

Model

2/6

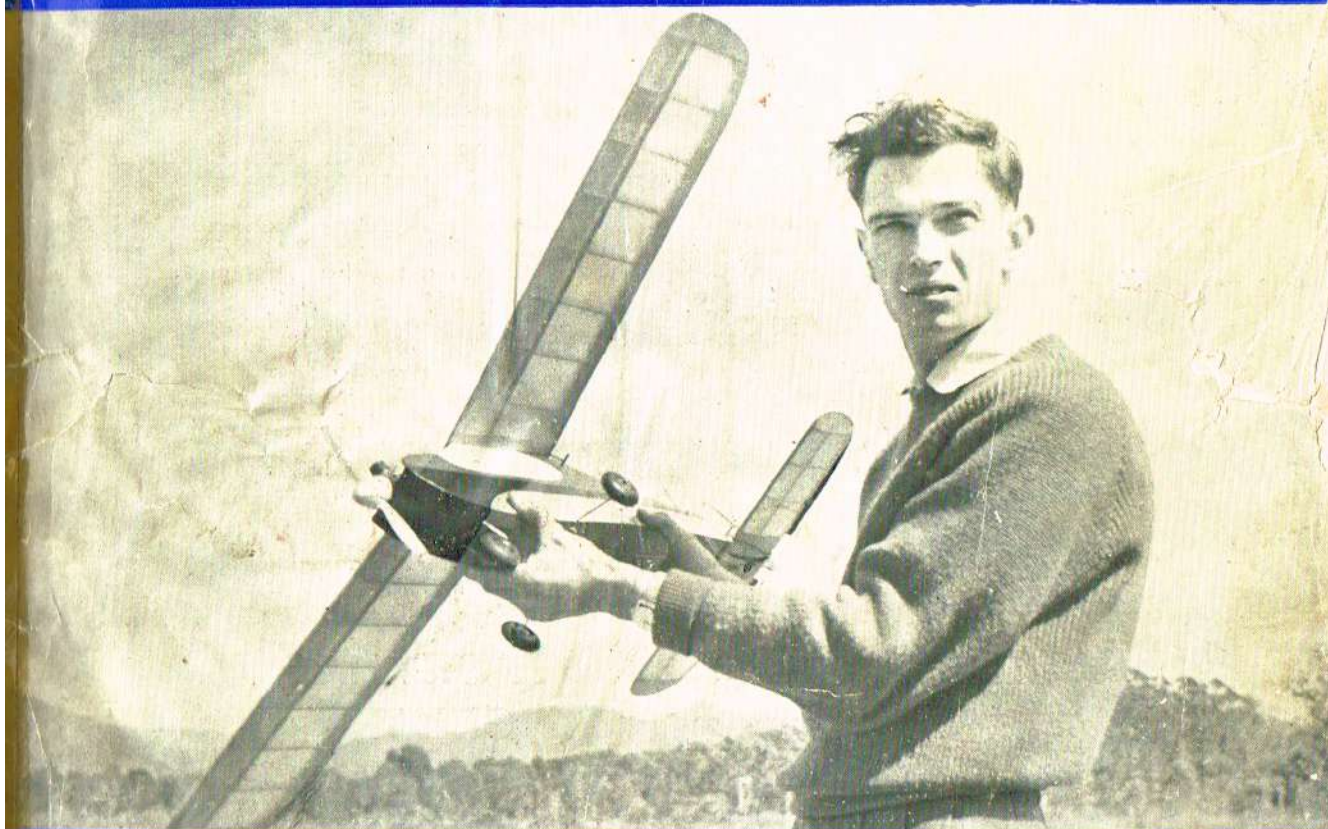
2/- STERLING

OCTOBER, 1960

REGISTERED AT THE G.P.O., SYDNEY, FOR
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News

AUSTRALIAN AND NEW ZEALAND MODELLING



2 GREAT
PLANS

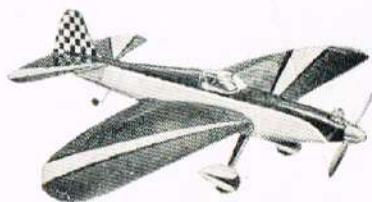
"COMANCHE II" .29 - .35 STUNT
"PARAKEET" PRETTY 2.5cc R/C DESIGN

Address all correspondence to the Editor, 206 High Street, Coffs Harbour, N.S.W., Aust. Advertising rates on request.



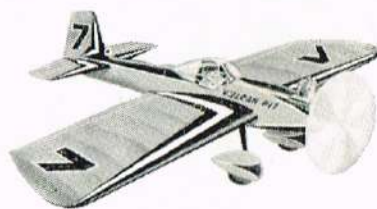
Announce - -

3 Great New Designs



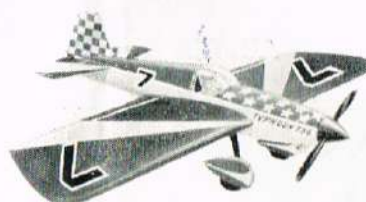
THUNDERSTREAK

The greatest stunt design ever. Giant 54in. wing span, with wing flaps and the smoothest, prettiest design you'll ever fly. Kit is fully pre-cut and contains rubber wheels, ready formed undercarriage, fully die-cut ribs, etc., and a colossal full size plan, which is the largest ever put into an Australian made kit. The **THUNDERSTREAK** is a must for all stunt flyers.



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A new version of this famous 2.5 cc. stunt design, which is already Australia's largest selling 2.5 stunter. The new design features sleeker fuselage, with moulded block tap and canopy, and fully pre-cut and die-cut parts. The **NEW VULCAN P17** is a great performer and an ideal stunt trainer.



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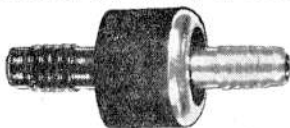
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2nd PLACE
3rd PLACE
4th PLACE

ENYA 29

and at S.A. State Champs, 9th Oct. last
(Power Ratio Event) 1st ENYA 15D, flown by
Alan Coppick.

(F.A.I. POWER STATE CHAMP.)

2nd PLACE and
3rd PLACE

ENYA 15D

(CLASS III TEAM SPEED)

1st Jack Oehm
2nd Westley Penfold
4th Norm Moore

ENYA 35

(COMBAT)

1st Jack Oehm

ENYA 29 111B

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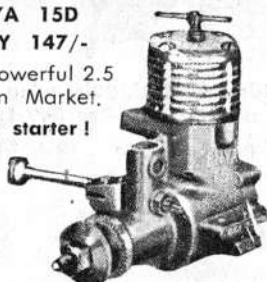
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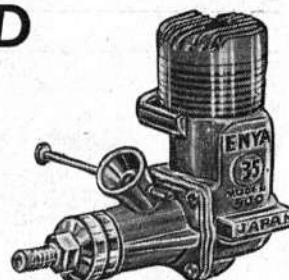
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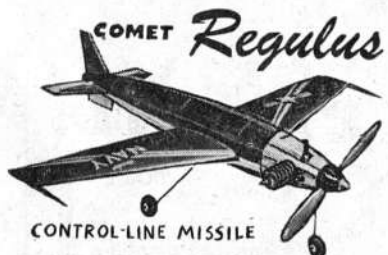
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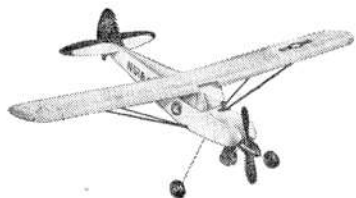


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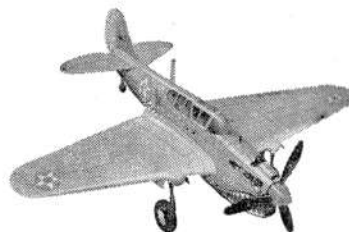
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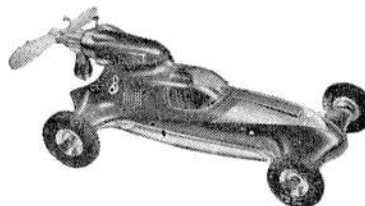


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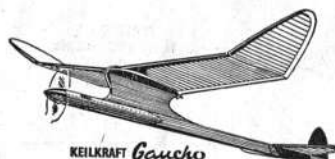
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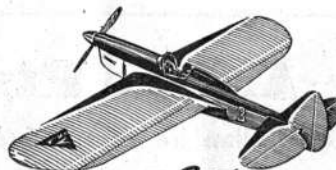
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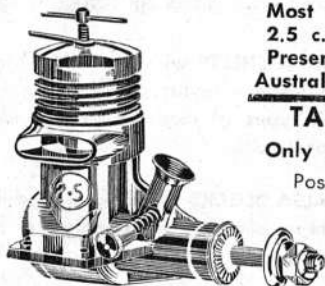
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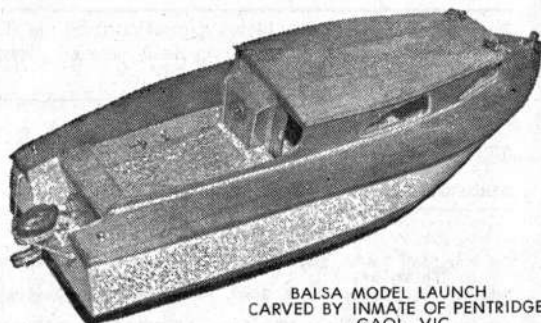
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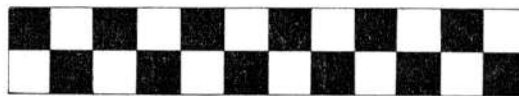
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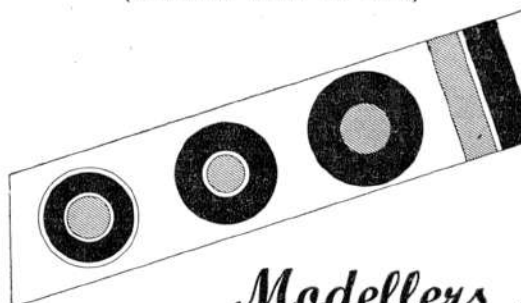
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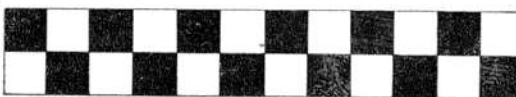
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MODEL NEWS

Vol. 4 No. 5

Published Bi-Monthly

OCTOBER, 1960

Publishers Model News Publishing Co., 206 High Street, Coffs Harbour, N.S.W.
 Managing Editor: Russ Hammond. Radio Editor: John Marquette.
 Art Editors: Noel & Tony Shennan.

News and Views . . .

After the great upset caused by the tragic death of John Butler, as reported in our last issue, it appears that the Electricity Commission and most Councils will give modellers a fair hearing if they make the correct approach, so don't wait until you are kicked off a field you never had permission to fly on. Have your Club Seniors approach your local Council and I feel sure they will do everything possible to help, especially if you point out the great benefit of Aeromodelling to all enthusiasts and most particularly to juniors, and to its great help in preventing delinquency.

The main complaint is the noise factor. The only solution possible is to make it compulsory for all motors over 2.5 cc. to be equipped with silencers. This may seem unfair in some events such as Team Race, but if silencers are compulsory everyone is still on an even footing. Manufacturers should look into this problem, even if they only have their own interests at heart.

Complaints have been received from junior modellers who have purchased ready-to-fly plastic models only to find that they are not allowed

to fly them in Club contests and in some cases are even refused club membership. This is a very narrow-minded and short-sighted view, as these models are an excellent introduction to modelling for the beginner and, what's more, after he learns to fly he will soon discover the superior performance of the larger built-up models and will be an asset to any club, so why not give him a break.

Things seem to be well in hand for the forthcoming Nationals to be held at Rosewood in Queensland. With ample married and single accommodation, pack up and come, fellas, even if you have to hitch-hike; you won't regret it. When you come, come to compete, and you'll find these top boys are not all that hard to beat. Don't forget, there was a 1st Nats for them, too.

Many modellers sent in the questionnaire in the last issue of "Model News" for which I thank you, one and all. I will try and give you more of what you like; how about the plans in this issue? Surprisingly enough, one of the most popular items was "News & Views" and my Trade

(Continued on Page 31)



COVER STORY

Ron Darr, of Maitland, and his nicely finished $\frac{1}{2}$ Wave (38 in. span) built from M.A.N. plans. A super Merlin 8 cc. motor powers this little beauty, which is equipped with the latest Advance "Silvertone" RX and TX (this gear is taking on like wildfire) working an R/E Varicomp; flights are terrific—the shape of things to come?—Pic. by N. Shennan, at Coffs Champs.

★ ★

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MODEL NEWS

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Obituary to Mr. J. B. Scott



Left: The late Mr. J. B. Scott, affectionately known to all modellers as "Scottie".

Earlier this year, Mr. J. B. Scott ("Scottie" to all modellers) died in Sydney. This short obituary is to honour a man who did more for aeromodelling than perhaps any other person in Australia.

Mr. Scott was born at Renfrew in Scotland in 1897. In his later life, in 1945, his interests turned to aeromodelling and three years later he became a member of the Model Aeronautical Association of Australia. His first office with this body was that of Publicity Officer and later he became Secretary. It was while he held this latter position that he was able to do much for the hobby, on both a State and Federal scale. More notable among his achievements was the major part he played in the organisation and running of the first post-war National Championships at Sydney in 1948. Also should we remember his work in the forming of the Federal Body and the gaining of F.A.I. affiliation which he initiated through Mr. Bleriot, of Paris.

Later, in 1951, he resigned from the M.A.A.A. after incompatible differences with other members of the executive. In the same year Mr. Scott then re-formed the old Model Flying Club of Australia, incorporating under a joint name the East Coast Speed Club. As Federal Secretary of the M.F.C. of A. and E.C.S.C., he then continued his efforts to raise the level of aeromodelling and to gain the hobby much-needed recognition. It was through his efforts that the M.F.C. was granted

direct affiliation with the Plymouth Aero League of America.

Mr. Scott made many, many friends among aeromodellers and while it is true that there were some with whom he quarrelled, it is true that even they could not fail to appreciate the tremendous energies which he channelled into his work for the hobby.

The strength of any club depends initially on attendance at the flying ground. "Scottie", together with his ever constant helper, his wife, could always be found at the ground on flying days, be they wet or fine, calm or windy, hot or cold.

