

Model 2/- News

OCTOBER, 1959

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COLOUR
SCHEMES

TONY SHENNAN



BABY DUMPLING
NOEL SHENNAN



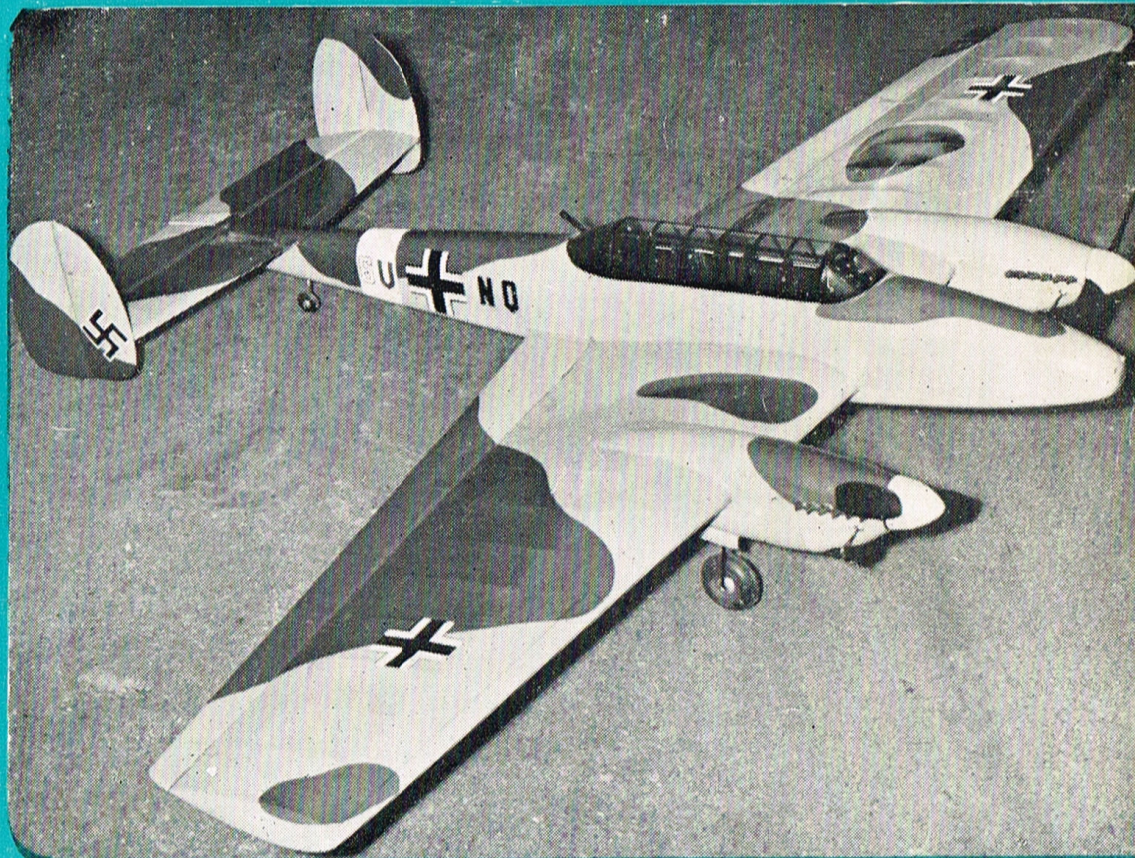
FIBREGLASS
GRAHAM RICE



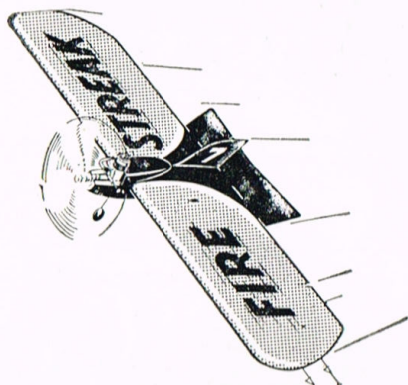
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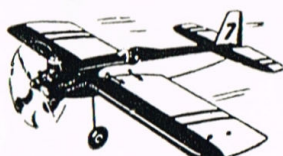


"RIMFIRE" .5cc STUNTER



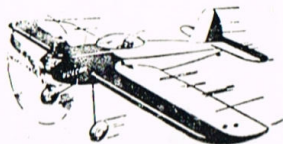
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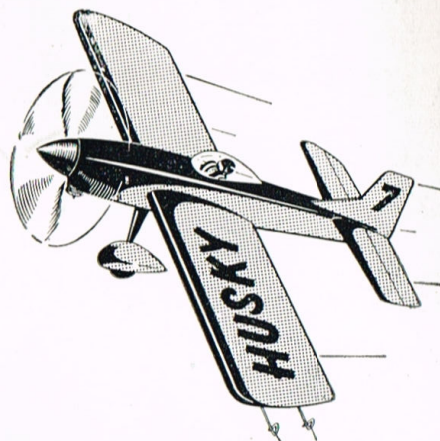


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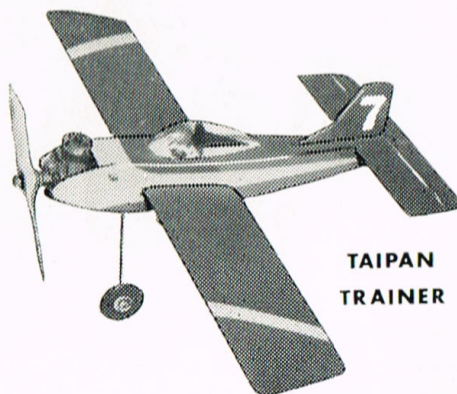
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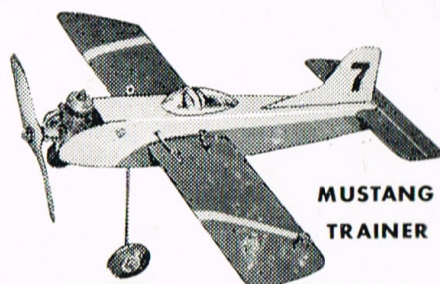
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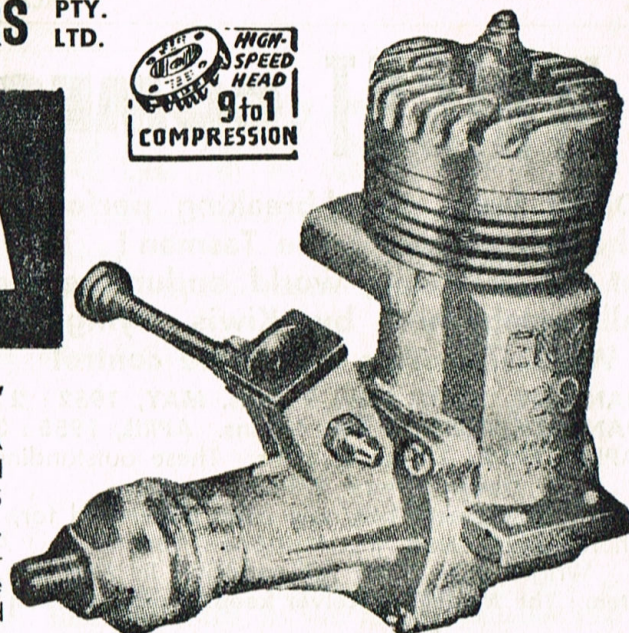
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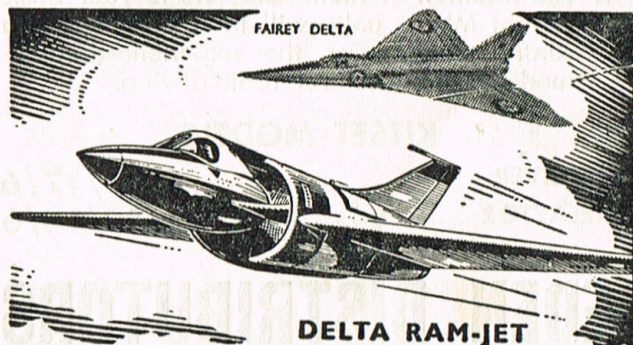
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(Right). Free-lance design of typical harbour tug. Pre-fabricated, die-cut plywood. Spindle-moulded hull. Funnel, plastic ventilators and rudder, etc. For diesels UNDER 1 cc. Also Electric Taycol "Target".

85/9

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(left)

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Item: The Model II receiver keeps working when hot.



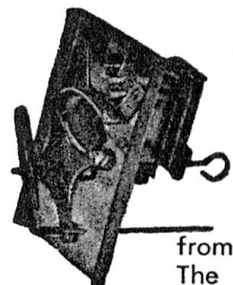
- This is the **WRIGHT TRANSMITTER**. In rugged steel case measuring 8in. x 7in. x 7in. with ample battery space. Batteries required are: two 482 EverReady or equivalent for 90v. H.T.; and one No. 6 cell for 1.5v. L.T. **Price £11/11/3**

This transmitter uses a particularly stable circuit, pre-tested by the Radio Licensing authorities. Under no conditions will it deviate from its allocated frequency bands of either 27.12 m/c. or 40.00 m/c. The external controls consist of an on-off battery switch, a remote control switch lead socket and a hand-held "key" or press switch connected by 7 feet of lead. Operational range of the transmitter is in excess of 1,700 yards.



- This is the **WRIGHT RECEIVER** Model II. It weighs 3oz. and measures 4½in. x 1½in. x 1½in. Complete with sturdy, protective case. **Price £9/9/-**

The Wright Receiver employs a stable and sensitive two-valve transformer-coupled circuit. The operating frequency is from less than 27 m/cs to higher than 40 m/cs. Controls consist of an on-off switch and a tuning control. Batteries required are a 950 torch cell, a type 455 or two 22.5v sections of types 467 or 490p.



- This is the **WRIGHT RELAYTOR**, which measures 2½in. x 1½in. and weighs 2½ ozs. **Price £5/18/3**

A combined relay and actuator escapement, operated directly from the power of the receiver batteries. The current change from the receiver triggers the release of the energy stored in a twisted rubber motor one quarter of a turn every time the transmitter key is depressed or released. The control spindle of the relaytor must be connected to the surface to be controlled through a suitable linkage.



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MODEL NEWS

Vol. 3. No. 5

Published Bi-Monthly

OCTOBER, 1959

R. H. Hammond, Editor and Publisher

News and Views . . .

Arrangements are well in hand for the 13th Australian National Championships and judging by the reports already received it promises to be one of the greatest of all time.

Those who attended the '54 Nats. in Adelaide will remember the great flying fields, pictures, wet canteen, excellent accommodation, a first class floor show and presentation dinner to wind up a very successful Nats. If this hasn't tempted you, read Nats. news elsewhere in this magazine. In the latest issue of "Relaytor", official organ of the N.S.W. Radio Modellers (fees £1/10/- per year; associate members £2/2/- with F.A.I. licence, etc.) mention is made of the new rules proposed for next year for Radio Control. It seems certain that the F.A.I. rules and stunt schedule will be adopted. This is an excellent idea as it gives us the opportunity to compare our performances with overseas fliers, and will give us two sections in radio, single and multi. Wouldn't it be a good idea if we jumped the gun and adopted the rules for this Nats.? Otherwise the rudder only boys may as well stay home! What do you think?

Modelling progress seems to come in waves. Things remain stagnant for a time, and then new items and great improvement are reported from all over the world almost simultaneously.

Australia is right in the middle of it as a new all time high is predicted for model sales in this country.

Reason for this belief is the easing of import restrictions with consequent increase in overseas supplies.

For the first time in Australia we will have plastic ready-to-fly aeroplanes. Model Dockyards of Swanston Street, Melbourne have the complete "Wen-Mac" range of 12 attractive models. Write to them direct or order through your dealer.

Scientific Hobby Distributors of Birley Street, Brisbane have quite a stack of new and exciting

news. In future all "Enya" engines from the .09 right through to the .60 will all be available with throttle control, including the .15 Diesel, making it the largest range of throttle control motors available in the world. Another range available from Scientific's will be the American "Comet" high impact plastic ready-to-fly control line models, complete with .049 Glo motors with pull cord starters. This range includes six planes and one car all ready to go.

Also from Scientific's (and the North Coast Hobby Centre of Lismore, N.S.W.) is something that will interest every power modeller no matter what he flies—"Tornado" nylon props in every shape and size (including three bladers). Last on the list, a large quantity of "Ambroid" and "Testors" cement will be available.

Dealers, all these items will be available for the Christmas trade.

The North Coast Hobby Centre realises the value of all this American equipment and is stocking up heavily so if your dealer can't supply, write to Jim Palmer of 165 Keen Street, Lismore, N.S.W.

