

# Model News

2/6

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APRIL, 1960

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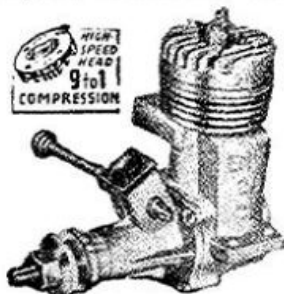
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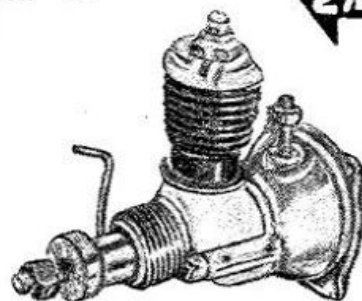
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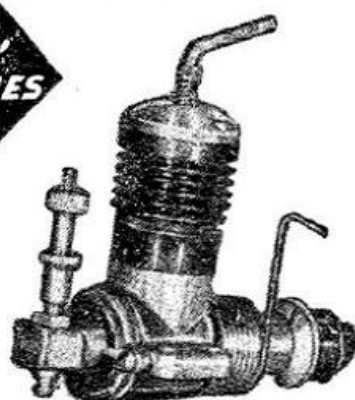
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WRITE TO—

JIM PALMER

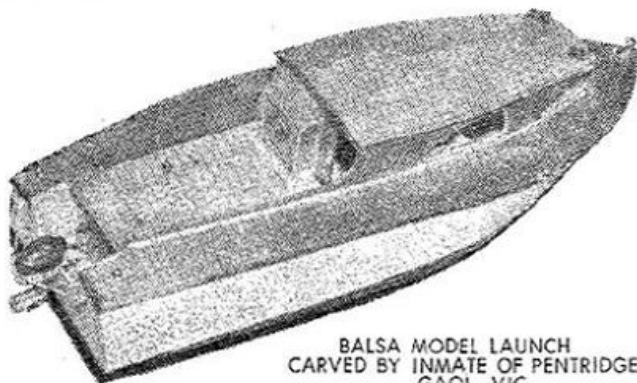
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# MODEL NEWS

Vol.4. No.2

Published Bi-Monthly

APRIL, 1960

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

## News and Views . . .

With deep regret we announce the death of Mr. J. B. Scott on the 11th April. Known to all modellers as "Scottie", he did much for aeromodelling throughout Australia, with his wife as his constant and ever-willing helper.

"Scottie" will be sadly missed by the many clubs he helped form throughout the country, particularly around Sydney. On behalf of these clubs, "Model News" wishes to extend deepest sympathy to his widow and family.

At the recent N.S.W. State Championships, a meeting was held to discuss Coffs Harbour's idea of decentralised contests throughout the State with the following results: Russ Hammond was nominated as contest director and all results to be posted to him at 206 High St., Coffs Harbour, N.S.W.

All events will be flown except those in which judging is necessary, such as Control Line Scale, Free Flight Scale, Radio Control, Combat and Stunt. All other events are in plus 1/2 A Team Race, for juniors only (under 16 years).

All events must be flown to the new rule book and all models must be processed and the results signed by two senior members. If your club has only one or two team racers you still fly, but only one attempt can be made; in other words, you can't fly all day and submit your best time.

The entry fee is only 1/- per event. Your club must submit a completed form of all entrants and moneys to Russ at the above address. Certificates will be issued to 1st and 2nd and 3rd places in each event. At the end of each 12 months, a trophy will be given to the highest point scorers in each event, plus a championship trophy for the highest point nearer in C/L and F/F and a trophy for the highest point scorer in both events C/L and F/F (All rounder trophy).

Basil Healey has donated a shield as a perpetual trophy and will be awarded to the club with the highest total points in the year.

### COVER STORY

Height 5 ft. 4in., essential specifications 34-25, With a span of 36 ft. Oops! Where was I? Oh yeah. Old model Cessna 170 on floats; no, I mean a new model on the float. Anyway, what's it matter; they make a beautiful picture, don't they.

There is also a spot landing competition in radio control. Within 82 ft., score 2 pts.; within 164 ft., 1 pt. Lone hand fliers, don't despair, your word will be accepted.

This competition is open to affiliated clubs and club members only, so join a club without delay and get your club to affiliate with the M.A.A.A. as soon as possible.

Point scoring will be as follows: 1st, 3 pts.; 2nd, 2 pts.; 3rd, 1 pt. Flying days are as follows: First and second weekend only in each month. Flying is permitted on Saturday or Sunday in either weekend, or both days one weekend.

Flying will be on alternate months, commencing with C/L in May, F/F in June, C/L July, and so on throughout the year. A lot of work has gone into organising this, so let's pull together, country clubs, and make this the biggest thing in Australian Aeromodelling.

Following the Australian Nationals at Gawler this year, where O.S. engines scored no less than 26 wins and places, including two new Australian records, the agents, O. S. DISTRIBUTORS (Aust.), 2 Erasmus Street, Surrey Hills, Melbourne, have been completely swamped with orders from all over the country.

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# Australian Trailblazers No. 2

(By Monty Tyrrell)



Smithy's last plane, the 'Lady Southern Cross'.

## "THE LADY SOUTHERN CROSS"

Before we start the story of the ill-starred Lockheed Altair we might mention the I.C.A.N. (International Convention for Aerial Navigation). This body existed in the good old days and most countries of the world were signatories except U.S.A. The I.C.A.N. made the rules for the bodies to abide by, like the F.A.I. The U.S.A. stuck to its own standards of plane construction and performance, which in practice proved satisfactory. This state of affairs was one of the main troubles concerning this particular aircraft.

The Altair was chosen by Sir Charles Kingsford-Smith as his mount in the great London-Melbourne Air Race of 1934. When he notified the Australian authorities of his choice he was warned that the aircraft would have to conform substantially to the I.C.A.N. standards or he may be barred from competing. This was enforced, incidentally, against other contestants in the big race later on and caused much annoyance to all those concerned. At the time there was a ban on American aircraft in Australia to top things off, so Smithy's choice became quite an issue.

Headless of all official warnings, he set off to America and purchased from the Lockheed factory a third-hand Lockheed Sirius, registration 118-W. The colour cannot be traced, but previous owners were one Mr. Hutchinson and secondly Victor Fleming, the motion picture director and producer. Smithy had Lockheeds get to work and convert the plane to an Altair, which meant a new wing incorporating the retractable landing gear, a special supercharged Wasp engine and a new cowl to accommodate this potent power egg. He also had four extra tanks installed to give a gross fuel load of 418 gallons. The plane thus became the fourth Altair of the total of eight done by Lockheeds and was given the serial number 8E. All these modifications cost Smithy the commercial registration and the plane became X-118-W. She was painted blue and silver, with white trim and christened "Anzac". All this meant a bill for 20,410 dollars and a pack of trouble for Smithy.

The plane went through its tests in a superb fashion and when Smithy left the U.S.A. with it as deck cargo on the "Monterey" he had taken for granted it had passed the Department of Commerce tests in Los Angeles re the structure. However, the plane hadn't, but whether this was due to not being submitted or being failed cannot be traced. On July 17th she reached Sydney.

Trouble was struck straight away. Smithy already had enough worries with a £1,795 bond to land it, but to top it off, various bodies protested against an American racing plane being called "Anzac". The name, therefore, had to be obliterated before the plane was allowed to land. It cost Smithy £100 for a floating crane and punt to transfer it to Anderson Park in Neutral Bay for take-off to Mascot. When there was a lull in the wind, Smithy, accompanied by P. G. Taylor, opened her up and in 150 yards she was away. After some days she was granted a limited and special registration, VH-USB, and renamed "Lady Southern Cross".

Pending approval for the plane from the race authorities, Smithy decided to show her worth by setting some inter-capital records with P. G. Taylor, who was to be his co-pilot and navigator in the race. This she did in no uncertain fashion and some of the sceptics began to sit up and take notice. So the following times were set and stood for many years:

August 3rd, 1934: Melbourne-Sydney, 2 hrs. 11 mins.

September 10th, 1934: Perth-Adelaide, 6 hrs.

September 10th, 1934: Adelaide-Sydney, 3 hrs. 30 mins.

September 8th, 1934: Melbourne-Perth, 10 hrs. 19 mins.

In between these runs the Altair was undergoing tests for the Civil Aviation Department as certain data from the U.S.A. wasn't available (if it existed). They could not issue a routine certificate of airworthiness as the plane didn't have an American commercial ticket. However, they established a precedent by giving a ticket on the limited data available from the U.S.A. and the plane satisfactorily undergoing stringent tests here. The plane passed them easily, but to give a ticket acceptable to the Air Race authorities he had to cut out some of his tankage, reducing the gross load from 7,400 lbs. to 6,700 lbs. This meant his "pit stops" were increased to nine from five. He had to accept the position as it was and with Taylor set off for England late in September, leaving behind a blaze of Press controversy.

Newspapers of the day made real copy of the rules being applied. Some could not say enough for Smithy and amongst there were Messrs. Forgan Smith and Ogilvie, the Premiers of Queensland and Tasmania. Others continually criticised his choice of an American plane instead of a British job though, in most instances, they were not probably familiar with the full facts. (He had tried to get a De Havilland Comet, the ultimate winner, but negotiations had broken down. He had therefore chosen the next best thing.)

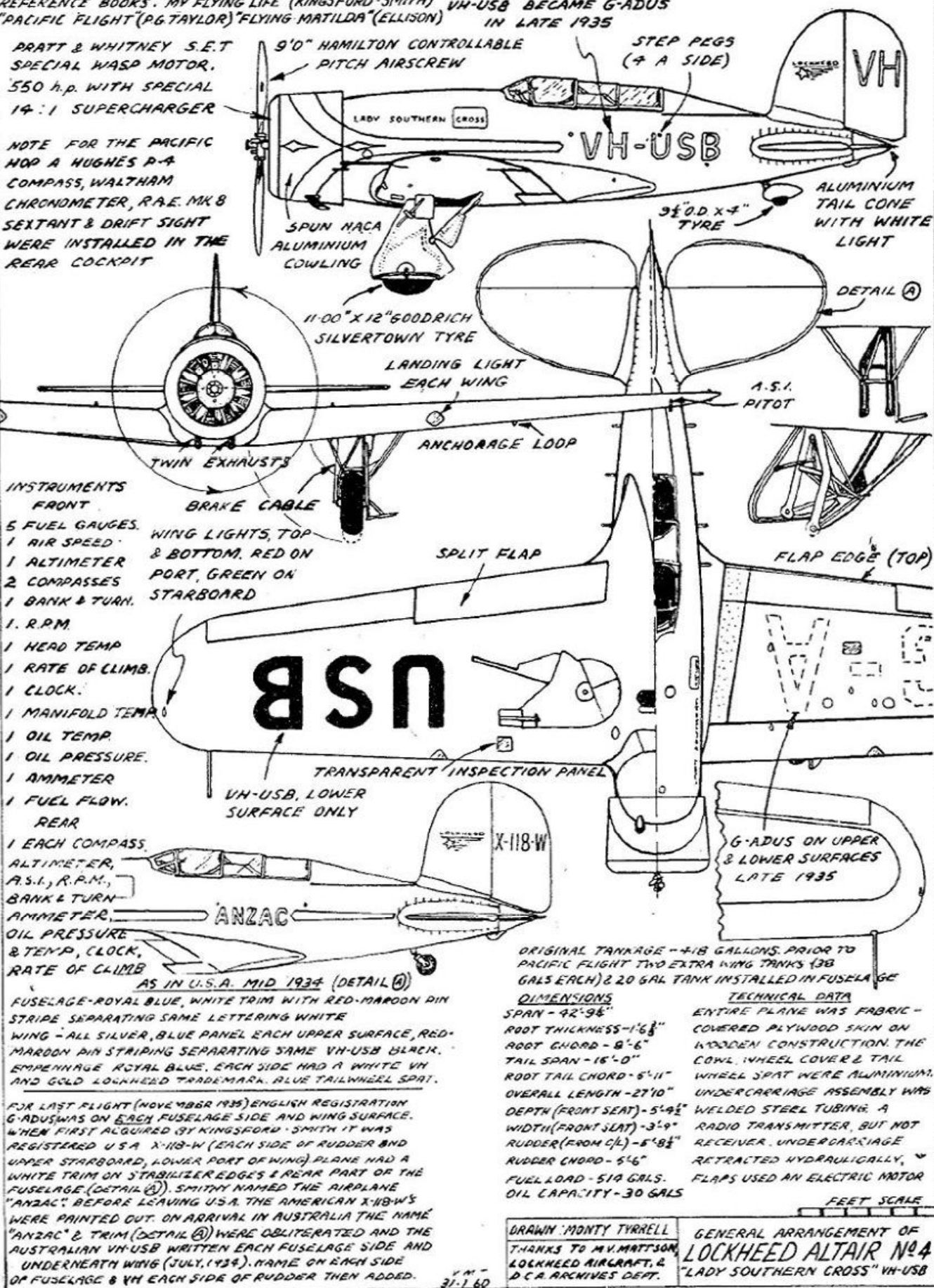
Unfortunately the Altair was not destined to compete in the Race, which raised another great Press controversy. During the trip the cowling cracked, probably with the power of the special Wasp, and from Cloncurry they had to limp back to Sydney for repairs. A new cowling was spun and all work hurried along, but the job could not be finished in time. On September 3rd, Smithy formally announced his withdrawal from the race.