He will be sadly missed.

R. O'BRIEN.

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THE BEAUTIZONE CHAMPS.

HELD AT COFFS HARBOUR ON SATURDAY AND SUNDAY, 2nd AND 3rd OCTOBER



Free Flight enthusiasts sheltering from the wind and hoping it will drop. Note, Bob Gawn on the left pointing to the swallow flying backwards.

No doubt this gathering will go down in history as the "Cyclone Champs.", or the "Gusty Gala". Anyway, there were several "Galahs" present, but more of that anon.

Friday evening saw the arrival of John Marquette and the Eyre family. Pleased to see them make the trip; it's nearly 400 miles from Sydney. By Saturday morning the wind was blowing at between 30 and 35 m.p.h. This made conditions rather difficult in control line, which explains the rather poor times that were put up. First event to be flown was the 1A Team Race. There was only one entrant, John Flanagan, who, with Leo Toft as mechanic, put up very good time, 7.21.4 with his E.D. Fury powered model.

F.A.I. Team Race presented reasonable competition, but again the "Oliver" model of Flanagan and Toft took first place in 6.40, followed by the Hacking and Smith team in 8.45 sec., using a Taipan 2.5. Next event was the "A" Class team race. This was a fiasco. Hot favourite for the event was Harold Flanagan's "Oliver" powered model and all expected the Australian record to be lowered. However, the up line broke after a tangle and sent the model straight in. Fortunately little damage was done and the model is repairable. This would be one of the best "A" class models in the country. Normal lappage is 65-70 and it has done the 10 miles in 8 min. 8 sec. without a drum in the centre. Some going? The eventual winners were the Hacking-Smith team, flying a Smith design model powered by a "Taipan" 2.5. Next came John Flanagan with his "Eta" 15 D model. Times for this event are unprintable. Everybody seemed to be loaded with trouble and the "B" class team race was no exception. Nev. Elphick and Russ Hammond just didn't get round to finishing and the Hacking-Smith team again came home the victors in 10.31 (they weren't without their troubles), using an old Max. 1. Also using a Max 1 was the second-place getters, Flanagan and Toft, to record 11.21. Even in Stunt, trouble seemed to be the order of

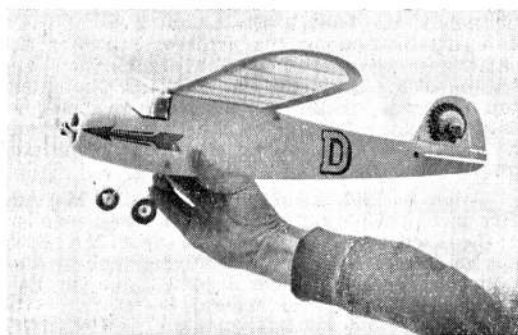
the day with motors playing up or crashes. As a point of interest, Nev. Elphick, of Maitland, flew in 5 events and wrecked 5 models. Stunt winner was Nev. Elphick, closely followed by Harold Flanagan, with Kit Hacking taking 3rd place.

Combat wasn't the spectacle it should have been with 3 models in the final, but Kit Hacking crashed and Nev. Elphick couldn't get his motor started, which gave Geoff Quinn, of Coffs Harbour, a victory on time.

The rat race was one of the best events on the programme. With evenly matched models, it made an interesting spectacle for half an hour. Harold Flanagan was flying his "C" class racer when the Torp .29 decided to leave the model in mid-air by slipping the bearers out of the model and landing under the grandstand 100 ft. away. Naturally this upset the C.G. and the model nosed straight up and Kit Hacking collected the lines and crashed his model. Hasty repairs were made and Kit's racer finished up with the tank on top of the fuselage and the whole heap held together with rubber bands. Surprisingly enough it stayed the distance and he emerged the winner, closely followed by Flanagan and Toft, with Nev. Elphick in third place. Nev. also wrote off this model during the race when a line broke.

On Saturday night a party was held at Leo Toft's home, for which all were very grateful. The food was good and all, I think, enjoyed themselves. We are grateful to John Marquette and the Association for bringing the movies of the last State Champs. A couple of certain Maitland modellers were enjoying the barbecue outside when, towards midnight, the wood supply ran out so, not wishing to freeze, they proceeded to burn the neighbour's fence. About an hour after this episode, they staggered inside clutching a small keg and said the ratio was far too high and needed help, the ratio being 2 gallons to 2 Maitland modellers.

By Sunday the wind was much better. We knew just where we stood. According to instruments at the 'drome it was 35 to 40 m.p.h. In fact we saw a swallow flying backwards. The only



Pretty little "Minicoupe" built from M.A.N. Plans by Jim Palmer, powered by Cox Pee Wee.

event that was flown was the chuck glider and here again Nev. Elphick took top honours with a three-flight total of 58.4 sec., with Basil Healey in second place at 40.2 and Geoff Quinn 3rd. Noel Shennan made the best attempt of the day when he recorded 1.8 seconds on his first throw. The model dented the ground and tore the wings off. He then carried on without them and managed to record 3.2 seconds per "flight".

We at Coffs Harbour wish to thank those who travelled so far and then were unable to fly due to the conditions. Particular thanks to John Marquette, The Eyre family, Noel Shennan, Basil Healey, Ron Darr, Joe Kelly, John Sullivan, Nev. Elphick and Jim Palmer. It's interesting to note that only one modeller attended within a radius of 120 miles—Greg. Forrester of Grafton. When the points were tallied up, our old friend, Nev. Elphick, of Maitland, emerged the winner, and was awarded the champ. of champs. trophy, a very nice coffee set donated by Harold Flanagan.



Two great C/L flyers, Harold Flanagan and Leo Toft and "Oliver" powered F.A.I. Racer.



"I PROTEST"

Once again I feel obliged to utter the most abused phrase at an Australian Nats; only this time using the pages of "Model News" to convey my very heated thoughts. On this occasion I feel justified on thinking I have the backing of nearly every true control line scale modeller in Australia.

I have just been deeply embittered by the purchasing of a rules book, '60-61. I have for months been working on a B-36 (possibly Australia's first 6-engined model), but now, after reading the new rules, have decided to throw it into a corner and very quickly slap together a semi-scale model (a good stunt job would suffice) for the '60 Nationals. Admittedly, I should have purchased a rules book earlier, but who would ever dream that while building a scale job, rules could change so completely as to nullify one's efforts. Apparently accuracy counts little so long as about 12 specified measurements are correct; the whole model is 100 per cent. Such "trivial" matters as wing sections just don't seem to count. The trend is not for multis or complicated jobs with heavy wing loadings any more, as not a single mark credit is given for extra engines. Instead, we have another 10 points allocated for a vertical dive, as well as other stunts, including consecutive loops. All this is very encouraging for the fast stunt-like, single-engined job, but does it encourage any more than one type of scale job? Would not an allocation of points which struck a happy medium for all types be a better solution. The event in its present form is nothing better than a farce, with the vaguest allocation of points which I have ever studied.

Irrespective of who compiled these rules, all I can say to them is, "Have you ever spent a

frustrating year constructing a scale job just to be kicked in the teeth by rules as the above-mentioned?"

Should their reply in turn be, "Yes, have you," may I humbly reply, "Yes—Three Australian Scale winning models in '53, '54 and '55."

MAX NEWNHAM, Toowoomba.

The rules are voted on by all States, and can only be carried by a majority vote. The best plan is to get in touch with your State Association.—EDITOR.

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Rosewood is a small town with a population of about 3,000 people. Accommodation has been arranged for all modellers, including those bringing their wives and families on the showground. This will also be the C/L field. The F/F field is only half a mile away and has a good recovery area for miles around. This is an ideal arrangement and has proved to be most popular at other Nats. (It is rather awkward when you have to travel miles to either F/F or C/L fields.) Full accommodation is £12 per week. This covers three good meals a day with a hot dinner at night and also covers the Presentation Dinner. Should you require meals only, this will cost you £7 per week. The Presentation Dinner separately is £1 and field fee is £1 per head for all except those taking the full accommodation at £12 for the Nats. Should you require a caravan or camping site, this will cost you £1 per week. Entry fees for all affiliated members are 5/- administration fee plus 3/- per event.

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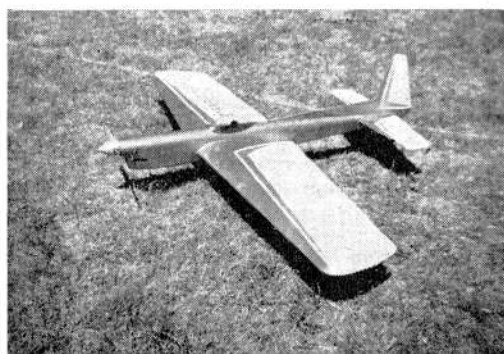
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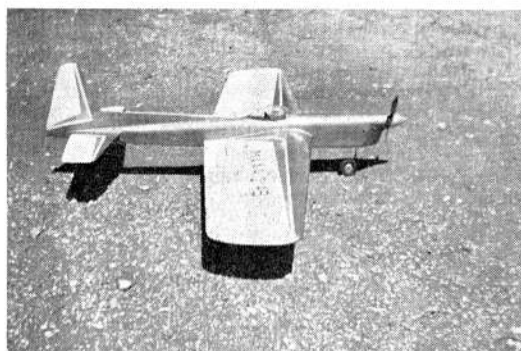
"COMANCHE"

Designed by Tom Prosser

Here is a stunt model that is new and different, not a rehash of an existing design but a new approach to the ultimate in stunt performance and manoeuvrability.

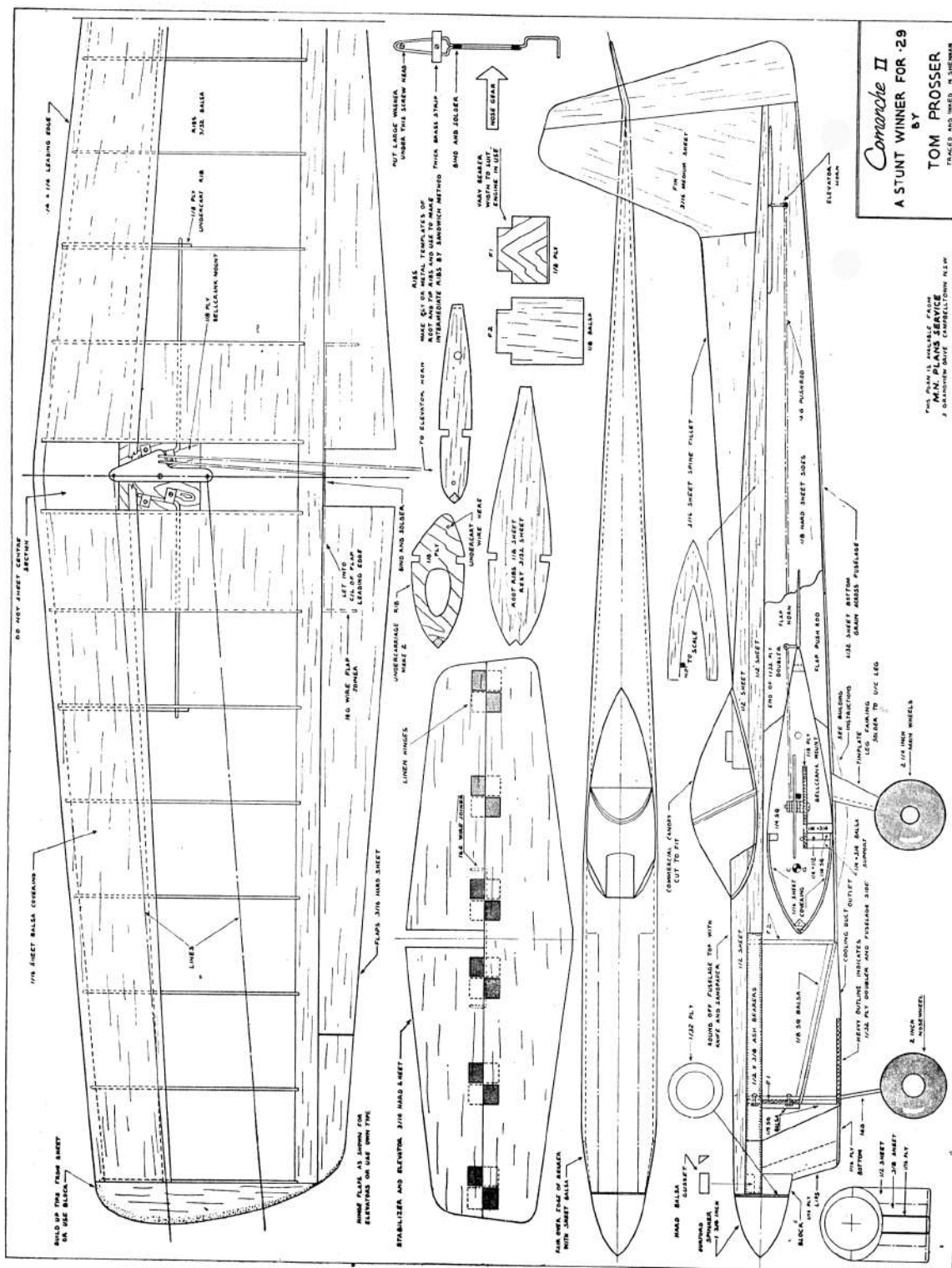
Developed over a period of years, COMANCHE II is the fourth in the series, winning many titles, including the N.S.W. State Championships and 3rd place at the 13th Australian Nationals at Gawler. This is without doubt the best stunt design "Model News" has ever published, and among the best stunt models in the country. Those words are mine, not Tom's.

No building instructions have been included (who reads them, anyway?) as most modellers building an advanced stunter such as this should have no troubles. However, should you run into some difficulty, write to Tom Prosser, of Box 254, Parkes, N.S.W., and I feel sure he will help you out. Full size plans are available from M.N. Plan Service at 12/6 each.



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Trends in P.A.A. Load Design

By Ken Napier

When the Metropolitan Free Flight Club decided to run P.A.A. Load events to the American rules for 1960, I began to do a little research, through my stock of modelling books and magazines, to find the typical P.A.A. design.

The results may be of some assistance to those entering the contest next Easter at the N.S.W. State Championships at Camden.

The two Jetex events, Junior jet and P.A.A. Load jet, are powered by Jetex 50 and Jetex 150 (Jetmaster or Pay-Loader), respectively.

