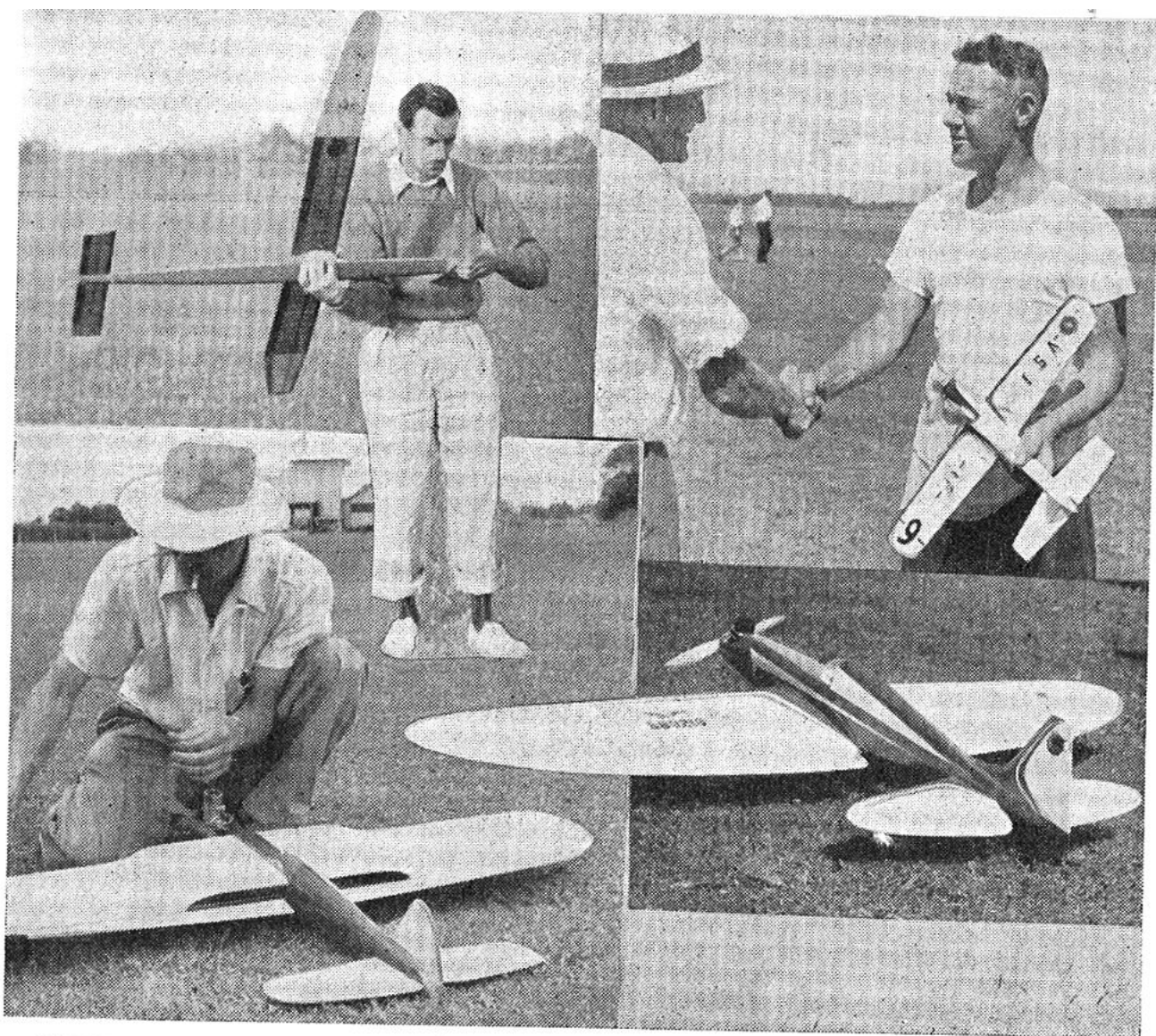
You may say, all very interesting, but what does it prove? Well, this model with its channel wing directing the airflow really stays out on the lines, is rock steady and flies at a pace at which you can really see his manoeuvres. Needless to say, it was beautifully built and represents some original, fresh, and productive thinking on the subject of C/L stunt.

One interesting thing about the Class A Team Race at the Nats. Eric Arkinstall piled in his No. 1 model in practise prior to the final, in which he had gained a place. N.Z.M.A.A. ruled that as the model was now non est, he could not fly in the final with his reserve model. Naturally Eric appealed, and it was not until very near the time for running off the final that N.Z.M.A.A. reversed their decision, and Eric was allowed to fly his reserve. Probably no one was more surprised than he when he won it!

Young Johnny Winn's feat in cleaning up all three Champion trophies at the Nats—Champ of Champs, Junior Champ, and Speed Champ, was a most popular, unique, and well deserved feat. To prove it no fluke, he travelled down to the Central Provinces Easter Champ meeting at Wanganui, and knocked a sizeable amount of top places off again.

Who knows, he could easily repeat his performance at this year's Nats, to be held at Christchurch in the South Island between Christmas and the New Year.

Incidentally, the two local Clubs, Upper Hutt and Wellington, have an annual team contest for the Nixon Trophy in FAI Power, Nordic A.1. and A.2 Chuck Glider and Team Race A. This year's event was a good one, and Brian McElwain has threatened to send you a report on it. Beware!



WELLINGTON, New Zealand. — Every year the Upper Hutt Aeromodellers and the Wellington Model Aeroplane Club meet on two consecutive Sundays to do Battle Royal for a cup known as the "Model Supplies" Trophy. This "pot" was presented to the Clubs in the Wellington area for annual competition by one of the local model suppliers. Originally there were four Clubs in the area, but through amalgamations there are now only two Clubs to fight it out.

Basically, the rules call for teams of four in each class, from each Club—two Seniors and two Juniors. Four classes are flown—Hand Launch Glider, FAI Power, Class A Team Race, and Tow-line Glider.

Hand launched Glider is unlimited, and the total of six flights decides. FAI Power is to the latest rules. Class A Team Race—maximum motor 2.5cc, maximum tank, 15cc 70 square inches total wing area minimum, 52ft. 6in. lines, 160 laps. Tow-line Glider—either A.1. or A.2. to FAI specifications.

After all that, let's get down to the flying days in question.

Sunday, June 28th, 1959.

Location—Trentham (famous for its Race Course and Military Camp). The day was somewhat cool and windy, as were the contestants owing to the fact that on the rifle range alongside were about 30 of the new Belgian FN30 automatic rifles popping off at ten minute intervals which the

L. to R. Top : Peter Carter, Kalopoi, swept forward wing tip Wake. Lost on 2nd round, lost reserve on 4th round, still made 4th place. Right : Eric Arkinstall, 1958 Nats A class winner, being congratulated by Arthur Priest, 4th. All used Olivers. Bottom : Dick Oliver, Tauranga, with his channel wing Fox stunt job. Note Walker regulator, contra flap on wing tip, flap push-pull rod in wing channel. Right : K. & B. .35 powered "Thunderbird" by Frank Lynch, Wellington. Fifth at '58 Nats.

Army were trying out. We soon became accustomed to them, however, and settled down to serious flying. In glider, John Malkin, of Upper Hutt, came out on top with a tried and trusted "Top-score" with a total time of 10:17.7. Arnold Morley, of Wellington, came second flying an A.P.S. Seraph, with a total time of 10:01.5, and Tom Treen, of Wellington (aged 73) took third place with a Lucifer, which gave him a total of 5:28.3.

Of the Juniors, Neils Christiansen, of Wellington, came first with 5:00.3, and Vance Arkinstall, of Upper Hutt, second with 4:27.7.