Those who didn't know made the usual statements about "the repairs could have been done in time; Smithy and Taylor were squibs, etc." In early October, as the plane was overdue for being out of the country, they announced they would fly the plane across the Pacific from Brisbane to San Francisco with stops at Fiji and Honolulu.

REFERENCE BOOKS: "MY FLYING LIFE" (KINGSFORD-SMITH) VH-USB BECAME G-ADUS  
"PACIFIC FLIGHT" (P.G. TAYLOR) "FLYING MATILDA" (ELLISON) IN LATE 1935

PRATT & WHITNEY S.E.T.  
SPECIAL WASP MOTOR.  
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HOP A HUGHES P-4  
COMPASS, WALTHAM  
CHRONOMETER, R.A.E. MK 8  
SEXTANT & DRIFT SIGHT  
WERE INSTALLED IN THE  
REAR COCKPIT





They felt such was necessary to justify their existence and that of the "Lady Southern Cross", and also there would be a more ready sale for the plane in the States as it was impossible to keep it in Australia.

They got the great Australian designer, Wackett, in to work out the extra tanks needed and when such were installed numerous test flights at different revs. and altitudes were made. To overcome motor problems, Smithy's engineer, Tommy Pethybridge, designed and installed an auxiliary oiling system that was slung between two of the top cylinders.

By mid-October all was ready and on October 20th, the same day as the Race planes left London, the "Lady Southern Cross" took off from Archerfield for Suva. She bored on steadily over the Coral Sea. Six and a half hours later she passed over Noumea and altered course for Suva. Thirteen and a half hours odd from Brisbane the Altair landed at Albert Park, Suva, to successfully complete the first leg of the trip.

Naselai Beach was chosen for take-off, as for a plane so heavily loaded with fuel, Albert Park was out of the question. She was loaded to capacity for the trip to Honolulu and the first attempt at take-off nearly finished in disaster. She had just got the tail up when the wind took charge and at high speed she charged in a shallow arc for the water. Smithy at once throttled back the motor and in swift silence she slid across the wet sand, through the froth of the spent surf, and plunged into the sea. Smithy then opened up the motor full bore and with the water awash of the wing's trailing edge the brute horsepower of the special Wasp slowly pulled her up on to the beach. Boards were placed under the wheels and take-off delayed till all had been checked as O.K. The second attempt was quite successful and in spite of the outrageous overload she sped

on for Honolulu. At night a severe rainstorm was encountered, bringing another close call. During a severe bump, the switch controlling the flaps was knocked, causing them to abruptly come on to full down. The Altair went into a spin from 15,000 feet and it was down to 6,000 before Smithy had brought her under control again in the shocking flying conditions. After their narrow squeak they bored on and without further incident reached Hawaii, after almost 24 hours in the air.

At Wheeler Field, Honolulu, the U.S. Army Air Corps took the Altair under their wing and restored the plane to brand new condition for Smithy and Taylor. The torrid flying conditions and rough treatment were starting to tell on the small ship. They thought nothing of round the clock working to speed the fliers on their way in a first-class plane, the result of tireless, on-the-house pride in a job of work.

In due course the Altair bade Aloha to Honolulu and in fine trim was let loose for the American mainland, which it reached way ahead of schedule, after approximately 16 hours in the air. They stayed a few hours only in San Francisco before leaving for Los Angeles. There she was left with her creators for a pretty-up and "for sale" notice. Total flight time was 54 hours odd.

Smithy was still to be plagued with troubles, however. When it was known he was there with the plane it was seized by a gentleman as security on some unpaid debts he claimed Smithy owed him. Anyway, the matter was settled out of court and the rights or wrongs of it are not really connected with the plane's history. Taylor left for England on business and Smithy entered a hospital as he was badly run-down in health after this run, having been in poor condition when he started. Whilst there his old flying partner, Charles Ulm, disappeared between America and Honolulu on a Pacific flight.

(To be continued)

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# N.S.W. State Championships

THE N.S.W. STATE CHAMPIONSHIPS  
held at  
CAMDEN ON 16th, 17th, 18th APRIL.

We arrived at Camden about 11 a.m. on Friday, 15th, and even at this early stage it was obvious from the number of competitors already present that this was going to be one of the biggest State Championships yet. This proved correct, for we finished with 146 competitors making over 700 entries.

Catering was excellent. Although meals weren't provided, it was only 1½ miles into Camden so this presented no problem. Organisation was really outstanding with John Marquette, Cec. Pierce, Richard Shaw the leading lights, ably assisted by many willing helpers. Sydney and suburban model houses were well represented and it's pleasing to see them take an active interest in the game. Our friend, Arthur from Hobbyco, was particularly helpful even if he did talk himself hoarse.

It's interesting to note that in three days a Nationals programme was run off with more entrants than we had at Gawler. Hats off to the officials.

**SATURDAY:** The morning dawned cool with a fair breeze, although at no time did the wind present any great problem. Speed presented a fair entry, the most outstanding model being Phillip McGee's "McCoy 60" powered model, which in trials has recorded 154 m.p.h. Jetex is an interesting event again now that 3 changes per flight are allowed. Noted flier in this event, Basil Healey, scored an easy victory with 400 secs. against second placegetter Arthur Butler, 218.5 secs., with C. Emerton third with 145.5 secs.

**A.2.:** G. Rodd won by a good margin in this event, scoring a total of 773.3 secs. Alan Brown, of Orange, was placed second flying a model that must be at least 6 years old to score 646 secs., while last year's winner, J. Tuckett, ran third with 605.5 secs.

**WAKEFIELD:** The experienced modellers really had an edge in this event with well-knowns filling the first 3 places. First, Arthur Cooper, 560 secs.; second, Arthur Butler, 505.2 secs.; and Keith Murray third, 505 secs.

**F.A.I. POWER:** Last year's winner, Bert Ky-noch, again took top honours with a score of 634 secs., with Arthur Butler and Joe Kelly filling the minor placings.

**RADIO CONTROL. MULTI.:** This was quite an event and was filmed for TV on ABN Channel 2. The two most skilful radio modellers in this country would be Tom Prosser and John Marquette. Tom Prosser was flying a silk covered "Bi-Fli" built from M.A.N. Plans from the North Coast Hobby Centre. This model did some really spectacular flying, using an O.S. 4A, 40 M/C Rec. and an O.S. 3 A.P. 40 M/C Transmitter. The latter has been built into a ground base unit using three 45 volt batteries. This gives greater economy of operation. The model was equipped with Dural Combo Bonner Vari Comps with quick blip engine control on an O.S. 15. Tom was the only modeller to record a spot landing on both flights.

John Marquette was flying a smaller version of his very popular "Cicada". This is known as the "Wasp". This model is very manoeuvrable and rolls readily in either direction. Equipment is Bonner Dural Combo Vari Comps with quick blip engine control working a Bramco throttle on a K & B 15. John's flying was superior to Tom's, but he ran out of fuel on his first flight and failed to start the motor in the second and as the new rules are total points for the two flights, it put Tom in an unbeatable position. The "Wasp" is

equipped with the "Shawtone" receiver (in this issue), kits of which are available from John Marquette, 45 Pymble Ave., Pymble, and from the North Coast Hobby Centre of Keen St., Lismore, N.S.W. Kit price, we believe, will be about £10 or less. John's "Cicada" is published in this issue. If you want to build a "Wasp", multiply the reduced plan by 4.

John Eyre, placed third flying a "Cicada" equipped with Wright receiver with a relay fitted working a single Vari Comp giving rudder and motor control. Although well flown, it was no match for those flying with elevators.



One of the country's top modellers, Tom Prosser, of Parkes, and modified "Rebel" won R/C Rudder only.

**RADIO CONTROL—SINGLE:** The places were exactly the same in this event as in multi. Tom Prosser flew a light, modified "Rebel". This weighed only 34 ozs., powered by a "Taipan" 2.5 diesel. It was a rocket on wings. The same O.S. 4A 40 M/C gear was used, but this time working a modified O.S. Compound escapement on rudder. John Marquette again had a superior model, but due to bad judgment missed his landing points. John's model was another "Cicada" with Shawtone Receiver. Bonner Vari Comp and K & B 19. This model was light, only 4 lbs. all up. This weight is ideal for rudder only using this design.

**STUNT:** Hot favourite for this event was last year's winner, Tom Prosser. However, on his second flight, he pulled out too low, inverted and dug a hole with the fin. This was a new model of the same design, but far superior to the one he used to place 3rd at the Gawler Nats. Tom had the best individual flight but under the new rules total points count.

Seventeen-year-old Paul Turner, of Orange, won by a large margin from C. Neville and R. Ewers. Paul is an exacting flier and builds a nice model. He would bear watching at the next Nats.

**1A TEAM RACE:** This was an unofficial event open to juniors only, and now we have F.A.I., this 1A event should replace the present A class. J. Wallace did the 5 mile final in 7 min. 14 sec., well ahead of N. King and G. Andrew.

**F.A.I. TEAM RACE:** The two fastest models in this event were Harold Flanagan's and Russ Hammond's models. Harold used an Oliver Tiger in a model of his own design with Leo Toft as mechanic. Time was 7 min. 15.8, a lot slower than their elimination time of 6.40. This model has clocked 6 mins. 9.5 secs. R. Towell scored second place with another Oliver. Russ Hammond's Enya 15 D powered model was one of the fastest in the field, but failed to finish in the final due to a line tangle. Tom Prosser was his pilot.



Phillip McGee with his McKoy 60 speedster. Has done 154 m.p.h.!

**CLASS II TEAM RACE:** Leo Toft had a very promising model which refused to start in the final elimination and Tom Prosser's Eta M.K. 6 c, the fastest in the field, gave him one bad pit stop to place a slow second from the winner, J. Ward, in 9 mins. 49 secs., with F. Smith 3rd.

**CLASS III TEAM RACE:** The Lloyd Brothers were expected to break a record in this event and the spectators weren't disappointed, although due to a bad start and a cold motor their time was a minute slower than their best, using an O.S. 35. However, a record has been claimed at 8 mins. 47.9 secs.

**F.A.I. SAILPLANE:** John Sullivan, of Maitland, scored 829.2 secs. to win from Alan Brown of Orange with his 6-year-old model, and J. Kelly, Maitland, third.

**POWER RATIO CLASS II:** There were some high times in this event, but again the Maitlanders, John Lewis, proved superior, with a ratio of 22.23 to win by a narrow margin from A. Butler and K. Murray.

**POWER RATIO CLASS III:** Undoubtedly the greatest model in this country in this event was Basil Healey's "Post Hole Digger", powered by a Dooling .29. This won by a large margin from A. Allcock.

**F.F. SCALE:** Arthur Butler won this event and was the only one to qualify, and even he wrecked his model on landing. Take tried models, fellers!

(Results on Page 34)



Joe Kelly, Maitland, with "Dixielander" and "Taifun Tornado" in Power ratio class 2 Model won this event.

**POWER SCRAMBLE:** Conditions were terrific for this spectacle and 60 entrants faced the starter. J. Cowan made a staggering total of 2,460 secs. This is 41 mins. in the air in 1 hour. Noted scramble exponent, D. Hegarty, was second with 2,198 secs., and J. Kelly, of Maitland, third with 2,055 secs.

**COMBAT:** Most popular model in this event was the Aero Flyte "Firestreak". These models are really fast and don't mush on tight turns. K. Lloyd, flying his "Firestreak" and O.S. 35, had his chances ruined when he fell backwards over the centre judge, thus wrecking the model. Even after this mishap, he still managed 3rd place behind J. Levick 1st and A. Kerr second.



"Kombat Kings", the Lloyd Brothers, preparing for battle with "Firestreaks", OS.35 powered.

**CONTROL LINE SCALE:** Some beautiful models were wrecked in this event. Tony Shennan won again with the same "Sopwith Triplane" he won with at the Nats. Jim Ward's "Invader", with 2 .29's, stalled after take off and was written off. Graham Eckett, placed second with his "Hawk P. 6 E" (Glo Chief .29), but wrecked the model attempting stunts after the required number of laps. Third placegetter, Ross Woodcock, even wiped the U/cart off his "Catalina" on landing. A bad day.

Trophy presentation was ably carried out by John Marquette, aided by Cec. Pierce and car lights. Voted by all as the best State Championships ever held.

Sorry about the pictures, fellers. On arriving back in Coffs Harbour, my two cameras, light meter and all films were stolen from my car, with the exception of one exposed film which you see here.



Harold Flanagan with his own design F.A.I. team race winner, "Oliver" powered. Watch him at the Nats.



# CICADA

*A 62" Span Radio Control Model for Single or Multi Channel Operation.*

Designed by John Marquette



For the first time in Australia we publish the plans of a radio model and, what's more, a receiver to go with it. Plans of "Cicada" are available, 12/6 plus post, from Noel Shennan, 3 Grandview, Campbelltown, N.S.W., or Jim Palmer, Keen Street, Lismore. This is YOUR opportunity to get into R/C.