Here the thrust is equal to about half the minimum weight of the model so that the usual almost vertical climb of a Jetex job may not be possible.

Since the weight cannot be reduced, the trend seems to be to lessen the wing span from the maximums of 24 in. and 36 in. to about 20 in. and 32 in. for Jetex 50 and 150 classes respectively.

This will reduce the drag, resulting in a faster climb, without increasing the wing loading to a point where the glide will suffer.

There seems to be great variation in the location of the Jetex Motor, varying from inside a pod of a "pod and boom" style, to above the wing on a separate pylon.

Aspect ratios average 6 to 8-1, and many models have twin fins.

Fuselages are mostly rectangular in section but usually have some form of fairing in front of the Jetex motor, which is usually mounted near the C. of G., with the dummy forward to balance the tail weight.

Both classes of power model are restricted to a maximum capacity of .02 cubic inches, which virtually means the Cox "Pee Wee" only. This motor has a power output of approximately .036 B.H.P. at 18,000 R.P.M., which is as good as most .5 cc. diesels.

The records put up by these models, powered with this motor, are almost unbelievable.

Motor run is a maximum of 20 secs., for both classes, so that a timer will be desirable. There are several ways in which this could be operated. By drilling holes in the integral tank of the "Pee Wee", fuel tubing can be passed out to the clockwork timer cut-off and returned, or alternatively the cut-off can be used to shut off the air supply to the intake.

The typical P.A.A. Load gas model is conventional in design, being a sheet box fuselage model with the thrust line fairly low and the cabin of such a height as to give a pylon or semi-pylon effect.

Wing spans approach the maximum allowable 36 in. with aspect ratios of about 7-1. Moment arms of $2\frac{1}{2}$ chords, C. of G. 45 per cent. to 60 per cent., with a tail area of 35 per cent. of the wing, are typical.

Since one flight has to be R.O.G., correct positioning and tracking of landing gear for quick take-off will be important. The wheels should be under the leading edge of the wing or close to it. These remarks also apply to Jetex Pay-load.

The most interesting class of all is, in my opinion, the Clipper Cargo. Each flight here has to be R.O.G., and in contrast to the other events, it is not duration which is the aim. A 40 second flight, using a 20 second motor run, is a qualifying flight. Scoring from a qualifying flight is on weight lifted. This includes the weights of model, P.A.A. Load dummy, and simulated cargo.

Models here are, of course, built close to the maximum permissible wing span of 48 in., to give as much lifting surface as possible. I do not believe that a thick high-lift section would pay off as it would increase drag too much. A thin, slightly undercambered section should prove best.

Clipper Cargo models are functional in design, with sheet box fuselages and often square tips on wings and tail.

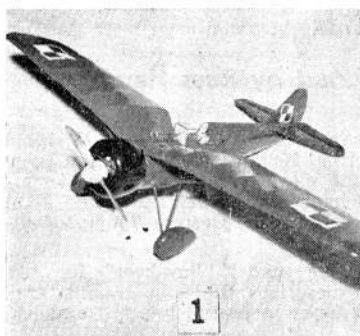
Conventional designs hold all the records, although such exotic types as canards, pushers, ducted props, lifting fuselages and twin booms have been tried with varying degrees of success.

Since R.O.G. is essential, remarks on landing gears apply doubly here and large wheels are often used to assist in the long take-off runs. Knock-off landing gears and ballast boxes are common. Ballast boxes should be strongly built as the weight of several ounces or a P.A.A. dummy can do considerable damage if the model stalls into the ground or hits an obstruction.

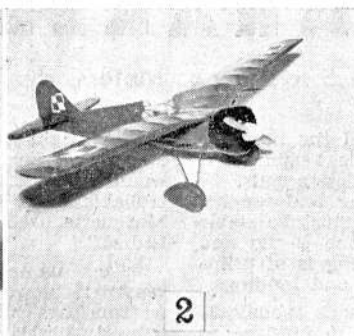
Construction of the model can be quite strong since there is no maximum weight. Aim at about 8-10 oz. for a start. Ballast can then be added till model just exceeds the necessary 40 sec. flight.

It may be interesting to note the latest American records I have to hand. Junior Jet, 6 min. .06 sec.; P.A.A. Load Jet, 14 min. 37 sec.; P.A.A. Load Gas, 14 min. 44 sec.; Clipper Cargo, 51 oz. These are all for three flights, so that the Cox Pee Wee has been lifting 17 oz. per flight in the Clipper Cargo. Don't let this frighten you, because it is expected that results of our first contest of this nature in Australia will not nearly approach these figures. Indeed, we would do well to produce times of half these.

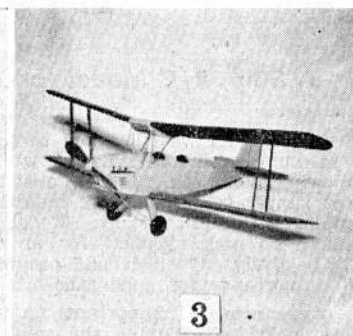
As we have no experts in this type of event in Australia, it should be a very open contest, and since these models are not over-powered, they should not be difficult to trim. A sports flyer or a beginner has an excellent chance of winning. We will be offering good prizes, so get out the drawing boards and get to work. Even if you don't come along with the idea of winning, we can promise you a lot of fun and, after all, that is what modelling is for.



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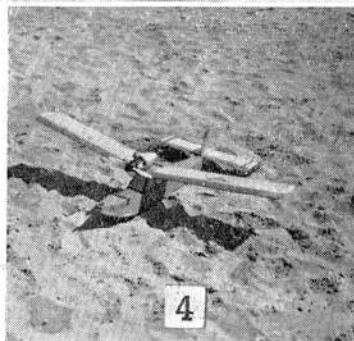
Pics. Nos. 1 & 2.—36in. span
PZ.L 'P 24 Elfin 1.49 c.c.
with pendulum elevator and
sprung U/C., built by Dave
Hegarty.

Pic. No. 3.—24 in. span
Tiger Moth, rubber pow-
ered.

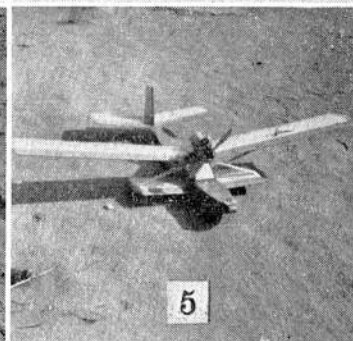
Pic. No. 4.—M.F.F.C. Mem-
ber, Brian Allcock's "Cha-
Cha" MK. I. No sponsons,
flat elevator.

Pic. No. 5.—"Cha-Cha" MK.
II. Note sponsons, struts,
"V" tail. Model by Brian
Allcock, M.F.F.C.

Pics. by M.F.F.C. Members.



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"PARAKEET"

A 50in. R/C Model for 1.5 to 2.5 c.c. Motors, designed by Russ Hammond

This model was designed to fill the need for a medium sized radio model while keeping the following points in mind: **Construction** must be kept simple to allow quick building and repairs, coupled with light weight. Model must be **stable** enough to make it easy for anyone to fly and still be lively. Good **ground handling** is of primary importance for good take-offs and landings.

Appearance is important. A slick model always looks better doing the same manoeuvre as a fuel-soaked heap and usually gets a few more points, hence the reason for the shaped deck on top of the fuselage, open cockpit and wing cut out.

Drawn full size on the back of some dyeline paper, this layout looked promising, but time didn't permit any attempt at building the model. Not long after this (in fact at the last Nats) Tom Prosser mentioned he was looking for a good rudder only design, so I packed up the plan and posted it off. Tom had the model built in no time and began test flights with a "Taipan" 1.5 for power. This looked so good he fitted a "Taipan" 2.5 diesel and here are his remarks:—

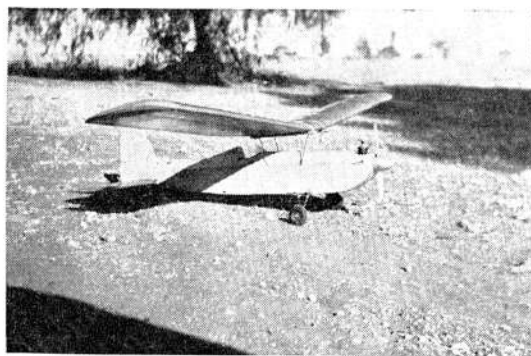
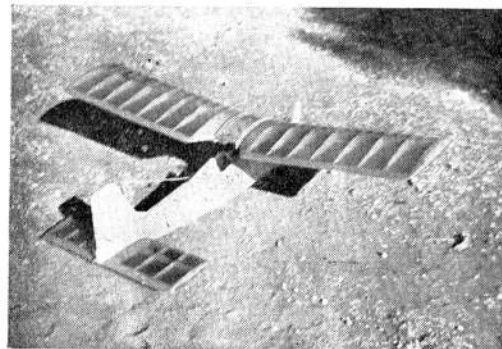
"The Parakeet' is a new airplane with the 2.5 in place of the 1.5. I gave it a real workout at Riverstone the weekend after the Champs. It is absolutely viceless, even though I was using the original size fin. It climbs fast and if you need a faster climb, or sharp increase in height, you make a tight turn, then straighten out and it zooms for about 50 ft. or more. The amazing

turning tightly, frequently, the 'Parakeet' would stay down at this height. Fair dinkum, you would swear it had elevators. It is the most controllable model I have even flown, bar none. John Marquette even rolled it! Despite 7 deg. of dihedral."

Tom named the model "Parakeet" for two reasons: "Para" describes the wing mount, and, as Tom says, "It looks so pretty, hence 'Parakeet', a pretty bird."

See you with one at the Nats.

RUSS.



point is that there is no stall at the top—it just levels out. To come down, a spiral is used, but it is a strange sort of spiral. Not the frightening spiral of my 'Rebel', nor the gentle slow spiral of John's 'Cicada'. It loses height quickly but does not increase speed in so doing. I found it quite simple to repeatedly spiral down from 500-600 ft. to 15 or 20 ft. in one continuous spiral. There is no tendency to trim itself into the spiral and stay there—the moment the rudder is released, it flicks out. It is still nice and stable, so stable that I was buzzing around at head height among the bods and aerals. And by



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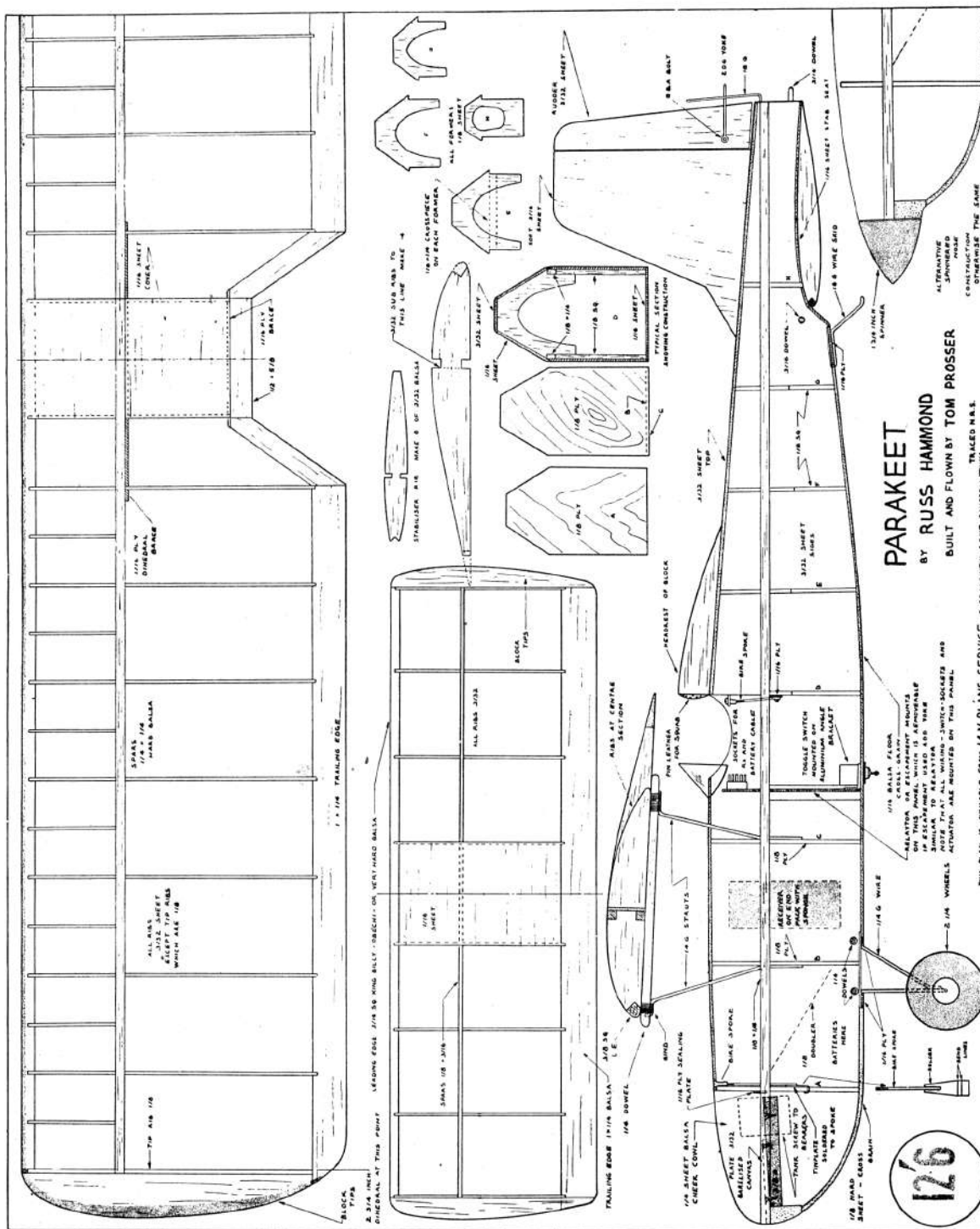
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Advance Radio Control

Conducted by John Marquette
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P.A.A. LOAD RULES

By Dave Hegarty (M.F.F.C.)

The Metropolitan Free Flight Club will be conducting four P.A.A. Load competitions at the N.S.W. Championships to be held on Easter Sunday at Camden aerodrome in 1961.