(Continued on Page 19)

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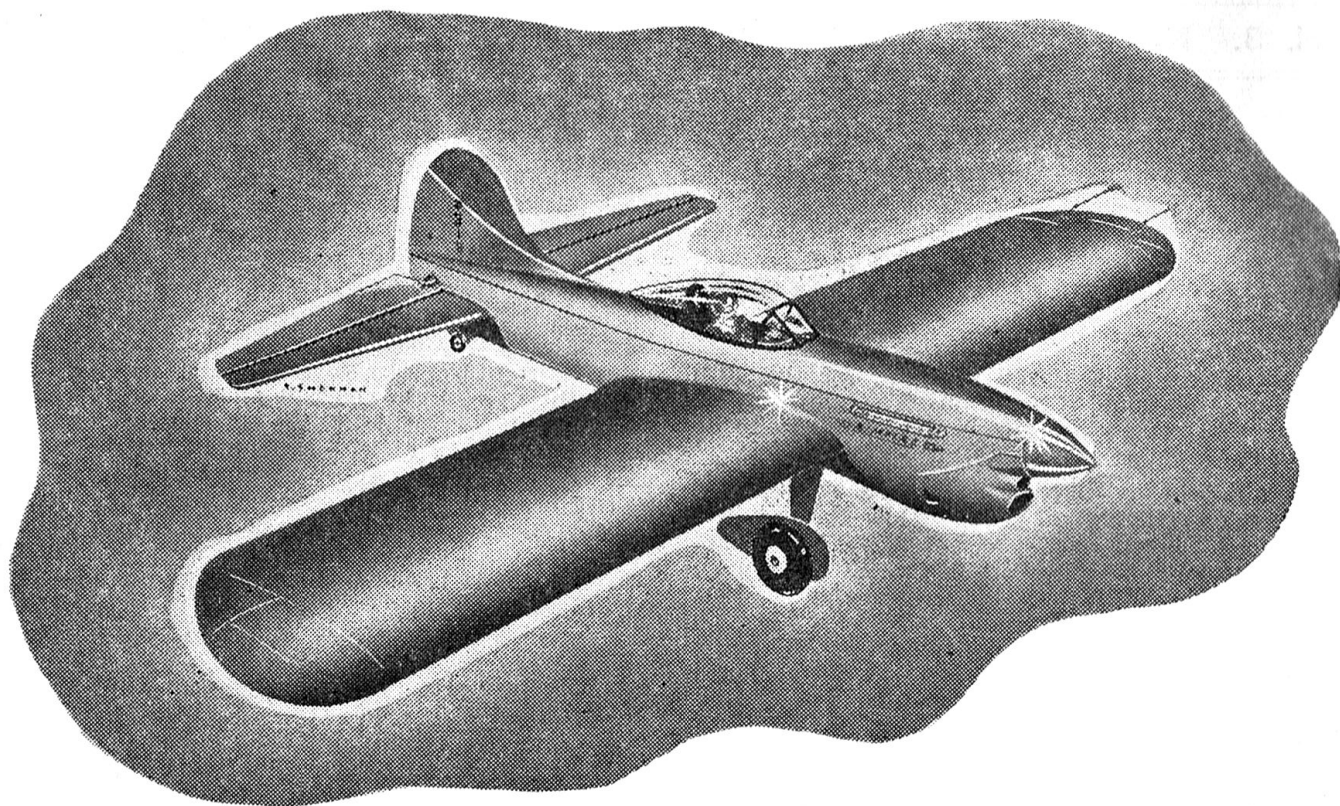
COVER STORY

Another of Geoff Pentland's outstanding designs is this semi-scale Messerschmitt 110, powered by 2 A.M. 25's. This is another of the plans available through Arthur Milner and Co. A really terrific model to watch with an all-up weight of 45 oz.



Build "RIMFIRE"

A 42in. Span Stunter for Engines
.19 to .35 cub. ins.



(BY ALAN EDWARDS AND TONY SHENNAN)

Last month, Russ forwarded a $\frac{1}{2}$ scale plan of Alan Edwards' new stunter to me to draw up. The resulting plan, slightly embellished (sorry, Alan, can't resist adding my own touches) appears here. The ship has been christened "Rimfire" after the "Rimfire" cartridge and, believe me, this ship is as fast as a bullet, providing one uses the O.S. or similar .35 of course. Built lightly, the "Rimfire" should take a .19 easily, and prove quite docile on the lines; but if you like windy weather safety, then the .35 is excellent.

"Rimfire" is not a beginner's model, but a few instructions may assist.

Build the wing first, then mount U/C to Bulkhead "B". Mount Bulkhead in wing, cement bearers to "B", then add former "A". Cut 2 fuselage sides, and mount one. Fit tank and push rod into fuselage, and cement remainder of Bulkheads in. Cut hard balsa block for tail-wheel, and fix wire into block. Now slide other fuselage side over wing, and join up the Bulkheads. Use $\frac{3}{16}$ in. soft sheet balsa for top of fuselage and $\frac{1}{8}$ in. sheet underneath. Fill in under nose with soft block, then carve cowling. Cowl is hollowed out to about $\frac{1}{8}$ in. thickness.

Note the method of mounting elevators: This connector is threaded through fuselage before the 2nd side is placed in position. Mount stabiliser and fin. (Notice that the fin goes deep into fuse-

lage and is cemented to stabiliser). Then fix elevators, using your favourite fastening method. Tape, under and over, wire and tubes or what have you, then bolt to connector. Undercarriage fairings are cut from jam tin tinsplate, and soldered into position, or, if desired, full spats can be used, fitted (as per gadgets column in this issue). Cement 2 oz. weight in outer wingtip and place spines of $\frac{1}{8}$ in. sheet in positions shown. These are later sanded to tip shape. If you want a smooth tip, then I suggest you use some Hardies "Coolite", a white Plastic insulation board, which can be cut and sanded. Cement into position with rubber solution and, when finished, paper or silk cover, using heavy PASTE not Dope, which attacks "Coolite". When dry, sand smooth and then dope in the usual way. Carve cockpit out, mount pilot and headrest, instrument panel and then 6in. canopy. A smooth streamlined fairing could be carved to fit over neoprene tube outside fuselage, but I personally would rather see if the fuel is flowing easily.

Please note that an air outlet should be cut in the opposite exhaust side of cowl for cooling. This is a rather condensed list of building instructions, but I am sure that if anyone has any queries, a letter to either Russ Hammond, Alan Edwards or myself would bring a ready response and assistance. Go to it, and let's see a crop of "Rimfires". Don't forget to send us your photos.

PART 2 — COLOUR SCHEMES

Finishing in Lacquer & Enamel

(TONY SHENNAN)

In last June's article I detailed a few hints on applying lacquer and enamel. This month I would like to offer some suggestions for colour scheme on stunt and team racers.

Where choice of colour is concerned, always remember that dark colours make your model look small; light colours tend to appear large. The effect of this can be seen when a large stunt wing is widely outlined in a dark colour. This gives the appearance of neater area (particularly effective on "Barndoor" with extreme area).

Lines running horizontally along the fuselage normally tend to lengthen the appearance, and are called "cheat" lines, and for additional effect, can be "jagged" in lightning bolt form. This can be overdone though, so use this kind of decoration sparingly. A half arrow head with the fluke down looks good, as does a "vee" fanned out around the spinner (see illustrations).

If you have never considered metallic colours before, then why not try them? Golds, silvers, iridescent colours, are easy to mix and apply, with a little care and a good brush.

The powder is available at most Hardware Stores and artists' suppliers (e.g., Fox Bros., Pitt Street, Sydney) as "Gloria Bronze" powders. They are available in a wide range of shades, including green, blue, silver, new and old gold, bronze, copper and red, and are made into a lacquer or enamel by mixing one level tablespoon of powder to three tablespoons of either clear dope, clear lacquer or clear enamel, according to the finish desired. They can be either brushed or sprayed and cut back beautifully on early coats with 320 wet or dry sandpaper.

A word of warning, though; never apply a metallic finish over anything less than a perfectly smooth surface. Any defect shows clearly through to the surface.

If you want to get away from the usual designs, then try some of those shown here. Note that lettering is as much a part of the decorative design as the colours themselves; certainly not an afterthought. Use Cellotape for lining as described in the last issue of Model News, and let's see some really good colour schemes.

If you have the time and patience, then try some of the decorations I have outlined. Cabins should be edged with colour, or black (here again, cellotape can be handy). Keep the colours bright, as there is nothing worse than flying, say, a green aircraft against green trees, or a black aircraft late in the afternoon. The faster your plane, the more you need to be able to keep it in sight and all you see is the side view anyway.

Shopkeepers . . .

FIRST IN AUSTRALIA

with Ready-to-Fly

AMERICAN PLASTIC POWERED AIRPLANES

The complete . . . low priced

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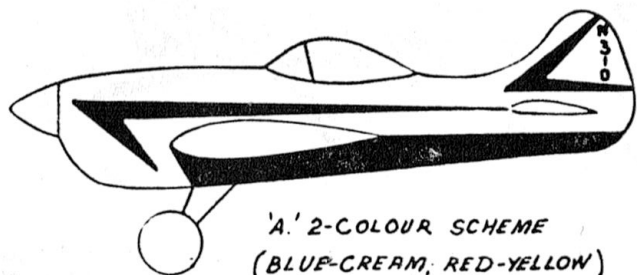
216 Swanston Street, Melbourne, Vic.

Tamworth and North-West Championships

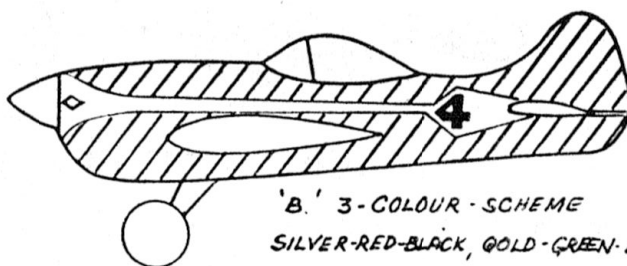
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Full programme of Control Line and Free Flight events. Good prizes. Hotel, motel and caravan park bookings available.

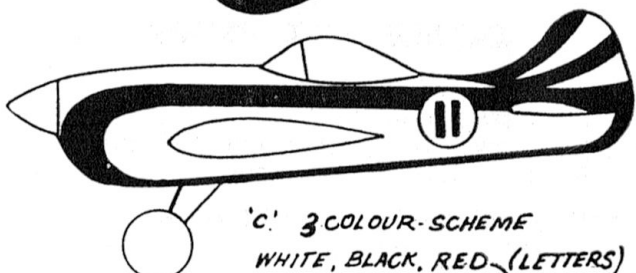
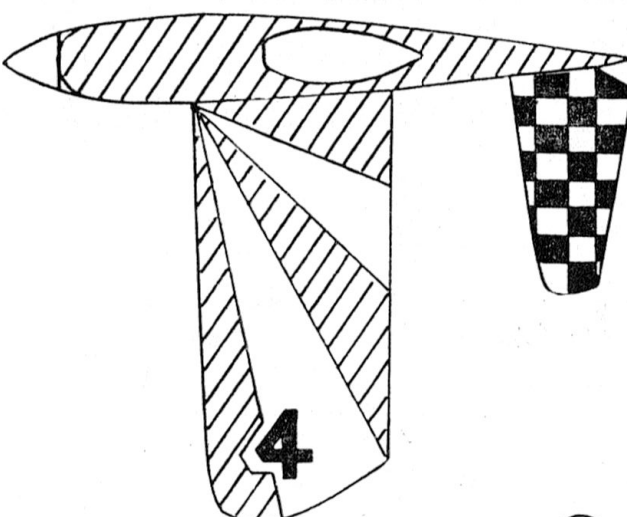
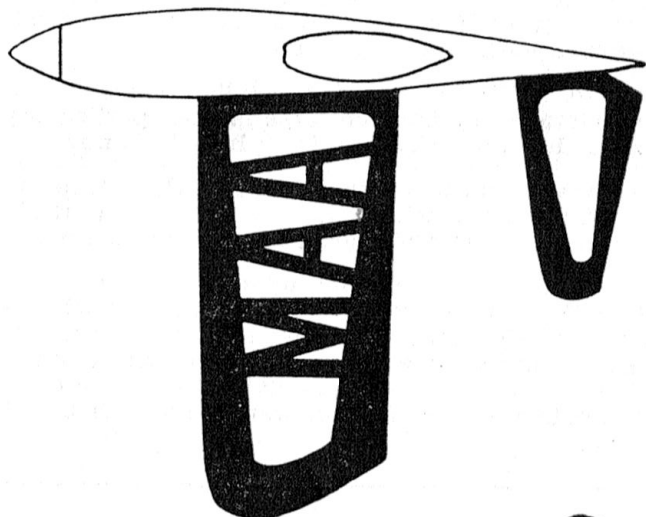
Write to Brian Potter, of 112 Carthage Street, Tamworth.



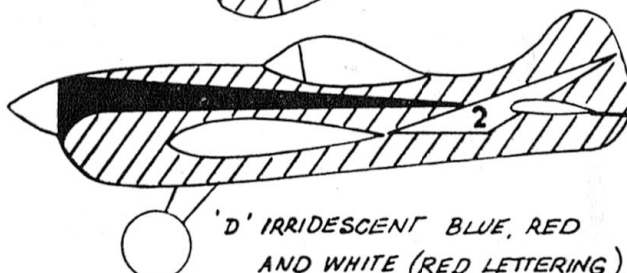
'A.' 2-COLOUR SCHEME
(BLUE-CREAM, RED-YELLOW)



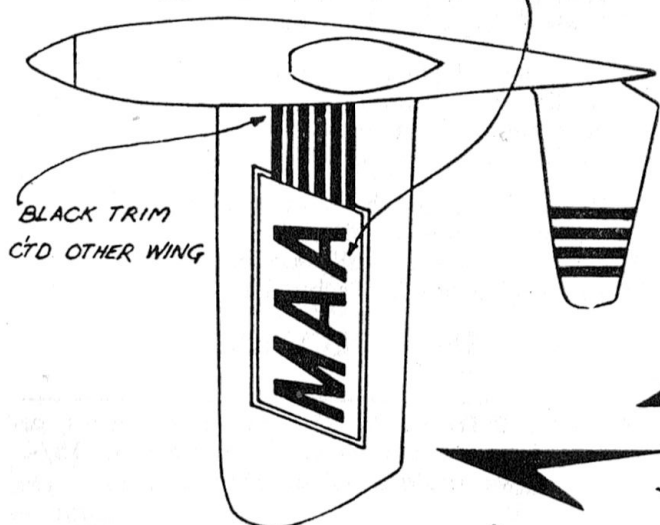
'B.' 3-COLOUR SCHEME
SILVER-RED-BLACK, GOLD-GREEN-BLACK



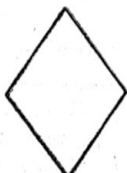
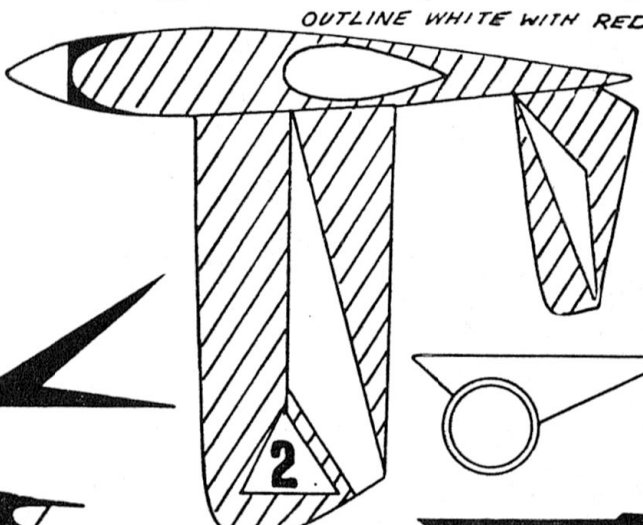
'C.' 3 COLOUR-SCHEME
WHITE, BLACK, RED (LETTERS)