Having tried quite a few models from published plans and kits, I still couldn't find what I was looking for. I wanted a really good R/C ship, and to be this it had, in my opinion, to incorporate all of the following features:

First of all, it must be expendable, because if you're serious about becoming proficient at R/C flying you are going to get through quite a few models. To gain this feature, we must have a model that is quick and easy to build and is quite functional, in that there are no unnecessary frills and embellishments to tote up the cost of materials. It must be lightly constructed; great strength means great weight and since it is impossible to build a model strong enough to withstand a good prang, let's keep it light and flyable. It must have a wing area as large as possible in keeping with good design, so that we can finish up with a respectable wing loading. It must have a good roomy fuselage that will take any gear and still leave space, so that you can get at it. It must be of an overall size that's large enough to see in the air, but small enough to be easily transported to and from the field. Finally, it must fly well. It must be capable of doing every stunt in the book in the hands of an expert, but so docile and viceless that it can also be flown by beginners.

With all this in mind, and not being able to find a plan or kit currently available that included every one of these features, I decided the only thing to do was to have a crack at designing one and that's how "Cicada" was born.

Being far from an expert in aerodynamics, I am prepared to admit that the design finally evolved was a fluke for, after the first "Cicada" was built and flown, it turned out to be a really fabulous ship and every one built since has been

as good as the first. You try one and I am sure you will agree.

Even if you have done a lot of model building, please read and follow these instructions and you will be surprised how quickly your model will take shape.

First off, study the plan and accurately cut out every item. Next take the Fuse sides, lay them on your building board and proceed to cement in place the following items in the order given. The 3/32 Doublers from F3 forward, the 3/32 Doublers at tail, Engine Bearers, all the Triplers (for want of a better name) in the nose, 3/16 Battery Compartment Bearers,  $\frac{1}{2}$  square to form groove for F2, 3/16 Triplers in cabin, 3/16 square that holds the Rx Bulkhead, the  $\frac{1}{2}$  square that forms the groove for the Servo mount,  $\frac{1}{2}$  square and  $\frac{1}{2} \times \frac{1}{2}$  that forms the groove for F3,  $\frac{1}{2}$  square pieces along each edge of fuse from F3 to Tail Doublers,  $\frac{1}{2}$  Fillet aft of F3,  $2\frac{1}{2}$  square stiffeners. Leave until thoroughly dry and remove from board. Next, pin down 2 pieces of  $\frac{1}{2} \times 3$  in. or 4 in. balsa at least 12 in. long on your board, exactly 5 in. apart and parallel. Place a piece of  $\frac{1}{2} \times 3$  in. across one end square on to the side pieces. This forms a jig for the next move. Fill the grooves formed for F1, F2 and F3 with cement and place formers in their grooves. Now you place the Fuse upside down in your jig, bringing F2 against the pieces of  $\frac{1}{2}$  that you placed square across the end. Pin down, making sure the Fuse is square and that the wing bearing surfaces are flat on the board. Place a couple of heavy rubber bands around the nose at F1 to keep it parallel and clamp together bottom of Fuse (which is facing up) at F2 and F3. Next cement tail ends of Fuse together, making sure they are joined in

(Continued on Page 34)





# RADIO ROUNDABOUT

CONDUCTED BY  
JOHN MARQUETTE

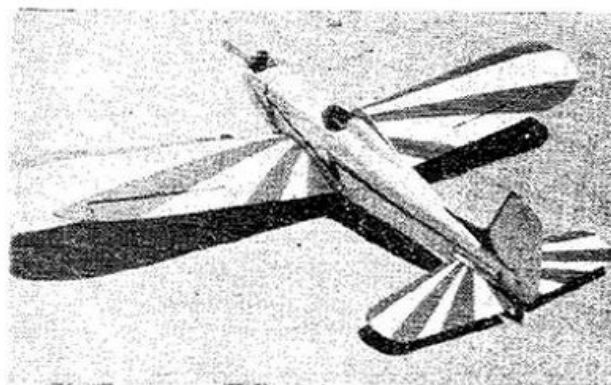
The new F.A.I. Rules were used on March 13th for the first time in N.S.W., when the R.C.M.C. held the Single Control Section of its Annual Contest.

The day was a huge success; we had perfect weather, a good entry and an excellent roll-up of spectators. Everyone seemed to enjoy themselves, although some frustration was registered by a few competitors, who were eliminated by the R.O.G. rule.

As a matter of fact, that seems to be about the only kick I have heard against this new pattern. In my humble opinion, I consider this criticism most unfounded and am firmly convinced that these rules can do nothing less than improve our standard of flying. Apart from the fact that the model must take off from the ground, the pattern is absurdly simple, which is good, for it means that the pilot who flies with the greatest precision will be the winner, instead of as in the past the winner of a contest was usually the bod who could get through the greatest number of manoeuvres.

If you give it a little thought it's not hard to make a model R.O.G. All you need is to see that your undercart/C.G. moment is as short as possible, the wheels are tracking so that the machine will run straight and you have a wing loading within reasonable limits.

The other factor to consider is pilot error. Almost every modeller I have watched trying to get his model into the air actually keeps it on the ground through bad handling. From the moment you release your model you must be really nimble on the controls. Ninety per cent. of them will swing one way or the other and you must anticipate this and correct immediately and, possibly more important, the moment she straightens up, get that rudder off. Too many fliers are too slow: they correct swing but hold rudder too long, which results in a ground loop in the opposite direction.



Doug Murray's (W.A.) Astro Hog 8-channel, home-made RX8TX, O.S.35 R.C. motor and O.S. servos.  
—N. Mitchell.



L. to R.: Happy, healthy, Richard Shaw gives Dennis Hill a left-hand shake while he crushes the wing with the right, kidding, of course. Model is a 9 ft. span "Custom" Privateer built from a Berkley kit. Enya 60 and O.S. Radio.  
—Photo, J. Marquette.

The thing to do is persevere with your take-offs, practise as much as you can and make up your mind that whenever the surface is good enough to R.O.G. you will not hand launch. If you do all this, before very long you will be surprised just how much more pleasure you will be getting out of your flying and, as well, your contest performances will be a great deal more successful and entertaining.

Having wandered off the track somewhat, let's get back to the R.C.M.C. turnout. Richard Shaw was the boy who gained top honours, but only just, for very hot on his heels was Tom Prosser, who was placed second. Both these lads put on really excellent performances and will be hard to dislodge in future events. Johnny Eyre came third and although his points were fairly well down on Richard's and Tom's, he is certainly a force to be reckoned with and a most consistent flyer.

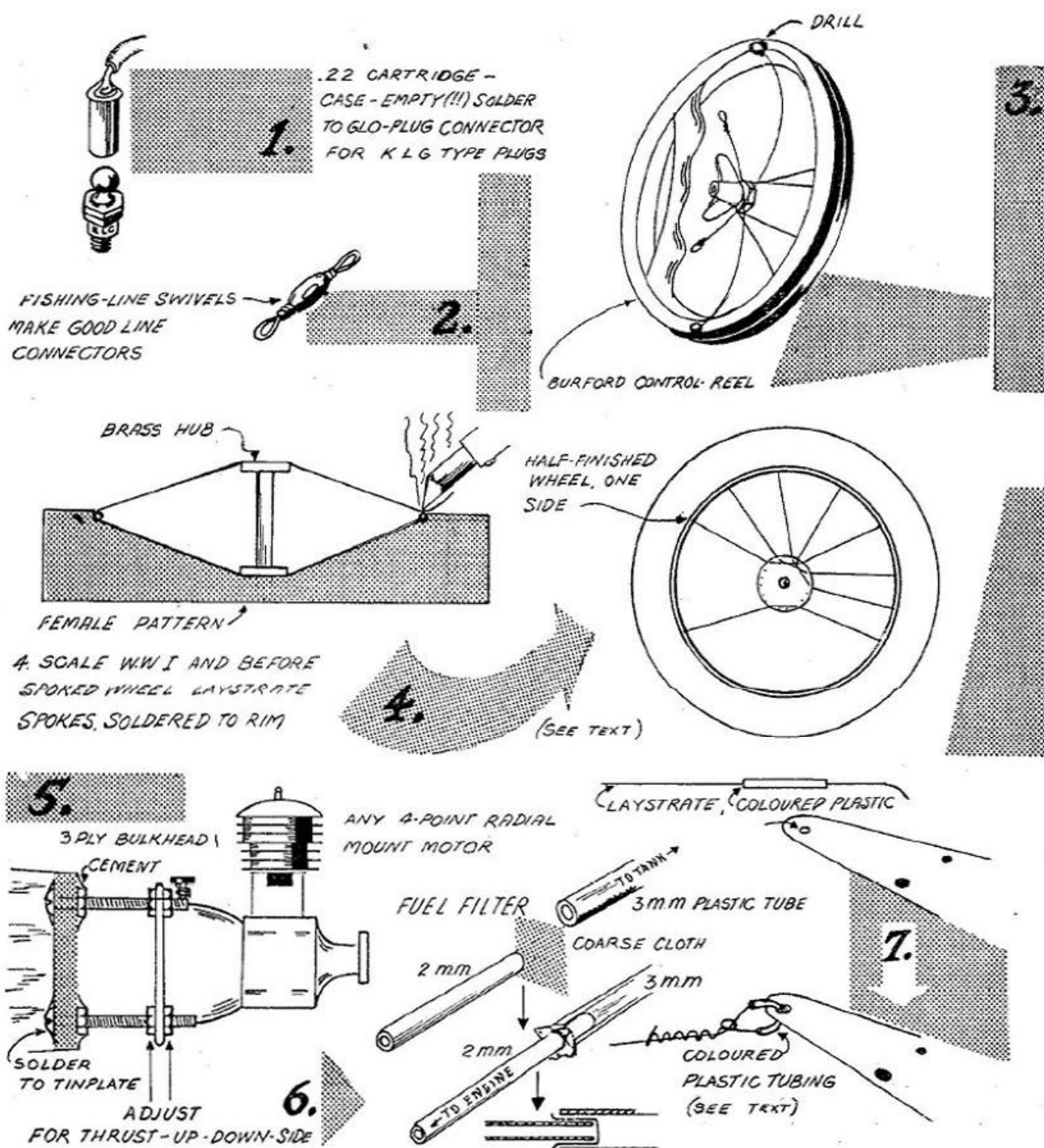
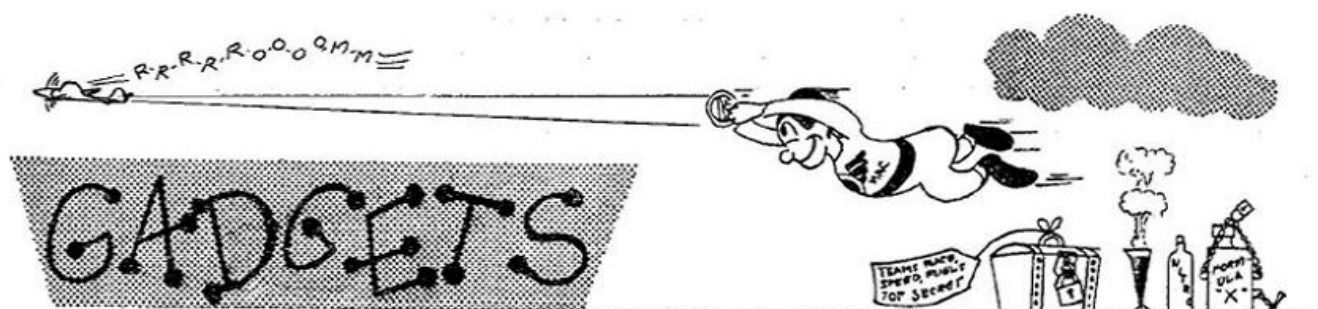
The judges were Ted Baker and Frank Murrell, who both did a very fine job and caught onto the new rule set up with great adaptability.

Equipment used by the three placegetters was: Richard Shaw, Electra, Shawtone Rx., E.D. 246; Tom Prosser, Live Wire Rebel, O.S. 4a Rx., Taiwan 2.5; Johnny Eyre, Chatterbox (scaled up version) Wright Rx., E.D. 246.

It would appear there is a mild aquatic influence creeping into the R.C.M.C., as evidenced by the fact that one of our boys, Dennis Hill, has just built himself a flying boat. This model has taken over a year to build, in spite of the fact that it came from an American kit, but when I give you a bit of gen on it you will realise why. It's a Custom Privateer with a 9ft. wing span and that means a lot of hours, balsa and silk. Power is from an Enya 60 mounted on a pylon above the Main Plane and the radio gear an O.S. 4a, operating a Kato Servo on rudder and throttle.

I had the pleasure of assisting Dennis to get the model into the air for the first time a couple of Saturdays ago. We went to Narrabeen Lakes, near Sydney, and after a spot of trimming, checking and adjusting, finally got airborne. The flight was most graceful, beautiful to watch, and she cruised around more like a sailplane than a powered model, finally coming in to a lovely, smooth and realistic landing.