The competitions will be sponsored by the Sydney branch of Pan-American Airways, who, besides providing copies of rules and posters, have promised a magnificent set of trophies for each event, plus a perpetual trophy for the highest points scorer in the four events, to be competed for annually.

The four events are held as an analogy of modern aviation simulating full size aircraft carrying passengers and a pay load of cargo.

To this end, two classes are for piston engined aircraft, and two are for Jetex powered aircraft. Each type carries a dummy, which represents valuable passenger load, and one of the power classes, Clipper Cargo, besides the passenger load, carries a pseudo cargo with certain dimensions, emphasis being on the total weight lifted.

The P.A.A. Load events are designed to stimulate and provide aviation education. They emphasize Air Transportation—the art and science of carrying people and goods through the sky. They teach by the practical method of doing.

For economy, the "vehicles" used are model aeroplanes. For depth of understanding, both propeller and jet power principles are used. For width of application, the P.A.A. Load programme is world-wide. For sportsmanship, the activity is conducted competitively. For tangible rewards, valuable prizes are awarded to winning contestants. For future, foundations are laid for productive aviation careers.

The whole is an attractive programme for the youth of today's Air Age, sponsored by Pan-American World Airways—"The World's Most Experienced Airline".

Each competition has certain general requirements for the type of model.

(a) The model must fly, and fly safely in free flight.

(b) The model must carry a payload, from which the P.A.A. Load events derive their name; it is the load on board an aeroplane which pays for a flight.

(c) P.A.A. models are aircraft in miniature, not merely models. They fly with realism like a full scale aircraft.

(d) Properly functioning landing gear is prescribed and unassisted take-offs are required.

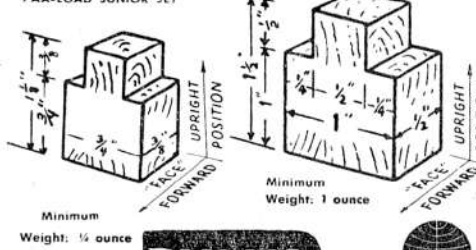
(e) Because of the limits on model design, huge areas of open country are not required for flying P.A.A. Load.

(f) Maximum dimensions and minimum weights ensure that the models are compact and strong, with plenty of weight allowance for proper finish and decoration.

PAA-LOAD (PAYLOAD) DUMMY PILOTS

PAA-LOAD JET, GAS, CLIPPER CARGO

PAA-LOAD JUNIOR JET

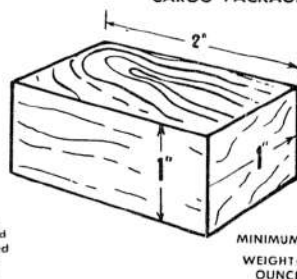


ALTERNATE-JUNIOR JET



DIMENSIONS: Same as above except as indicated. One U.S. penny coin glued to both front and back surface. No minimum weight.

SIMULATED
CARGO PACKAGE



Because of their realism, designing, building and flying P.A.A. models is great fun and whatever the wish of any serious aeromodeler, one or more of the four popular P.A.A. Load events is seasoned to his taste, whilst even the newcomer should have little trouble working out the design of a model to meet the requirements of at least one of the P.A.A. events.

If you are interested, below are listed the rules for the four P.A.A. events:—

I.—P.A.A. Load Junior Jet :

A P.A.A. Load event, especially for contestants less than 16 years old.

MODEL REQUIREMENTS :

- (i) No dimension to exceed 24 in.
- (ii) Weight ready to fly to be not less than 1 1/2 ozs.
- (iii) Power plan—Jetex 50 or 50b, may be mounted in an exposed position.
- (iv) Dummy pilot.—See diagram.
- (v) Pilot compartment: Dummy must be removable and completely enclosed in an

upright and forward facing position with a minimum visibility of 3/8 sq. in. on both sides and ahead of the dummy and aligned horizontally with the head of the dummy.

(vi) Payload: Not required.

SCORING: Scoring is done by totalling the three highest flight times credited in six attempts. All flights are to be hand-launched and no landing gear is required in this event.

II.—P.A.A. Load Jet, Open Class :

MODEL REQUIREMENTS:

- (i) No dimension to exceed 36 in.
- (ii) Weight ready to fly to be not less than 5 ozs.
- (iii) Power plant.—Jetex P.A.A. Loader, or Jetmaster 150 or equivalent, but with no greater fuel capacity (i.e., Jetex 100 may be used). Motor may be mounted in an exposed position.
- (iv) Dummy Pilot.—See diagram.
- (v) Pilot compartment: As in Junior jet, but minimum visibility area to be $\frac{1}{2}$ sq. inch.
- (vi) Payload: Not required.
- (vii) Landing Gear: Permanently attached, with at least two wheels rotating on take-off.

SCORING: Total of the three highest flight times out of six attempts, at least one of which must be an R.O.G. If the model fails to complete one R.O.G. flight, no credit can be given for the other flights, which may be hand-launched.

III.—P.A.A. Load Gas, Open Class :

MODEL REQUIREMENTS:

- (i) All requirements are the same as those for P.A.A. Load Jet except that, instead of a Jetex motor, a "gas" engine of not more than .020 cubic ins., either glow or diesel, with a motor run restricted to 20 seconds or less. The motor may be mounted in an exposed position. (Cox Pee Wee seems to be the only available motor at present.)

IV.—P.A.A. Load Clipper Cargo:

A competitive event for "gas" powered models flying at highest gross weight.

MODEL REQUIREMENTS:

- (i) No overall dimension to exceed 48 in.
- (ii) Weight: No weight restriction except for the dummy and simulated cargo.
- (iii) Power plant: Cox .02 Pee Wee, as in P.A.A. Load gas, motor run not to exceed 20 secs.
- (iv) Dummy pilot.—See diagram.
- (v) Pilot compartment: As in P.A.A. Load gas and jet.

- (vi) Payload: Enclosed in model and must be readily removable, weight to be minimum of 1 oz., maximum weight is unrestricted, for size.—See diagram.

SCORING: All flights must be R.O.G. and of 40 seconds duration with a 20 second motor run. A flight of less than 40 sec. is counted as an attempt.

Score is to be the total gross weight lifted in three official flights during a time set by the organisers or in a maximum of twelve attempts.

Gross weight is the all-up weight of the model as it is released for take-off, and the three flights are to be the best of the official flights credited to the flyer.

In addition to all of these specific requirements, all models must carry PAN AM identification in contrasting colour on both upper and lower wing surfaces, plus the PAN-AMERICAN badge in blue and white.

Here then are the rules; now it is up to you, the designer and modeller, to go ahead and see if you can make this first new Pan-American P.A.A. Load contest a success. The rewards, both intrinsic and material, will be well worthwhile and eventually will result in an international contest, depending naturally on the response gained in this, the first of this new venture. If you want further details, write to me at 7 Wendover St., Doonside, N.S.W.

DAVE HEGARTY, Hon. Sec., M.F.F.C.

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RADIO ROUNDABOUT

CONDUCTED BY
JOHN MARQUETTE

45 Pymble Avenue,
Pymble, N.S.W.

CLUB NOTES

The prettiest piece of flying seen for many a day in the R.C.M.C. was a recent display by Tom Prosser. Flying a "Pegasus" (American Modeller, April, 1960), powered by a Glow Chief .49 and with an O.S. 8-channel rig in the electronics dept., Tom went right through the book. If you haven't seen the Pegasus, perhaps a word or two on the design may be of interest. Contrary to the modern trend towards low wing type, this is of the shoulder wing variety, which I think accounts for its excellent flying characteristics, and also, too, why it is so docile to handle. As Jerry Nelson, the designer, puts it, and I quote: "This design has excellent turning and rolling characteristics since the force arrangement is located evenly around the longitudinal axis. The engine thrust line, wing chord line, stabiliser chord line and the centre lateral area are approximately on that longitudinal axis. As a result there are fewer built-in forces you must overcome to bring about a change along the longitudinal axis. This force arrangement shows its advantages in consecutive rolls. The rolls are very consistent with a constant rate of rotation."

This theory, put into practice, certainly works. Tom, in an extremely weak moment, handed the controls over to yours truly and I was amazed just how easily and precisely rolls could be executed. Not claiming to be an expert by any means on multi, even I was able to do at least a dozen consecutive rolls and maintain a constant altitude; all that's needed is to apply aileron and when she gets close to being on her back, just a touch of down elevation to hold the nose up. It's so easy and I'm sure that the model would keep up the procedure as long as the gas held out.

Ken Wyld of the R.C.M.C. provided one of the funniest little sketches we have seen for a long time. At Riverstone we have a nice tall Swamp Oak on the edge of the flying area and about 100 yards from this is a dam about 50 feet in diameter. Ken took his model off, made a nice wide left turn and finished up slap dab on top of the tree. Nobody took much notice of this as lots of bods have done the same thing, but when he had climbed the tree and reached the model he decided, instead of carrying it down, to let it glide down. He threw it clear, and away went the model like an AZ, straight across the intervening 100 yards, and landed, plonk, right in the middle of the dam. Everyone thought this was hilariously funny except Ken, who had to wade through about 4 feet of mud and water to get his machine.

Later in the day this same boy put on a very good gliding effort, even better than the

tree to dam. He stayed airborne after the motor cut for 8 min. 50 sec., and this from an initial altitude of about 800 feet.

We were honoured with a visit from the boss a couple of Sundays ago. Russ had to come to Sydney on business, which provided him with a very good excuse to put in a day's flying at Schofields. He had with him a low-wing job of his own design and we got a lot of pleasure out of seeing it in action. It flies beautifully and even though it is on rudder only, the ground handling and take-offs are something to see. Russ, of course, is by no means a clot on the button, but I'm sure, even in less experienced hands, this model would handle like a dream. Gear is an O.S. 4A and Tellamatic servo. The motor was most interesting; it was the new Taipan .15 Glow. This particular motor is the prototype of this design, which Gordon Burford, maker of the Taipan range, sent to Russ for testing. They have not been released for sale yet, but we are impatiently waiting for the day when they are, for this looks like it might be the answer as an ideal .15 for R/C. It's a beautifully finished little motor, nice and light and seems to have all the good features of easy starting and smooth running, that has been a characteristic of Burford motors for many years now.

VICTORIAN R/C NEWS

Club Notes by Anthony Walsham

Sunday, October 2, saw the M.A.R.C.S. Group assemble at Boundary Rd., Laverton, to fly in the first of the second series of six contests for the M.A.R.C.S. Trophy.

One round of single control was to be held in the morning and one round of multi in the afternoon. However, the multi was cancelled because of lack of entries.

RESULTS FOR SINGLE CONTROL.—1st, Fred Harris, "Modified Equalizer", Taipan 2.5, Kraft R/X, Own T/X, 247 pts.; 2nd, Anthony Walsham, "Waveguide" Taplin Twin, 7cc. Hill R/X, Aeromodeller T/X, 193 pts.; 3rd, Tony Farnan, "Equalizer", O.S. 15 Glo., O.S. 4A R/X, O.S. 3 AP T/X, 142 pts.

Official first place went to Fred Harris, flying a modified "Equalizer" powered by a Taipan 2.5 cc. and using a Kraft Tone R/X. However, Norm Bell (our guest flyer), scored far more points (355) than did Fred. Norm flies an E.D. 2.46 cc. powered O.S. Tone equipped "Equalizer". Norm's score was not included in the points score for the M.A.R.C.S. Trophy because, as yet, he isn't a member.

Tony Walsham R.O.G.'d well to record second place with his old "Waveguide". However, this time the model was powered by a brand new Taplin Twin 7 cc. twin cylinder diesel. Tony used a Hill R/X but is giving it away in favour of O.S. Tone.

Third place was filled by Tony Farnan. He flew the same model he used to win the State Champs. with. It being an O.S. 15 Glo powered "Equalizer", naturally it is O.S. Tone equipped.

It is interesting to note that Norm Bell, Fred Harris and Anthony Walsham all used diesels. The only other flyer who R.O.G.'d was Les Heap, who immediately lost effective control, the model roaring around the sky and stacking when the motor cut.

After the comp., a roster was formed for flying during the lunch hour (which lasted from 12.20 until 5.20 p.m.) as there were so many bods turning up.

Nearly everyone had trouble with some minor stacks and fly-aways. Those who had bugs were Jim Sumsion, Anthony Walsham, Barry Alderson, Bruce Robinson, Ray Clair, Ian Watts (who's multi-channel ship ended up in a tree, luckily sustaining little damage), Tony Farnan, Keith Hearn (rudder servo trouble), John Douglas, Ken Bowden, Bob Langley, Barry Angue, Ron Snell and Jack Bone.

Bruce Robinson did some funny things with his sportster, having a couple of stacks. Keith Hearn flew his enormous multi-ship, but had servo trouble and a crook motor. He is thinking of installing a Taplin Twin 7 cc. diesel because of ease of starting, terrific throttle control response and smooth even running with plenty of power on the right prop. (13 x 8).

Colin Stones brought out his radio controlled altitude model. He made a couple of test flights. Bob Langley again produced his low-wing ship. However, the same thing happened as when I have seen him attempt to fly before. It stalled on take-off, did a wing-over and belted the ground rather hard.

Jack Bone and Ron Snell both flew "equalizers", the former having to fish his out of the small lake that forms on the field after heavy rain.

Summing up, the day was perfect for flying, it being warm and sunny with very little wind. The two judges for the single comp. were Geoff Tuck and Bruce Robinson and they did an excellent job. When I left the field at 5.20 p.m., Fred Harris was flying again after being up in the air at every opportunity all day.

NEW ZEALAND R/C NOTES

C.P.M.A.A. RADIO CONTROL RALLY FROM RUSS JOHNSON.

(Held at Palmerston North, New Zealand, August 13th and 14th, 1960.)