'D' IRRIDESCENT BLUE, RED
AND WHITE (RED LETTERING)
OUTLINE WHITE WITH RED

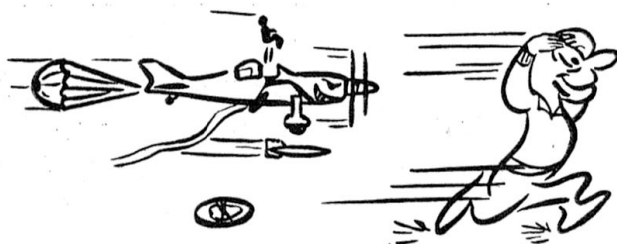


BLACK TRIM
C/D OTHER WING

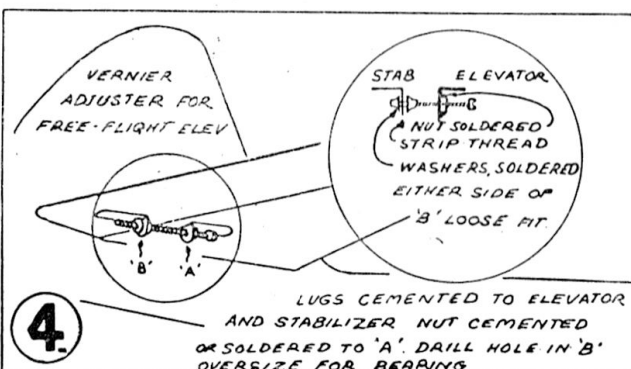
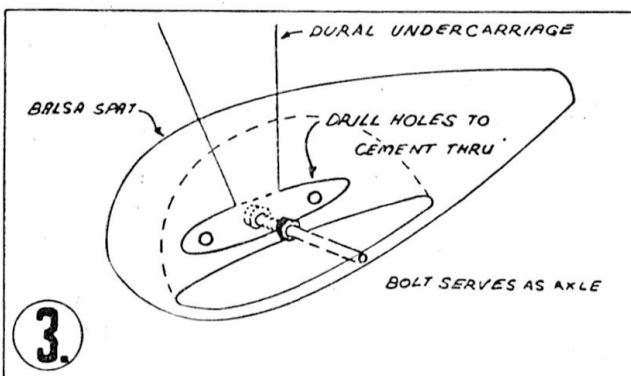
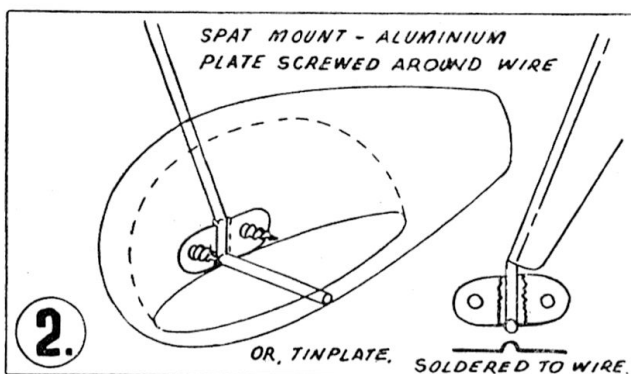
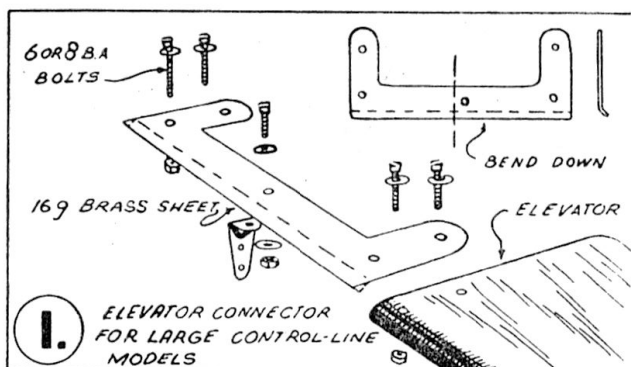


CIRCLE FOR SQ.
LETTERS & NUMBERS

VARIOUS TRIM DEVICES FOR FUSELAGES



Gadgets



Tony Shennan gives you some more bright ideas to think about and as usual has done all the art work himself. How about somebody sending in a few bright suggestions.

No. 1. This gives a really solid connection for the elevators or flaps on large models, particularly when they are in two parts such as in Rimfire.

Nos. 2 and 3 will be handy for those who are building models with spats as it makes a really solid connection and should stand many a prang.

No. 4 is just the thing for scale and semi-scale Free Flyers where you do not wish to pack the wing or tail plane. Not only that it has the advantage of being a really fine adjustment, stays where it is put, and is not liable to bend around on landing like aluminium tabs have a habit of doing.

GORRIE MI-T PROPS

A lot of mail comes to us
From people in the South
Who have tried to buy our Mi-T props
But look down in the Mouth.

They say their local model shops
Haven't any stocks.
And until they can obtain some
Their flying's on the rocks.

Now model shops in any State
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We've had our share of shortages
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Reply R. J. SNOWDON, "Amiens", Symonds Road, Burleigh Heads, Qld.

Model construction with Fibre Glass

By Graham Rice

(Continued from August Issue)

This month I wish to deal with (1) Finishing Your Cowl, (2) other uses for Fibre Glass, and (3) a little on Speed Model Construction.

(1) FINISHING YOUR COWL

After removing the cowl from the mould it should be examined for small holes on the surface due to air bubbles. Make up a small amount of resin fairly stiff and fill these up. After curing you are ready to sand lightly with wet and dry rubbing paper to a fine glass finish. Finally, secure your cowl to the T/R using the resin as a bonding agent. Fibre glass takes paint very well, needing no undercoat.

If your needs require large quantities of these cowls it would then be necessary to produce your female mould in Fibre Glass. This is done by painting two coats of a parting agent such as Polyvinyl Alcohol over your pattern, allowing it to dry thoroughly, then applying resin and glass as previously described.

Small wood formers can be added to the outside of the female to prevent twisting.

Be sure and use plenty of PVA solution on both female and cowl, otherwise sticking will occur.

REPAIRS TO YOUR MODEL

These can be done with comparative ease, using stiff mixtures of resin. A little glass should be used on structural weaknesses.

OTHER USES OF FIBRE GLASS AND RESIN

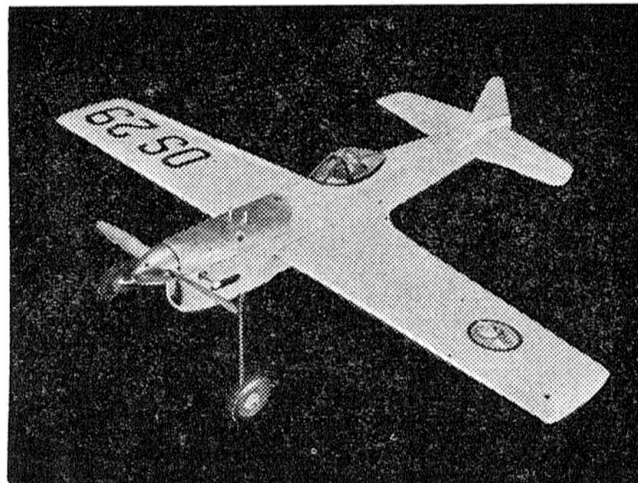
To strengthen weak undercarriage, use pieces of glass cloth impregnated well with resin. Drill some small holes in bulkhead to allow resin to adhere well.

For a strong tailskid, take your tailskid wire, make a small loop at one end, position in fuselage, and pour in resin.

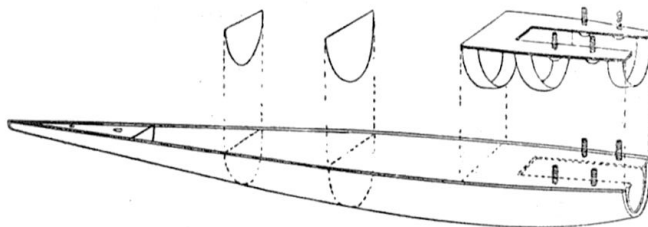
To make tailplane hinges free-moving, use hinges of fine Fibre Glass to secure small pieces of brass tubing to alternate sides of tailplane. Use right size diameter wire as insert.

Incidentally, for those enthusiasts who still prefer to use balsa cowls, plane resin can be coated thinly inside. This is a permanent fuel proofing even to the highest Methane and Nitro Benzene fuel. Any problems with fires can be forgotten.

One word of warning: Try to use resin sparingly as large amounts can be too heavy.



Fibre Glass can be drilled and tapped successfully for small light load jobs. Be sure and use coarse screw threads. Worn threads can be filled with resin and retapped.



Layout of Pan shows metal plate and former construction.

SPEED MODELS

For this type of work sheer strength and vibration absorbing ability of Fibre Glass makes it ideal.

Both our Aust. record breaking models have had glass pans. With a speed model it is essential that most of the weight is in the nose. This is the biggest single factor in favour of Fibre Glass in preference to metal.

I have produced a large number of speed pans and weight seems to average between 1½ to 1¾ ozs. This gives me a model weight of 7½ to 8½ ozs.

To construct these pans, a pattern must be carved exactly to size. Follow the same construction laid down for the cowl and produce a shell two layers thick. Then make a U-shaped plate (I use Silver Steel) to sit your engine on, with engine bolts tapped and threaded up from the underside. Then 2 or 3 strips of Silver Steel bent in semi-circles and silver soldered to the bottom of the engine plate. (See sketch).

The whole plate is then positioned in the glass shell and small strips of glass layered through the loops and resined. To stop weaving at the rear of the pan, place several formers at intervals (I use thin dural), and resin in position. For tailplane mounts, fill completely with resin; tap and fit screws.

As for tops, wings, etc., these can be resined for fuel protection.

(Continued on Page 25)



RADIO ROUNDABOUT

Receiver 4 A

Usual O.S. Plastic case. Seven pin plug to socket. Single slug tuning.

American 1 A.G. 4 Valve. Three S.T. 301 Transistors. 4,000 O.H.M. relay spark suppressed. Batteries 1.5 L.T. 22½ H.T.

By now this gear is becoming familiar to many Australian Radio enthusiasts and has been widely acclaimed by many users. Although there are still many fellows contemplating radio and would like some information about the equipment.

The transmitter is of the accepted American style, hand held, type and base—all the batteries enclosed in the case and is fitted with a light-weight telescopic aerial. The keying switch is of the lever type and it is felt that a press-button micro switch would be an improvement, particularly when using compound escapements.

The receiver is of the popular audio tone system using an American 1 AG4 tube for a super-regenerative detector and three transistors in the amplifier stages. The components are mounted on printed circuit board which helps to make it a compact lightweight unit. The test set was found to tune readily with a hearing aid ear-phone at about 30 yards and it has not been necessary to retune since. Range is all that is to be desired. As a matter of fact, a fellow who bought a set rigged a light across the relay and claimed he could flash the light at 2½ miles on a dark night.

Summarising, through the availability of this equipment, we have come abreast with American development in radio control, and it is interesting to note the resemblance of this receiver to the Orbit circuit. This O.S. gear has finally brought the day of reliable radio flying and money thus spent is no longer a gamble.

R/C IN VICTORIA

The Victorian Radio Group (M.A.R.C.S.) held the second of their special three contests at Boundary Road, on Sunday, 6th Sept., in quite breezy conditions.

RESULTS:

First, G. Tuck (Max .35 M/S. 4A Rx, 3PN Esc); second, N. Ablethorpe (Robinson Rx & Esc, Taipan 2½); third, D. Williams (Max .35 M/S, Hills Rx. 3PN Ssc).

This contest was unusual in that the contestants had to perform certain manoeuvres, the most difficult of which was to fly through a specially constructed goal made with balsa posts, and a joining string about ten feet from the ground. With an appreciable wind blowing most of the day, it was a tough assignment, and Geoff Tuck was the only flyer to succeed during the contest. In fact he went right through and landed in the middle of the model enclosure with the famous 8 ft. Bertha. Geoff uses a Max .35 M/S engine on full power for take-off, reducing it to medium power for the flight. Several of the boys are finding it difficult to hear if the motors have

The O.S. .3 AP Transmitter and 4A Receiver

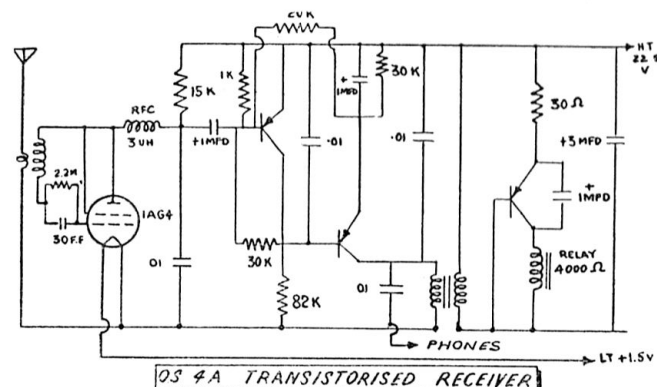
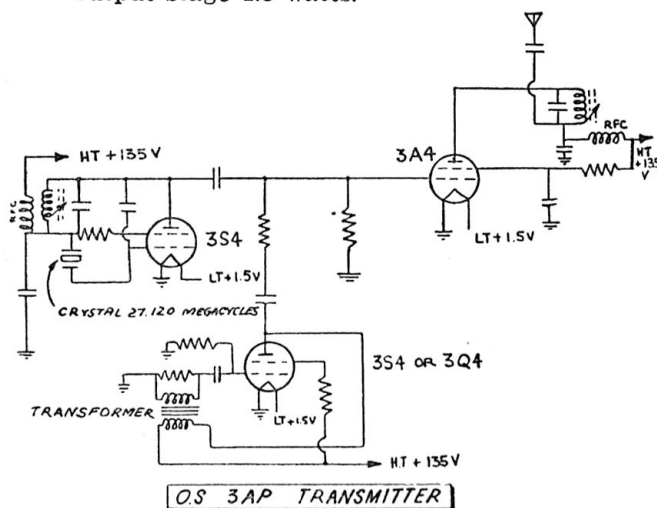
We are greatly indebted to Jim Palmer of the North Coast Hobby Centre, Lismore, for the work he has done in collecting all this data and drawing the circuit of this Transmitter and Receiver. This is the first time this circuit has been published anywhere in the world and we feel that it will make modellers realise just what there is involved in manufacturing first class equipment.