## "MICHELLE"

*A small stunt design for 2.5 c.c. to 3.5 c.c. engines.  
By MALCOLM PRING, Constellation M.F.C., Adelaide S.A.*

This article is meant as an assistance to the stunt enthusiast who owns a small motor, and the pointers I make are the results of over 4 years' experimentation with small stunts in the 2.5 c.c. to 3.5 c.c. range.

The plane I herein describe is the 14th model in the developed series. It is definitely not the fastest, but it is certainly the most manoeuvrable.

**MOTOR NOTES:** I have used many types of motors, including the A.M. 3.5, Amco 3.5, E.D. 2.46, Taipan 2.5, Taifun "Tornado" and Enya 15 D, and have found the most suitable motors are those in the racing 2.5 range. (This article is largely directed at the diesel owner.) I am at present using the Enya 15 D and may be trying the new O.S. 15 D in the near future. A racing engine gives more power over its plain bearing contemporaries, even at low power revs. For propellers I used either 8in. x 6in. or 8in. x 7in. Strato, with 9in. x 6in. props. on 3.5 c.c. motors.

**FUEL:** The fuel which a particular engine consumes also limits its ability. After many experiments, I found the following fuel admirably suited to every or nearly every motor:

- 1 part Ether (Commercial).
- 1 part Kerosine.
- 2/3-3/4 part Oil (SAE 50).
- 2-3% Amyl Nitrate (or 3-4% Nitrate).

Amyl nitrate or nitrite must be used to smooth out running and make the engine more flexible. Also of importance is the fuel tank.

**TANKS:** My tanks—see plan—measure 1in. x 2in. x 1 1/2in. with a wedge on the outboard side. I use no baffles as these only complicate the tank assembly and serve no useful purpose as this tank gives a very consistent run anyway. These tanks give five and a half to six minutes running on the Enya 15D.

The general layout of the model is along accepted lines, with the motor centre line, tank centre line and tailplane all on the same level. This is achieved by having a side-winder mounting with the tank sitting between the bearers. I use a long tail moment arm as this allows a smaller amount of elevator movement to be used. This is important, as it prevents the mushing stunts which are so prevalent in small models.

The wing section is a semi-tadpole section with 18-20% thickness at 1/3 chord. (See plan.) This section gives maximum efficiency at low speeds. I employ the use of flaps as an essential on any small stunt model.

The wing must be built solidly to withstand "pilot error" prangs. This model has survived a vertical dive into terra firma with only small tissue breaks.

The wingtip must be weighted (I used three pennies on the model). Silk could be used on the wings if desired, as weight is of less importance than strength. My model weighs twenty-three ounces, ready to fly. The wing may seem large, but I assure you that it is just enough for the Enya. My model does about 45-60 m.p.h. or faster in level flight, running rich, and peaks at about 70 m.p.h. or faster during stunts. This means that longer lines are necessary and I use between 55 and 57ft. of lightweight Laystrate.

The tailplane is of moderate area with 50% elevator, giving 40 degrees up and down. The fin is of large area, curved to the outside of the circle.

The bellcrank is placed inboard of the fuselage centre line and is situated about one inch out on the port wing. The pivot point is also the

centre of gravity position. The reason for this is that at the top of the circle the nose will tend to drop if the centre of gravity is ahead of the pivot point.

**CONSTRUCTION:** Build the fuselage first, bolting the undercarriage to Former No. 2 and the bearers firmly in position in Formers 1 and 2 and thoroughly cemented. The tank is then placed in position in the fuselage with the sides cemented to the formers. The fuselage top and bottom are then glued into position and the whole fuselage covered with nylon or silk after sanding.

The wing spars are then placed in the slots previously cut for them in the fuselage, and securely cemented. The ribs can then be added "up in the air" together with the leading edges and trailing edges, and then the tailplane and elevators may be added. Cement the fin into position.

The controls are now fitted into the wing inboard panel, mounted on the ply sheet and soldered. Cover the wings and finish with three coats of dope and enamel to the colour or clear you desire.

This model will go through the stunt pattern with ease and I would suggest this model as a reliable follower for the "Ringtail" published in the Christmas issue of "Model News". Full size plans available, 10/- plus post, from N. Shennan, 3 Grandview, Campbelltown, N.S.W., and from Jim Palmer, Keen St., Lismore, N.S.W.

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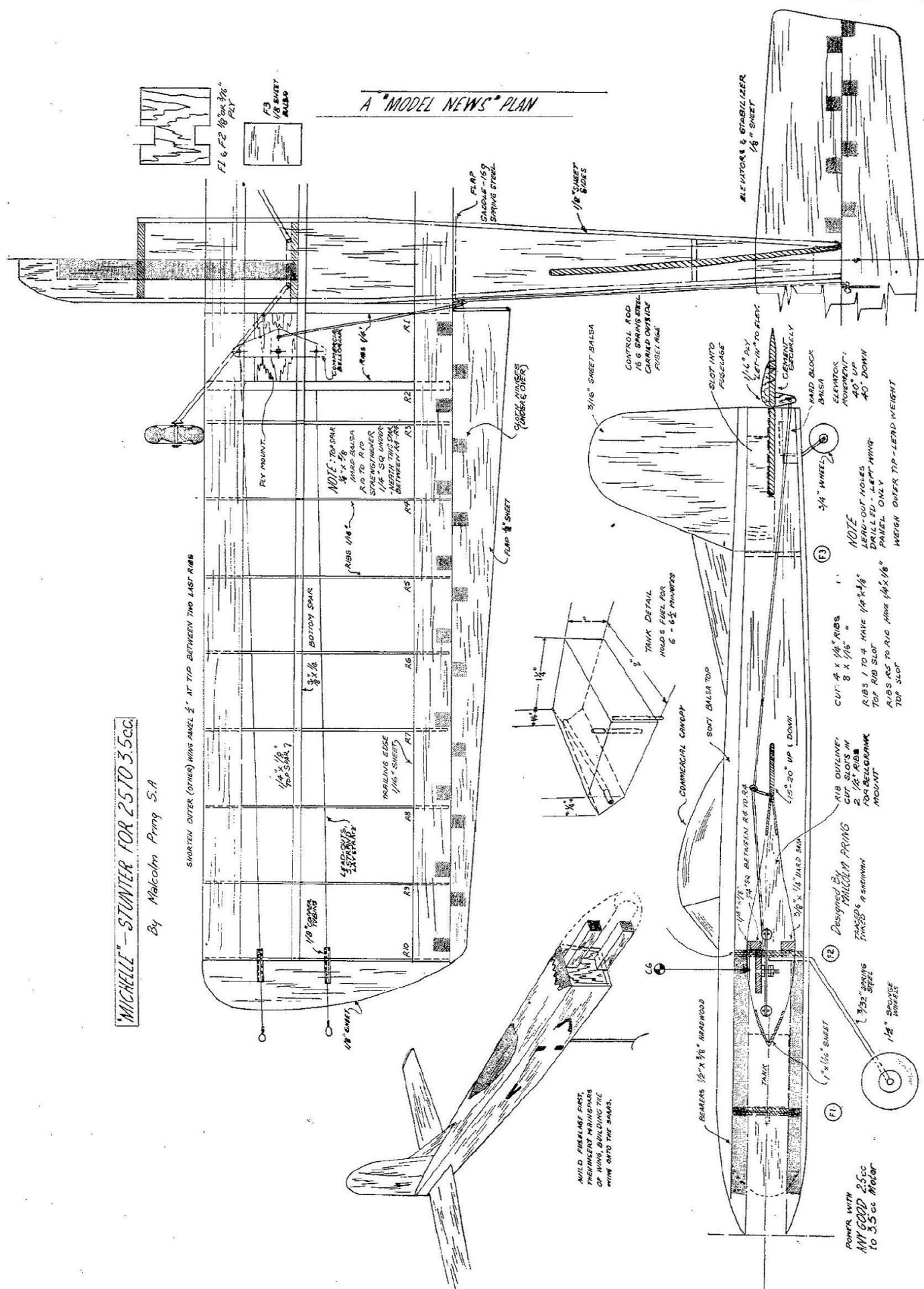
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## NEWS AND VIEWS (Continued)

To cope with this record business, new distributors have been added to the list of very active O.S. agents in various States, and shopkeepers need only contact any of the following in their areas:

**NEW SOUTH WALES:** Walter A. Cox Pty. Ltd., 49 Stephen Road, Botany; Norman J. Lyons & Co. Pty. Ltd., 22 Hutchinson St., Sydney.

**VICTORIA:** O.S. Distributors (Aust.), 2 Erasmus Street, Surrey Hills; The Model Dockyard Pty. Ltd., 216 Swanston Street, Melb.; Hearn's Hobbies, 367 Flinders Street, Melbourne; Central Aircraft, Princess Walk, Princess Bridge, Melb.

**SOUTH AUSTRALIA:** Southern Model Supplies Ltd., 63 Boothby Street, Springbank.

**QUEENSLAND:** Gorrie Cycle & Sports Depot, 604 Stanley Street, South Brisbane.

**WESTERN AUSTRALIA:** Supa Craft Agencies, 192 St. George's Terrace, Perth.

O.S. Distributors are quite proud of the fact that this year the Max Engines scored the greatest number of wins and places of any brand of engine at any Australian National. This is taking into account also the fact that O.S. has taken the top number of places at the last three Nats.

In order to keep up with latest developments and provide Australian shopkeepers with faster service, Tony Farnan is at present visiting the O.S. Factory in Japan, and should return with a wealth of information based on practical experience in the home of Max Engines. Tony will also be writing an exclusive article for "Model News" on the type and standard of aeromodelling in Japan as compared with Australia. He will be flying extensively with the enthusiasts there, and whilst he cannot take his stunts, he is packing a speed model in the case for a possible crack at the Japanese record. To please Arthur Gorrie, he will be using MI-T Props.

The new O.S. Trade Price list is now available for shopkeepers, and because of the present demand exceeding factory production, it is advisable to order where possible in advance. A new clockwork timer cut-out called "Arcadia" graduated up to 30 secs., has been added to the range.

This is more robust, has a better cut-off and is more accurate than the previous Kopil and K.S.B. types, which suffered from vibration troubles and particularly the K.S.B., which enthusiasts reported had leaking shut-off valves. The Arcadia Timer will retail at 29/6.

There's a rather interesting story behind the latest four designs from KOOKABURRA PLANS SERVICE. It appears that Tony Farnan and Geoff Pentland have put their heads together and given a lot of thought to the new additions to the already popular range of semi-scale stunts which are to date Chipmunk, Tempest and the Spitfire. Now they have two really outstanding semi-scale stunts for 2.5 c.c. motors, the 36 in. span Messerschmitt 109, and 36 in. span Spitfire, the Spook, a 2.5 flying wing combat job, and a foolproof semi-scale Sabre catapult glider with a really amazing performance.

The originals of these two proved to have identical performance, the Spitfire weighing 19½ oz. and the Me109 19 oz. Both designs, when powered by the O.S. Max II .15, have terrific potential as top-class stunts. We suggest you use a Palmer type pressure tank and 8 in. x 4 in. prop. if you are using the O.S. .15, for this combination ensures an even motor run and a constant speed through manoeuvres.

Wonder who will be the first to send in a photo of a Me109 in Battle of Britain colours or of a Spitfire in Photo Reconnaissance dark blue? Full details of many different authentic colour schemes are provided on an excellent 2-colour printed sheet of the insignia included with every plan. We liked this original feature; we have

not seen this sort of thing before, and with the inclusive price of 8/6 this represents excellent value.

We admit that the two stunts rather stole the limelight in our estimation, but will be covering the Spook plan (6/6) and the Sabre (2/6) in the next issue. Both the semi-scale stunts are very realistic to watch, especially when flown together in combat. Both are class stunt machines, cheap enough for the beginner, and having a performance to delight the expert. If you want the latest, this is it: "Distributors of the Kookaburra Plans are Arthur Milner and Co., and plans of all four designs are available from your dealer."

Messrs. E. H. Trollope & Son, of 123 Parramatta Road, Granville, N.S.W., bring us the following items of trade: "Tornado" nylons are now in stock in all popular sizes. Thimble-drome motors, plastic flying models and accessories, Wenmac plastic flying models. Small shipment Babcock Tripacer-Plastic model for lightweight radio. Veco wheels, 1½ in. balloon, 1½ in. balloon, 1½ in. Streamline.

Graupner Radio Equipment, the Bellaphon 3 Transmitter with Polyton 3 receiver, Bellaphon 10 Transmitter with Polyton 10 receiver and Bellamatic Servo will be available late this year in very limited quantity. Prices have not yet been released here, but should be around £65/£80 for 3-channel and £160/£170 for 10-channel.

Graupner has advised that deliveries to Australia will be very limited as practically all 1960 production has been taken up by England and America.

Should any reader be particularly interested in purchasing one of the new Graupner Radio units, we suggest contacting us so that we may reserve one for you.

Graupner also advise two new motors, the "Foxie" 044 Glo and "Bison" 3.5 cc. Glo fitted with variable speed control for radio use.

Also received is a large new range of kits in planes and boats. One of the most attractive is the Piper Tri-pacer for 1½ cc. motor. Graupner have a rudder servo which is outstanding. This is the Telematic Beta and sells for about £6/8/-. Very powerful and extremely reliable with a drain of only 70 M.A. at 6 volts.