FAI Power resulted in a win for Wellington Club Captain, Frank Lynch. He flew a modified "Hammerhead," Torp 15 powered, to a total time of 9:23.3. Indicative of the fine sportsmanship throughout the contest, Frank had the misfortune to break his crankshaft on an early flight. Bill Cook, of Upper Hutt, kindly stripped his own Torp

(Continued over Page)

15 and lent Frank the vital shaft. John Malkin, of Upper Hutt, was second with a time of 3:53.0. John had a very promising VHT job powered by a Taifun Hobby, but unfortunately this was lost on a test flight and he had to resort to a reserve model. Third place went to Ivan Treen, of Wellington, with yet another Hammerhead, with the grand total of 2:13.2. Of the Juniors, only one time was recorded, that of Neils Christiansen, flying a Tomboy after crashing his normal gas job. His time was 3:48.3.

Sunday, July 12th, 1959.

Location—Trentham (no rifle shooting this time). Due to bad weather on the 5th, the second half was postponed until the 12th. Team Race Class A and Hand Launched glider were both flown. Team Race as has been the rule rather than the exception here in New Zealand lately turned out to be another Oliver Tiger junket. Eric Arkinstall, of Upper Hutt, came out on top with a time of 9:08.2, with John Crombie, of Wellington, 37.1 seconds behind with a time of 9:45.3, and Bill Cook of Upper Hutt, retired before the end of the race. Of the Juniors, Eric's son, Vance, returned a time of 11:44.1, Neils Christiansen came second with 12:22.7, and Henry Stratton, of Wellington, was third with 15:14.5.

Hand launch glider was also flown on this day. The American designs by Bill Dunwoody were very much in evidence and Bill Cook flew one complete with D.T. to come first with a total time of 235.8 seconds. Peter Sheppard, of Wellington, came second with an original design old faithful lightweight, with a total of 207.5 seconds. John Malkin made 176.0 to come into third place with another Dunwoody type. Unfortunately the experts were somewhat confounded over the result of the Juniors. The Wellington boys, Pat Beswick and John Crump, took first and second with original designs, their times being 176.0 and 161.3 respectively. Third place went to R. Pyne, of Upper Hutt, with a time of 136.6.

The Wellington Club came out winners of the contest with 25 points and Upper Hutt lost the Trophy that they won last year with 19 points.

Unlike the first day the second was a really beautiful day. Conditions were ideal with no wind at all. To give you an idea, five of the Radio boys were hurling models off in any direction, regardless. In case you think the times are a little low, we should perhaps point out that our flying ground is approximately 1,000 yards from the base of a 500 foot range of hills, and the prevailing wind is in that direction. In the other direction we have another trap in the form of the Military Camp compound, which is at all times under close guard and surrounded by a seven foot high barbed wire fence, behind which models are want to go. To make our happiness complete, 2,000 yards to the south is one of Her Majesty's prison farms, whilst 1,000 yards to the north is the Police Dog Training School. We kid you not!

BRIAN McELWAIN.

THE AUCKLAND SCENE.

Auckland, the largest city in New Zealand, is the home of three active model clubs, Auckland, Tamaki and North Shore.

The Auckland M.A.C. is the dominion's champion club, an honour due to the juniors who

rocketed the club into a 333 point lead at the Nats when gremlins got at the seniors.

The club has about 40 members, of whom 25 form a hard flying core. Their interests are spread over most modelling activities, ranging from big stunters to microfilm models.

Radio is the weakest event in the city, except on the North Shore where a gent named Frank Bethwaite keeps breaking world duration records. Nuff said!

Can say more about control line as that's my line. Team Race is the most popular C.L. event at the moment, two classes only.

In class A the Oliver, standard or reworked, is the motor supreme. A few Tamaki boys, headed by Allan Clarke, have occasionally beaten the Tigers with reworked Enya 15 Ds, which do 60 laps to the Tiger's 40. Models are small, rugged and drab. Most consistent belongs to John Winn, does about 85 m.p.h. for 44 laps.

ETA 29s dominate Class B through sheer weight of numbers. Once again John is in the forefront with a very fast model. Veco 100-29 does 32 laps at 90 plus. Recently two ETAs have beaten the 100 m.p.h. mark, Dick Wong's Mk. 3 and my Mk. 6.

Both were in sleek models of similar design, ply sides and tail, metal engine bearers and detachable glass fibre top. Dick's developed a nasty inswing on takeoff. Pity, nice model! Mine now fitted with a OS Max 11-29 and an advanced version is on the stocks for the ETA.

The team of Bruce Keegan and Reg Fleet has produced a potent long range model, one of the few in the country to get over 40 laps. They are playing round with a few interesting ideas for their next racer.

Noel "Herb" Hewitson, our beloved club captain, is noted for his ancient team racers. Has been saying that he must build a new one for the past few years.

At the last race he turned up with the nose of his B job held together with an alloy strap. Despite looking like the kitchen sink it was fast, got third in the final. Herb's A job is equally battered; has been used as a speed model with a Fox 35 jammed in.

Stunt has burst out noisily lately with a bunch of revamped Calamity Janes being towed by Fox and OS 35s. Herb Hewitson, Chris Webb and Alan Wong are top stunt men. Alan also dominates the combat circle. 15 cu. in. limit, very tame, only Olivers and similar.

Even noisier are the speed circles these days. Hairiest model by John Winn, metal pan, glass fibre top. Power? A Dooling 61 no less. Wings gain about 5 degrees dihedral at 120 m.p.h.

Class 2 is a Dooling benefit, although Chris Webb has scared them with a 110 m.p.h. OS Max 1-29. Mike Prendergast hovers on the outskirts with a wicked looking Fox 29 R. N.Z. record is 120 m.p.h. John Winn again!

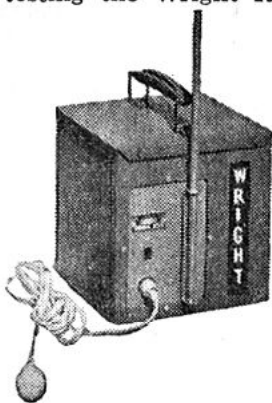
The arrival of a batch of Cox 15s has made the speed boys drool. They are a sort of enlarged, twin ballrace Thermal Hopper . . . very hot.

(Continued on Page 30)

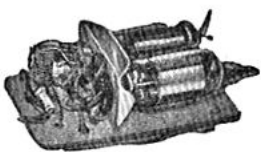
The Wright System of R/C

Reviewed by Les Fowler and Russ Hammond

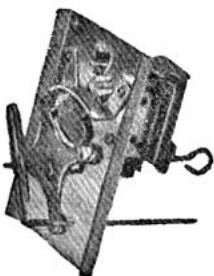
As promised in the April issue, we have been testing the Wright Radio Control outfit, and are pleased to say it has lived up to expectations in every way. The outfit consists of three parts, the Transmitter, Receiver and Relaytor. The Transmitter is a normal carrier wave type, very well made and finished with detachable keying lead and aerial, the latter consisting of 3 pieces of aluminium rod which plug into each other to make up the necessary length for a $\frac{1}{2}$ wave aerial.



The Receiver is a super regenerative type in which the detector valve is coupled by means of a miniature transformer to the output valve. The characteristic hiss of the receiver when idling is rectified on receipt of a signal which causes the output valve to conduct and draw about 9 milliamps. The idling current is about .8 milliamps on our receiver and the large current change is sufficient to operate the Relaytor.