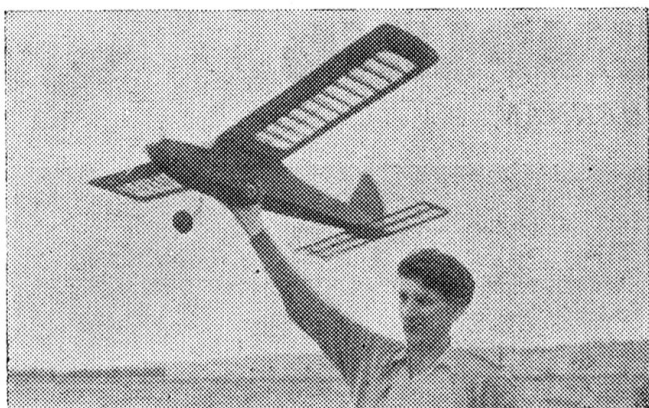
Transmitter 3 A.P.

Usual plastic case with aluminium front for mounting components. M.O.P.A. circuit. 3 S 4 or 3 Q 4 Audio Oscillator, 3 S 4 crystal. Master Oscillator 3 A 4 Power amplifier. Slug tuned coils. Tuning light built into case.

A. Batteries 2 size D cells. Minimum voltage 1.1 volts.

B. Batteries, 2 467 Ever-Ready Mini Max to give 135 volts. Minimum 115 volts. Wattage to output stage 1.8 watts.





Jim Palmer, Lismore, with his Blitz built from "Model AirPlane News" plan. O.S. 4A Receiver 3P.N. Esc. and Enya .19.

stopped when on low power, and sometimes rev. them up to check, only to reduce the speed again. Bertha is controlled by an O.S. Transistor Tone Receiver working a 3 PN servo. The same 4A receiver type was used by Jim Sumsion, who was the only other flyer to fly through the goal; in fact, he went through on two occasions, and on the second scored a point, as he hit the post and brought the lot down. Jim, however, could not produce this form on his official flights.

Consistent flying gave Norm Ablethorpe second place, and he is pushing Geoff Tuck for top points in the series of R/C contests. Norm uses a home-made single valve Robinson receiver and rubber driven escapement, with Taipan diesel. Bruce Robinson, who designed the receiver, was unlucky to wreck his model in an argument with a gum tree. The tone receiver in this model works a most original home-made cascaded rubber-driven escapement, giving reliable rudder, elevator and motor control.

Whilst flying fast down-wind towards a stone fence, Bruce gave full up and jumped the fence, but climbed forcefully into the bough of a tree just behind it.

Official third place went to Des Williams with his beautifully built Smog Hog. Guest flyer, Anthony Walsham, actually scored more points with his Wave Guide, but was not a member of the Society. Des showed the Smog Hog is probably the most stable design for safe take-offs, and whilst his Max .35 M/S was not fully run-in, still managed to climb away with ease. His Hills receiver operates a 3 PN servo, with four-claw escapement for motor control. Bill Eunison had take-off trouble with his Wave Guide, which has a tendency to ground loop at the slightest opportunity, and only strong construction saved the wings when the model flipped on to its back. Receiver Hills, 3 PN servo, Max .35 M/S.

N.S.W. RADIO MODELLERS

NEW RULES:

We have just heard from the N.S.W.A.A. of a completely new set of rules for R/C. This we consider a most welcome move and although these rules are a lot tougher and will be harder to fly to, they are certainly a big improvement on the old. As soon as we can get a few points straightened out that are not quite clear as yet,

we will give you the Schedule of Manoeuvres, Scoring details and Model Limitations. In the meantime the July, '59, issue of "Aeromodeller" gives a brief run through on these new rules, so you can swot up on those for the time being. One good feature of these rules is that now R/C is an F.A.I. event, which means scoring will be standardised throughout the world as well, if you wish you may try for a world championship in R/C stunt.

January, 1960, is the date set down for the new pattern to come into force, but your Committee decided at a recent meeting to hold a "Preliminary Try-out Contest" on 15th November, at Schofields, using these rules. There will be two events—Multi, commencing at 11.30 a.m.; and Rudder, commencing at 2 p.m. Prizes will be awarded to the first place-getter. Multi an O.S. .29 Multi-Speed, and Rudder an E.D. 2.46 Racer. This will be the only notification you will get on this contest, so don't forget.

SUNDAY, SEPTEMBER 6th: Boy! What a day—perfect. Just the sort you dream about for a contest, but very seldom get. In spite of this, though, the scoring generally for this round of the Point Score was rather low, considering the weather. This was not because the boys were off the ball; flying was quite good; but nobody seemed to be able to keep his motor running long enough to complete the pattern. A strange phenomena—one would have thought on a day like this the donks would really percolate. The bods who had the roughest trot were Bob Burgess, who, with a score of only 24, is most unburgesslike. Bob is usually up with the top three, instead of, as he was this time, with the last three. Bob Young and Ted Baker were also pretty stiff, for they could not even get going.

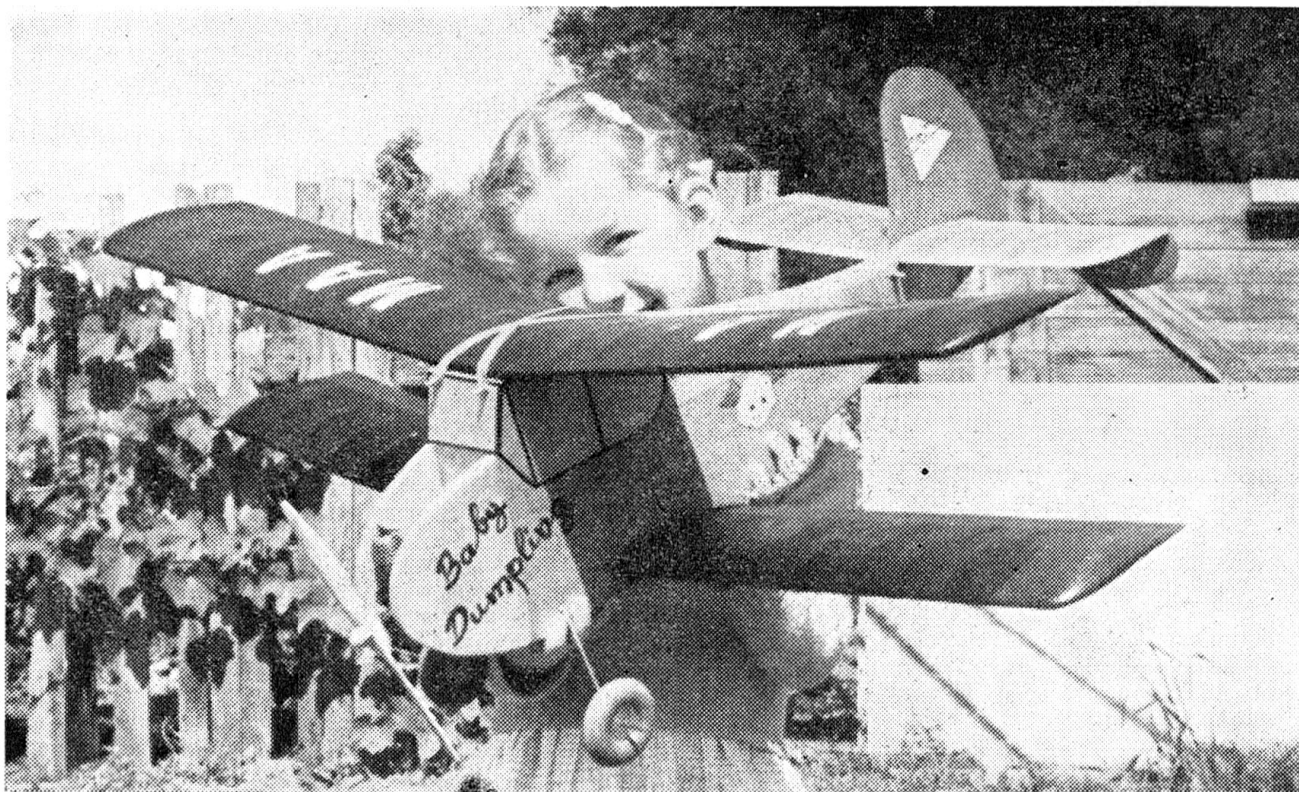
One thing that did come home very strongly to us is the unsuitability of the existing rule system. In the past, one overall event for R/C has been quite adequate since there were only rudder-only ships anyway. Now that R/C in Australia is becoming so popular and is rapidly catching up with the rest of the world in models, equipment and pilot proficiency, something will soon have to be done about different divisions. Take our contest today; the two top place-getters were both multi control models and, all things being equal, in a very short time it's going to be awfully unfair on the rudder-only men, who have to compete with multi control models in contests. Especially the big ones like the Nationals and State Championships.

Here is a run-down on today's results:—

1. J. Marquette, Cicada, O.S. 4a/Varicomp, O.S. .15, 136 points.
2. H. Mortlock, L.W. Trainer, Babcock/Vari-comp, O.S. .15, 106 points.
3. S. Vranj, Guidato, Wright, E.D. 2.46, 91 pts.
4. J. Eyre, Chatterbox, Wright, Taipan 2.5, 81 Pts.
5. C. W. Eyre, Chatterbox, Wright, Taipan 2.5, 70 pts.
6. J. Alcroft, Electra, Wright, A.M. .35, 37 pts.
7. S. Lake, Mole, B. Pass Filter, O.S. .35, 36 pts.
8. R. Burgess, Mata Hari, Wright, E.D. 2.46, 24 pts.
9. R. Young, Explorer, Hill, O.S. .15, nil.
10. E. Baker, Rainbow, Aertol, E.D. Fury, nil.

BABY DUMPLING

BY NOEL SHENNAN



Lynette Hammond holding Bob Gawnes' version of Baby Dumpling. Quite a cutie.

When your tired of pushing the button or untangling the lines, give the nerves a spell and build this little darlin'. Here's a model that has a character of its own and doesn't look like something someone else has built.

Building is very simple and particularly strong; just what you need for scrambles or a little flying for fun.

Cut the fuselage sides out of 1/16in. balsa to the inside line, except between F1 and F3. Cut out the former as shown on the plan, sew the u-cart to F2, make certain the formers are square and on the sides where shown cut out 40 ribs from 1/16in. balsa, using the sandwich method. Make up the main spar as shown, pin to the plan, slot the trailing edge for ribs, pin to the plan, then glue the ribs in place, then the false leading edge and finally the leading edge, and sand off. When the model is completed, cover the whole framework and fuselage with light-

weight tissue, give two coats of dope, one of fuel-proofer and you're ready for the air. Give the motor, about 2 degrees right thrust and check with low power until finally trimmed.

Full size plans are available from the North Coast Hobby Centre, Keen Street, Lismore, N.S.W. Price 10/-, plus 6d. postage.

PEN - FRIEND

Japanese High School Student wishes to have an Australian teenage pen-friend, who is an active modeller, and who is willing to exchange ideas and model parts.

This Japanese boy is a beginner, who has had only a little flying experience, but shows considerable progress. His motors at present are O.S. .15 and Fuji .009.