Eden Distributors are the wholesale agents for Graupner equipment.

Retailers will be glad to know that Eden Distributors, of 107 Liverpool Street, Sydney, have a complete range of Keilkraft kits and accessories and can offer return post service on all lines. They also report Graupner radio equipment is available in small quantities.

Graupner wheels.—If you haven't seen these you have been missing something. Ideal for Radio Control, they come in the following sizes: 1 9/16 in., 2 in., 2½ in., 2¾ in., 3 9/16 in. dia. They have bushed hubs, sponge rubber tyres and are reasonably priced. The latter two sizes sell for only 17/11 and 26/9. As distributors for Cox Thimble-drome in Australia, Eden Distributors report fantastic sales, and anyone not cashing in on this line is missing out on a good thing.

Walter A. Cox Pty. Ltd., of 49-61 Stephen Rd., Botany, have been appointed sole Australian Distributors for the very popular Tornado nylon props. These are immediately available in all sizes. Cox's also have stocks of the latest E.D. Radio gear, including the new relays which are really outstanding and equal to anything available.

The Model Dockyard, of 216 Swanston Street, Melbourne, have been appointed distributors for the WenMac plastic ready-to-fly models. These popular craft are powered by a .8 cc. glo engine with a spring recoil starter on most models. Excellent for beginners.

Of interest to all aircraft enthusiasts is the announcement of a new magazine. This is the "Airsport", edited by Allan Ash at 34 Oxford St., Kingswood. "Airsport" covers activities of full-sized aircraft, including gliding, parachuting and ultra lights. Printed on glossy paper, this is excellent value at 2/- per copy. Send a subscription, 24/- per year, to Allan Ash at the above address.

The O.S. 15 D. is starting to make an impression on team racing and only last weekend Les Smith, of Coffs Harbour, recorded the fastest time yet with a 2.5 cc. diesel using an O.S. 15 D.

The North Coast Hobby Centre, of Keen St., Lismore, N.S.W., specialists in Radio supplies, advise that there are still a few Bonner Vari Comps and Bonner Duranite Servos available; also O.S. 4A 27/M/c and 40/M/c receivers. Most M.A.N. plans available at 12/6 per set. Special Volt ohm. meter, measures 10 to 1,000 volts A.c., D.c., 1M.A. to 400 M.A., D., C. and resistance to 100,000 ohm's, plus continuity, etc. From the Hobby Centre only, and the price £3/1/-, plus post. A bargain.

### LATEST OVERSEAS DEVELOPMENTS

Some interesting items were shown to the trade recently. One is a cute little Hornet Moth, powered by an electric motor, towing a little "Puma" glider R.T.P. This product, along with elliptic stunt pressure tanks with baffles, comes from Performance Kits in England.

The new Davies Charlton products are of interest to most modellers. One is a .75 c.c. glo motor called the "Bantam", complete with a quick start apparatus which should, when available, retail about 68/-. The other is a twin cylinder glo motor of 5 cc. capacity called the Tornado. It's a horizontally opposed effort fitted with a variable throttle unit. It weighs only 10 ounces and can be throttled from 3,000 to 13,000 r.p.m. without a falter and whilst doing so it is, of course, amazingly smooth compared with its single cylinder counterparts generally available.

A firm called Sheen Models are marketing an exclusive nylon chiffon for covering power models. A square yard would sell around the 9/6 mark and comes in four colours. Rose, pink, aqua and off-white. Seems the "Gay Look" is coming to modelling.

### 14th AUSTRALIAN NATIONAL CHAMPIONSHIPS

Advice has been received from the Model Aeronautical Association of Queensland that the 14th Australian National Championships will be conducted by the M.A.A.Q. at Rosewood, which is situated approximately 35 miles from Brisbane, in a west-south-west direction.

Further information re accommodation, meals, etc., will be circulated at a later date from the M.A.A.Q.

Would you please advise all concerned within your State of the location and, if possible, ascertain the number that will be visiting Queensland for the 14th Nats., then notify the Secretary, Mrs. A. Edgerton, 155 Moggil Rd., Taringa, Qld., at your earliest. This information is very valuable to those who are responsible for the organising of a National Championships.

Your co-operation with the Queensland Association will be greatly appreciated by all concerned.

### THE AVIATION HISTORICAL SOCIETY OF AUSTRALIA

In Melbourne there has recently been formed a club that should be of interest to most aeromodellers. It's a non-profit organisation and the purpose of the society is to preserve information about Australian aviation and to bring together

enthusiasts with a common interest. By mutual assistance, they will meet specialised requirements in requests amongst each other from the private existing collections and these collections could be invaluable for data for the keen scale modeller. Between the lot of them they have quite a collection of photographs, records that would, if compiled in book form, be a valuable addition to the world's libraries.

As an example, an American Air Force Colonel recently wrote with requests for information on R.A.A.F. serial numbers and squadron markings in a particular war area in 1943. If the data cannot be dug up it will be delved into and once collected the Colonel's request will be answered and the data filed. So you scale fans can see a wealth of information is at your fingertips.

Word of a request will be either read out at meetings or possibly mentioned in a journal to be published monthly by the society. This journal will not cover aviation items normally covered by other publications, as it will only be four quarto duplicated sheets.

In England there is a similar society operating called Air Britain, and the U.S.A. has the American Aviation Historical Society.

For interested members, the annual subscription is £1/10/-, and all inquiries regarding membership should be addressed to Trevor Boughton, 113 East Boundary Road, East Bentleigh, S.E. 15, Vic. Incidentally, Trevor is a cousin of the well-known aeromodeller, Don Boughton, a former National Champion. Other members are Doug. Pardee, who has the best collection of modelling magazines ever since the year dot, "Model News" correspondent and well-known modeller Monty Tyrrell, and Frank Rodgers, author of many of the interesting articles that appear in our contemporary, "Aircraft".

By February, the Society had gained twenty-six members to give an idea of the interest. That is just virtually in Victoria. One member, Keith Meggs, is compiling an Encyclopaedia of Historical Australian Aviation which will resemble, when published in book form later this year, an "Aircraft of the Fighting Powers" and such books. There will be photos and three views of close to two hundred Australian built aircraft. This will include commercial propositions such as the CA-15, Boomerang, Beaufighter, Gannet (pre-war airliner), etc., and over one hundred home and club built light planes. Therefore, any of you interested boys who have data or connections with home-built aircraft can be of help. Could you send same to Keith Meggs, 2 Hume St., Beaumaris, Melb.? This is no fly-by-night effort. It has the full approval of the Commonwealth Government and the Civil Aviation Department. Anything, no matter how small, may set the ball rolling on a comprehensive story and drawing about a particular home-made plane, no matter how long ago it was. So far data has been collected on 115 home-made planes and surely there must be some more in that old barn or photo album. We are told that scale modellers will go mad over this publication, so what about playing a small part in bringing about its completeness?

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# NEWS OF CLUBS AND MODELLERS

## LISMORE M.A.C.

Local radio expert, Jim Palmer, has been doing some spectacular flying of late. He spent Easter on the deserted aerodrome at Evans Head in company with Brisbane radio fliers, Jim Herlihan, Noel Phillips, Ces Lea and Sam Holmes. He really amazed the boys with his "Blitzen", powered by a Veco 19, until he spun it in on the glide. However, not to be deterred, Jim flew his Bi-Fli built from M.A.N. Plans. This model is equipped with the O.S. 4A Bonner Dual Combo Vari Comps with rudder, elevator and engine control O.S. 15, 4A Receiver. This really gave the Brisbane boys something to talk about.

However, the following weekend, flying at Lismore, Jim commenced a vertical dive and then hit up elevator right in the middle of thermal. This smashed the top wing half way out from the dihedral brace. The model continued its death plunge and stacked all the receiver up in the one end of the case. The portion of the wing broken off continued upwards in the thermal and was never seen again.

Another keen local builder is Ian McCaughey. Although still only a High School student, Ian builds an attractive model, accurately built, and well finished. His latest is the "Equalizer", built from M.A.N. plans and equipped with Dual Combo Vari Comps and O.S. 4A, powered by the O.S. 15. This model is capable of just about every manoeuvre in the book and will do consecutive loops as long as you like to hold the button down.

C/L flying has been out around this area for some time. It looks like picking up again due to decentralised contests.



Cream of the C/L scale models was this beautiful model of the Beechcraft Bonanza by Alan Talbot. 49½ in. span, 6½ pounds Super Tigre 60.

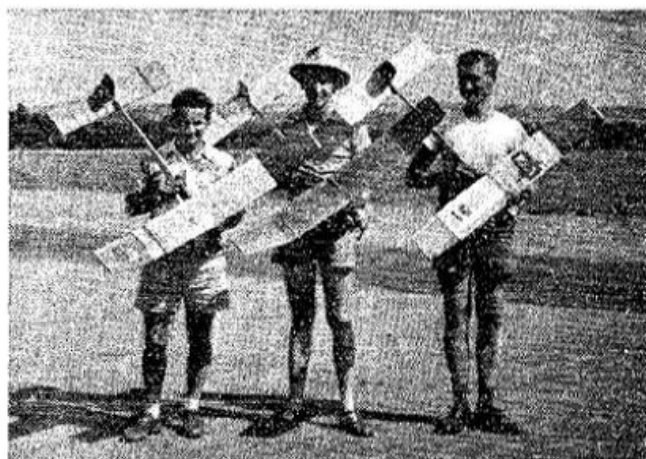
—Pic., Basil.

## TEAM RACING IN VICTORIA

The second series of the Manion-Munro Class B Team Race Trophy was staged at Albert Park on March 5th in perfect weather conditions.

The foresight shown by Jim Manion and Mac Munro in setting up this event has been very well rewarded, as a good roll-up of enthusiasts provided keen competition. Unfortunately, owing to the rather tall grass, a number of line tangles in both heats and finals caused numerous crashes, and times recorded were necessarily slow. Actually not

one heat was flown without several minor disasters, and perhaps the most unfortunate entrant was Les Squires, the Australian National Champion and record holder. In a semi-final, another model, after an erratic take-off, sliced through one of his elevators. This was bad enough, but later,



Three of Australia's top F/F boys. (L. to R.): Arthur Cooper, Basil Healey and Alex Padashenko, all with "Crow Bars" Elfin 1.49 powered. Hot models.

—Pic., Basil.

while the planes were still flying, the same craft collided with Les's machine and caused him to crash. He managed to take off again with what was left of the model, and this time the remaining elevator flew off. The surprising part was that the "Grassfire" kept flying beautifully even though the pilot had no control whatsoever, and in this way the necessary laps were completed.

The final was decided between Max Williams, of Geelong (Fox 29), Athol Holtham (O.S. Max 29), Les Squires (O.S. Max 29) and E. Birkin (Fox 29). Within seconds of the start, several of the models were in trouble, mainly through the long grass, and several crashes occurred in rapid succession. Holtham and Williams managed to come out of the fray intact and Holtham went on to win in the time of 9 min. 10 sec. This is the slowest Class B Team Race final recorded in Victoria over the past 15 months, as all other finals (major competitions) have been won by O.S. Max engines in under 9 min. Les Squires, who sewed his model together for the final, had no hope of success, as his undercarriage had been torn off earlier. Max Williams builds one of the best team racers in Victoria and had everyone's bad luck in this event. With this class of model he deserves to collect some of the hardware this year. Max uses the single outside elevator on his stabiliser, and finds it particularly useful in keeping the model tight on the lines on take-off and landing. The winner, Athol Holtham, aided by his keen pit crew of Peter Ellis and Lindsay Edwards, flew the team racer which was so admired by other competitors at the recent Nationals, where it just failed to gain top appearance points behind Les Squires' "Grassfire". Athol's "Kanga" was flying at well under 100 m.p.h. on the day, but usually records over the "ton", with a top speed so far of 105 m.p.h. Tony Cincotta, who is heavier than most aeromodellers, became a race pilot for the day because he was not swift enough for the pit crew. Unfortunately, he was not fast enough



as a pilot either, and after tangling with several of the other flyers, he had the misfortune to have his kneecap broken by some of the falling bodies. You have our word, that Team Racing is tough in Victoria!

**RESULTS:** 1st, A. Holtham (O.S. Max 29); 2nd, M. Williams (Fox 29); 3rd, E. Birkin (Fox 29).

On the same day as the abovementioned Team Racing, an inter-club Combat contest was run. Several keenly fought heats showed that this phase of the hobby is well catered for in this State and several promising juniors are continuing their progress of recent months. The two most successful since the Nationals are Len Follett and Bob Gurney. These lads have taken top points in recent stunt contests and managed to beat several experienced combat flyers on this day. Gurney actually made the final to fly against young veteran and former Australian champion, Doug Harlow. Doug turned on his usual array of intricate manoeuvres and beat the younger pilot, but Gurney will be one to watch in the very full programme of Victorian events this year. Len Follett managed to beat Derry Brown on time, after Derry's model had crashed through a line tangle. Len, with the assistance of his father, Keith, has been flying some really fast planes lately, including a Max 15 Class A Team Racer, which is circulating just under 90 m.p.h. Derry Brown continues his rapid comeback to the game and proved in a heat against Doug Harlow that his reflexes are sharpening up nicely. He should be burning in stunt and combat for the Vic. State championships.