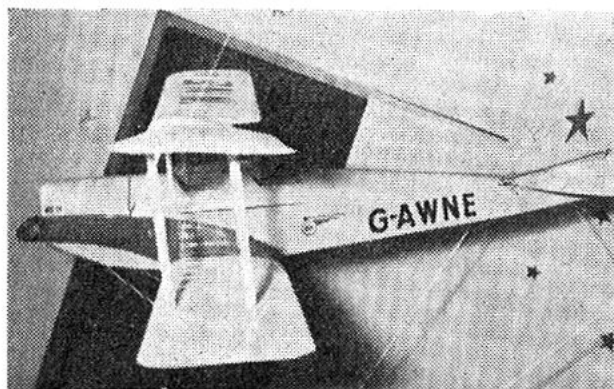
This is really a Relay placed in an ingenious actuator, the relay taking the place of the normal solenoid in other actuators. The triggering mechanism is arranged in two stages. The Star type wheel on the rubber drive rests against a small lever which in turn has the long end resting against the armature of the Relay. On receipt of a signal the armature pulls in, releases the lever, which in turn releases one claw of the star wheel.



The star wheels turn a quarter of a turn and the next claw again engages the lever, but on the opposite side of the lever's hinging point. On finish of signal the armature releases the lever and the star wheel again turns a quarter turn and so on.

The instructions supplied were very clear and complete, and we had no trouble in installing the gear in the plane, a small 50 inch. wingspan functional type. Care was taken to see there was no friction in the torque rod to the rudder and the receiver was placed in some plastic sponge, the batteries connected, and we were ready for trials. Being used to sensitivity type receivers we felt a bit dubious about having no control over this point. However, this is about the easiest receiver it would be possible to get to tune. We switched on, plugged in the meter, and turned the iron

core of the tuning slug until the current rose to maximum on signal, found the centre of the falling off positions, and that was it. The O.S. 15 was kicked over and we were away, but not for long. The pilot was used to a compound type actuator and proceeded to get confused with signals and dived into the tarmac. If there was any weakness in the gear we thought this would shake it out. Half a tube of Britfix. Later we were again in the air and had a number of good flights. Then enthusiasm overcoming our thoughts of giving the model a check, the motor worked loose, and prepared to shake everything. It is to the credit of this gear that even with this intense vibration it didn't skip a position, an important point as anyone who has flown radio control knows. To sum up, this is good, simple gear, very reliable, and easy to use and adjust, and should be particularly suitable for those with limited knowledge of radio control.



Bob Gawne's (Coffs Harbour) Gipsy Moth. Frog 500. "Wright" gear. Taken at Festival display.

STOP !!!

ETA .29 & .19 Motors just arrived

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Cessna 195	Grumman F.8.F.
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ONLY £5/5/- EACH

MAITLAND FIELD DAY, June 27-28

On Friday evening, Harold Flanagan and I set out for Maitland, 300 miles away. The weather report was very discouraging: heavy rain and 50 m.p.h. gales—we were heading straight into a cyclone. Contrary to the weather prophets, the following morning dawned fine and clear with only a light breeze, which was a little cold.

It was pleasing to see the big crowd of Sydney modellers headed by John Marquette, President of the N.S.W. A.A. The Sampson brothers made the trip from Gunnedah. Also present was Brian Potter, from Tamworth.

HALF HOUR POWER SCRAMBLE was first event on the programme and as usual presented many laughs. Russ Hammond flew the ION (Insect) again. First few flights on straight fuel were hopeless, the model just power glided into the ground. After returning from one retrieving run he yelled to his offside, Harold Flanagan, "Fill the can with Oliver Tiger brew". The difference was unbelievable. The Mills .75 really screamed on a Frog 6in. x 4in. nylon. The insect reached for the sky and put on a great show of aerobatics. The best finished model was John Tuckett's (Sydney) ION powered by an E.D. 46. Very nice. R. Towell emerged the winner with 711 secs. Junior, John Eyre (Sydney) flew a "Chatterbox" into second place. This model attacked contestants and spectators alike; fortunately, no one was killed. Brian Potter (Tamworth) turned up 10 minutes after the scramble had started, then flew on to record a creditable third place with 472 secs.

CHUCK GLIDER. Basil Healy (Sydney) took the honours with 303.3 seconds. A very good time. My old partner in crime, Ivor Stowe (shades of the '53 Nats.) made the trip from Sydney and recorded second place with 278.5 seconds with clubmate John Tuckett in third place with 193.2 seconds.

All Free Flight events were restricted to three flights of three minutes maximum. This explains why times may seem low. Conditions were cold with a light breeze and no lift.

A.2. This is really becoming a John Tuckett event. He won by a comfortable margin in 7 mins. 34 secs. from J. Lewis (Maitland) 4 mins. 53.9 secs. and B. Lee 3 mins. 51.2 secs.

POWER 1 cc. As usual this is the event for the A.M. 10 motors, in fact hardly anyone uses anything else. Ivor Stowe took first place with 4 mins. 13 secs. to narrowly beat Basil Healey with 4 mins. 11.9 secs. J. Smith, of Singleton, upheld local honour by taking third place with 2 mins. 52 secs.

POWER OVER 1 cc. This event attracted more competition than usual, also a surprise for the experts when Maitlander, L. Blower, with his second model ever, and his first contest model, easily won first place with 8 mins. 19 secs. Well done! Basil Healey made his presence felt by filling second place with 7 mins. 6.8 secs. and clubmate Alex Padeshenko third.

RADIO. This presented the biggest field ever at a country contest. If the standard of flying and number of entries is anything to go by, the radio at the next Nats. will be quite a show. Now is the time for the organisers to consider the time that will be required. Judging by the terrific interest of late, it will be the biggest event.

First man to eliminate himself was Keith Hollingsworth. This was the model's first flight after being repaired. Flight was O.K. while under power, but when the motor cut it spiralled from about 400 feet. Not wishing to be outdone, John Marquette sent his "Cicada" (good proportional rudder and motor) off in the general direction of the first marker then everything happened at once. At an altitude of no more than 60 feet the model did loops, rolls, stalls, and a couple of question marks. Meanwhile, back at transmitter John's making like a rock and roll singer and finished with a couple of back flips and pressed the motor button, whereupon the model pulled out at deck level and didn't even scratch the paint. This game's a lot harder on pilots than it is on models.

Another interesting model was Ron Darr's latest creation, powered by an "Enya" .09. Total weight is only 31 ozs. complete with E.D. Airtrol and O.S. escapement. Flew very well but had some sensitivity troubles.

These incidents discouraged any further showing off until Russ Hammond planted his in front of the cars in the middle of the crowd and was heard to yell "Shovel" as it plummeted earthwards.

You can't beat an old dog for a hard road as once again the "Lackey" (built in '37) comes in a winner for owner Dick Shaw. This time powerer by a "Frog" 500 instead of the usual E.D. 246. Equipment is the same as ever; Wright M.K. II. Score 92 pts. Second place went to Bob Burgess flying a very attractive model with an all fibre glass fuselage Taipan 1.5 and Wright Radio 40 mgs. Score 79 pts. John Eyre flew his scaled up Chatterbox into third place with 76 pts. Model has a "Rebel" wing with two extra panels, Taipan 2.5 and Wright M.K. II.

SUNDAY . . . CONTROL LINE

A CLASS TEAM RACE. Entries were low and times were slow. Darcy Peck emerged the winner with a time of 10 mins. 47.1 secs. Ivor Stowe ran second closely followed by Harold Flanagan and Russ Hammond team (Coffs Harbour). All used Oliver Tigers.