This Rally for Radio Control enthusiasts in the lower half of the North Island was held this year at Palmerston North again, as its central locality makes it the popular choice. This year's rally saw some new faces entering into the realms of Radio Control model aircraft. Anyhow, along with the faces, there was quite a bit of new equipment on view and flying activity got under way on Saturday afternoon on a local farmer's property with, guess who—Brian McElwain, of Wellington—first into the air, trotting around the field with his hand transmitter, controlling a small R6B. Les Wright had a 4 ft. 6 in. sailplane with a Mills 75 strapped on top of the wing and had several stimulating flights of up to 10 minutes or more and well up in height, too. I must say here that the weather was beautifully fine, with no wind at all—most extraordinary. Chuck Holder had one very fast flight with his Ascender No. 2. Mike Kendrick, of Wanganui, flew his re-hashed Gasser into a bunch of trees and damaged it. His usual flight is either no control or forgets to switch the transmitter on. Another great performer is Stewart McGlaughton's Bi Plane—just looks like a WW1 SE5. All these chaps were using Wright equipment, which still has a great following in this country. Jim Garden, of Palmerston North, uses a Babcock "Majic Carpet" receiver and has proved most reliable in a very fast K & B 19 powered model. Hoppy Richardson flew his Junior 60 several times, as



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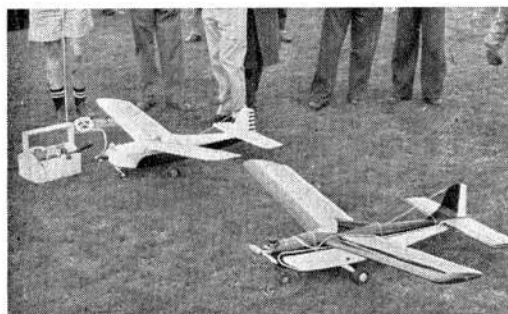
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Advance Radio Control

Conducted by John Marquette

45 Pymble Avenue, Pymble, N.S.W.



"Ascender" models of Chuck Holder and Hoppy Richardson, of Palmerston North. Both have Wright equipment and powered by K. & B. 19's.

did Charlie Belk with his Mills 1.3 powered bi-plane. Quite a few of those there had untried models and did not get airborne, even if the air was free from signals of those other twenty endeavouring to fly.

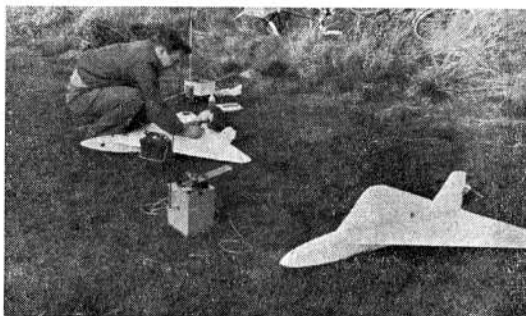
Saturday night at a get-together, Fluff (Doc) Hartley gave us a brief history of the development of his 8-channel rig, which he has been building for the past twelve months, and has just installed in an Uproar and recently test-flown. Quite an achievement to build the receiver, make your own servos, and make up a stable transmitter. Dave Whitehead, of Wanganui, told us how his Galloping Ghost (nicknamed the Sewing Machine) worked. The G.G. system is a modified tritone transmitter and receiver working on the rudder and engine throttle. His test flight that afternoon showed great promise. This wig-wag business certainly gave one a queer sensation—especially when the pulse rate was increased.

Les Wright told us of a new modified receiver—the Mark III—reverting back to the original type valve and new transformer. After much discussion it was generally felt that equipment that could easily be modified to use another control such as engine throttle control would be a most welcome step forward. Also there was another interesting discussion regarding an intermediate R.C. class for competitors utilising single channel and more than rudder control. However, it was left to the clubs and provincial association to try it out before submitting any set of rules to the N.Z.M.A.A.

New equipment on show was a R.E.P. sextone unit and numerous new types of motorised servos such as Duramites, Rising clockwork, Cobbe micro 4, and the odd Kraft receiver.

To top the evening off, we had films taken at recent R.C. meets of the various clubs present.

Sunday morning, the weather was rather windy and very cold—just the type of weather needed, it seems, to fly the R.C. Delta model. The penetration and speed of both Terry Bannister's and Ian Barber's Delta was a thrill to watch. Fluff Hartley flew his "Uproar" with his 8-channel equipment, and proceeded to show what he could do—consecutive loops, bunts, rolls and power-on approaches, taxiing, etc. A truly great achievement when considered all home-built. Up to this writing, there has not been a failure in his equipment. The model is a standard "Uproar" with an



Terry Bannister prepares his Delta, foreground Ian Barber's Delta. Both use Wright equipment.

O.S. max 35 R.C. for power. Only one flyaway occurred on Sunday morning—it being amusing to see one throwing the transmitter button down, then start running after the offending model, uttering strong oaths. Oh, well, the joys of R.C. flying. Mike McKendrik was in top form when he put his model on an unclimbable tree.

Most of the 25 models at the rally used Wright equipment with 2 Kraft receivers, one CG miniature in a 24in. Pee Wee R6B V tail (actually flew too). Overall the trend is towards multi or additional controls on single channels. At the conclusion of a rally it is always felt generally that everyone goes back home a little wiser for having seen what the other modeller does with his R.C. equipment.

R. JOHNSON.

STOP PRESS NEWS

New Zealand, 9th October.—Ian Barker, of the Wellington Club, broke the world R/C Sailplane duration record with 9 hrs. 4 mins. Unofficial as yet, but is being sent in for ratification.

(From Bill Cook, of P.O.A.C., Trentham Camp, N.Z.).

* * * * *

AN ALL-TRANSISTOR RECEIVER

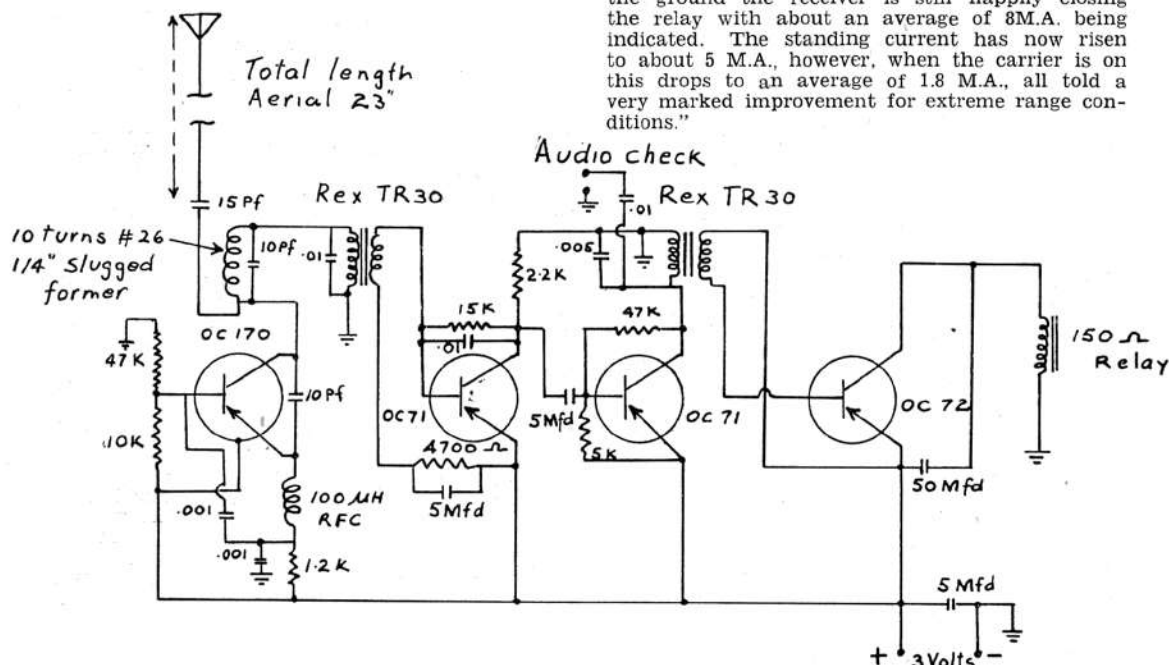
Vernon Kerr, one of our very enthusiastic R/Cers and a very clued-up radio type, sent this circuit in. Since fully transistorised rigs are undoubtedly on their way in, we thought you would like to see it. Also given are Vernon's comments and findings from the set he has built. This is not a construction item, but merely submitted here for its interest value and also with the thought that it may be very useful to other experimenters.

Vernon writes: "I am enclosing the circuit of an all-transistor receiver I have built up. It works very pleasingly at either 27 or 40 M/CS and from 3 volts; it is a combination of circuit ideas. The 150 ohm relay would possibly be more sensitive at extreme range if made 200 or 250 ohms. Again, replacing the O.C. 72 with a slightly larger transistor, OC74 or the like, would allow a greater swing of M.A.s in the relay circuit. As it stands, I had the O.C. 72 on hand and used it in preference to spending more on transistors at this stage. It idles at 2.2 M.A., no carrier, or if it has been out in the sun and becomes properly warmed up, this rises to about 2.6 M.A., carrier knocks it back to 1.7 M.A. or around the 2.2 mark if it is warm. When audio is passed through it, at say 150 yards, with the whip folded down to about 5 feet, the swing is around the 15-18 M.A. mark, with the whip fully extended to 8 ft. 6 in. and between 550-600 yards you can still get a deflection of around 5.5 to 6 M.A.s. Incidentally, if the model is left sitting on the ground at this distance there is no closing of the relay, but hold it up shoulder high, and it works as it should. I have adjusted the relay to close at 5 M.A. Needless to say, the transmitter I have has an honest 100 per cent. modulation when looked at on an Oscilloscope. The power output would be somewhere about $\frac{1}{2}$ of a watt. I have used Rex transformers in this receiver as they are fairly cheap, though possibly better transformers would boost the output. Also by stepping

up the voltage to 4½ should also have a good effect, but since it works satisfactorily on 3 volts, why step up the battery weight."

In a later letter, Vernon wrote: "During the

weekend I was doing a bit of fiddling with the front end of the receiver and found, using a 6K resistor in place of the 10K, gives optimum performance on 3 volts. At 850 yards now and on the ground the receiver is still happily closing the relay with about an average of 8M.A. being indicated. The standing current has now risen to about 5 M.A., however, when the carrier is on this drops to an average of 1.8 M.A., all told a very marked improvement for extreme range conditions."



RADIO REVIEW NEWS ITEMS

During the last month or so quite a few new items of equipment have appeared on the market to make the R/C type's life a little easier. This is all very good, for it shows that radio flying is gaining such popularity that it warrants being catered for by the manufacturers of gear a little better than has been the case in the past.

One item of particular interest was submitted by Radio Control Imports of Yandanooka, West Australia. This was the Deac 225 D.K. Nicad accumulator. Nicads are not new to us; we have for a year or so now been able to get the 450 M.A. type in limited quantities. However, this new type, which is of the button shape, and rated at 225 M.A., will be very useful. They pack a fairly good punch. On a recent test we tried four of these cells as servo batteries in a multi ship fitted with 3 Duramites and one O.S. Multi servo. We made eleven flights of around 10 minutes each. At the end of these the batteries were still operating the servos satisfactorily, but we figured we had proved our point and decided not to risk the model further, just in case. Weight per cell is approx. ½ oz. and the price, we understand, is 10/6 each. There is also a charger available, operating from mains voltage at 32/-.

From O.S. Distributors we received samples of their many new lines. These made us very happy indeed, for amongst them were such very useful accessories as Elevator Horns at 3/- each, Rudder Horns at 2/2 ea., Aileron Bell Cranks at

6/6 set of 2 (these offset to give differential control), Push Rod and Couplings at 3/7 set of 4 (small) and 3/11 set (large), and Steerable Tail Wheel Assemblies—large 8/9 each, small 7/6 each. All these components are dull chrome plated over brass, particularly well made and complete with all nuts, bolts, washers, and what have you, for their fixing.

Thanks a lot, O.S., for these very useful but horribly fiddley bits when we have to make them up ourselves.

Also in the parcel from O.S. Distributors was one of the new Kato Multi Servos. Unfortunately there wasn't time before going to press to air-test this, so in the effort to try and find out in the short time available if this article was worth recommending or not, we gave it a really rugged bench test. In a very unscientific way we connected a spring balance to the push-rod arm and hit the motor with 3 volts. At the point where the balance was reading about 5½ lb., the strain was so great on the motor pinion that it jumped out of mesh. This is truly a remarkable performance considering the push-rod arm is half an inch long. The makers claim 4 lb. thrust. Our test would indicate something more like 10 lb. We then hooked a couple of relays in circuit and worked them so as to give extend—neutral—retract—neutral. This was continued for 30 minutes without a stop rapidly, slowly, pulsing. In short, doing everything to try and make it stick. For the whole of this time the Servo never faltered and returned to exact neutral every time. Current drain was 500 M.A. with no load. A

little high, perhaps, but you don't get anything for nothing and if you want to get power from it you must put it in.

Operation is very fast; it's only a split second from neutral to one of the operating positions. Even with the 5 lb. load the speed of operation didn't slow up appreciably, which indicates the terrific power in the motor and gear train.

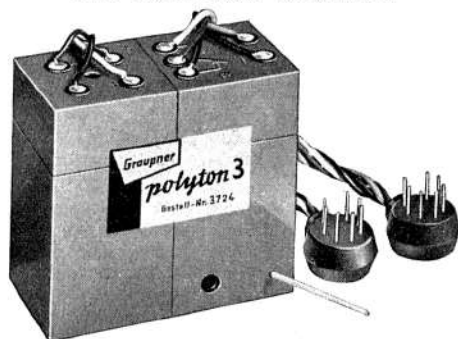
The unit weighs approx. 2 oz., it is 2 7/8 in. long, 1 9/16 in. wide and 1 in. high. Mounting positions are so arranged that it may be fitted either flat or on its side and the price is £6/5/-.

"MODEL NEWS" RADIO REVIEW — No. 2.

The subject of this review will be the new Graupner 3 Channel equipment. This gear, together with its big sister, the 10-channel rig, has just arrived in Australia and was submitted to us for testing by Eden Distributors Pty. Ltd., of Sydney, agents for all Graupner products.

Before we start to look into this gear and tell you what makes it tick, there is a point that I must have a bind about and this is the fact that the instructions supplied are all written in German. This is all very cosy for the Germans, but for export purposes it is thought the Graupner people might have taken the trouble to include translated instructions, especially since, as I understand, they are doing big business with these products in Britain and America. We managed to muddle through, having decided by process of elimination that the "Empfänger" was the receiver and that 2 Trockenbatterien je 6V meant that the transmitter operated on 12 volts. However, some of the boys who buy this gear may have a little more difficulty and finish up by blowing it up before they even get it going.