#### VICTORIAN NEWS

Late March and early April saw two big control line meetings in Victoria. On March 26th, Eastern Suburbs ran a Team Speed, Scale and Carrier day at Albert Park and though a high wind and non-arrival of the ship spoilt things somewhat, the day was voted a good one by those present. We are given to understand the crew were A.W.L. in some Go-karts! This frustrated the pilots somewhat.

To amuse the crowd, Tony Farnan demonstrated the latest Kookaburra Plans Service product, a very tiny "Tony" (Kawasaki Ki-61) Jap fighter. It did all the book quite effectively. Derry Brown and Monty Tyrrell gave exhibitions of formation stunt flying, using a Centaur (O.S.-35) and All-Australian (Merco 35) respectively, and Rick Ellis flew his McCoy 60 speedster at 138 m.p.h. Contest results were as follows:

**Class 2 Team Speed:** 1st, Athol Holtham (OS-29); 2nd, Ken Taylor (OS-29); 3rd, didn't finish.

**Control Line Scale:** 1st, Lindsay Edwards, Avro Anson (2-OS-35); 2nd, Don James, Vought Kingfisher (Glo-Chief 29); 3rd, Ken Taylor, Vought Crusader (OS-29).

On April 3rd there was a general migration to Geelong for the Geelong Club's Championships. In the Team Speed department, Class I once again proved the invincibility of the Oliver Tiger motor, though the entry in this event wasn't huge. Class II was of a reasonable standard and it was good to see Len Bent returning to the fold after a few years away. Though he was using a potent McCoy 29 ship, the old know-how was a little rusty. A different story was told by Max Williams, another old-timer to make a recent comeback. He was using a potent Fox 29 ship that came in a close third to the Farnan-Rice plane, flown by Tyrrell, and the Holtham-Ellis machine. As both these teams are very experienced it was a creditable performance.

Same goes for the stunt. After six years out of the game, Barry Angus gave a good account of himself considering his plane was the small,

fast type of the period when he left. Athol Holtham followed his recent Hearn's Hobbies Trophy win by turning in an unbeatable performance with his beautiful Thunderbird. His models and flying are world class. Tony Farnan surprised all by flying his scale Kawasaki Jap fighter. Though pretty, it seems such planes won't beat the true stunt planes even in such hot-shot hands.

The combat saw the usual hectic heats and a few line cuttings and flyaways. It appears the success of this event was due to Tony Cincotta, who was lending planes to planeless pilots at an alarming rate as the day went on and models got demolished. If ever anybody deserved a Sportsman's award it is that lad.



This is how it looked before he built the model. Doug. Murray (W.A.) and Aeronca Sedan after one wing came loose in a loop. Enya 19 Wright Gear.

Pic., N. Mitchell.

The Geelong Club supplied some very nice trophies and the contest tent, speaker system and canteen helped things along well. Here's the results:-

**Class 1 Team Speed:** 1st, D. Morley (Oliver Tiger); 2nd, P. Hoskins (Oliver Tiger); 3rd, G. Sinclair (Oliver Tiger).

**Class 2 Team Speed:** 1st, Farnan-Rice Team (OS-29); 2nd, Holtham-Ellis Team (OS-29); 3rd, M. Williams (Fox 29).

**Stunt Event:** 1st, A. Holtham, Thunderbird (OS-29), 404; 2nd, M. Tyrrell, All-Australian (Merco 35), 343; 3rd, B. Angus, Original (OS-35), 322.

**Combat:** 1st, M. Tyrrell, Glo-Chief 29; 2nd, D. Brown, OS-35.

The Rat Race was cancelled due to darkness prevailing on the face of the deep in Queen's Park.

Our international correspondents tell us the McCoy, Eta and Dooling are the things for team speed. The top boys in England are now consistently breaking 7 min. 30 sec. and have done 7:9 on several occasions. At this time of writing, the unofficial record is 6:58! As the chooms are now flying on 60ft. lines like us it appears some phenomenal times will be recorded in the next British Nats, given a favourable run. They state the motors are really reworked and tuned to obtain these figures and they average 86 m.p.h. for the race! Allowing for pit stops, they are all flying well over the 100 m.p.h. mark and then some.

#### THE HEARN'S HOBBIES TROPHY

(From Monty Tyrrell)

Once again, on February 7th, the twice-yearly Hearn's Hobbies Stunt Trophy was held at Albert Park. This event is, of course, a high class competition that attracts the top stunt merchants in

the State. It was run on American A.M.A. rules, as the boys decreed they wanted at least one good contest a year to fly in. The weather was on the whole kind to us and an enjoyable day was held.



Photo by R. Woodward shows how keen they are at Albury, N.S.W. Lot of enthusiasm since club re-formed.

For the first time the event was divided into a Senior and Junior event. The usual trophy was for the seniors and a special job donated by Hearn and the Harlow family went to the juniors. Howard Makin, 13th Nats Junior Champ, showed real spirit by flying in both sections. Though he was optimistic competing against the real experienced boys, his outlook must be praised, as too many get the "what hope have I" attitude. Though he didn't place, he wasn't disgraced.

Bob Lambert was the contest director and senior judges were Monty Tyrrell and Ian Harris. Father and son Harlow did the judging for the juniors. The Eastern Suburbs ladies very sportingly ran the canteen.

On the whole the flying was very good and the winner got the pot through a combination of sheer good flying and a superb model which really stood out in the appearance line-up. Re the other seniors, Farnan is well enough known as a consistent flier, whilst Bob Melville excelled himself on past efforts. He was also out of the Thunderbird rut as he flew an Aeromodeler "Thunderbolt".

As for the others, some excelled in certain manoeuvres but fell down in others or appearance. Without a doubt, Derry Brown gave the other contestants a lesson on how to do wing-overs with his low, steady pullouts, whilst Mark Wise did some of the best horizontal eights ever seen in a major stunt event. Bob Melville by the way, did the best overhead eights, which is remarkable considering he has only recently progressed that far and his machine was, if anything, too fast to do anything really good. Most did the square eight fairly well, particularly Ken Taylor under trying circumstances of a model capable of setting a new Class II Team Speed record. Man, did it go! An All-Australian, powered by Max 3 35, and it was his spare. He unfortunately wrecked his Nats placer, "Kismet", in practice.

Tony Cincotta stood out from lots of others by never getting through the book properly. This is meant kindly, as he had the guts to try things, which marks him as a flier of promise after more experience. The results are as follows:—

Senior: 1st, A. Holtham, OS 35 Thunderbird, 399; 2nd, T. Farnan, OS 29 Thunderbird, 382; 3rd, B. Melville, OS 35 Thunderbolt, 329; 4th, D. Brown, OS 35 Centaur, 319.

Junior Event: 1st, L. Follett, OS 35 Original, 308½; 2nd, B. Gurney, OS 35 Original, 301; 3rd, H.

Makin, Enya 29 Centaur, 289.

The Easter Championships were held this year at Warrnambool, with Control Line on Saturday and Free Flight on Sunday. Unfortunately, the weather turned very cold and gale force winds were experienced on both days. Because of this, the Free Flight had to be abandoned, and will probably be flown on August 21st at Geelong.

Control Line entries were quite good, although a large number of well-known exponents were unable to make the trip. Amongst these, Monty Tyrrell and Derry Brown went water skiing and probably froze, and top Stunt man, Athol Holtham, was unable to bring himself and his Team Race crew, which would have hurried up the B Class event. Tony Farnan was expected to turn up for the Stunt and B Team Race, but preparations for his trip to visit the O.S. Factory in Japan probably curtailed his plans. From South Australia, however, Bill Evans arrived with a keen group of expert fliers, including Wes Penfold, Jack Ames, Ray Silva and others. Such interstate participation helps to keep the game active, and it was a shame the weather was not kinder.

A Class Team Race was won by Les Squires, of Terang, with an Oliver powered F.A.I. size model, in the time of 10 min. 30 sec. This was a particularly good effort in the blustery conditions, as he defeated a field of standard size planes, and strangely had an edge in speed over the other finalists. W. Penfold was second, flying consistently with an Enya .15D powered model.

The B Team Race attracted a good entry, and it was surprising that with the keen competition the winning time was not faster than 10 min. 25 sec. W. Penfold gained top honours in this event with his Enya 29 model, just a few laps in front of R. Tabley, who was having his first big team race with an O.S. 29 racer. E. Birkin, with a steady Fox 29 ship, made the final as usual, but could manage only third place. The Australian Class B Team Race record holder and National Champion, Les Squires, had the O.S. Max III model he used at the Nationals, and was expected to break eight minutes again. Unfortunately, after winning the first heat, and proving he had the fastest plane on the field, his "up" line broke in the next race and the model dug its own grave. Quite a number of new faces were seen in the Team Racing, and with experience these boys should gain the reliability necessary to reach the finals.

In C Team Race, the South Australian teams were really trying to make it a S.A. final. However, whilst several of them made the final four, it was popular "Chicken" Pfeifer who flew his O.S.



West Australian won State F/F scale with this neat "Luton Minor".

—Pic., N. Mitchell



Max 35 powered model to victory. John seems to be developing quite a knack of winning C Class events and should be well in it at the Vic. State Championships. No second and third place was declared as the other entrants were unable to start their motors after the first pit stop. The time was not outstanding, and surely the Australian C Class record was broken over Easter in one of the other States.

Open Stunt was won by Doug Harlow, making a welcome return to number one position, and his O.S. Max 35 model really pulled hard when manoeuvring down wind. It was quite a test of skill and courage to fly a stunt pattern in such conditions and there were numerous crashes which would not have normally occurred. Skeeter Foley blew up his beautifully finished O.S. Max 35 plane after being awarded top appearance points. Ken Taylor scored 26 points less than Doug Harlow, to come second.

Junior Stunt saw the same entrants battle for positions as at the Nationals, and young Len Follett came out on top for the second time this year. Len is improving with each contest and will shake up a few of the seniors soon. His O.S. Max 35 model had the necessary power to cope with the strong wind and, although he was almost dragged off the field once or twice, he managed to hang on. Bob Gurney, the other of the top three Vic. juniors, intends building his models lighter as his recent Thunderbird weighed 4 lb., and whilst the O.S. flew it a good speed, the ability for square manoeuvres was just not present. It will be interesting to watch the above three juniors through the remainder of the year as, with such keen competition, they must help to improve each other, a fact which has already been demonstrated.

Combat was rather disappointing, with many of the enthusiasts spending too much time on the ground. Doug Harlow, who would be one of the best and most consistent combat exponents in this country, used his skill and experience to come out on top. His O.S. Max 29 elliptical wing designs really perform well and seem strong enough to take the usual punishment.

A record number of points was scored by Athol Holtham in winning the stunt event at the Geelong Gala Day on April 3rd, at Queen's Park. His total of over 400 was the highest ever recorded since control line began in Victoria in 1947. On the day he was only 16 points below the maximum allowable, and taking into account the fact that conditions were slightly gusty, his effort was remarkable. Athol has won every Stunt contest he has entered in Victoria this year, and will be a hot favourite for the State Championships and perhaps the Nationals. He flies an O.S. Max 35 powered "Thunderbird", using a chicken hopper Palmer tank. The model, without doubt, sports the best finish yet seen on a stunter in this State.

#### AUCKLAND MODEL AERO CLUB

**NEW MEMBERS:** We have two new members, Neville Mines and Bruce McAneaney, to welcome into the club this month; also a somewhat belated welcome to associate member Stan Cook and to John Pullar and Robin Tuckey. We wish you all lots of luck and loads of flying fun.

**PARLOUR GAMES:** Well, not exactly, but we do have the use of quite a large hall out at Mangere to fly indoor models in. Admission is not limited to the club, everybody is welcome, so come along and see this fascinating side of the hobby. No D.T.'s, no screaming motors and no long chases; you can just sit back and enjoy it. Imagine a three-minute flight and you walk five yards to retrieve it. Anybody interested in flying indoor models, roll up and someone will put you straight. We fly on the first Tuesday night of each month at the Mangere Memorial Hall, which

is just across the Mangere Bridge and up the hill on the other side. We start at 7.30 and the lights can be seen at quite a distance.

Also on the lighter side, the Hamilton Club is staging an indoor comp. in conjunction with the Waikato Winter Show. The date is the first weekend in June and full details can be obtained from any committee member. We will be flying in the Bledisloe Hall, which is really fine for indoor flying. This meeting is really worth our support, so roll up and make it a great show. Admission is free to contestants and there are two trophies to be won.

**TAIL PIECE:** The other day I read a letter which had been published in the local newspaper. It was not about model aeroplanes but the moral is the same and perhaps it could have gone something like this:—

"Once upon a time there was a small boy who built model aeroplanes. Because he thoroughly enjoyed building and flying models later on he joined a club. No matter what he did for six days a week, every occasional Sunday he would go out and fly his models. On these particular Sundays all he cared about was flying his models and he never interfered with anyone else. He liked the keen stimulus of competition and the good fellowship of his friends. He did not worry about how heavy his friend's models were, what they looked like or where they attached their fuel tubing.