B CLASS TEAM RACE. By far the fastest model was Russ Hammond and Harold Flanagan's "Rambler" with a solid balsa wing and powered by an "Enya" .29. The last pit stop for well over a minute was due to the plug wire coming adrift and not noticed until too late. Darcy Peck emerged the winner once again with a time of 10 mins. 58.8 secs. using a Fox .29. R. Hammond and Flanagan one lap behind were second. Others failed to finish.

C CLASS TEAM RACE. What can you do with a character like this? Darcy Peck won this event also with his O.S. .35 and his wife took second place.

STUNT. Alan Edwards flew a very neat pattern to record 307.5 pts. and win 1st place. B. Eather 295.3 pts. and R. Ewens 294 pts.

JUNIOR COMBAT. 1st G. Vielhauer (Maitland), P. Brody (Maitland) 2nd, R. Fountain (Singleton) 3rd.

(Continued on Page 30)

MODEL NEWS TRADE REVIEW

NORTH COAST HOBBY CENTRE, of 155 Keen Street, Lismore, N.S.W., carry a bigger range of radio equipment than any other shop in Australia. This may seem an idle boast, but it's true. The range includes E.D., the latest Wright M.K.11, and the Multi Relaytor, and arriving in four weeks' time a COMPLETE RANGE of O.S. gear including the cheapest set on the market right up to the eight channel simultaneous job. Transistor Tone Sets are arriving in both 27 and 40 megs.

Now here comes the best bit of all, you can lay-by any kit, motor or radio set, or to selected customers, terms to suit your pocket. All makes of motors stocked from PeeWee's, O.S. multi speeds to Enya 60's. Write to Jim Palmer at above address.

A firm known to every modeller who's visited Melbourne is **CENTRAL AIRCRAFT**, of Prince's Bridge. They have just acquired the shop next door and can now offer a better service than ever in both the wholesale and retail side in much more cheerful surroundings.

MODEL DOCKYARDS (Melbourne) say they have been selling "Nobler" and "Thunderbird" plans like hot cakes since their adv. last issue. Still a few available at 15/- each plus 6d postage.

SOUTHERN MODEL SUPPLIES are releasing new kits every month and have some special surprises before Christmas. Can't tell you any more as yet, but I think it's "big stuff." This firm wholesales just about every type of kit and motor on the market. Latest arrivals being a large range of **MERCURY**, **KEILKRAFT** and **FROG KITS**. Any retailer knows how popular and scarce these are, particularly the Frog senior and junior series. Get yours while they last.

Just landed. A large shipment of the full range of Airfix plastic kits and also a Lindberg shipment including the new L.S.U. (Landing Ship

Utility) Craft which are complete with electric motor. These are a beautiful job.

Also a shipment of Mercury kits including the new twin engine Lightning and a shipment of Keil Kraft aircraft kits and Aero-kits boat kits.

Anyone interested in building very large stunts, **MR. LEN GRIFFITHS**, of **BENALLA**, has some Mk. 1 Sabre 49 for only £5/5/- each. Brand new, complete with spare set of rings for each engine.

BETTAIR OF NEW ZEALAND are donating a trophy to the first winner of a Nationals title either in Australia or New Zealand using one of the new Rivers Silver Streak 249 engines.

One of their latest kits is the Aldridge's Peacemaker, a fully prefabricated combat model, selling for 39/6 N.Z. (approximately £2/10/- Aust.).

E. H. TROLLOPE AND SON, of Parramatta Road, Granville, carry a complete range of all modelling equipment and also have the latest Graupner Radio gear. This should be interesting—drop a line and get a sample of service.

O.S. DISTRIBUTORS (AUST.), 2 Erasmus Street, Surrey Hills, Melbourne, are pleased to report that large shipments of all the new Max engines have just arrived, and shopkeepers in Victoria, N.S.W., N.T., and Tasmania, can obtain immediate unlimited stocks by writing to the above address. Spares, as always, are in full supply. In Queensland, dealers should contact the sole O.S. distributor, Gorrie Cycle & Sports Depot, 604 Stanley Street, South Brisbane; Western Australia is catered for by Supa Craft Agencies, 192 St. George's Terrace, Perth and South Australian sales are handled by Southern Model Supplies, 63 Boothby Street, Springbank. Incidentally, no shopkeeper should miss on stocking the new Aero Flyte 'Fire-streak' Combat Flying Wing kit. This plane is the final result of years of development and originated from the well known American "Nobody". With a large shaft Max .29 or .35, its speed is terrific, but most important of all, it turns tightly, without the slightest "mush" or loss of speed. The fact that prototypes have won the Victorian State Championships for the last four successive years should be convincing proof for combat enthusiasts.

Sales of O.S. Max Engines in all States over the past few months have reached a new record high. Since their introduction five years ago, the Max's in their various types, have dominated the competition scene in this country; and in keeping with sales, their major competition successes this year, are the best yet. These include the breaking of Team Race Record Times on three occasions, and further results can be checked on page 13 of this issue.

The boom in Radio Control is definitely "on" now, with the recent introduction of the extensive new O.S. range; and shopkeepers are advised to place their orders well in advance, to be assured of uninterrupted supplies. The new 1A Receiver retailing at £8/19/6 now uses the Mini Relay, and is now amongst the lightest and most economically priced units on the world market.

SYDNEY'S LATEST HOBBY SHOP. — Mr. Thompson, President of the "Sky Hawks", has just opened a Hobby Shop at Wynyard, Sydney.



General view of the slick new retail shop recently set up by "Central Aircraft", next to their old premises.

NEWS OF CLUBS AND MODELLERS

VICTORIAN NEWS

The last control line events of the State championships were held in cold bleak conditions at Albert Park on July 26. The Junior Class B Team Race was won by J. Birkin, who defeated one or two fancied entries. It was good to see a reasonable number of juniors fly in this contest, and although times were not exceptional, several well prepared models were produced.

Junior Combat provided a number of spectacular heats with one enormous head-on collision. The final was flown off between Doug Harlow and Cliff McIvor, with the decision going to Cliff on points. It was a shame in this final, that both contestants took each other's entire streamer at the first cut, as the decision was left to time in the air. Cliff McIvor has always shown promise at combat and deserves victory in this, his last event as a junior. Doug Harlow has won so many combat contests now, that he won't miss this one and he did well to overcome early tank troubles to finally get through. Young Len Follett showed further improvement and will soon be shooting down experienced fliers.

The three classes of speed were also flown on the same day with the cold, damp weather seriously affecting the top speeds achieved. A welcome return by Rick Ellis flying with Barry Turner enabled them to win the Class 3 with a speed under 100 m.p.h. The McCoy 60 wanted to go fast, but was running too lean. Class II was won in convincing style by Peter Ellis (no relation to Rick) with his beautifully finished Dooling .29 will go even faster as the motor is run in, and its only serious challenger on the day, a large shaft Max .29 model of Farnan/Rice team, rolled up the lines on takeoff. The Class I event was more closely contested and went to the Farnan/Rice team with their O.S. Max .15 flying at 103 m.p.h. This was just good enough to shadow Athol Holtham who also used an O.S. Max .15 to record 100 m.p.h. Some indication of the weather can be gained, as both these planes were doing 110 m.p.h. on a warmer Sunday the week previously.

"NITRO".

Sunday, June 28, at Albert Park, saw the deciding of the Vic. State Open Combat Championships for 1959. The entire day was devoted to the running of this popular event, and for the first time for some years, the final was flown at a reasonable time in the afternoon. Much of the credit for this must go to the efficient and genial contest direction of Col. Cliff, who really had the boys queued up ready to fly, as the various heats were smashing through. This year, safety officers patrolled the crowd, keeping spectators behind the fences, and all models were pull tested to 30 lb., after the control lines were thoroughly inspected. With combat jobs flying as fast as they do now, such precautions were an excellent and necessary procedure.