THE POLYTRON RECEIVER



Both the Rx and Tx are most interesting and each of revolutionary design, so for no good reason we will look into the Rx first. Actually, when I say look into it, don't take that literally, for upon opening the case and extracting the "works", one can't see very much. The construction used is to put the whole of the circuit in a translucent bakelite type material. This would appear to be an excellent idea for the Unit would be completely crash-proof and after a sudden stop one would not find, as we do on the more conventional types, all the components leaning over like trees in a breeze. However, there's a good and bad side of all methods and the bad point here would be the difficulty of making repairs. With this construction these should be down to

a minimum, but of course there is always the possibility. The only way repairs could be carried out as far as we could see would be to replace the faulty section, which brings us to the next method of construction used, which we thought most interesting.

The Polytron 3 is installed in two small plastic cases, each measuring approx. 1 3/16 in. square by 2 1/4 in. high and both are held together to make one unit, but cellulose tape. One case holds the receiver section, one filter and one relay, which, by itself, would make up the Ultratron single channel job. In the other case are two more filters and two relays, which give the total 3 channels. I imagine the 10-channel receiver would have the same front end section with the addition of nine more filters and relays.

Getting back to the repair angle, where we mentioned replacing a faulty section. This could be carried out quite simply, for in the first case there are three sections; the first houses the detector, the second the Audio stages and the third a filter stage. In the second case there are two more filter stages. In each instance all these stages are separate potted units and merely held to each other by their connecting wires.

As you will have gathered by now, these new Graupner products do not employ the tuned reeds principle, but instead use the tuned filter system. This is an excellent method of selecting the respective tones and has the advantage over reeds of having a much broader frequency tolerance and is less susceptible to temperature changes. Although in fairness to the modern day reed banks these two are extremely temperature stable. The biggest disadvantage with filters in the past was their size and weight. Graupner have certainly beaten these difficulties for their gear is certainly sub-mini. with weight comparative to size.

The relays used are really beautifully made and although do not follow the same design of conventional types, have the same S.P.D.T. action. Their resistance is 300 ohms.

On the technical side the circuit is fully transistorised, having an O.C. 170 in the detector, which is of the super-regen. type. Three O.C. 71 Audio stages and an O.C. 76 in each filter stage. Sensitivity claimed is 3 to 4 micro-volts, which would be pretty right judging by our range tests. No. H.T. supply is needed, of course and the operating voltage is 6. Tone frequencies are 400, 630 and 900 cycles. Current drain 3.5 M.A. idle and 20 M.A. on tone. This was on the set we tested; the maker's figures are a little more conservative, they claim 4 M.A. to 15 M.A. All-up weight, less batteries, is 5 oz.

THE BELLAPHON 3 TRANSMITTER

This would be by far the most beautifully finished piece of R/C equipment I have ever seen. The precision of workmanship is something out of this world. It is installed in a delightfully finished crackle enamelled case, which is fitted with an adjustable shoulder strap of clear plastic. All controls are grouped handily on top of the case and consist of a joystick for the two rudder channels, plus a press-button micro switch for the other channel. The antenna, which is telescopic and centre loaded, is also on top of and to one side of the case.

Like the receiver, this unit is also fully transistorised, employing an O.C. 170 crystal oscillator, with 2 parallel connected O.C. 170's in the P.A. stage. The tone generator uses an O.C. 76. Operation is obtained from 2 6-volt, 1 amp. hour accumulators, connected in series to give 12 volts.



Another very interesting and useful feature of the Bellaphon is that of a built-in battery charger. This innovation lends itself ideally to a unit such as this where only one voltage source is required and that of the L.T. variety. As you will see at the end of this article, this gear is fairly pricey, but the advantage of not having to buy expensive H.T. batteries at regular intervals, as is the case with valve type hand-held units, and also the convenience of being able to plug in and charge your batteries at home, should in time outweigh some of the initial cost.

I don't intend to go into the output and performances of this rig too technically for, unless you are a radio type, you wouldn't understand it, anyway.

Better, if I tell you of our field testing, which is more important, for the practical modeller is more interested in results than what various instruments say. We didn't air test the range, but on a ground check we had 850 yards separating the Tx and Rx before the current started to drop. Once it did start, it fell off very rapidly. This range was far beyond expectations, for on a claimed output of 80 M.W., we didn't expect anything like this performance. Obviously this power is obtained from the Tx Antenna system, which, with its centre loaded coil, gives much more efficiency than the conventional short whips, usually fitted to hand-held jobs. Another contributor to this range would also be in the receiver, which has 3 audio amplifiers.

Current consumption was carrier 21 M.A. and tone 12 M.A., making a total of 33 M.A. This again was from our example; the manufacturer's claim is a total of 25 M.A. All-up weight, including batteries, is 3½ lb., and the case measures 9½ in. x 6½ in. x 3 in. approx.

Price for the whole unit—Receiver, Transmitter and Accumulators for both the Rx and

Tx is £84, a lot of dough, but it's quality equipment.

We understand from Eden Distributors that only very limited quantities of these units will be available in Australia. This is due to the large British and American demand for this year. Edens do have stocks or did at the time of writing, so if you are interested, we suggest you get your favourite R/C supplier to make enquiries for you.

RADIO REVIEW BY RUSS HAMMOND

ADVANCE RADIO CONTROL had sufficient faith in my knowledge of radio to send me one of their "Silvertone" transmitters and receivers for review; as always I will give you the facts exactly as they are, regardless of the consequences.

"Silvertone Transmitter".—The first impression is very good. This unit looks most attractive in its welded steel, silver-grey hammertone case which measures 6 in. x 8 in. x 6 in. and weighs 4½ lb. empty and 11 lb. complete with batteries. The aerial terminals on the case are chrome plated with a screw on top to hold firmly the 9 ft. telescopic chrome aerial, the best we have yet seen. Keying lead is wired to a four-pin plug and to a hand-held micro switch. Two sockets are supplied on the transmitter—one for carrier and one for tone. The most ingenious part of this arrangement is that the batteries can't be flattened without the plugs in, no matter if the switch is on or off. Handy, you must admit. While on the subject of batteries, the filament is one Eveready No. 742 1.5 volts and H.T. is three Eveready No. 482, each 45 volts, giving 135 v. total. L.T. batteries are 9/2 each and H.T. 21/10 each. This gives a total of about 50 per cent. more cost than current hand-held transmitter batteries, but they last eight times as long and, what's more, it's worked out in such a way that they all go flat together.

Let's look on the inside. M.O.P.A. printed circuit, crystal controlled with a 13.6275 crystal doubling to 27.255 in the power amplifier stage. Tolerance is .005 per cent. Tone generator multi-vibrator type with variable tone control from 200 to 1,000 cycles per second. This is a new approach entirely, and one worthy of top marks. The reason is a "Silvertone" receiver responds best to a



tone of about 400-500 cycles per sec., but an O.S. 4A responds best to about 1,000 cycles per sec. With this set-up you can get the best response from **any** tone receiver.

Current drain is quite moderate at 12 milliamps carrier, plus 10 milliamps on tone. Power output is 1.1 watts. This may not seem large, but tested on a field strength meter the actual radiated signal is **four times** that of any currently available hand-held transmitter. On further test it was discovered that this transmitter was 100 per cent. modulated, a feature of no other available unit. Another point worthy of mention is that the batteries can be checked without unscrewing the case, merely by plugging the positive meter lead into the C.W. socket and the negative onto the case body. Something else we have never seen before is a circuit supplied with each transmitter sold. To sum up, this is a well-engineered unit, designed by a practical modeller who hasn't sacrificed quality for price.



"Silvertone Receiver".—Housed in a natural aluminium crashproof case measuring only 2½ in. x 1½ in. x 11/8 in., and weighing a mere 2½ oz., this unit is as practical as the transmitter and looks quite neat complete with blue and white "Advance" transfer.

All that's required to get at the works is the removal of two self-tapping screws. The neat arrangement of components is immediately apparent. There's no doubt about a printed circuit base, it certainly gives a light and compact receiver. The receiver is wired to a 5-pin plug and socket supplied. Power is 22½ v. H.T. and 1.5 volts L.T. Here is an interesting point: By using an Eveready 412E for H.T. and a 225 Deac for filament, the total weight of receiver and batteries is only a shade over 4 oz., the lightest available. Add to this the escapement and batteries (2—225 Deacs), plus switches, and the total weight is only a little over 7 oz. Here's what makes it tick. Super regen. detector (using a D.L. 68, the most powerful miniature valve made), with three audio transistors. Filament drain is very low at only 25 milliamps, idle is 1.5 milliamps, without carrier. Carrier on this drops to .9 mills. and rises to 6 milliamps on receipt of tone signal. Relay is a modern miniature 4,000 ohm S.P.D.T., utilizing fixed contacts. Very reliable. Like the transmitter, this unit comes complete with circuit, which saves a lot of tears when trouble shooting. Performance has to be seen to be believed; with the receiver lying on the ground I

was still getting full current rise at a range of threequarters of a mile. It seemed pointless to go further, as it's impossible to fly at this distance. If anyone is game to try I don't doubt they will get air range in excess of 3 miles. This is a really first class unit that would delight any radio modeller.

Manufacturers and Distributors.—Advance Radio Control, 45 Pymble Ave., Pymble, N.S.W. **Availability.**—Immediate ex. stock. Price.—Transmitter £18/13/4; Receiver £13/16/-.

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NEWS AND VIEWS (Continued)

Notes. One modeller even said it was the "berries". Thanks, fellas, it made me feel good. Another modeller said he liked everything and one "Australian Trailblazers" was worth a year's sub., his only complaint being "Why waste a page in the June issue on dime a dozen Yankee Jets." Full size aircraft weren't very popular, except Monty's articles, and those who wanted 3 Views of Australian Aircraft. Can anybody help? Please!

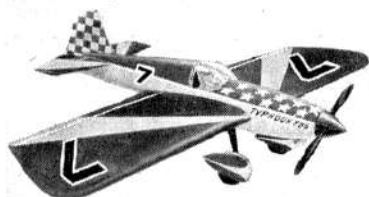
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TRADE ROUND-UP

Had a visit recently from **ARTHUR MILNER**. No doubt you would be like me and associate the name with balsa only. This is far from the truth, as **ARTHUR MILNER & CO.** are manufacturers of a large line of items from wrought iron flyscreen door panels to prefabricated steel frame sheds and car ports. A fast growing section of the business lately has been balsa for surf boards. With summer on the way, this is becoming very popular.

* * * *

SOUTHERN MODEL SUPPLIES have released more new kits, namely the Typhoon F86 and a new version of the famous "Aero Flyte" Vulcan P. 17. Pictures of these models look most appealing. I'll give details of the kits as soon as they come to hand. This makes a total of 19 kits now being manufactured by Southern Models,



TYPHOON

F86

eleven power models, six rubber models, two sailplanes and a terrific range of accessory lines. Two new accessory products are a strong leak-proof fuel filler retailing at 3/6 and a battery lead set, complete with clips, terminals, etc., which is yet to be priced. The latter is in demand in particular as a good quality battery lead set has not been made in Australia before to our knowledge.

* * * *

Jim Palmer, of the **NORTH COAST HOBBY CENTRE**, 155 Keen St., Lismore, sent me a copy of their latest catalogue. This is their best effort yet, with several illustrations and a good line-up of the items available from this progressive centre's Mail Order Department. Items include the latest American R.C. gear, Advance Silvertone, all brands of motors, kits, etc. In fact, everything advertised in "Model News", including all plans. Special O.S. 3 P.N. Servos £3.

* * * *

From **M.N. PLAN SERVICE** we have a terrific line-up of all plans, including American "Model Airplane News", "Kookaburra", "Aeromodeller", and all "Model News" Plans, including the "Parakeet" and "Comanche II" in this issue. These will be very popular at only 12/6 each. Latest



48 in. span F/F "Brolga" from M.N. Plans Service. A "Kookaburra" design.

M.A.N. release is plan set No. 73. This is a fabulous C/L Scale model of the Chance Vought Crusader. Like all M.A.N. Plans, it sells for 13/-, post free.

* * * *

From **O.S. DISTRIBUTORS**, 2 Erasmus St., Surrey Hills, Vic., we learn of the renewed interest in the O.S. .15 Glow since its equal 1st place in the World's Championship, flown by Larry Canover, of the U.S.A. In fact, all American entries were powered by O.S. .15's, with the exception of one reserve model with a Cox Olympic. Several new items are available for the R.C. enthusiasts, including a new multi servo with quite an impressive performance (see Radio Review).

Stocks of O.S. Engines are now arriving regularly in Australia and shopkeepers can get immediate service from the various agents in their States. O.S. Treaded Scale Airwheels are now available again in sizes 1½ inch, 2 inch, 2½ inch and 3 inch. These are by far the cheapest airwheels on the market, and are always eagerly sought after. An item just released in Australia is the new O.S. "Glo Plugged" jet engine. Instead of the conventional spark plug operated from a vibrator coil, this engine uses a two volt accumulator in the conventional manner, making starting a simple procedure. Fuel remains the same, but the Glo Plug is of a special design and shape to withstand the enormous temperatures. Whilst on the subject of Glo plugs, the O.S. No. 3 Competition plug and No. 6 idle bar plugs are now in good supply, and enthusiasts chasing these for some time should now check at their local shop.

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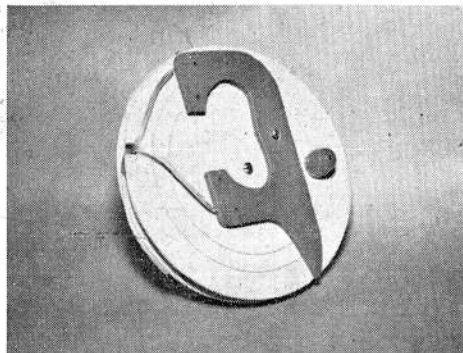
Many modellers will be pleased to hear that an Australian Distributor has been appointed for the famous Merco motors. These are available from "Merco", 2 Johnston St., Mentone, S.11, Vic. Although a little on the pricey side, these are beautifully finished, smooth running units, which will delight many enthusiasts.