"Therefore he continued to enjoy himself Sunday by Sunday and was very busy minding his own business. He has not tried to tell everybody else what they should or should not do; he is still just minding his own business. Why don't other people do likewise?"

And he signed himself "THAT'S ME". Could you do likewise? And with that thought-provoking story, I leave you.

Ron Magill.

#### EASTERN DISTRICTS

(By Our Publicity Officer)

Three club members travelled the thousand miles to Gawler for the Nationals, namely Ken and Roger Lloyd, and Anthony Kerr. Their score of two second placings was a sound and consistent performance.

Anthony formed a team with Alan Shing (who could not attend) to enter the "A" Class Team Race. Their model had plenty of speed, but a low lappage cost it a place in the final. During testing, Ken and Roger's "B" Class was one of the few Enya powered models to perform well, but suffered a disastrous crash which destroyed both model and motor.

After these setbacks the boys looked forward to better fortune in the "C" Class and Combat. The Lloyds' time in the Metropolitan of 7 min. 50.8 sec. was disallowed as an Australian record because it was not set up at a State or National, so they are extra keen this time.

They won every heat convincingly, but the gremlins struck at the beginning of the final. On the first flick the Tornado wood prop. oscillated. This chewed up the back and next flick the motor started, threw the prop., and embarked on a screaming shaft run.

After a delay of about two minutes they took the air, only to have the motor cut out through leanness because of the shaft run. Completing the extra pit stop, they began overtaking the rest of the field to such an extent that they still came second, only two laps behind the winner.

The combat was also held this day. Anthony went through to the final and never looked like losing a heat. He flew a strongly built stunt type



of model which was highly reliable. The final was against Tony Farnan, who, displaying more aggression, cut Anthony's entire streamer very quickly. Having the slower aircraft, Anthony had to try unorthodox manoeuvres, and coming up from an outside loop he made the equalising cut, but lost the final on times.

Eastern Districts recently invited Skyhawks to our ground for a friendly combat. The eight entrants from each club were matched according to their experience, and the result was an excellent day's combat. The top pilots had some good practice for the State Championships, and some of the juniors showed great promise. The Eastern Districts boys surprised themselves by winning seven to one.

Readers will notice elsewhere the announcement of our change of Secretary and affiliation to the Association. The club has been booming this year and new members are joining every week.

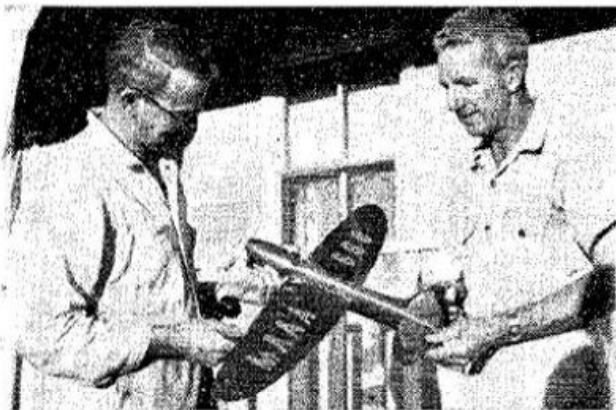
Due to circumstances beyond our control, the report of the 1959 Open Eastern Districts Championships was not published in "Model News".

This was most unfortunate as the Championships were an outstanding success.

Results: A TR., J. Wallace, Doonside; A Class TR., J. Gallagher, Olds; B Class TR., K. Lloyd, E.D.M.F.C.; C Class TR., K. Lloyd, E.D.M.F.C.; Scale, J. Ward, E.D.M.F.C.; Junior Stunt, P. Turner, Ryde; Senior Stunt, K. Lloyd, E.D.M.F.C.; Junior Combat, G. Brooks, E.D.M.F.C.; Senior Combat, B. James, Milperra; Rat Race, J. Ward, E.D.M.F.C.

#### COFFS HARBOUR M.A.C.

Harold Flanagan, Leo Toft, Les Fowler and Russ Hammond made the trip to Sydney over the Easter weekend and gave a good account of themselves as the results prove. Interest is at fever pitch, with everyone madly building models for the decentralised competition. Leo and Harold



L. to R.: Leo Toft and Harold Flanagan admiring Russ Hammond's sleek F.A.I. team racer, Enya 15D.

have been putting up some good times in the F.A.I. team race and are strongly favoured. Radio flier Les Ball has been flying very consistently lately and is backed by the locals to win the spot landing competition. Club membership is growing with every meeting and we have some very promising juniors.

#### ALBURY M.A.C.

We held an enjoyable control line contest on Sunday, 21st February, at our local flying field. Les Cairns and Ian McAndrew, from Corowa, and Joe Baynes from Barnawatha, brought with them a nice lot of models.

Results were:—

Rat Race: 1st, Les Cairns, Fox 29 Flapjack; 2nd, Ken Woodward, own design Glo-Chief .29.

Stunt: 1st, Ian McAndrew, Fox 35 Pow Wow; 2nd, Ken Woodward, O.S. 29 Thunderbolt.

B Team Race: 1st, Ken Woodward, O.S. 29 version of a Kestrel. Three other contestants failed to finish.

A Team Race: 1st, Paul Cummings, Frog 2.49 B.B. Swift; 2nd, John Mathews, Taipan 2.5 Mercury Mac.

Combat: 1st, Ian McAndrew, Sabre 35, own design "wing"; 2nd, Ken Woodward, Glo-Chief .29, own design.

In the Stunt, a fine display was given by Ian McAndrew, but he was unlucky enough to crash two models in the event.

The "B" Team Race was run in mid-day and both the heat and bad flying were blamed for only one model crossing the finishing line.

The fastest model was a "Rambler", but this went out because the engine became gummed up after the plastic cowl melted.

In the "A" Class, Joe Baynes was unlucky to wreck his Taipan 2.5 Fury. This was one of the neatest models flown.

Unfortunately combat was not very spectacular, heats being won or lost due to planes losing points on the ground.

Corowa modellers have invited us over to their territory sometime in the near future.

R. Woodward, Sec.

#### METROPOLITAN FREE FLIGHT CLUB

The Club's Annual Precision Water Flying Contest was held on Narrabeen Lakes on Sunday, 20th March, 1960.

Some very nice flying by Dave Hegarty, the eventual winner, left Ken Napier, the winner of the first two events, no chance of making it a "hat trick".

Dave, unfortunately, broke the tongue box of his No. 2 "Aquarius" test flying before the contest, and used his second model, also an "Aquarius" but powered with an ancient E.D. Comp Special in place of the 2½ c.c. Taipan. Some well-judged flying, plus almost perfect take-offs and landings, gave him a clear win. Ken flew a 7-year-old "Cherub" fitted with floats and powered by a Mills .75 into 2nd place. During the strong N.E. wind of the afternoon this little job took off on a run of a few inches. It spiralled in on one occasion, but fortunately on the last flight, which lost only 10 points for no landing.

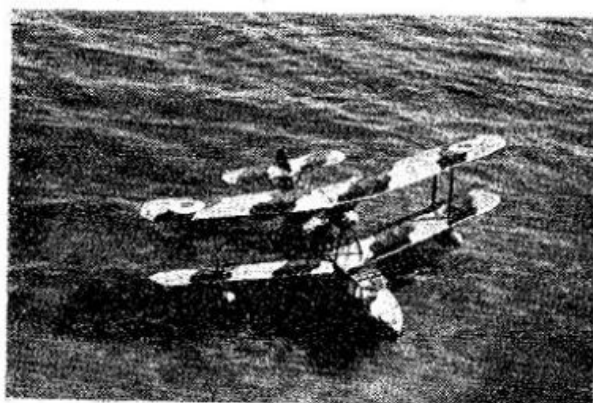
Third placegetter was Brian Alcock with his



Dave Heggarty launching "Aeromodeler" "Aquarius" Taipan 2.5 on its winning flight at Narrabeen Lakes.

—Photo Peddles.

own design "Elfin" 2.5 powered, all sheet covered, flying boat the "Cha-Cha". This model takes off at very high speed after a long run and despite



John Tuckett's beautiful scale "Walrus" at Narrabeen.

—Photo Peddles.

its weight of 32 oz., has a surprisingly good glide. The 'Cha-Cha' scored top points in rounds 1 and 3, but motor trouble put it out of the 2nd round, otherwise the results would have been very different. This is a beautifully built model and deserved a higher placing. Brian is one of our members who started modelling pre-war. Now he has become interested in Contest flying his long experience is paying off. He is extremely methodical and we predict him to take out some places in Power Ratio at the State Champs. Also present were Merv. Nelson's Allbon Sabre powered "Miranda". Like all flying boats, it prefers down wind take-offs in a strong breeze, but fuel soaked ply wing tongues caused the wings to flap like one of the local pelicans and resulted in a very unstable and unpredictable flight.

John Tackett's beautifully finished scale Vickers-Armstrong "Walrus" flew again this year and demonstrated its ability to do scale type take-offs. The model is, however, now suffering from old age, and since it eventually collided with a moored row boat and got one wing mixed up with the prop. of the E.D. Fury Motor, will need rebuilding before flying again.

Basil Healy was present with an aluminium boat powered by an outboard. This failed to take off but was much appreciated by those whose models came to rest far down wind on the other side of the lake. Basil's model was an interesting all-sheet flying boat of about 18in. span. It had been formerly powered by an Allbon Bambi, but



The official table and Brian Alcock holding Basil Healy's tiny Pee-Wee powered entry.

—Pic. by Peddles.

proved underpowered so Basil fitted a Cox .02 glow. The model was untrimmed and now appeared over-powered as it flew about frantically before diving into the lake. It thereafter refused to start, as while diesels seem to thrive on a little water in the fuel system, glow motors have decided objections. Alex Padashenko was present, complete with camera and a "Model News" Press card in his hat band, taking photos of the procedure, and we hope some photos will appear in this issue.

#### PARRAMATTA-GRANVILLE FLYING CLUB CUMBERLAND DISTRICT'S 1st ANNUAL FREE FLIGHT CHAMPIONSHIPS

To be held at Schofield's Aerodrome, 26th June, 1960. Flying to commence at 11.00 a.m. Gates open 10.30 a.m. Lunch Break 1.30 p.m.-2.00 p.m. Prize Presentation 4.30 p.m.

ENTRY FEES: 5/- Nomination and 2/- Per Event.

Good prizes for every event.

Entrants who are not members of N.S.W.A.A., their visitor's pass to Schofield's Aerodrome will be sent with the receipt.

#### PARRAMATTA-GRANVILLE FLYING CLUB CUMBERLAND DISTRICT'S 1st ANNUAL FREE FLIGHT CHAMPIONSHIPS

Chuck Glider	<input type="checkbox"/>
Open Rubber	<input type="checkbox"/>
Open Sail Plane (164ft. tow line)	<input type="checkbox"/>
Class 1 Power Ratio	<input type="checkbox"/>
Class 1 Power Ratio	<input type="checkbox"/>

Tick events you wish to enter in and post entries to G. Barker, Hon. Sec. P.G.F.C., 27 Belmore Street, North Parramatta. Postal entries close 19th June, 1960.

Half (½) hour power scramble will be held, time permitting. Entries for this event will be taken on the field.

DECLARATION: I hereby enclose .....

being 5/- nomination and 2/6 per event, and agree to abide by the Judges' decisions.

ADDRESS: .....

SIGNED: .....

ADDRESS: .....

M.A.A. No. .... CLUB: .....

#### EASTERN DISTRICTS CLUB

wishes to advise a change in Secretary. The new Hon. Secretary is Mr. Ken Lloyd, 3 Abbott Street, Coogee. 'Phone ML1785. We are happy to announce that the club is now affiliated with the N.S.W. Association of Aero-modellers.

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### ECHUCA DISTRICT MODEL AERO CLUB

At present numbers 30 members. Interests vary, with at present main interest in hurl gliders and sailplanes as the monthly competition is for these two types. Points are allowed over twelve months for the club championship. Competitions are held the last Sunday in each month. At present Jim Hudson and Brian Douglas are working on Waveguides to be fitted with O.S. equipment. Jim Grinter and two sons are producing hurl gliders and sailplanes by the dozen. The club flying field is the local Aerodrome, which is only half a mile from the town. The surface is excellent for control line as it is very smooth. Jim Charlton, the Mayor's son, is at present completing an Apache sailplane with which he hopes to take off the junior sailplane comp. Thermals are very strong here, as I can verify. While flying an Apache at the 'drome, it flew into a strong patch of lift and was chased in an Auster to a height of 3,000 feet and was recovered, per the Auster, 4 miles away. D/Ts. are a must even on sport power models. Stunters are many and varied, some of which are Ramrods, Centaurs and, of course, Thunderbirds. An all-out effort is being made to participate in the Vic. State champs. with approx. 20 members keen to either compete or be very interested spectators.

The club recently held its monthly contest, which was for hurl gliders. Results are: 1st, Phil Ringholtz; 2nd, Bernie Kitchell; 3rd, Robert Ringholtz.