Some of the early heats, really provided spectacular flying, and as usual most of the models were flying wings of the "Firestreak" design. These are a smaller span version of the American "No Body", and combine high speed with tight turning characteristics. The final was flown between tough

junior flier Ian Harris and Tony Farnan. This was the second year these two had met in the final and Farnan managed to snatch victory, for what was his fourth successive Vic. State Combat Title. Highlight of this final came near the end when both models doing over 90 m.p.h., the planes collided head on, completely disintegrating both of them. Both the O.S. Max engines escaped injury, although the closing speed must have been over 180 m.p.h. The entries this year saw quite a few new faces replacing regulars who did not turn up on the day. Grinham came all the way from Cobram to put on a good show as did Rogers from Ballarat, and Brian Amery. Tony Cincotta put on another good try, but through hasty building, the balance point was too far back and the job hopelessly unstable. He started constructing it the night before the contest! The winner used a new large shaft O.S. Max .35 engine which really hammered on the 10 x 5 Tornado prop. Sealed off Palmer tanks were in general use, and every entrant this year used an O.S. .29 or .35 engine.



Ivor (Yogi) Stowe starting the E.D. Fury while Alex Padashenko takes a dim view of things (note glasses).

METROPOLITAN FREE FLIGHT CLUB

The model club at Blacktown (B.A.T.S.) has announced that it intends holding an interclub competition at our flying field at Narellan, some time towards the end of September, with, I presume, the usual events.

The main point to note is that each club is permitted three entrants in each event.

This means that each club entering will hold an intra-club contest to see who will win the honour of representing his club in what could be a very interesting series of events.

It may also serve as a stimulus to those competitive types who seem to put in an appearance only when there is a trophy to be won. One day someone will devise an event to include the modeller who treks off to the flying field every month, his sports job under the arm, and his bottle of his very ordinary 1/3 of each, clutched in his hand, determined to get in a day's flying, regardless of everything. He is the man who keeps "Free Flight" alive, and I would be happy to see some encouragement given to him. Cheers, Ed.).

On June 21, we held our usual monthly flying day, being blessed with beautiful weather, with warm sunshine and still air.

There was a great variety of models present, varying from a big scaled up version of the Tomboy to a tiny rubber-powered stick model, with approx. 6 in. wing span.

There were no less than three A.P.S. "Tomboys" buzzing around throughout the day. One of them, suffering from an over-zealous bod armed with a sharp knife, who attacked the fin, exhibited a Dutch roll, which would have turned Elvis green with envy.

Brian Allcock has let his recent power/ratio successes go to his head, and has produced yet another power job. This time a Frog .80 powered Ramrod, which was averaging a ratio of 12 nearly every flight.

Ken Napier tried to beat Les Fahey's open rubber record but couldn't quite make it. The model was one of Warring's designs with a single-bladed prop.

Barney Allen had an assortment of various models including a Frog .50, powered Buhl Pup, a Mills .75 powered Luton Minor, and a very elegant Ladybird.

Ken Harslett and his mate were seen in their veteran Vauxhall, after a few months' absence. Both were flying chuck gliders, as were many others.

There were two A2 sailplanes floating around (literally), but both ended high in the branches of some trees, one being retrieved without damage, the other was a good model while it lasted.

Most outstanding model there was John Harlock's A.P.S. Chatterbox, which flew nearly all day, despite frequent assaults on the trees, the ground, other models, people, etc., and left a number of fliers muttering something about "scramble job".

We all had a fine day's flying, with lots of exercise, talk, food, talk, flying, exercise and a little bit of gossip, too. Next month on July 19, we hope to do the same again. If you haven't been up there recently, how about it?

DAVE HEGARTY, Hon. Sec.

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LAUNCESTON MODEL AERO CLUB, TASMANIA

They have not been in the news for quite sometime now, and we thought it was about time that we let it be known that Launceston still "exists".

Rumours of the club disbanding are, however, far from the truth, although the club did lose several senior members mainly through "Personalities" (nothing to do with Lloyd Price!), but the chances of obtaining club rooms and permanent C/L flying field should provide an incentive.

Hard to say what main interest is at the moment—C/L or F/F—usually fairly mixed stunt seems to be around town, everybody building or rebuilding.

Club stunt champ., Graeme Johnson, has a "Thunderbird" on the way, while "Baron Cordell" and Brian Chandler are still keeping their hand in. Brian contemplating building a . . . "Nobbler" now.

Bart Carney's Australian Sailplane record of 36 mins. 35 secs. O.O.S. caused quite a stir, so did "Custard Cameron's" Oliver powered P/R . . . in the nearest waterhole! While on the subject of Olivers, one clueless bod lost his in the scrub, said he had never heard of a dethermaliser!

Class II team racing is on the up and up with J. Hartley, R. Wenn and T. Cox anxiously awaiting arrival of their Mark VI Eta .29s. Up till now two used the Mark III "Typhoon" Enya .29. R. Wenn had an extremely fast model, so did T. Cox, but was rather inconsistent, while J. Harvey had a Mk. III Eta .29 "Shorty", flew too! "Incredible," says Hartley, 92 m.p.h. 54 laps—not bad for his first plane.

Last, but not least, our poor "old" secretary still finds time for building and flying, etc. . . . has plenty of assistance, too, with six kids as well as half the neighbourhood!

As reported by, T.A.S.

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EASTERN DISTRICTS' MODEL FLYING CLUB OUTSTANDING SUCCESS

Eastern Districts modellers spent a very enjoyable and successful weekend at Katoomba on June 6 and 7 for the Blue Mountains' championships. The weather was quite pleasant throughout the Saturday, but was very cold on the Sunday. However, the following weekend it snowed, so it could have been much worse.

The Team Racing events were held first and attracted entries from most of the well-known T.R. fliers. The "B" Class final resolved itself into another battle between Ken Lloyd of Eastern Districts and Darcy Peck of Skyhawks. Contest director, Bill James, kept the models down to an altitude of only five feet, which made the race a better spectacle but resulted in a slower time (19 mins. 14 secs.). The winner, by a fairly comfortable margin, was Ken Lloyd. His fuel, brewed to give about 55 laps, with 20 per cent. nitro methane, turned in an average of 61.5 laps.

An interesting feature of the result in the "B" Class was that the different makes of engine finished in exactly the same order as in the Nationals, namely, 1st Enya, 2nd Modified Fox, 3rd Max O.S., 4th, Enya.

The rest of the Eastern Districts team race entrants suffered heavily in crashes. Jim Ward and David Moleman crashed their models in "B" class heats; Geoff Brooks and David Moleman damaged their "C" class models in testing, and Anthony Kerr's "C" class broke a line early in its 70 lap heat.

In the Senior Stunt the club was again successful, with Ron Ewers first, Laurie Martin third, and Jim Ward fourth. Ron flew his big Nobler through its usual low level, precision manoeuvres. Jim Ward's new Detroit Stunter was having its first day flying, and Jim's chances were further reduced by a judging error which made necessary an extra flight.

Our juniors did not support the Junior Stunt, which is unfortunate, because they have much more ability than they realise. In any case, the only way to improve is by practice and experience.

The Combat events were a triumph for Eastern Districts. Geoff Brooks won the junior, with David Moleman third. Both flew modified Quickers, O.S. powered, featuring the use of dural to improve the motor mounting.