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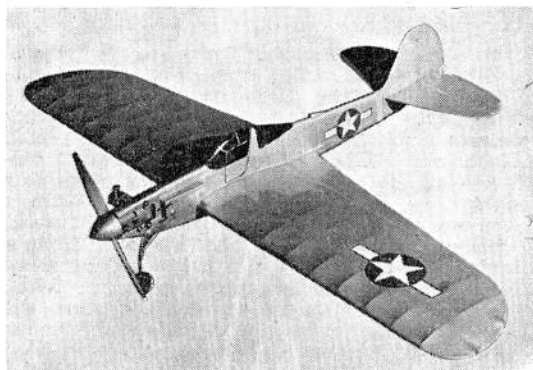
Latest items available from **EDEN DISTRIBUTORS**, of 107 Liverpool St., Sydney, are:-

The small Micromax 3/15 motor which draws the Selentius free flight Kit is so powerful (revs. at 30,000 p.m.) that run off a 2-volt accumulator, it is impossible to hold or stop the shaft, yet it weighs ½ oz. and is the size of 2/-.

They have just landed a shipment of Keil-kraft and Marinecraft Boats which are well presented and represent terrific value.



From **MODELAIR**, of 322 Broadway, New Market, Auckland, N.Z., we have a new type of C/L handle that should interest many enthusiasts. It differs in many ways from anything we have ever seen. The main points are the handle detaches from the reel for flying and can also be stuck into the ground (note the point) to make it easy to find, and what's more, it can't be picked up upside down. Price is 14/6 N.Z. (approx. 18/- Aust.); the set and spare handles 3/- N.Z.



From **KOOKABURRA MODELS**, a 36 in. wing span profile stunter, based on a Bell Aircobra, is one for the 2.5 cc. C/L enthusiast or, more important, one for DAD to build his reputation on. No complications, all components pre-cut, virtually a sheet of sandpaper, balsa knife and a tube of glue, coupled with an excellent full size plan and three or four evenings of labour, then dad can present junior with a comparatively indestructible and authentic looking model.

This kit should make a lot of friends and congratulations should go to Kookaburra Models for making it available.

Another excellent kit is the 48 in. wing span "Brolga". This is an outstanding design and one we feel will meet with a very ready market among the semi scale free flight and scramble enthusiasts, not to mention those who are bound to adopt it to lightweight radio. Should be a winner.

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NEWS OF CLUBS AND MODELLERS

TOOWOOMBA MODEL AERO CLUB NOTES

(By "Plug Blower")

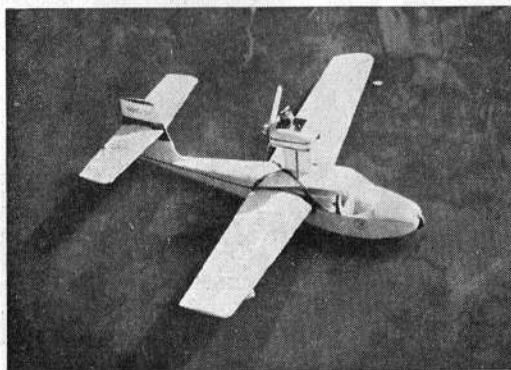
Flying has been very slack owing to the windy weather (as usual). A few of the Club members went free-fighting, in spite of the wind, on the 10th September. Phil Packer's model took to the air in sharp climbing circles, then levelled out some 500 ft. up and went bush. After a bush cross country run, the model was retrieved some 15 minutes later in a farmer's oats paddock. Ian Lange's newly built Cirrosonic sailplane flew quite well.

The City Council has again allowed the use of Griffith Park to fly C/L models. Ian Lange and Trevor Dallmann are building "Lark" stunters, which should turn out to be good models. George Englart crashed his O.S. 35 powered "Thunderbug" whilst trying to land inverted when his motor cut.

Trevor Dallman took his O.S. 35 powered "Ramrod" out of mothballs and flew it for the first time in 3 months. Combat has become quite an interest in the club lately. Barry Ward and Phil Packer have been the keenest flyers. Anybody wanting to join the club, please contact the Secretary, Mr. Wilson, 46 Hume St., Toowoomba.

NORTHERN TERRITORY CLUB NOTES

"You may be interested to learn that the N.T. Modellers' Association is growing really big now—we have the Mayor as our Patron, so the City Council has at least allotted us a piece of ground to call our own and several sporting clubs are allowing us use of their fields. At the last field day we had 13 C/L models, 11 Chuck Gliders (Junior) and several Jetex. We have two official Club Instructors, who do a mighty job. Last week I was very proud to do my first solo take-off and landing with my new Thunderbug. I might add that the landing was under power, but luckily there were no mishaps. The A.B.C. were there with a tape recorder, so later we heard ourselves, with sound effects on the air. Ours, as I think I have mentioned before, is a combined Boat and Plane Model Club, so we usually have boat modelling in a creek beside the beach first and then go over to our flying field later. We have very attractive embroidered insignias worn across the



M.F.F.C. member Ken Hozlitt's scale Colonial "Skimmer", built from Berkely Kit. E.D. Bee 1 cc. motor. Photo taken at Narrabeen Lakes.

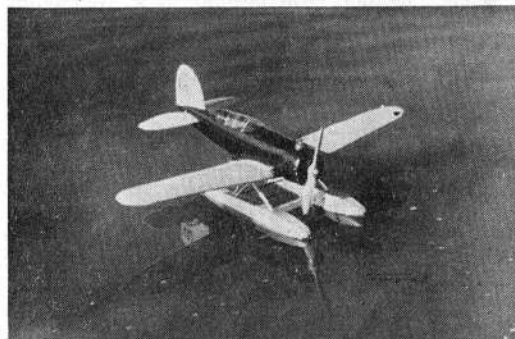
backs of our white shirts and one modeller is chosen for each field meeting to wear a "Marshal" arm band to keep spectators in order."

(Notes from Mrs. J. Cunningham, of Darwin).

K.M.A.C. CLUB NOTES

We have started a club on the north side of Brisbane over the last few months, which we have called the Kedron Model Aero Club. We have fourteen active members who are very active cleaning the scrap balsa, paper and motors from the flying field. The main club interests are stunt and combat, with a few bods dabbling in team racing. In the recent elections, the following were elected to office: Joe Caesar, president; John Lovatt, vice-president; and Allan Bowen, treasurer-secretary. We are hoping to hold a club competition some time next year. F/F is banned because of proximity to houses.

A. J. BOWEN, Secretary.



A.P.S. "Lockheed Sirius" C/L float plane built by Douglas Truscott of Grafton. Douglas flies this model from the spit of an island near his home.

RESULTS OF SECOND (August) N.S.W.A.A. DECENTRALIZED COMPETITION F/F CONTEST

Chuck Glider: B. Jones, Parramatta-Granville, 119.8 sec., 1; I. Roach, Maitland, 117.7 sec., 2.

F.A.I. Power: G. Barker, Parramatta-Granville, 119.0 sec., 1.

Class 2 Power Ratio: G. Barker, Parramatta-Granville, 7.97.1 sec., 1; B. Jones, Parramatta-Granville, 5.00.1 sec., 2; B. Lee, Parramatta-Granville, 3.09.1 sec., 3.

RESULTS OF THIRD (September) N.S.W.A.A. DECENTRALIZED COMPETITION C/L CONTEST

1A Team Race: P. Boughton, East. Districts, 5 min. 56 sec., 1.

F.A.I. Team Race: N. King, East. Districts (Oliver), 5 min. 48.8 sec., 1; H. Flanagan and L. Toft, Coffs Harbour (Oliver), 5 min. 55.4 sec., 2.

Class 1 Team Race: K. Hacking and L. Smith, Coffs Harbour (Taipan), 11 min. 49.5 sec., 1; H. Flanagan and L. Toft, Coffs Harbour (Oliver), 12 min. 39.1 sec., 2.

Class 2 Team Race: D. Moleman, East. Districts (Eta), 7 min. 47 sec., 1; R. Hammond, Coffs Harbour (Enya), 8 min. 5.8 sec., 2; K. Lloyd, East. Districts (Enya), 8 min. 8.2 sec., 3.



A.P.S. "Tomboy" float plane F/F built by Douglas Truscott of Grafton. This plan was printed about 10 years ago in "Aeromodeller" and is still a hot favourite.

Class 2 Speed: R. Lloyd, East. Districts, 20.2 sec., 1; A. Kerr, East. Districts, 20.3 sec., 2.

Spot Landing Competition: R. Hammond scored 26 points with his low-wing design.

Note those terrific "B" Class times.—Editor.

ILLAWARRA MODEL FLYING CLUB

We have formed a Club at Corrimal (near Wollongong), the "Illawarra Model Flying Club". The main interest is in C/L Stunt, with the Enya 29.111B fast becoming the most popular motor; while quite a few Glo Chief 29 and 35's are about. Seven McCoy 35's were recently sent for.

We would very much appreciate it if you would be kind enough to let "Model News" readers know that we have 20 members at present and new members will be welcome. Anyone interested, please contact the Secretary, Bob Schnaars, 131 Pioneer Road, Corrimal East, N.S.W.

ALBURY CLUB NOTES

The ALBURY MODEL AERO CLUB held the quarterly competition on September 18. The weather had not looked too promising for several days before but cleared up and was quite satisfactory, although a bit windy at times. Rat Race was first on the programme, the winners being:

Ian MacAndrew, 1; Warren Ellis, 2; Paul Clamings, 3.

Second event was the Open Stunt:

Ian MacAndrew, Fox 36, Pow Wow, 1; Joe Baynes, O.S. 29, Max III, Fox Fire, 2; Tom Porter, Fox 35, Thunderbird, 3.

The A Class Team Race Final was won by Lindsay Kolthaff with Ross Smith second.

The B Class Team Race was cancelled owing to time and ground conditions.

Combat was run last, the placings being: Joe Baynes 1, Ros Smith 2, Ian MacAndrew 3.

VICTORIAN CLUB NEWS

The six monthly Hearn's Hobbies Stunt Trophy, now for seniors and juniors, was held at Albert Park on the 27th August. It was one of the biggest entries ever, and results proved conclusively that Victoria has a large group of top stunt flyers.

First off was Athol Holtham, who received the Testors award of the Victorian State Championship for the best finished stunt model in Victoria. His O.S. powered Thunderbird flew the new F.A.I. pattern in precise style, making triangular loops and four-leaf clovers look simple.

The second flight was put in by Tony Farnan, with his well-known O.S. Max 29 powered "Blackbird", and his manoeuvres were marred only by irregular triangular loops. This was the first time Tony had ever flown to the new rules. John McCarthy followed next with a display which showed potential for future consistent stunt work, and he used a "Nobler" with an O.S. 29. Doug Harlow performed in fine style with a similar model and power plant, and proved to be the eventual winner of the senior event. Barry Angus, with an unflapped "All Australian", continued his spectacular comeback, with his Max III 29 screaming through a fast routine. Ken Taylor produced his brand new and best ever "Kismet", painted a very smooth orange, cream and black. The Max III 35 was working off a pressure tapped backplate, and although on its first ever flights, Ken managed to come in third just behind Athol Holtham. Ken's new plane, with widely spaced wing "spats", rivals Holtham's as one of the best stunters in Australia.

Victorians have won the last four consecutive Australian Stunt Titles, and the standard in local competitions is always of National class. This provides strict training for the enthusiasts and quickly breeds potential champions. This extremely close competition certainly proved this, and an indication can be gained when it is noted that the Australian champion flew well, but came only sixth. All entries were using O.S. engines, working off Chicken Hopper Palmer Stunt Tanks.

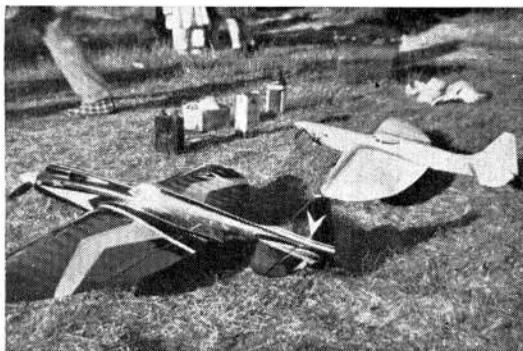
The junior event, with a prize donated by Mr. Harlow, saw another keen battle with another first to Len Follett, who once again defeated Howard Makin. The Victorian Junior stunt champion, Alan Smith, did not fly as well as usual and came in third. Some of the juniors are flying well, but their standard of building is far below that of the seniors.

Results:—

SENIOR: D. Harlow, O.S. Max 35, 1,129 pts., 1; A. Holtham, O.S. Max 35, 1,114½ pts., 2; K. Taylor, O.S. Max 35, 1,102 pts., 3; D. Brown, O.S. Max 35, 1,044½ pts., 4; B. Angus, O.S. Max 35, 1,012½ pts., 5; T. Farnan, O.S. Max 29, 998½ pts., 6; D. Kidd, O.S. Max 29, 988½ pts., 7.



Robin Mutimer and David Kidd holding their models after Junior Team Race in Victorian State Champs. Both models designed by David.



Athol Holtham's magnificent "Thunderbird", together with David Kidd's "Thunderbird" after practice day at Sandringham. Although Athol's model is nearly two years old it took the shield for most perfectly finished model at the State Champs.

Carrier and 1A Team Speed Day, Melbourne, 18/9/60.

On the above date the Macleod Club ran a flying day for 1A Team Speed, Carrier and, in conjunction with the S.A.M.S. Club, general scale.

Ironically, the few days and nights before the contest teemed with rain, and on the day the venue had to be altered. The carrier deck would have been floating in two feet of water as the river overflowed on to the park. However, all set sail for a nearby park and the day pressed on though it was marred by strong wind, occasional showers and a slippery, muddy flying ground.

The 1A Race was a very hectic affair in the conditions prevailing and only the ultimate winner actually completed the course. It was won in fine fashion by Les Heap, hobby manager for Melbourne Sports Depot. Les used a new E.D. Super Fury 1½ cc. motor in a Mercury Team Racer kit job.

The carrier event provided a fair crop of models and surprises. Monty Tyrrell opened proceedings with a bang when the wind caught his Douglas AD-6 Skyraider soon after take-off and it exploded like a fast-flying heavy scale ship should. The late Skyraider was using one of the new multi-speed Merco .29 motors, which certainly shows promise for this event. Next away was E. Brinley from Leongatha, a Victorian country town. He had an original design, using an O.S. .15 multi. It had a complete Roberts set-up and, on the whole, was the best performing ship of the day. He would have been hard to beat with a scale job, but the points lost against the scale ships were too hard to make up.