Reply—

MASAHIRO IWADO,
Mizoue Joge, Konugun, Hiroshima, Ken, Japan

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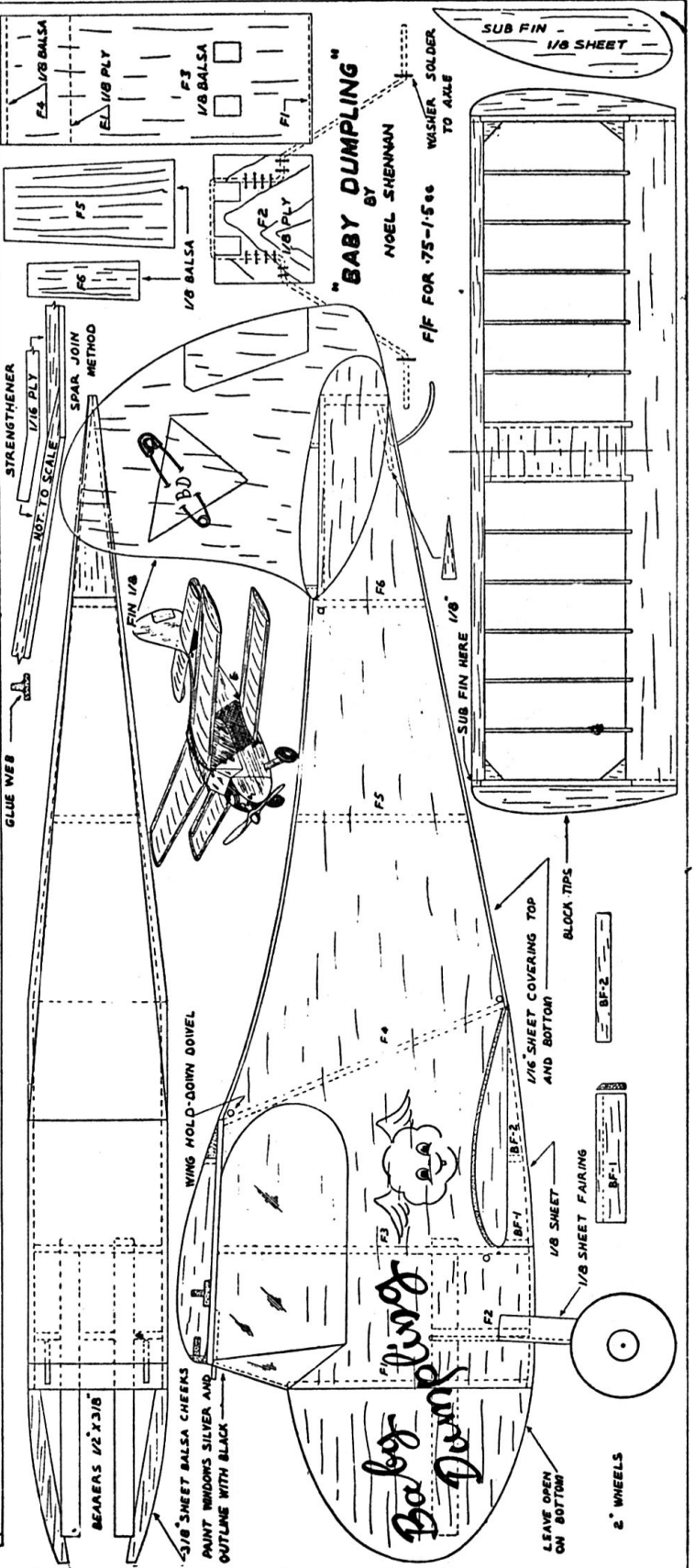
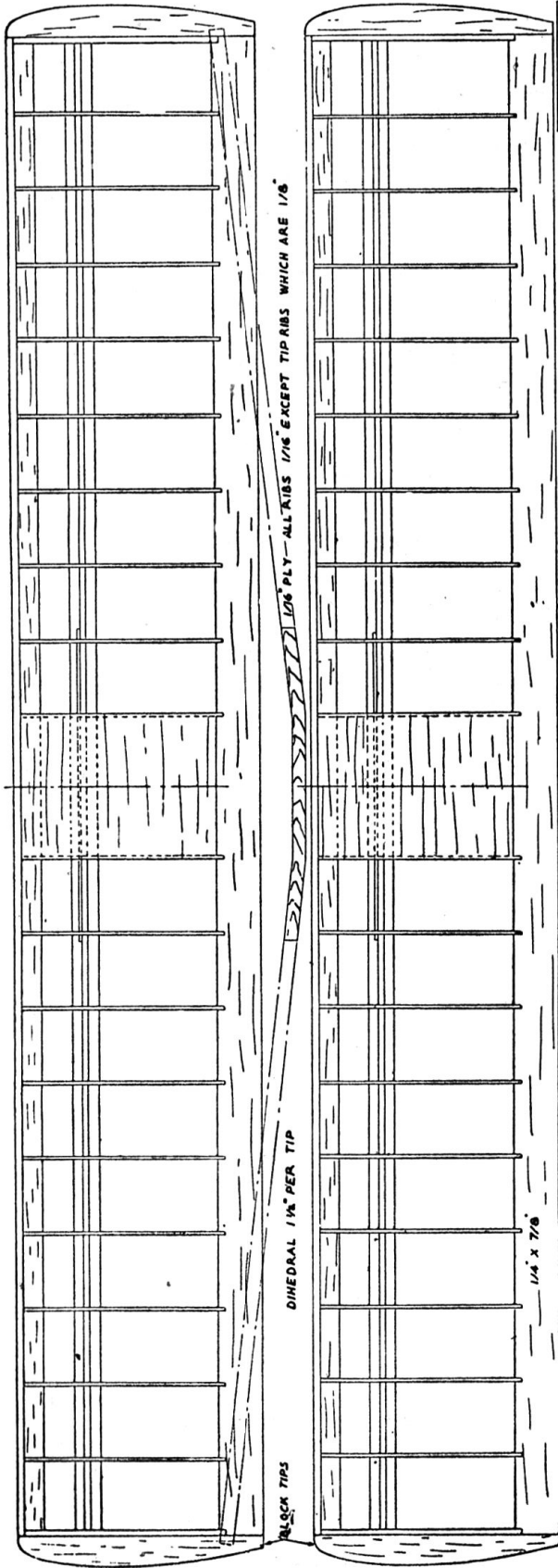
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A MODEL NEWS PLAN

ALL SPAR & LEADING EDGE MATERIAL 1/8" Balsa



NATS NEWS

The Nationals Committee are now able to release the cost of accommodation. Firstly, what do I get for the dough? A single bed with blankets, sheets, pillow slip, pillow and mattress. Two bods to one room and, if possible, a spare room for building. Hot or cold showers. Laundry, conveniences, public address system throughout the hostel. First aid sick bay, children's playground, creche, recreation hut, i.e., table tennis, darts, quoits, music and TV. Meals: Two choice breakfast, i.e., sausages and eggs or eggs and bacon, toast, tea, coffee, with jam on the table. Lunch: Cold serve choice of meats with salad and light sweets, i.e., jelly and ice cream, trifle, etc. Dinner: Two-choice hot serve, i.e., roast lamb with vegies or curried sausages with vegetables and a heavy sweet, i.e., apple pie, baked roly-poly, etc., with cheese and greens. Bread, butter, jam, tea and coffee with all meals. We supply all cutlery and crockery. Six to a table in the dining room with a table cloth on the table. The average size serve of meat will be $\frac{1}{4}$ lb. to each person. Additional amenities will be telephone, canteen, hobby shop at hostel, model supplies on the flying field in a van, soft and hard drinks (we hope). Morning tea at the flying. Transport (truck) to flying field location. All that for—but wait a moment, what does it cost us to give you this? Cost of opening the hostel, i.e., inspection of boilers, refrigeration, sewers, drains, kitchen equipment, etc., as quoted by Commonwealth Hostels Ltd., £100. Transporting beds, linen, table chairs, etc., to hostel and return as quoted by C.H. Ltd., £104; laundering of sheets, table cloths, blankets, etc., as quoted by C.H. Ltd., £94; electricity to operate 10 days, £30; water consumption, £10; garbage clearance, £5; catering by Mrs. Norman, of Kirkcaldy, Sth. Aust., 3 meals daily, 22/6 per person. Plus incidental costs we were able to arrive at a figure of—but wait a moment, you should see the control line flying field location, it's a beauty, a billiard table top surface and if Jupiter Pluvius is kind to us it will be as green as a billiard table top, and is situated in picturesque surroundings. Now, what about the cost of accommodation—but before that the free flight field. We are negotiating with the authorities for the Gawler Air Strip, but we have already at our disposal approximately 1,000 acres of flat, treeless terra firma. The accommodation figure is £10/10/- per adult, 7 years to 14 years, £5/5/-; 4 years to 7 years, £2/10/-, under 4 years, free. What about that! You couldn't get this service at the Miami Hotel in Florida under £30 a week. Seriously speaking, we trust that this meets with your approval and the Committee wish to assure you that it is NOT our intention to fleece the modeller to gain a big profit, but to the contrary, our aim is to give the modeller the best for the smallest outlay, and to organise the Nationals so that it pays for itself, rather than leave the S.A.A.A. in debt.

Entry forms will be forwarded within seven days. Cheers for now and more news about the 13th Australian Championships in the next circular.

PROGRAMME

The Nationals Committee has given a lot of thought in arranging the programme and whilst we can't please everybody, here it is. **Note.**—Round times will be published later.

27th December.—Processing.

28th December.—F.A.I. Power (all day); Class I Ratio (afternoon); Chuck Glider (morning); Radio Control (afternoon).

29th December.—Class I Team Speed (all day); Stunt (all day), Round 1; Class II F.A.I. Speed (all day); F.A.I. Team Race (unofficial) (afternoon).

30th December.—A/1 Sailplane (all day); Class II Ratio (afternoon); Jetex (morning); Scale (morning); Radio Control (afternoon).

31st December.—Class II Team Speed (all day); Stunt (round 2 until 3.00 p.m.); Scale (3.00 p.m. till 6.00 p.m.); Class I & III F.A.I. Speed (afternoon).

1st January.—Wakefield Rubber (all day); F.A.I. Sailplane (all day); Class III Ratio (afternoon); Scramble (afternoon); Open Sailplane (night, unofficial).

2nd January.—Class III Team Speed (all day); "Advertiser" Trophy; Combat (all day); Combat all-in (unofficial).

Note.—The eight highest point scorers in the elimination heats of the Class I Team Speed will be eligible to compete in this event, which will be run with Class I model characteristics, but to F.A.I. team race procedure. More about this later. Cheers for now.

B. G. HAMMOND,

13th Nationals Secretary.

Box 13, Post Office, Alberton, S.A.

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WESTERN AUSTRALIA

The Beautizone Championships

Held at Coffs Harbour on August 29 and 30

What promised to be one of the best model events yet held in New South Wales was plagued by torrential rains for a week prior to the day selected. This discouraged the majority of modelers from making the long trip required to attend. However, we were grateful for those who braved the elements and particularly the Eyre family, John Marquette and family, Basil Healy and Alex Padashenko, all the way from Sydney. These people arrived on Friday night and Saturday and helped out with the Control Line events.

Saturday: First event was the **A Class Team Race**. As usual, the predominant motor was the Oliver Tiger and for once it didn't win. The first place went to Kit Hacking, of Coffs Harbour, flying his own designed model and using a Taipan 2.5 diesel. Second place went to Harold Flanagan with his Oliver Tiger powered model. Third place went to Leo Toft with a new Taipan ballrace.



One of the best team race pilots in the business, Harold Flanagan, of Coffs Harbour, with his Class C Model, Osmobile O.S. .35.

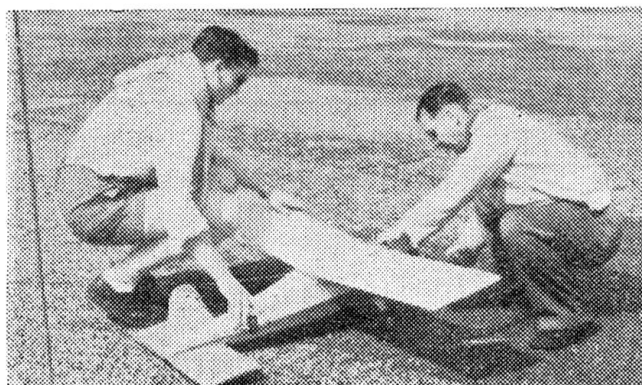
B Class Team Race: This was even funnier than the A Class, being bigger and faster models, which made bigger and better splashes when they landed. There were pools of water everywhere and you can imagine the fun we had. Have you ever tried to start a .29 that has been dunked?

The eventual winner was Russ Hammond, skillfully piloted by Harold Flanagan. The model was a Southern Models "Rambler", with a solid wing, Enya .29 powered. Time, 10 mins. 4 secs. Very close behind was Kit Hacking, of Coffs Harbour, with his own designed model powered by an O.S. .29 Max II. Again Leo Toft took third place. The most interesting part about his model was that it is an Enya crankcase and shaft with an O.S. piston and cylinder unit, capable of over 90 m.p.h., but a little difficult to start. By the time this event was over there was so much water and mud around we decided to plant rice and leave the remaining Control Line events until the following day, as it appeared that there would be very few competitors. All adjourned to Harold Flanagan's place for the evening and slides were

shown of previous Nationals and country events which were much appreciated by all.

Sunday morning dawned bleak and cold, with an overcast sky and a 25 knot wind. First to risk their models under the conditions were the Sydney radio modellers, Bill Eyre, John Eyre and John Marquette. Much to the surprise of the locals, they handled the conditions quite well. In fact, so well, it discouraged two of the local radio modellers from competing at all. After several practice flights, competitive flying got under way at about 10.30. Quite a good crowd gathered to watch the Sydney boys put their models through their paces. Radio was undoubtedly the star turn of the whole day and John Marquette's flying was very impressive, using Bonner vari-comps on rudder and elevator and engine control, using an O.S. .15. His most spectacular manoeuvre was the screaming vertical dive, followed by about three consecutive loops and at times a roll off the top. This man will bear watching at the Nats. in Adelaide. Russ Hammond's model was equipped with the same radio as John Marquette's (O.S. 4A Transistorized), using an O.S. Compound escapement to give rudder and motor control. Both John Marquette and Russ Hammond featured standing take-offs. It really looks impressive to see a model stand there idling, to be revved up by radio, and then take the air. Flying in high winds or not, in all of today's competitions motor control is a must. Lack of this control handicapped John and Bill Eyre, as they spent a lot of time trying to hold their models into the wind, whereas the other boys could cut their motors and thus penetrate on a low engine speed.

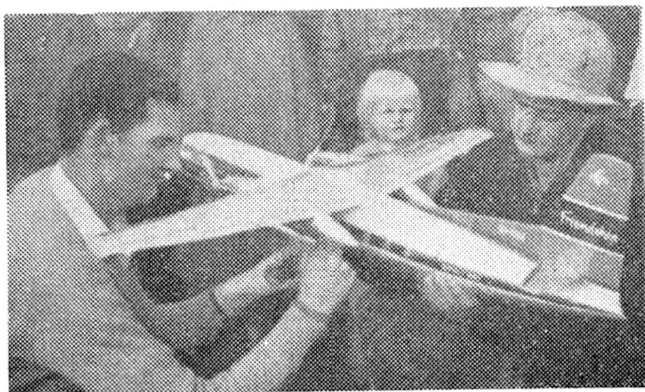
The first round put John Marquette in front, with Russ Hammond and John Eyre tying for second place over 50 points behind. Bill Eyre was running in third place. However, in the second flight Russ Hammond did some rather good flying and some good wing-overs to run up the score of 183 points. John Marquette was second with 153 points and John Eyre third with



John Marquette starting the O.S. .15 in his Cicada for his final flight to give him second place. Assisted here by Alex Padashenko.

136. John Marquette's flying was definitely superior, but he missed out on a lot of small point manoeuvres due to running out of fuel too early. The radio boys continued to fly for the rest of the day without any damaged models or equipment, which gives some idea of the reliability of the O.S. and Wright gear. First and second place-getters used O.S. 4A; third place to John Eyre, using Wright gear and Taipan 2.5; fourth, Bill Eyre, 103 pts., Wright gear and Taipan 2.6; fifth was Les Fowler, of Coffs Harbour, using Hills Receiver, own escapement and Enya .19 with speed control, 59 points.

Flying ceased for a while for lunch as the afternoon plane was due. Little did we realise that Geoff Pentland, from Victoria, would be on it to pay us a visit. He arrived complete with semi-scale Stunter with a Glo Chief .29 and a very nice scale model of the Fokker Friendship powered by two A.M. .25's. This was one of the best crowd pleasers of the day and attracted quite a bit of attention. This model was of the new Fokker recently purchased by Butler's Air Transport and will be soon flying here.