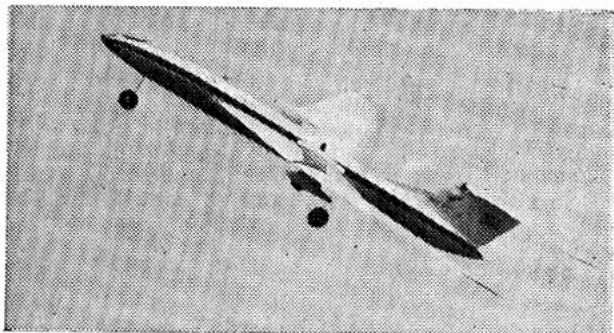
In the senior Combat the two finalists were Ken Lloyd and Anthony Kerr. They had easily the fastest and most reliable models. It was too dark to fly the final at Katoomba so it was run

at Centennial Park the following week under championship rules. Ken was the winner, flying his improved "Whatizit" design (O.S. powered) with more aggression and better use of manoeuvre. Despite its size, Anthony's big 52 in. span model, with an Enya 35 up front, matched the "Whatizit" in speed.

Another event held over from the Katoomba weekend was the Rat Race. This was flown at Milperra on the 21st. The comparatively small field of eight resulted in a good race with no line tangles. With three entries, Eastern Districts scored first, Ken Lloyd, second, Anthony Kerr, and third, David Moleman. Ken used his reserve combat model, an Enya 29 powered Gladiator, and with his team race fuel the 100 c.c. tank gave an engine run of ten minutes.

The trophy for the highest scoring club went to Skyhawks—18 points, from Eastern Districts—17 points, and to them we extend our congratulations. Our club had to be satisfied with a moral victory as the conditions of the trophy favoured Skyhawks by four points (no points allotted for 2nd in the Rat Race, but third place was counted in the team racing).

All modellers are invited to keep in mind the dates of the Third Eastern Districts Model Flying Club Championships—October 24 and 25. We conduct every type of C/L event, including the three speed classes. The trophies are donated by such firms as Rolls-Royce, DeHavillands, Lockheed, B.O.A.C., etc. Everyone is welcome.



Merv. Nelson's beautiful "Prop-Secret" flying at Camden aerodrome at a recent flying day of the Metropolitan Free Flight Club.

SOUTH AUSTRALIA

The Holdfast Bay Club is coming along quite well with several juniors showing promise in the stunt and combat circle. This club organises a flying day at the seaside resort of Glenelg once every month and it goes over very well with stunt fliers being the most popular. Team racing will come good within the next two months when the models come off the ice ready for the Nationals.

The Constellation Club now has reason to feel proud of itself as Brian Horrocks, who won the Gold Trophy is a foundation and life member of this club. Increased activity is being shown in radio control under the watchful eye of club chairman Doug Saxby who is the State's number one radio man. Doug is building a new model to house the O.S. tone control equipment and judging from past performances this model will be a threat at the next Nationals. Many of the Constellation members have been bitten by the combat bug since the introduction of the new Firestreaks and building of these is practically on a mass

production basis. Brian Little has made a very nice job of his and is really enthusiastic over the performance although he will need to lose a lot more weight if he intends to keep up with the younger lads, who are rather agile types.

R. G. THOMPSON.

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QUEENSLAND NOTES BY ARTHUR GORRIE

ROCKHAMPTON MODEL AERO CLUB

It's a long time since the club has sent in news of its doings, though we have been mentioned on various occasions, thanks to Arthur Gorrie, who seems to slip something in.

Mainly control line up here, but free flight has crept in lately. Serious competition work is not carried on too much, chiefly flying for fun is the theme. We have a reasonable control line field opposite the aerodrome with two circles, and a large crowd is always on hand waiting for prangs.

August 2 saw the start of a series of club comps. to last until Christmas. These include Power Scramble, Chuck, Team Speed, Balloon Busting, Sailplane, Combat. The first event—Power Scramble—was won by Neale Oswald, with Pat Phillipson second. Six of the seven bods used Mills .75 motors. These never seem to wear out. Barry Dent and Brian Harris had O.O.S. flights. August 16 was for Balloon Busting and Spot Landing for C/L models.

Recently, the club had a static display in the School of Arts, and was the best yet. Feature models were two Smog Hogs. Free plans of a chuck were handed out to the wide-eyed kids.

Some nice scale models in the club—Neale Oswald has a F/F Tiger Moth, with a Viscount slowly being built. Pat Phillipson still has the Martin 202, and is now engaged on a B47 for two 15s.

The club has its clubrooms in one of the large scout halls, and meets every Tuesday night for building sessions and a yarn. A couple of micro-films were once made and flown in the hall, and provided a lot of interest.

The club has a leaflet pointing out the chief advantages of being a member, and one is enclosed for you to read. Anyone on Rocky who is not a member and is reading these club reports, you can become a member for less than 6d per week—surely you can afford this—so why not be in it. Contact the boys on the field, or see T. Phillipson at Swains.

T. PHILLIPSON, P.R.O.

Some of the old timers in Warwick are coming back to the fold and we hear that increased activity is expected in Stanthorpe.

DALBY.—Nearly all the blokes in Dalby have rejuvenated their motors with new cylinders and pistons having given their O.S.s the work of a lifetime. This club really flies and is one of the most energetic we have heard about. We have raved about their local achievements in the past. Good on you, Dalby. You're on the right track. The only way to hold a club together is to keep flying.

ROCKHAMPTON.—Terry Phillipson is doing a mighty job up there. Gone happy about radio. Recently ordered the latest O.S. radio gear 4A single channel transistor receiver and 1 only 3 AP tone transmitter Casie Multi meter (which are a give away at the price). Using Gorrie Mi-T props in the main for radio and control line with O.S. air wheels and stunt combat tanks.

TOOWOOMBA.—Believe Max Newnham getting a bit of publicity in the local press. I don't know, these characters hurling dangerous missiles around public parks. Sorry Max, playing the wrong

side of the record. Was a pity to see that Max's reply in the press didn't come to more than a page and a half. (I should have been a fisherman). Didn't see all the cutting as the type had started to melt. It sure is hard to practice that Christian quality of turning the other cheek. So many other people haven't read about it. The following notes spring from local observations and have no bearing on the Toowoomba affair. Put that piano down, Max. PROS NOTES.—This situation may arise in any district or town and clubs would be advised or even small groups of fliers to erect a rope barrier behind which spectators should be ASKED to stay. The smaller the group of the fliers the harder it is to exercise some discipline as no one particularly wants the job. But—it is important.

ASK spectators to move to a safe area indicated somehow.

DON'T abuse kids for walking through lines—have you ever walked through your own (I have).

REMEMBER—if these characters didn't come to watch we'd reckon they were a bunch of no hoppers.

THEY could be your members next year or the year after. CLUBS die because existing members find out about girls and motor bikes and with no eye to the future juniors, there is no one to step into the breach.

BUNDABERG.—Struck a chap the other day who knew Brian Puie. Reckoned he was a nice bloke. Funny thing, I thought there was only one bloke with this name in the flying world. Haven't heard from you for a long time, Brian.

MARYBOROUGH.—Keith Gall seems to have gone into hiding. A pretty keen flier—can't leave anything alone. Thank goodness he doesn't live in Brisbane.

PANTHERS CLUB COMPETITION.—Held over last two months, reported by Arthur Gorrie. B Class: 1, R. Molyneaux, O.S. 29; 2, R. Settle. K.B. A Class: 1, R. Edgerton. Junior Scale: 1, J. French. Junior Combat: 1, B. Pitman; 2, J. French. General Combat: 1, R. Edgerton; 2, S. Weeks. C Class: R. Molyneaux.