After putting in some fine practice flights, Keith Hearn and Jack Bone had the misfortune to have the exhaust restrictor fall off the O.S. .29, so the slow speed was marred somewhat and it was virtually impossible from then on to make a good landing. Don James entered his Kingfisher Glo Chief .29, and gave fine entertainment when his ship caught on fire. It couldn't be put out, which meant frantically running to the portion of the park under water and dunking the model.

The winner, after a whole afternoon of such antics, was Barry Angus, using a scale Grumman Guardian with an O.S. .29 multi. The same ship, flown by builder John McCarthy, of the Model Dockyard, attained second place. Third was the little ship from Leongatha mentioned earlier.

The event finished with a bang, too. Unfortunately there was a mid-air collision between the winning Guardian and a Gloster Gladiator flown by Jack Leggett. It made caput both ships, but wound up the event in style as it were.

The S.A.M.S. boys really made the general flying worthwhile for the poor crowd who braved the weather. Between them they had nineteen Ukie scale ships and some fine flights were seen. Only multi was a Catalina amphibian from Ron Daynes, who had the choice of landing and take-off spots, it was so wet under the feet. Also interesting were the huge Thunderbolt of Eddie Keggins, which flew like its prototype, fast and furious, and a five foot Gypsy Moth with an Anderson Spitfire 65 by Fred Taylor. Said plane even had cables working the controls, it used the real fuel tank in the centre section, had a scale working undercart, and all that jazz.

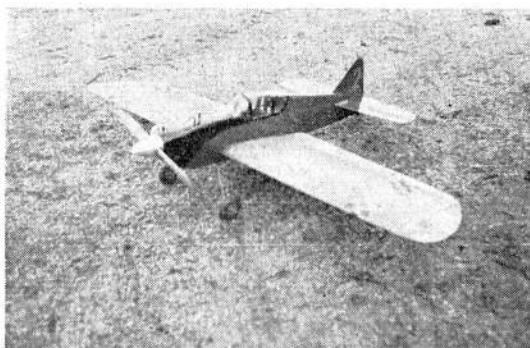
Most interesting was the U-Control Endurance ship of John Pffier and Tony Cincotta. It has a standard size fuel tank and has a plastic fuel line running from the flier to the model. This is connected to a pressure can, pump type, carried by a mechanic beside the pilot. They had a couple of test flights only lasting for half an hour or so each. Everything works, so shortly some poor unfortunates are in for something as rumour has it they will try to stay up for twenty-four hours with refueling. We hear Tony's work of art will be supplied with a motor from his namesake (guess who), but they are looking for a fuel sponsor for the official attempt. If you wanna crash the fuel market, this may be your big chance.

ECHUCA DISTRICT MODEL AERO CLUB NOTES

The weather has at last started to come good, to the relief of all members. Many of the junior members can at last fly a control-line model without bending it, although "Chicken" Howell is still trying to do wing-overs that terminate 3 feet under-ground.



David Kidd's modified "Thunderbird" which he flew in the Hearn's Stunt Trophy. Span 50 in. Weight 32 oz. Near perfect for calm weather stunting, but pilot needs more lessons (hit ground when doing triangles).



Eric Beilby's "Mercury Marvin" stunt model powered by O.S. Pet.

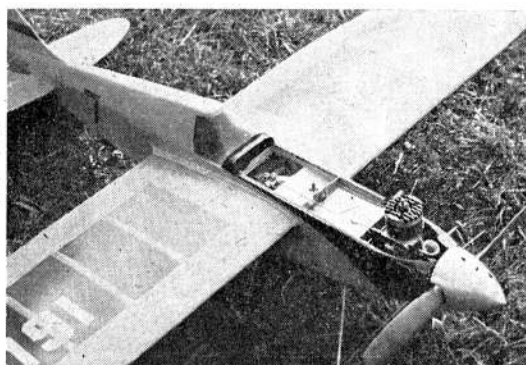
One member has what we consider the ideal elder sister. She builds his models for him, as well as helping to pay for the materials. There should be more of these young ladies about. There is a race between ourselves and the Terang Club as to who can convince the 1961 Nats Committee that we have the best site. Best of luck to the Terang boys. Met a couple of them at the State Champs., and if the rest of the club are like them, they will make a go of helping to get the Nats.

At present there are quite a lot of scale and semi-scale models on the way. Tony Maddick has a fleet of World War I vintage models which really have to be seen to be believed. New member, Bill Kerrison, is at present knocking together a Spitfire.

Quite a few of the junior boys are flying catapult Sabre gliders, usually to the cry of "mind your skull". They are really lethal when you put 6 or 8 strands of rubber in the catapult.

We now have our own control-line and free flight field, thanks to the generosity of the Rifle Club, who have given us every consideration. A working bee was held to get the circles mown, so that we now have a really terrific field.

An all-out drive is being made to secure new members, with Kerry Lockyer in the lead with 12 new bods lined up. Even has signed up members from as far as Kyabram. No truth that



E. G. Beilby's "Snappy" sports model. 30 in. wing span, silk covered, powered by O.S. Max-I .15. Recently gained 3rd place in Melbourne carrier deck contest.

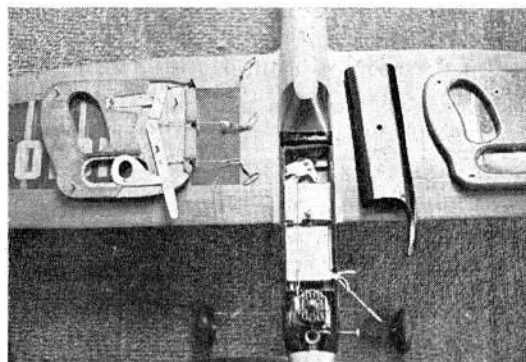
he uses a baseball bat to extract their fees from them. Any visiting modellers are invited to contact me at Shaw's Echuca Stores for a bash (bring your own cotton wool).

Notes from B. Douglas.

S.A. NEWS — ADELAIDE

Instead of holding the South Australian State Control-line Championships over the holiday weekend it was decided to run one event each month this year and the first event was the "A" Class Team race, flown on Sunday, the 2nd October. During the test flying and elimination heats, the performance of several models on the field gave an indication that the final of this event would be flown at a really hot pace and this certainly was the case.

Out of the eliminations to face the starter's flag for the final came Jack Oehme, Malcolm Pring and the Thompson-Meyers team, all using Oliver Tigers, and Kevin Green, using an O.S. .15 glo motor, and at the drop of the flag every model was away to a beautiful start. With every motor running at its peak, the four models scorched around at a terrific pace for "A" Class models and at the first pit stop the Thompson-Meyers



Close-up details of E. G. Beilby's "Snappy" sports model. Control system built from scraps of tinfoil and aluminium.

team held a narrow lead. After some really good pit work all the planes were once again airborne and off again to a cracking pace, but at the second pit stop a really fast piece of work by Kevin Green put him narrowly in the lead. He held this lead right through then to the checkered flag, coming in 3 laps ahead of Thompson-Meyers and a good way ahead of Jack Oehme and Malcolm Pring, whose models slowed a little after the third stop for fuel.

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From the speed of the models and the fast pit stops, it seemed that the record would certainly be broken, but on checking the stop watches it was found that both the first and second place-getters had been incorrectly timed, while Jack Oehme's time for third place, which was the only official one registered, was 9.27. Unofficial watches recorded Green's time as under nine minutes and it was unfortunate that a timing error cost him a new official Australian record.

Official placings for the South Australian "A" Class Team Race for 1960 were: K. Green, O.S. 15 glo. 1; R. Meyers and R. Thompson, Oliver Tiger, 2; J. Oehme, Oliver Tiger, 3; M. Pring, Oliver Tiger, 4.

Kevin Green was using his old model and motor which set an unofficial record time some two years ago, while the Thompson-Meyers team flew the "Fury" with which they won the "A" Class event at the last Nationals. Jack Oehme flew an original design and Malcolm Pring another "Fury".



George Yates, of Leongatha, Vic., with his modified "Ramrod" (Sabre .35).

NEW ZEALAND & WORLD NEWS

F.A.I. WORLD POWER CHAMPIONSHIPS AT CRANFIELD

Final entry, 19 countries—54 competitors. First two rounds flown in evening in almost still air . . . some thermals and down draughts . . . 28 maxes in first round, and 26 of these had max in second round. Third round flown next morning at 6 a.m. . . . showery . . . 21 competitors had perfect score at end of third round, and 18 had four maxes up at the end of the fourth round. Of these, five fell by the wayside in the fifth round, leaving 13 (including two New Zealanders, two Norwegians, and two Americans) with a perfect score at the end of the contest.

RESULT OF FLY-OFF: 1, S. Pimenoff (Finland), G. Guerra (Italy), J. Sheppard (New Zealand), R. E. Hagel (Sweden), L. H. Conover (U.S.A.), 12 Maxima at the closing time of the contest. Each of these five contestants has been declared **JOINT CHAMPION**.

6, Z. Sulisz (Poland), 8 Maxima and 0; 7, D. S. Posner (Great Britain), 4 Maxima and 156; 8, E. Frigyes (Hungary), 3 Maxima and 129; 9, B. W. Bulukin (Norway), 2 Maxima and 147; 10, J. Fontaine (France), 1 Maximum and 177; 11, T. Johannessen (Norway), 1 Maximum and 0; 12, E. W. Miller (U.S.A.), 86; 13, J. Winn (V. Jays), (New Zealand), 8.

Comments from the Editor of the Cranfield "Chronicle".—"Thirteen competitors in a tenation multi-round fly-off! The most fantastic international contest of all time—that's what they are calling it. Even with round times reduced to fifteen minutes, these five amazing aeromodellers continued to clock perfect scores as though they could go on for ever—as they probably could. Each of the five Joint Champions had made an unbelievable 17 consecutive maxima when closing time came; surely an all-time record. Congratulations all; but look out for rule changes!"

Interesting to note that Australia and New Zealand were the only countries in the Southern Hemisphere to compete, and that of the 54 individual competitors, only six planes were proxy flown.

All New Zealand and Australian modellers will heartily congratulate John Sheppard on his suc-

cess—a very fitting climax to his trip overseas—and we also gratefully thank Vic Jays and Ken Glenn for the splendid way they proxied for John Winn and Noel Hewitson. John has just received a long letter from Vic Jays, and following are a few extracts which you may find interesting:

"John, Ken and I got to Cranfield on Saturday morning. We test flew until evening . . . Just before dark the wind shifted and Noel's big model ended up in a cornfield. The farmer refused to allow us to get it so Ken had to sneak in at dawn and found it. Some damage done in testing (in conditions which seem very different from New Zealand) . . . we started repairing the models and by early afternoon had them both ready to go, and while Ken put the finishing touches to your No. 1, I took No. 2 out for one flight to see if repairing the tailplane platform had restored the old trim. It had, but this time when it d't'd a new trick, she spun all the way down and nearly cracked the fuselage in half. I nearly cried and Ken's expression on seeing this when I staggered into the room was worth a photo . . . repairs . . . John's models were going very well.

"At 6 p.m. first round started . . . decided to fly in the order of Ken, (Noel Hewitson) John, (Sheppard) and I. Unfortunately, motor on Noel's plane was too lean and slowed right down to a burble, scoring only 50 secs. John went next, climbing very well, but one watch was dead on 15 secs., the other was just over, so it was an over-run. My turn . . . model climbed beautifully, 14.5 sec. motor, d't'd at 3½ min. into an apple orchard just outside the 'drome. John got back meanwhile and scored a nice max.

"Round two (7.30—9 p.m.), we all scored max's, the air being very calm. My flight was a replica of the first. Ken switched back to the big job as the other had changed trim and was gliding straight. Twenty-six double max's so far, and N.Z. twelfth in team event.

"At 5 a.m. next morning John woke me up . . . the air was very damp and still . . . and a test run showed that the Cox would need a long warm-up. We decided that I should fly last in this round as it would be a bit warmer by then . . . all scored max's. Fourth round . . . all scored max's.

"Fifth round, and John and I decided to go out together at the start of the round as the weather was getting brighter and there was a danger of finding a down. John is very good at detecting lift and downs, as you probably know, so we got our timekeepers and waited while John gazed earnestly up-wind . . . after ten minutes, still waiting. A few minutes later John gave a yell, and we were off, both of us doing max's, my flight being the best it had done in the comp. We worked out that if Ken could do a max it would push us up to fifth place, so once again we sat around while John weaved his spells . . . unfortunately in spite of everything, Ken caught a down (111 secs.), while a French model, launched just after, went up like a lift. Hard luck, but no system is infallible.

"This meant that thirteen were in the fly-off. After lunch it started to rain and the first flight was postponed until 2.45 . . . still raining as we went out to fly and I took the reserve with me as well. There is only one attempt allowed, and while each round lasted half an hour the model had to be in the air within four minutes from the first flick. I started up, launched, and the model just ploughed in to the right . . . 8 seconds. I just don't know why it did this . . . I hope that you are not too disappointed . . . the prang was most unexpected. Well, the fly-off went on and on, John flying very well, but his motor was getting worse, becoming difficult to tune in and the model stalling quite a lot before settling down. He scraped some of the max's by four seconds, while we nearly had kittens. Two or three went out by doing over-runs, and eventually five were left. Dave Posner stalled all the way down on his 13th flight. The winners got up to 17 . . . poor devils. Of course, we dreaded that this was going to happen, so look out for rule changes . . . there was very little celebrating

after the banquet as everyone was too tired, a marked contrast to 1958 . . . I found I was practically asleep on my feet so I went to bed."

Comments from Cranfield "Chronicle" on World Radio Control Champs held near Zurich. "The high standard of American team was a revelation, and it was a tragedy that Bob Dunham had two bad motor runs that put him out of the contest. The standard of flying was the highest ever. After the contest, Bob Dunham gave a magnificent exhibition flight, which included a display of inverted flight at about 2 metres, followed by vertical rolls and a "reversal" recovery that was beyond praise.

Results: E. J. Kazmirski (U.S.A.), 12,458, 1; G. Samann (Germany), 11,261, 2; K. H. Stegmaier (Germany), 11,173, 3; F. Van den Bergh (Gt. Britain), 11,014, 4; C. H. Olsen (Gt. Britain), 10,644, 5; J. Gobeaux (Belgium), 9,998, 6; H. de Bolt (U.S.A.), 9,370, 7; S. Unwins (Gt. Britain), 7,072, 8; E. Klausner (Switzerland), 6,602, 9; R. Dunham (U.S.A.), 5,208, 10.

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