Geoff Pentland preparing his Fokker Friendship, assisted by Les Fowler, of Coffs Harbour.

The Chuck Glider Scramble: This brought only three starters, Alex Padeshenko, Geoff Pentland and Basil Healy. Geoff Pentland was the eventual winner and it is no wonder. He is about 3 ft. higher than anyone else before he throws. His model is well trimmed and continually recorded flights of 40 to 50 seconds. Alex Padeshenko heaved and sweated on to second place, flying a "Model News" Territorium. Slim Berry made the trip from Newcastle to tie with Harold

Flanagan in **Stunt**. Slim was using a brand new O.S. .35 and had the venturic almost blocked to keep the engine running. What surprised us is how he managed to hang on to the model in the high wind with the tight motor. As usual, Slim would not accept any trophy and donated it back to the Club.

The modellers from Port Macquarie and surrounding districts made their presence felt in the **Free Flight** events, A. Holmes taking first place in **Class 1 Power**, with R. Sykes second and Basil Healy third. The contestants in the **Class 2 Power** event either lost their models or wrote them off and left Basil Healy to an easy win with a three-flight total of 346 seconds.

Open Rubber: Sydney flyer, Alex Padeshenko, had no trouble in winning this from Leo Toft. Leo's excuse was that his rubber was perished (it shouldn't have been; he has only had it for three years and been in the model all the time). We then adjourned to the Club Rooms for the prize giving and so ended an enjoyable, though very wet and windy, two days. Special thanks goes to the ladies who handled all the catering and kept flyers and spectators well fed.

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NEWS AND VIEWS (Continued)

Ealry next year they will have available Bonner Vari-Comps and escapements, Babcock super compounds and ready to fly radio jobs. One of the most important pieces of news, they have just been appointed Australian agents in conjunction with Model News for American Model Airplane News plans. See their advertisement for complete list of Model News and M.A.N. Plans on Page 26.

Arthur Gorrie sent this little note just before he was taken to hospital to undergo an operation. It's written in typical Gorrie style, so I leave it as is:

GORRIE MI-T props. have been reduced in price due to increased overseas orders. These propellers can now be procured in England, America, New Zealand, Australia. With a little practice, we might be able to sell them to the Orient. Be a vast improvement on chop sticks. We know what they are like for stirring tea, coffee, paints, etc. and have known people to use them on models. Typical Australian initiative.

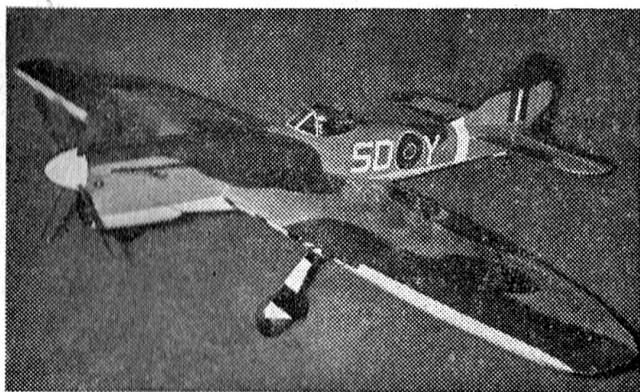
Arthur Gorrie says that he is pleased to receive these orders as the increased output makes it easier for the local consumer.

Selling at 3/3, 3/9 and 4/- for the largest, they are a distinct proposition for anyone—beginner or expert. It is the beginner we want to get the propeller to.

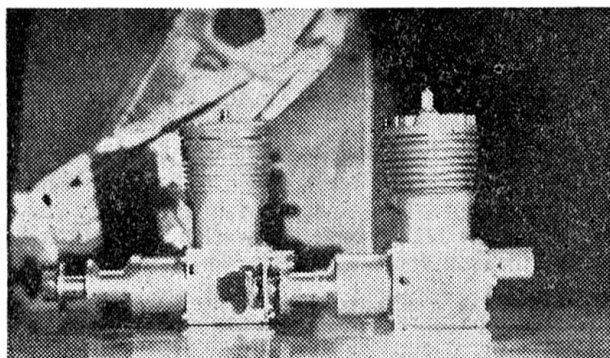
Mrs. Gorrie wrote me a few days back to say Arthur had been very ill indeed and at one stage was given only 12 hours to live. However, he surprised everyone and pulled through; after only a few days at home he contracted pneumonia and is back in hospital again. I'm sure all the country's modellers will join me in wishing you a speedy recovery, Arthur, and hope you're better MI-T soon.

We have received samples of three very attractive stunt designs by Geoff Pentland. These are all based on actual aircraft, and take all .29 and .35 motors. Models are 52in. span Tempest V, 54in. Spitfire VIII, and 58in. span Chipmunk, and are all very realistic. Judging by the reaction here on the North Coast, these plans should sell like wildfire.

An unusual and "extra" feature of the plan (and one incidentally which we would like to see



Geoff Pentland's Semi-scale Stunter which he flew at Coffs Harbour. This is another of the designs available through Arthur Milner & Co.



Les Latham and D. W. Meaney designed and built these 10 cc. Racing engines. Quite an achievement.

more of) is a postcard size photograph as well as a small sketch of the model showing authentic makings, especially for those after top appearance points. Supplies should be in most retail shops in Australia by the time this goes to press. Distributors are Arthur Milner & Co., Joyce Street, Springvale, Victoria, and the price is approximately 15/- per plan.

Contact your dealer early, as we predict a big demand for plans of these new semi-scale stunters. (See photo.).

In the Christmas issue of "Model News" will be a full size plan. Selling at 3/-, this issue is good value for money, so get your order in early. In the same issue will be a — 3 view drawing of the Southern Cross, enough to delight the heart of any scale modeller. This contribution is the work of Monty Tyrrell and comes complete with a very well written story. I would like to tell you more, enough to say, this will be one of the best ever, so don't miss out.

Just received news from Sydney that Des Latham and D. W. Meaney have but into limited production a Custom built 10 c.c. racing engine based on the lines of the Dooling 61. The bore is 1in. and the stroke .75in. The price is £30. It compares more than favourably with the latest Dooling 61 which is selling for £60. For further particulars write to D. W. Meaney, 16 Lightcliff Avenue, Lindfield, Sydney.

Experiments are being carried out in Japan and on the Continent with small ready-built model planes powered by tiny geared electric motors. With an all up weight of only about 4oz., these will revolution the ready-built model market if successful.

Ever since Howard Bonner made his first trip to England radio control has been booming in that country and has led to a great improvement in equipment available to increased sales.

A leading English firm will soon have greatly improved receivers and transmitters on the market.

These will be tone operated, with single slug tuning and transmitters of the hand held variety.

O.S. Distributors (Aust.), 2 Erasmus Street, Surrey Hills, Melbourne, have released the news that shopkeepers throughout Australia will soon be receiving stocks of the revolutionary O.S. Max III .29 and .35 engines. These are completely new competition motors, and will be distributed in con-

junction with the standard range of record breaking large shaft Max II .29's and .35's.

The first O.S. Max III .35 to be used in Australia was flown by Ken Taylor in the Hearn's Hobbies Stunt Trophy on August 23. Its performance in Ken's "Nobler" was outstanding and enabled him to defeat an entry of Australia's top stunt exponents, including Nationals placegetters.

He has since demonstrated in this 52oz. model, that the Max III .35 will allow smooth stunting in speeds ranging from 40 m.p.h. to 80 m.p.h.

When operating at full speed, there is no 5 or 6 c.c. non-ball bearing Glo engine on the world market which can match the power of the new Max III series.

Amongst the many new features, the offset plug and special head, together with redesigned porting, permits a wide range of operating speeds. The enormous 13 m.m. crankshaft is the only part common to the Max II and Max III types. Price with No. 3 plug will be £7/14/6.

The Max II .29 and .35 M/S engines have been superseded by an all new Max III .35 R/C, which incorporates an even more offset Glo plug and redesigned throttle/choke control. This engine is completely smooth at all speeds, and idles as low as 1,500 r.p.m. Price £9/15/-.

Australian Class I Speed Record Holder and National's F.A.I. Free Flight Title Holder, the Max II .15 will remain unchanged.

With factory co-operation, the long awaited O.S. Max .15D's, should reach Australia in time for the Nationals. A sample engine being tested here has far exceeded all hopes, and indicates the Max .15D's will soon notch their own set of Australian records, in conjunction with the other Max motors.

O.S. radio gear, particularly the transistor tone outfits and servos, have been in such demand that the supply at present cannot catch up with shopkeepers' requirements. Dealers are asked to anticipate and order this equipment in advance. The 4A type has already won first and second place in the Victorian State R/C Champs and first and second in the recent Beautyzone R/C Champs. Bill Carter, of Wallerawang, N.S.W. reports over two miles range with a 4A, as checked on his car speedo, and using binoculars to watch, his wife signals confirming operation.

Newcastle District Aero Modellers

Get your Model Aircraft Supplies from

The Hamilton Toy Shop

40 Beaumont Street, Hamilton,
Newcastle

A. JENSEN (Pro.), MA 2992.

O.S. WIN MORE THAN ALL OTHER MAKES

- 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.
- 1st, 2nd, 3rd Hearn's Stunt Trophy, Vic. Max. .35.

MAX. ENGINES CONTINUE THEIR "CLEAN SWEEP" !

Try the Max. III .29 or .35 in the Sensational New AEROFYTE "FIRESTREAK"
COMBAT WING !

NEWS OF CLUBS AND MODELLERS

QUEENSLAND NEWS

(By Mrs. Gorrie)

The freeflight day was terrible, especially in the morning; rained all the time. The afternoon was a little better, but everyone seemed to want to wreck their models. The entries were poor—I mean the number.

Ron deChastel did very well; he does not do a lot, but seems to pop up in competitions, usually the Scramble.

Allan Bettens is keen and generally enters everything.

C. Brosnan and H. Lewis both come from Beaudesert.

B. Amies and J. French both very pleased with their effort.

G. Pickers not up to standard, but had some bad luck.

CENTENARY CHAMPIONSHIPS RESULTS

F.A.I. Team Race: T. Browning, 100 laps in 9 minutes 19.5 seconds. Only one entry.

Stunt: T. Browning, 2,212 points; R. Edgerton, 2,142 points; R. Adams, 1,871 points.

Combat: R. Edgerton, D. Jorgenson (son 11 yrs.), J. Jorgenson (father).

Combat was good; according to spectators it was worth waiting all day to see.

T. Browning, although the only entry, completed the course on time.

R. Edgerton: Good to see him doing well. He's very keen.

R. Adams flew very well; has not flown for some time, but had a lot of motor trouble.

D. Jorgenson, a very popular young member of the N.M.A.A.

POINTS: T. Browning 6 points, R. Edgerton 5 points, D. Jorgenson 2 points.

Open Power Ratio: R. deChastel 14, A. Bettens 10.6, B. Amies and J. French 5.4.

Sailplane: R. deChastel 289.5, H. Lewis 243.3, G. Pickers 191.3.

Scramble: C. Brosnan 11.95, J. French 11.56, G. Edgerton 10.65.

Trip to Cairns was won by R. deChastel; A.M. 10 Motor was won by C. Brosnan; Mills 1.3 was won by J. French.

Had a visit from Jack Dunkerton, down in Brisbane on business from the Far North. Jack says things going great guns in the North and it seems that the idea of zones submitted at the last M.A.A.Q. meeting will come into effect. Had a talk with Terry Phillipson of Rockhampton about this idea and, after discussing it with Jack, it seems as if the Far North will welcome the execution of the idea.

In large States this idea is almost a "must" or we have the desire for local "Authorities", which is a DANGEROUS practice. A New South Welshman would appreciate this fact.

Country clubs in Queensland (whether affiliated or not), drop a line to Mrs. Edgerton, the State Secretary, and give her something to work on. We have a pretty eager committee and one which believes that it is the servant of the clubs—get the picture. It is no Despotism form of Government, and please forget the idea that it is set up in some concrete bastion and gets no further

than Brisbane. Many of the fliers in this district travel well away from our own stockade. Our sympathies lie with the outlying districts and we realise only too well that it is not a proposition to travel the great distances necessary to compete in what is recognised as the only QUEENSLAND CHAMPIONSHIPS.

An idea which is being thrashed out, and which is worth considering, is that the entry forms for forthcoming State Championships be printed by M.A.A.Q., and that all zones conduct their events in accordance with that programme, with the exception that they will be marked by ZONE. Events will be held on the same days as set out—in all zones—and place-getters will then rightly be able to claim such place as being in the QUEENSLAND CHAMPIONSHIPS, 1960 (SOUTHERN ZONE), or whatever zone it is. The possibility of subsequent inter-zone fly-offs can be discussed, but the same problem is going to arise as we are already trying to overcome.

However, let's get going on these zones and ideas from clubs interested, whether affiliated or not. The object is to have a healthy and HAPPY State, all under £20,000 third party cover.

Mrs. Edgerton has stacks of time and her address is Moggill Road, Taringa. So, interested parties, start writing if you would help us along with this scheme. Address your letter to HON. SECRETARY, MODEL AERONAUTICAL ASSOCIATION OF QUEENSLAND.

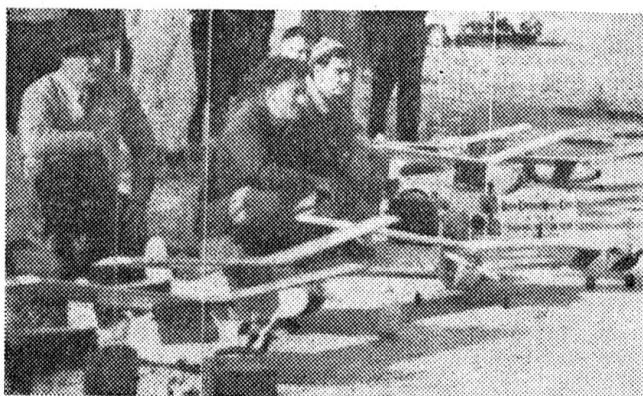
Arthur Gorrie, Public Relations Officer for the M.A.A.Q., has already made arrangements for the televising of a big contest to be conducted during October.

Television is not many weeks old in Queensland and this early inclusion of models will stimulate interest considerably.