EMERALD.—The Higgins boys are very keen on modelling in this town and I also hear that there are some pretty nice models around this area. Don't ever get the idea that good models only appear in Brisbane. Just about all O.S. gear used in this district.

The last round of the 1959 Queensland Centenary Championships is over. Ouch, those aching muscles.

After two days of westerlies Sunday was a pleasant surprise.

An unhurried time was had by all and results indicated that this leisurely approach pays dividends. Saw a few chaps hurrying in the Scramble. Pity one of them hurried so much. I didn't.

Results:

Open F.A.I. Sailplane: 1, H. Lewis (Beau-desert), 867; 2, J. McGregor Lowndes (N.M.A.A.), 744; 3, A. Kindt (Panthers), 642. New record established by Ewen, 14 mins. 10 secs.

Scale: 1, Alf Waldren (Ipswich), Sopwith; 2, Alan Weston (N.M.A.A.), Piper; 3, Mike Ware (N.M.A.A.), Stosser. All scale models flew extremely well. Names of fliers started with "W". Best year for successful scale.

Power Ratio, Class I: 1, J. Lathan (Ipswich), A.M.10 12.4; 2, K. Molloy (Ipswich), 11.5; 3, A. Pettens (N.M.A.A.), O.S. Pet. 9.3.

Power Ratio Class II: R. Fairfield (N.M.A.A.), O.S.15 13.8; 2, J. Lathan (Ipswich), 13.2; 3, J. Huggins, 10.5.

Conditions during the morning were good yet a surprising number came to grief. Jack French,



"Model News" draughtsman Noel Shennan with Neil Hart's Hellcat built in '47. Being re-done for a Sabre 49.

John Thomas, Arthur Gorrie, Peter Robertson, Col Reeve Smith didn't seem to be doing the right things.

One Hour Power Scramble: 1, R. de Chastel (Stardusters), E.D. Bee 1919 secs.; 2, A. Gorrie (N.M.A.A.) Mills 1.3, 1866 secs.; 3, J. Latham (Ipswich), 1863 secs.

Note.—Conditions for this event were ideal. Still, cold air. Standard, excellent. More than half a dozen over the 30 mins.

At end of time a dozen models were still flying. Over 20 of the 28 entries started. Mike Ware disappeared early in the piece. Put on a GORRIE act. Mike came second at the Nats with over 2,000 sec. and Arthur Gorrie scored 2018 secs. on this occasion. Mike had a nice new model. Personally, I don't approve of this idea. My own "Heap" is about 4 years old. The wing six years. Cops a lot of abuse but can take it—verbally and otherwise.

Mallards had a tough trot. John Thomas put his through the boot of a car. Ray Fairfield put his through the top of Carl Brosban. Jack French's lad packed his up so he could take it home in the kit box. Burnie Amies running around hysterically under his in the scramble on its first flight. Wrecked it later but not to be outdone by the other wrecks he attached pins, bands, etc. and went on scoring maximums.

Young Peter Freeman had a great time with his saucer in the Scramble and was going pretty well.

Carl Brosban had a fabulous scramble model. Incredible performance and the answer for scramble. A neat little model, too. No surprise from Carl.

Jerry Latham seems to be a bit of a menace. Bobbed up with a 1st, 2nd, 3rd.

George Eberhardt enjoying himself with his "Waveguide" with O.S. 29 instead of O.S. 15. Boy that O.S. 15 used to struggle up with a load. Going to build a new model for the 15. John entered the Scramble only to worry me, I think.

See a couple of blokes down there with reasons on their arms why they can't afford aeromodelling these days, and why they haven't time. Can you imagine doing anything better than modelling.

Paddy Phillipson of the Rocky Phillipson family scored 4th in Class I and II Power. Glad to see you Paddy even though we didn't get together much.

Col Sneddon and Robert Sullivan hitch hiked down to fly control liners and help in the scramble. Like to see chaps come down no matter what they fly.

Book Review . . .

MODEL AERO ENGINE ENCYCLOPEDIA

Compiled by R. J. Moulton, editor of "Aeromodeller", and reviewed by Kit Hacking.

Over the past few years it has been my pleasure to be associated with the fraternity of aeromodellers with some degree of success in stunt flying and team racing. During this period I have handled various makes and sizes of model engines. Recently it has been brought to my knowledge—through the medium of Mr. R. J. Moulton's Engine Encyclopedia—just how much scope there is for increased learning in this field. This book of 208 pages is well bound and covered, printed on top quality paper, with first class illustrations, both photos and drawn. The 27 chapters in this book cover the following fields:— Engine Types, Fits & Tolerances, Bore & Stroke, Compression Ratio, Carburetion Cooling, Tuning for Speed, Tuning for Free Flight, Horse Power and Torque, Testing Apparatus, Operating a First Diesel, Fuel Tanks and Fuel Feeds, Silencers, Operation of Glow Plug Engines, Operating Spark Ignition Engines, Engine Speed Controls, Fuels, Propellers and necessary information steps and necessary equipment for all sections of engine manufacture. To write details of each separate chapter would entail using much more room than allowed.

What aeromodeler has not had the experience, when competing in an event, of wondering why the opposition can achieve greater speed and more laps than he, though using an identical motor. This chapter contains every conceivable aspect of fuel technology, normally to be encountered by the aeromodeler who, taken on an average, knows less about the fuels he uses than about any other aspect of his craft. This is regrettable, since engine performance and engine life, depend not only on engine design and workmanship, but also on the characteristics of the fuel used. All information in this chapter is tabled and basic percentages given for the more popular types of engine in general use here in Australia. This information can be clearly understood by even the most inexperienced modeller.

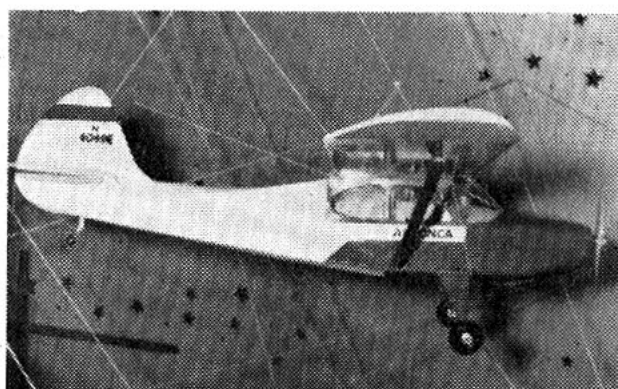
Mr. Moulton then carries his next chapter to selection of correct propeller. Again every aspect is clearly outlined. Principle of propeller operation, use of counter rotating propellers, pitch movements, blade design, geometric pitch, typical propellers, moulded and specialist carved. Selection of propeller size for purpose. Block dimensions. Also a complete graph to aid selection for your motor.

Mr. Moulton, in this publication has covered a very large section of aeromodelling, and also has compiled this Encyclopedia in such a way as to be completely understood by all interested in our great sport.

This book, I consider is a "must" and a completely necessary item in every aeromodeler's kit.

"Model Aero Engine Encyclopedia" published by Model Aeronautical Press Ltd., Watford, Herts, England. Compiled by R. J. Moulton.

Our copy from "Technical Book & Magazine Co.", 295-297-299 Swanston St., Melbourne. Price 20/9, Postage 1/3.



Another splendid model in the Coffs Harbour Festival display. Wally Gill's Aeronca Sedan built from a Mercury kit. Hills R/X E.D. escapement.

(Continued from Page 15)

The most interesting piece of home-built equipment is one by Bob Young. It's a sub-miniature Hill with transistorised output stage in place of the relay. Works very well and delivers a mighty whack to the servo. Bob claims 1,000 m.a.