NORTHERN INTEREST in M.A.A.Q. hinges around the incorporation of Zones throughout the State. This idea will strengthen the M.A.A.Q. and give clubs a little more incentive to affiliate.

WARWICK: Some of the older members coming back to flying. Some pretty good models have been built in this area and we wouldn't like to see it dry up.

NATIONALS: John Brennan, Rod Whitworth, Ray Fairfield and a few others are preparing for the Nationals. They look like motoring across.



Radio Modellers line up at Maitland Field Day.
(L. to R.): John Eyre, Bill Eyre, Russ Hammond,
Dick Shaw and Ron Darr.

NEW SOUTH WALES

Just a few lines to let you know the results of the Field Day that we held at Schofields. The day got off to a real good start when the Navy rang up on Friday and told us that the R.A.A.F. would be requiring Schofields Aerodrome as an emergency landing strip during their Air Force Week display, which was held yesterday, too. As such, we would not be able to hold our contest there. This was a real spanner to throw in the works at such a late date and involved some frantic chasing around on Saturday to obtain an alternative field close to Schofields. Fortunately, we obtained the use of a large open expanse two miles off the aerodrome, which was bigger than the 'drome, and led into some three miles of open country and, boy, did we need it.

We redirected all the competitors out to the windswept paddock and, brother, was it windswept! We estimated the wind to be blowing at 20 m.p.h. We had quite a good roll-up, there being 12 entries in Chuck Glider, 11 in Open Power, six in Open Sailplane, and three in Open Rubber.

The contest got off to a good start with Chuck Glider, which was won by R. Towell, of Doonside; second was Jones, of Parramatta-Granville; and third was C. Emerton, of Doonside. This event was conducted without much prangery, but long chases were the order of the day, as well as tree climbing when a couple of models found the trees 100 yards downwind.

The remainder of the events were run off concurrently, the first round flights having to be completed by lunch time. In the Power event, the prangs were numerous, and it was only the reliable models that got away. Even I succeeded in looping into the ground, but fortunately a big tussock of grass got in the way and the model wasn't damaged. The Sailplane event was almost as bad, with folded wings being the order of the day for the inexperienced. The winner of Open Sailplane was J. Tuckett, Blacktown Club; second was R. Towell of the Doonside Club, and K. Murray, of Metropolitan Free Flight Club, was third.

B. Healey succeeded in winning the Open Power, K. Napier of the Metropolitan Free Flight Club was second, and Alex Padashenko was third. Open Rubber was not very well supported, only two competitors completing all their flights, the winner being L. Fahey, of the Blacktown Club.

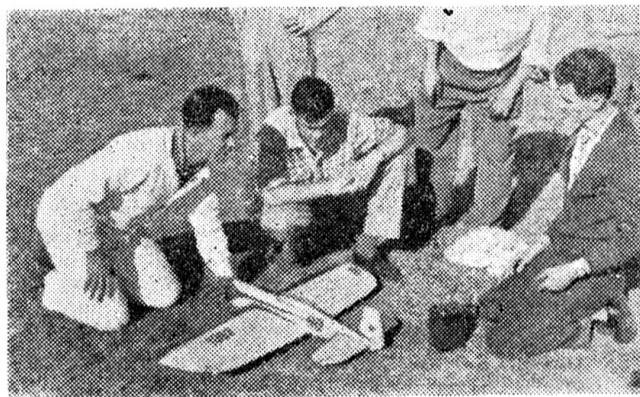
Well, Russ, that is about all I can say about the contest—we had the competitors, we had the prizes, but the weather didn't co-operate. Anyway, the boys have all promised to come back next year if we run another show. I haven't supplied any details of the times as they would not give any indication of the performances under such appalling conditions.

BENALLA MODEL AIRCRAFT SUPPLIES

(L. L. Griffiths)

SUMMERHILL DAIRY, BENALLA

All Overseas and Australian Balsa Kits and
Engines



(Left): The Maitland comedian, Nev. Elphick, who can always be relied on to put on a good show.

THE SOUTH AUSTRALIAN STATE CHAMPIONSHIPS

The entries for this year's Championships were disappointingly poor. However, this was partly made up for by the high standard of those models present. The competitions lasted three days, the first event being the "C" Class team race run on Saturday afternoon, which drew only three entries, namely Kev. Green, Jack Oehme and Ray Silva. As there were only the three entries there were no eliminations and it looked as though the final would be a good race, with Kev. Green's O.S. .35 powered racer having a very good chance of breaking the Australian record. At the drop of the flag, Green was first away, followed by the other two models, both powered by Enya motors. However, the O.S. model was much faster than the others and had covered 72 laps at the first pit stop in just on 4 minutes, but unfortunately the needle valve was disturbed during the pit stop and the motor ran slightly rich, which robbed Kevin Green of an almost certain chance of setting a new "C" Class record, although he still won the race very easily and in a quite reasonable time.

Kev. was using the same old Max engine and same model that he has used for a number of years, so with the new Max 2 engine and new model he is building, other "C" Class contestants at the Nationals had better be well prepared.

The first round of the Stunt was flown later in the afternoon and John Bowley and Trevor Potter looked a little more impressive than the other flyers. Bowley was flying a very neat semi-scale Mustang powered by a Fox 29, and Potter a home design tricycle undercarriage model.

Sunday morning the "A" Class team race was flown and this was an uneventful and comparatively slow event, being won by Jack Oehme, with Kevin Green close behind. The speed events were also run on Sunday and the "C" class was won by Kev. Green using his O.S. .35 team race model, the "B" Class by Bruce Daw with his speed model, and the "A" Class by Jack Oehme with his Oliver Tiger powered team racer.

The "B" Class team race and combat were set down for Monday, and from the speed of the models while practising it was apparent that the "B" Class team race was going to be a really fast race. Kev. Green's new racer, using an O.S. Max 2 .29, was clocking 93 m.p.h. for 62 laps and looked like going close to smashing the Australian "B" Class record. Jack Oehme and Ray Silva, also using O.S. motors, were not very far behind Green's model in speed or laps. The only other

two models were Tony Moore's Enya powered model and a McCoy .29 powered model, neither of which had the speed or laps to be of any concern at all to the other three entrants.

At the drop of the flag, Kev. Green was first away, followed closely by Oehme, Silva and Moore. However, Green's model rapidly ticked off the laps as it scorched around at a really hot pace. All models were quickly airborne after the first pit stop with Kev. Green leading the rest of the field by 20 laps, followed by Oehme and Silva with the other two entries well behind. Then Silva's model became caught in a gust of wind, flew in on the lines and began looping. The other models performed some unheard of manoeuvres for team racers, while flyers became entangled with control line wire so that they could no longer turn or walk. Only Moore and Green came out of this melee unscathed, so the contest director called for a re-run in an hour's time. Ray Silva's O.S. powered entry was a write-off, but Jack Oehme's model was repaired in time. Once again the race was started and as before Kev. Green's sleek yellow model raced immediately to the front at an even better pace than before, followed by Oehme and Moore, but disaster struck when the lines on Green's model parted, due no doubt to the effects of the previous line tangle, leaving the race wide open to Jack Oehme, followed in due course by Moore, the only other entrant to finish.

The combat was flown after the completion of the team race and this was won easily by Bob Thompson with his O.S. .29 powered "Firestreak", which out-paced and out-maneuvred every other model on the field. Every entrant in Combat used O.S. motors, but no model had anywhere near the speed of Bob Thompson's "Firestreak".

The stunt event was won by John Bowley, with young Trevor Potter in second place. Trevor is building a Thunderbird for his new O.S. .35 and should show a big improvement with this set-up

Notes from FLYTE.

MT. YAULRE, W.A.

The original Thermal Thumbers M.A.C. was formed just after the war by a member of the Los Angeles Thermal Thumbers, Mr. Bill Wormley, whom some of the older stalwarts may remember.

Our group has not yet shown itself to be exceptionally strong in any one branch of modelling, but our modellers are active in almost every phase with the exception of indoor microfilm triplane canards.

The accent is on F.F. at the moment, and we have no less than three new F.F. scale models on the way. They aren't as difficult as most people imagine. Also there are a couple of R.C. machines on the way.

Mike Edwards is busy churning out Brauner pulse jets and we are hoping to do some two in a circle jet flying at the W.A.M.A.A. demonstration at this year's Royal Show. This will be worth seeing, and perhaps (?) hearing.

Best of luck to Model News.

RICHARD H. GIBBS.

WANTED . . . Tailpipe for a Dyna Jet or complete motor if available.

Send price and particulars to—

**F. H. DOTI,
343 Rode Road, Chermside, N.4, Brisbane, Qld.**



Payload winner Reg. Fleet really sweating it out in the final round at the New Zealand Nats. Model was powered by Cox Thermal Hopper.

N.Z. NOTES

Combat is taking quite a hold over here, but what combat . . . more like mortal combat or bloodthirsty war. Streamers are not required. Now, has this come about because they are too lazy to fit streamers, or have the pilots not got sufficient skill to cut the streamers without hitting the plane? Which is it, Barry, Bob, Brian? Notice three "B's" appear to be the ringleaders. At Hamilton combat with A/2 mass launch and count the wrecks. Have you ever heard spectators say, "Oh, aeromodelling is no good; there are too many damaged planes". By wrecking models you may be having good fun, but you may also be doing the movement a disservice by keeping juniors from joining. In the end no juniors means no clubs. So chaps, how about cutting the streamers and penalising the pilot who hits the model? (Australian Rules, E.D.)

THE WAKEFIELD IN FRANCE: A cabled report from John Sheppard . . . Weather was calm and hot (about 100). New Zealand planes gave trouble, but proxies did a good job. Bill Cook was the unlucky, 29th with 772 sec. Doug. Kennedy was in the running, but then the gremlins took over and placed 42nd with 696 sec. Allan Clarke had prop. trouble, came 58th, 523 sec. The N.Z. team placed 18th.

The result of the seven-man fly-off (whew!) was as follows: Czechoslovakia, U.S.A., Canada, Holland, U.S.S.R., Canada and Sweden.

The 1959 World Power Champs. (F.A.I.) will be held in Germany in late August.

STOP PRESS: N.Z. NATIONALS WILL DEFINITELY BE HELD AT WIGRAM.

NOTE.—Radio Control will have two (2) classes of competition at the Nats:—

- (a) **Rudder only** (no engine, elevator or other control allowed). Present pattern.
- (b) **Multi Control**; includes multi channel and multi control off single channel equipment. Present pattern plus Loop, Roll, Dive and Flat Recovery. Marking will be out of max. 5 points for each leg, turn or manoeuvre.

NATIONALS PROGRAMME: (Subject to possible minor alteration).

Sunday, 27th Dec.: ARRIVAL AND REGISTRATION.

Monday, 28th Dec.: Morning, NORDIC A/2; Afternoon, H.L. GLIDER.

Tuesday, 29th Dec.: Morning, WAKEFIELD;

Afternoon, CLASS "A" TEAM RACE. Heats 160 laps and finals.

Wednesday, 30th Dec.: Morning, POWER CLASS "D"; Afternoon, CLASS "B" TEAM RACE. Heats 160 laps and finals.

RADIO ALL DAY

Thursday, 31st Dec.: Early Morning, F/F SCALE; All Day, CONTROL LINE.

Friday, 1st Jan.: Morning, PAYLOAD; Afternoon, NORDIC A/1.

VICTORIAN NEWS

Inter-State enthusiasts will be interested to learn that a new perpetual trophy has recently been set up in Victoria to stimulate interest in Class "B" Team Racing. The magnificent cup which stands over two feet high and weighs as much as an eight foot radio job, has been presented by two of Victoria's best known officials, namely Jim Manion and Mac Munro. They feel that not enough of the average enthusiasts are taking Team Racing seriously, and leave the contests to the few experts. Stunt in Victoria has, over recent years, been at an all-time high, mainly due to the Hearn's' Hobbies Stunt Trophy, and now it appears already that Class II Team Racing will leap ahead in the same manner.

The first of the six monthly contests for the Manion-Munro Trophy was held at Albert Park on Sunday, September 13, in cool conditions, and attracted immediately a good entry. Three spectacular line breaks before the heats even started set things going with a swing and eliminated potential difficulties. One of the models finished in a poplar tree; Shearer's Racer broke an up-line and knocked his Fox .29X spinning from the plane; whilst Rick Ellis and Barry Turner, who are making a comeback, stood open-mouthed as their Max .29 ship broke both lines while circulating at just under 100 m.p.h. This plane performed a spiral climb and dive which finished in the middle of the Albert Park Lake. A passing row boat managed to fish it out and return it to the owners, with a fractured wing, lost canopy and broken prop. Water, it seems, is just as hard as the ground when contacted at speed. It was interesting to note that despite this setback, the model was temporarily repaired and appeared to be the fastest in one of the early heats, until the lines slipped and she really blew up.

Apart from the Melbourne fliers, enthusiasts turned up from several country centres for the Trophy, including the boys from Geelong and Terang. Max Williams, of Geelong, builds one of the best team racers in Victoria, and was unlucky to have loose tank vents ruin his chances of flying. Les Squires, of Terang, brought down his State Championship winning model, but several burnt-out Glo Plugs spoilt any hope of reaching the final. With the favourite Squires out, a fast time was expected from the Holtham-Ellis team, with their magnificent elliptical racer. This plane was notching 45 laps at high speed with a large shaft Max .29 engine, and looked certain of taking the final, until the sealing vent from the Chicken Hopper Tank blew off after one pit stop. The resulting low speed run enabled the Farnan-Rice team to go through and win. Theirs was also a small elliptical design with a Max .29 in front and gave 54 laps per tank, allowing only two pit stops in the 140-lap final. John Birkin flew steadily to come into third place with his lightweight Moir Fox model. John had won all the earlier heats, but could not match the speed or lapage of the other finalists, although his pit stops were really fast.

RESULTS:—

First : Farnan-Rice Team, O.S. Max .29, 8 mins. 59 secs.

Second : Ellis-Holtham Team, O.S. Max .29.

Third : J. Birkin, Moir Fox .29.

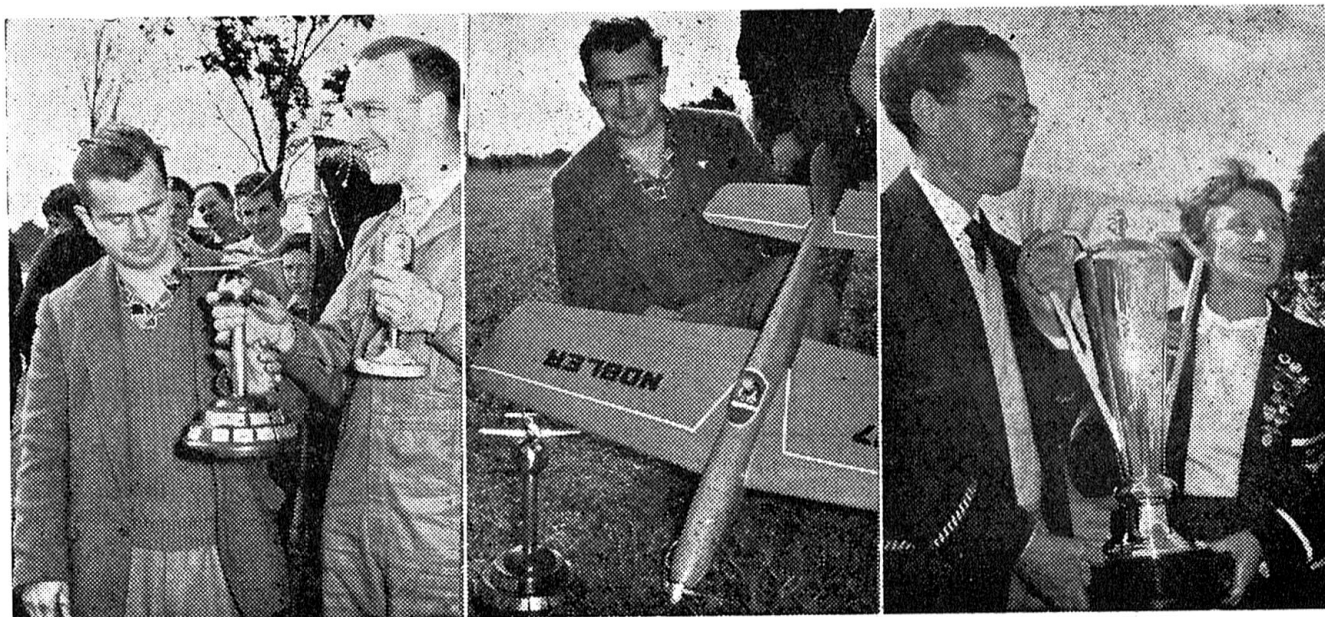
It was particularly interesting to note the time of this race, as it means that all the major Class "B" Team Race Finals in Victoria this year have been flown in under 9 minutes. Various teams have achieved these results, which were won on every occasion after a full programme of heats and semi-finals. Inter-State enthusiasts will be interested in the Victorian list so far:—

Terang Class II Team Race Championships: Holtham-Ellis, Max .29, 8 mins. 10.3 secs.

Western Districts Team Race Championships: I. Squires, Max .29, 8 mins. 22 secs.

Vic. State Team Race Championships: L. Squires, Max .29, 8 mins. 3 secs.

(Left to right): Alan Taylor being presented with Hearn's' Stunt Trophy. (Centre): The model he won it with. George Aldrich's Nobler, powered by a new O.S. Max III .35. (Right): Jimmy Manion (Shylock) and Mrs. Munro with the Manion-Munro "B" Class Team Race Trophy.



Manion-Munro Trophy Team Race Championships: Farnan-Rice, Max .29, 8 mins. 59 secs.

COMBAT:

On the same day an inter-club combat event was staged and attracted a number of new recruits to this type of flying. The outstanding one of these was Howard Makine, a junior of 14 years, who put on a terrific performance in almost beating a tough seasoned combat flyer in Mark Wise from Ballarat. Howard is undoubtedly one of the best juniors seen in Victoria for some time and has the nonchalant flying ability, which is the stamp of a champion. His win in the Junior Combat was well deserved and it will be interesting to watch his progress at the Nationals in S.A. Best heat in the Senior was between Doug Harlow and Mark Wise, who threw everything at each other. Doug turned on a complete set of his own special combat manoeuvres, which kept Mark on the defensive at all times, and at no stage allowed him to recover and force the attack. Later, Doug was beaten through a line tangle and jammed controls.

Mark went into the final against Tony Farnan, but wrecked his model half-way through. Mark is one of the best stunt and combat flyers in Australia, but very rarely has the necessary luck to win an event. One of these days his turn will come, and he will take some catching.

Farnan's winning combat model was one of the Aero Flyte "Firestreak" designs, which have been so successful in Victorian contests, and appear to be in heavy demand for the Nats. Most of the planes used Palmer tanks, with Max .29's swinging 10 x 5 wooden props. It appears that whilst nylon airscrews are cheaper in the long run, they "flex out" and are at least 5 m.p.h. slower through the air.



(Left to right): Tony Farnan, Graham Rice and Bob Hyde. First winners of the new Manion-Munro Trophy.

(Continued from Page 11)

SUMMARY

All my experiments with Fibre Glass have been confined to speed and T/R models. I feel my efforts have been fully rewarded as my two Fibre Glass speed models have won the last two F.A.I. speed events at the last Aust. Nats. The present Aust. record established at the Nats. this year at 110.2 m.p.h. was more than 20 m.p.h. faster than the second place-getter.

In Teams Racing, the Holtham-Ellis T/R (shown in last issue) winner at Terang, Vic., at Easter, recorded 8 mins. 10.3 secs., consistently clocking 100-103 m.p.h.

I consider this article practically useless unless modellers can obtain the right materials. Enthusiasts unable to obtain supplies of Fibre Glass, resins, fillers, colouring, etc., should write to Model News.

If sufficient inquiries are received a kit may be advertised in the Christmas issue of this magazine.

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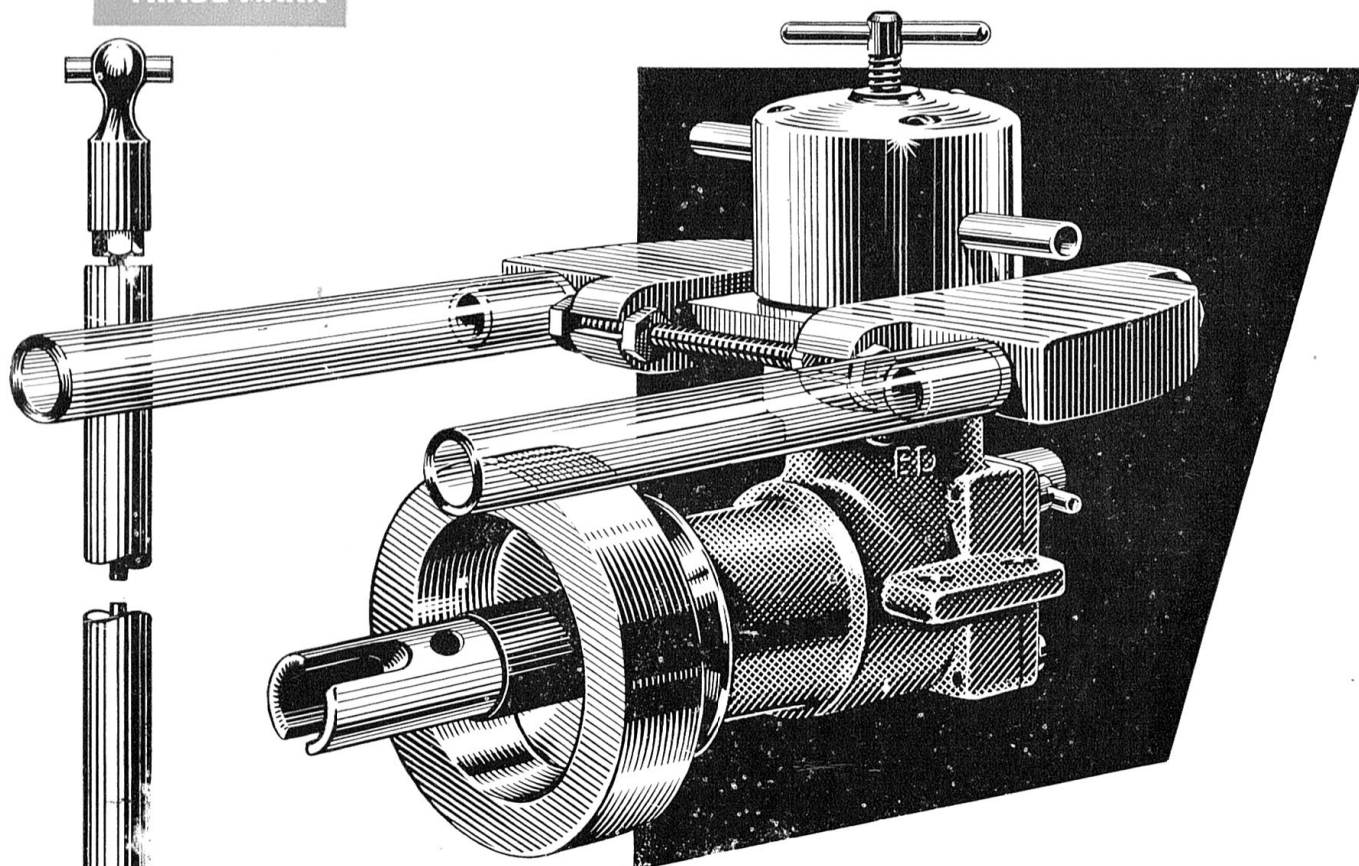
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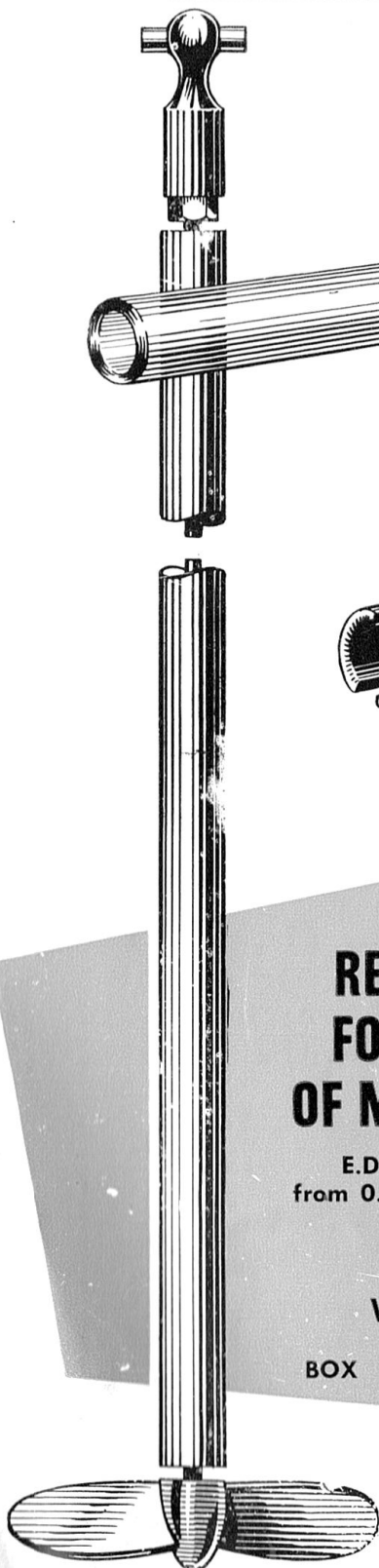
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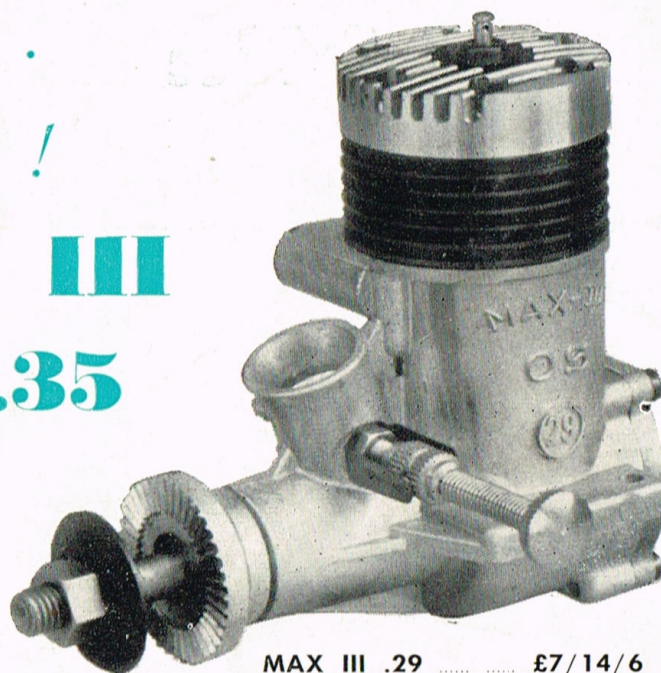
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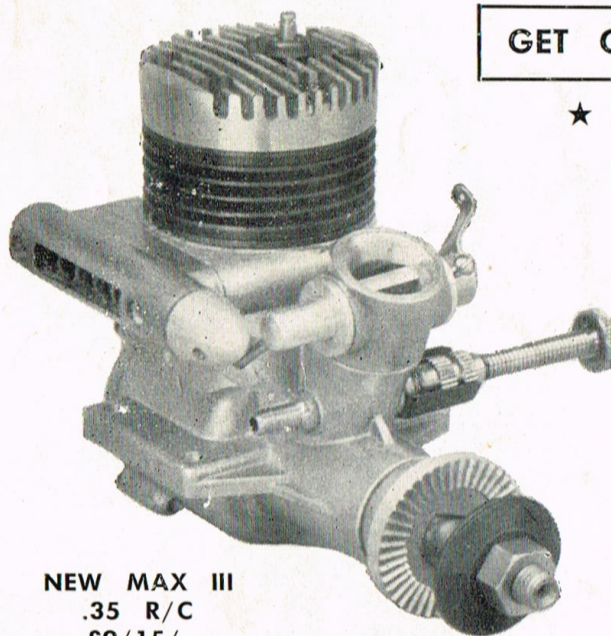
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