In conclusion if you're interested in R/C and live within range of Riverstone (Sydney), we'd like to have you visit us any Sunday. Ring our hon. sec., Bob Burgess, YB 1221, or myself JJ 6020 and we'll gladly send you a pass.

JOHN MARQUETTE.

R/C IN VICTORIA

Radio Control seems to be booming in this State, and new models are appearing on the fields each weekend. One of the main factors assisting this rise in popularity is the very active M.A.R.C.S. (Model Aeronautical Radio Control Society) group which, in gathering together all the radio fans, has proved that this phase of aeromodelling is really progressing. At their recent contest, the number of entrants was greater than any Radio Controlled contest ever held in Victoria, and as darkness fell there was still a queue of models waiting turn for further flights. The contest was won on a fly off by Norm Ablethorpe, flying a Sportster with a home made Robinson Receiver. Norm did some neat manoeuvres and several close spot landings. Several points behind on the fly off, Geoff Tuck drove "Old Bertha" through the sky, and made things interesting by changing the motor speed and doing some slow speed approaches. Geoff uses an O.S. M/S .35 in his eight foot model, and works the 3PN electric servo with an O.S. Transistor Tone Receiver and Transmitter. His takeoffs from a standing start, were spoiled on the day because the pneumatic tyres keep falling off the hubs. Lindsay Edwards flew a Tiapan powered Sportster, but had two fly aways, owing to relay trouble with his Wright gear. Lindsay is yet another control line flier turning to radio.

At one stage, three models crashed one after the other due to some strange signal, which after reading the latest issue of Model News, must be the one picked up by the boys in N.S.W. About this time Bruce Robinson was listening to the Amateur Band on his home made Tone Receiver, and some Ham there was reporting a foreign signal. Bruce will soon be using this receiver with his

home made cascaded escapement which does everything but start the engine.

Most of the Vic. radio fliers are switching to M/S engines and Compound Escapements, mostly the 3PN type. It has been found a good idea to clean the armature of the 3PN motor, from time to time to insure consistent results. Spring contacts and the brass cam must also be kept quite clean, thus allowing the clutch to be adjusted without slowing the speed of response.

The next M.A.R.C.S. R/C Contests are Sept. 6th at Footscray, Boundary Rd., and Nov. 1st, hill soaring at Beveridge.

RADIO NOTES FROM ARTHUR GORRIE DALBY

The ranks of R/C Modellers are still growing here. Latest newcomer is Errol Pocock, who has built a 5 ft. "Triple Treat" (from M.A.N. plan) with home-made Hill R/x, E.D. type push-pull T/x, O.S. escapement and Frog 2.49 diesel up front. Errol learning fast . . . says he has never been as busy as during his first Radio flight . . . the one-armed paper hanger had nothing on him.

John Pike has been flying pretty consistently and made the trip to Moola with the Control Line boys and did some daring flying in a confined area. John flies an "Equaliser", with O.S. single valve R/x O.S. compound escapement, O.S. Crystal T/x + O.S. .15 power.

Joe Sims has installed multi channel gear in good old 6 ft. "Smog Hog" and is about ready to test fly. Gear is home-made T/x being ground job consisting of O.S. Crystal Oscillator (taken from hand-held job) with 3A4 amplifier and "Orbit" modulator and simultaneous multi-vibrators, R/x is "Transmutone", also home-built with R/x O.S. mini relays and 8 reed bank.

Joe is also building 5 ft. 4 in. span "Smog Hog" to fly equipment taken from "Smog Hog" No. 1, this being Hill R/x, O.S. escapements, power being "Enya" .19 . . . should be pretty lively this one!

Signed SMIS.

7 ft. 2 in. Span Leeda using Hills Receiver and escapement giving rudder, elevator and motor control Power is O.S. .35 two-speed glo motor. Aircraft is fitted up for night flying and has done successful takeoffs. All up weight is 128 oz., using 12 in. x 4 in. Mi-T. Better than 11 in. x 4 in. because of fuselage width. 2 O.S. Standard 1 modified O.S. Comp. (slowed down) operating rudder. Left and right and elevator on 3 position working one standard and motor control operating off back contact of relay and extra wiper switch fitted to compound escapement between neutral and first rudder position. Alteration of engine speed has no more effect on rudder other than producing waggle movement as comp. escapement goes through one full revolution. Left or right rudder can be selected without altering engine speed.

Operation of engine control:—By a quick flick of Micro switch on transmitter the engine speed escapement goes from one neutral to the other, even though only momentarily energised. Jim is very pleased with his O.S. .35 multi speed.—Information supplied by Jim Mulcahy. One of the night owl members of the N.M.A.A.

N.Z. RADIO FLYING

WELLINGTON.—We have of late been attracted to Slope-soaring. A hill of about 400 feet is our stomping ground, and all sorts of gliders have come to light. These range from re-hashed Nordic A.2's, to swept up super aerodynamic jobs. Latest effort has been by Les Wright. It is a composite model (?) of 12 foot wing span and weighs somewhere in the region of 6 pounds. It originally started its career as a large F/F Gas model away back pre-war. About two years ago it had a nose-block fitted and also an Oliver Tiger a la R.6B. Now it has had that taken off it, and it really is a dream of a glider. Nice and big and easy to see. Only snag is getting it up the —hill!!! Coming down is really easy. Fly it down.

As regards the Wright gear, we here in Wellington, and indeed most of New Zealand for that matter, have been using this gear for several years now and find it most, repeat, most, reliable. Just look at what Frank Bethwaite did with his World records!

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The microfilm addicts had a big scare recently when Chris Webb turned up with an indoor team racer. When the riot had been quelled Chris was banished to the basement to fly his 40 m.p.h. projectile.

Noteworthy sights in the club are Herb's huge Reo, in the same condition as his team racers but even older; the Winn's motor mower . . . trim the circle, fiddle with the driving belts and hey presto! a speed starter; Reg Fleet in the team race circle passing all the faster models somehow; Alan Wong's huge stunter . . . developed wing flutter on first flight . . . since repaired; and finally the stunned look on the seniors' faces as the juniors calmly collect the hardware at prizegiving time.

LINC. VINCENT, Greensleeves, Auckland.

(Continued from Page 22)

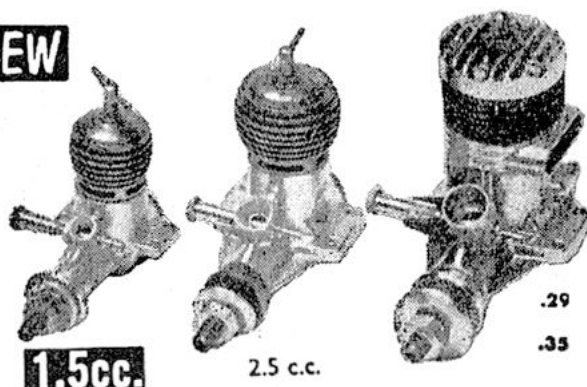
SENIOR COMBAT. This event, as usual, had its share of thrills. It was fought right down to two finalists. Darcy Peck (Sydney) and Harold Flanagan (Coffs Harbour). However, it commenced to pour and was too dark anyway, so it was declared a draw and both received a first prize.

This was a well run contest and I feel sure everyone attending thoroughly enjoyed themselves.

A special Thank You to Mr. and Mrs. Nev. Elphick for making their home available for a most enjoyable party on the Saturday night. All I can say is, if you didn't go this year, don't miss it next time. The Maitland Field Day.

R. H. H.

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