As the 1st and 3rd winners are father and son who had not flown a hurl until three weeks before the contest, their keenness paid off. Bernie Kitchell was only .2 of a second behind the winner. Winner's model was a Flanger from Model Airplane News.

Conditions were very windy, with B. Kitchell's Lift Sifter going O.O.S. in 1½ mins. A 50 m.p.h. chase across the 'drome ensued with the A/2 circling over the local C.M.F. chaps firing Bren guns at the rifle range. Luckily all ended well with the C.M.F. chaps holding fire while the Sifter was retrieved.

This is to be Bernie's model for the State champs., of which much is expected. A bus has been hired to carry us to the State champs. as it is about the safest way to transport large A/2 wings without them being damaged. The club is gaining strength every week with new members joining all the time.

Any visiting modellers will be made very welcome at our usual Sunday afternoon flying sessions. The 'drome is only half a mile from the town.

Notes from Brian Douglas,  
of 90 Hume St., Echuca, Vic.

### ORANGE CLUB NEWS

Orange Model Aircraft Club is expanding rapidly. The recently re-formed Orange Club has attracted a lot of interest by its Club days which are held once a month. During the month, building and practising is encouraged and the local Hobby store has started a soldering and drilling service for the young ones to help them get their kites in the air. As well, the club runs a "Learn to fly" instruction time, and stunt and team race training are available at club days.

The club days are held on an excellent, regularly mown area in a garden setting and over 60 flyers and spectators were present at the April day. Visitors from Parkes, Forbes, Wellington, Cowra and Bathurst were present and a great time was had by all. Club secretary is Col Parker from Parker's Hobby Store, 130 Summer Street, Orange, and any district people or visitors are assured of a friendly reception if they contact him.

Orange is also interested in travelling to other centres and would like to hear from other

clubs and flyers.

Members of the club went to the State Championships at Camden recently and came home with four major placings. Keith Eyeles came in 2nd, with Tom Prosser's Team Racer. Allan Brown-Jim Levick team had two seconds in Team Race and Jim Levick won the Senior Combat, not losing once in the whole event.

Although actually belonging to Parkes Club, Tom Prosser is our chief adviser at Orange and comes to all club days. Tom won both multi and single channel Radio Control events and came 2nd in the Open Stunt. Like to fly at Orange? You'll be welcome.

### THE WEST AUSTRALIAN STATE CHAMPIONSHIPS, 1959.

For the first time we held our State Championships, one or two events at a time, throughout the year, instead of all events over one weekend. Some contests were not as strongly supported as hoped, but the introduction for the first time of Radio Control, Class 3 Team Race and Free Flight Scale, were perhaps a cause of this.

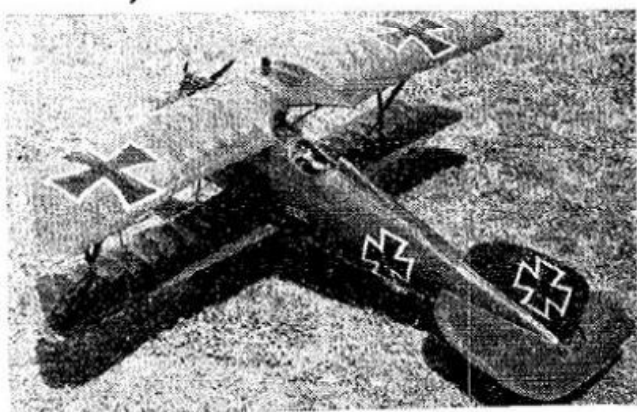
The days chosen for the Free Flight events all turned out rather windy, causing the results to be comparatively poor. In fact, on the Sail Plane, Chuck Glider day, the only way of launching a sailplane was for the contestant to run as fast as possible TOWARDS the model at the moment of launch. Heavy rain squalls also helped that particular day along, slowly turning the flying field to slippery mud.

On the F/F scale day the entrants waited until late afternoon before the wind dropped enough to permit Kevin Currey's Luton Minor to beat Dick Gibb's Tiger Moth into 1st place.

The Power Ratio day was also spoilt by an early wind which blew away all lift and caused very short flights, the models being blown swiftly down wind. Regardless, up until the last round, Doug, Murray and I were equal in ratio. Doug, however, turned on a superior last flight and won the "Harry Baker" Cup.

During the last few months of 1959, all the RADIO ACTIVE modellers decided that their spasmodic meetings at Doug, Murray's shop should be made more regular—and the Gasser's Radio Control Club was born. As a result, the R/C Championships were well organised and conducted, despite the fact that no previous R/C comps. had ever been held. Eight entrants faced the judges, George Papas and myself (neither of us had our new models finished in time).

The event was conducted under the old rules but, strangely enough, everyone abandoned their



Dave Poole's "Albatross", C/L scale winner. W. A. Champ's Glo Chief 29.

—Pic., N. Mitchell.



gimmicks, i.e., Galloping Ghost, Cascaded systems, multi-channel, etc., and kept to rudder only.

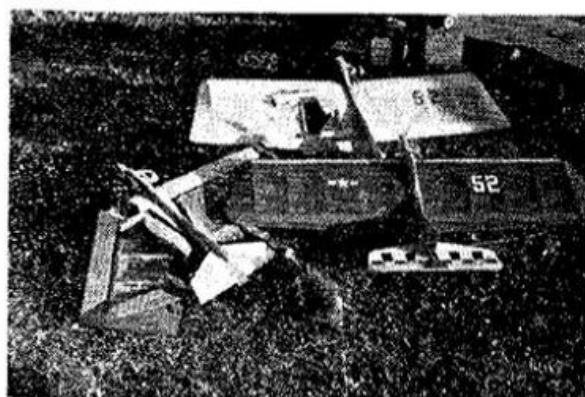
Graham Byass, flying an OS-15 powered Gasser took an early lead with a good 3-turn spiral dive thrown in. (Later he admitted he tried to pull out earlier, but couldn't). Bob Pine, not to be outdone, threw his model into a spiral—only to have his wings fold. 'Nough said. Roy Farren's own design model (later taken to the Nationals) put on a good show considering the brand new, still tight O.S. Pet.

Midway through the morning, Ken Roberts turned up "to look". A swift twist of the arm was applied when it was found that Ken had his old "Black Magic" in the boot. Ken then went ahead, had his two flights and went home, leaving the rest to finish the second round. As you have already guessed, Ken won, ahead of Roy Farren and Graham Byass.

During the year new records were established in Classes 1 and 2 Team Race and 1 and 2 Speed. These, however, are still well behind Eastern States' records as it is impossible to obtain Nitro Methane in W.A.

Next in importance to the State Champs. is the "Mercurian's" Annual Control Line Competition, which covers Stunt, Combat and the three classes of Team Race. A very prominent feature of this year's control line comps. was that whoever won an event at the "Mercurian's" competitions also won that event at the State Championships, with the exception of Class 2 Team Race.

Geoff. Russell, using an Oliver Tiger, won both Class 1 Team Races; Ross Tolchard, using a McCoy 35, won both Class 3; Phil Truman cleaned



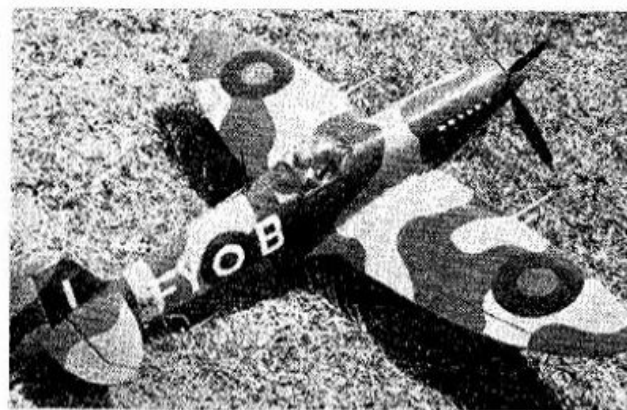
West Australian Noel Mitchell's much mashed models after only 12 minutes combat.

—N. Mitchell.

event with a handicap of 4 m.p.h./c.c., due to lack of entries, drew seven starters and resulted in a win for Len Amour's McCoy 60 model. Even the lack of Nitro Methane could not be blamed for Len's 119.16 m.p.h. (True Speed) as we have seen the same model going much faster.

By the end of the year two complete rounds of Inter-Club Team Racing had been completed, with both the Timms Shield for Class 2 and the "West Coast Hobbies" trophy for Class 1 going to the Mercurians M.A.C. All models flown for the Mercurians in the 6 rounds of each class were owned by Geoff. Russell, Ross Tolchard and myself, resulting in us each having a fair idea of the other's performance and perhaps leading to the placings obtained at the Championships.

Noel Mitchell (still Sec.).



W. A. Champ's C/L scale, 2nd place. Klaus Valman's MK7 Spitfire.

—Pic., N. Mitchell.

up (is that the right word?) both Combat events; and Garry Ryan went on with his clean sweep of the Open Stunt events, using, as usual, Veco 35 powered Thunderbirds.

Who said that it doesn't pay to specialise. Each of these boys did, and won, making it so much harder for all-rounders like myself and Brian Sadler.

A new name appeared very close behind Garry Ryan on the Stunt scoreboard this year, Harry Barclay, who flew a Veco 35 Calamity Jane to 2nd place in the Championships, thus taking the Novice Award, being his first placing in a Championship Stunt event.

Control Line Scale was won as usual by David Poole's "Albatross". Klaus Valman's Spitfire MK7 was close behind but the Judges docked him many points for his high gloss, beautifully detailed finish. They're right, of course; whoever saw a Spitfire with a glossy camouflaged finish.

Speed, the event we have to run as an Open

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# NEW SOUTH WALES STATE CHAMPIONSHIP RESULTS

## SATURDAY

Chuck Glider: J. Stanton 1st, 211.5 secs.; R. Murray 2nd, 193.5 secs.; H. Wilkinson 3rd, 122.9 secs.

Jetex: B. Healey 1st, 400 secs.; A. Butler 2nd, 218.5 secs.; C. Emerton 3rd, 145.5 secs.

A. 2: G. Rodd 1st, 773.3 secs.; A. Brown 2nd, 646 secs.; J. Tuckett 3rd, 605.5 secs.

Wakefield: A. Cooper 1st, 560 secs.; A. Butler 2nd, 505.2 secs.; K. Murray 3rd, 505 secs.

F.A.I. Power: A. Kynoch 1st, 634 secs.; A. Butler 2nd, 344 secs.; J. Kelly 3rd, 228.3 secs.

Radio Control—Multi: T. Prosser 1st, 1,034 pts.; J. Marquette 2nd, 557 pts.; J. Eyre 3rd, 251 pts.

Radio Control—Single: T. Prosser 1st, 521 pts.; J. Marquette 2nd, 365 pts.; J. Eyre 3rd, 293 pts.

Stunt: P. Turner 1st, 917½ pts.; C. Neville 2nd, 781½ pts.; R. Ewers 3rd, 766½ pts.

Junior Stunt: G. Mackay 1st, 529½ pts.; A. Brady 2nd, 462 pts.; G. Williams 3rd, 450½ pts.

Class I Speed: L. Peck 1st, time 29.3; N. Brodie 2nd, time 30.1; D. Peck 3rd, time 36.6.

Class II Speed: L. Trimmer 1st, time 20.0; K. Goldman 2nd, time 20.2; D. Peck 3rd, time 23.2.

## SUNDAY

Class III Speed: P. McGee 1st, time 16.8 secs. Jet Speed: D. Peck 1st, time 22.5 secs.

1/4 A Team Race: J. Wallace 1st, 7 min. 14 sec.; N. King 2nd, 8 min. 45 sec.; G. Andrew 3rd, 9 min. 11 sec.

F.A.I. Team Race: H. Flanagan 1st, 7 min. 16.8 sec.; R. Towell 2nd, 8 min. 32 sec.; R. Hammond 3rd.

Class II Team Race: J. Ward 1st, 9 min. 49 sec.; T. Prosser 2nd, 11 min. 29 sec.; F. Smith 3rd, 11 min. 40.5 sec.

Class III Team Race: K. Lloyd 1st, 8 min. 47.9 sec.; A. Coggins 2nd, 9 min. 1.6 sec.; W. Cook 3rd, 9 min. 34.1 sec.

## MONDAY

F.A.I. Sailplane: J. Sullivan 1st, 829.2 sec.; A. Brown 2nd, 754.0 sec.; J. Kelly 3rd, 684.4 sec.

Class I Power Ratio: J. Smith 1st, 12.88 sec.; B. Allcock 2nd, 12.37 sec.; A. Cooper 2nd, 12.12 sec.

Class II Power Ratio: J. Levis 1st, 22.23 sec.; A. Butler 1st, 22.1 sec.; K. Murray 3rd, 20.3 sec.

Class III Power Ratio: B. Healey 1st, 19.41 sec.; B. Allcock 2nd, 12.0 sec.

Flying Scale: A. Butler 1st, 45 sec.

Power Scramble: J. Cowan 1st, 2,460 sec.; D. Hegarty 2nd, 2,198 sec.; J. Kelly 3rd, 2,055 sec.

Combat: J. Levick 1st, A. Kerr 2nd, K. Lloyd 3rd.

Junior Combat: P. Christensen 1st, C. Day 2nd, J. Dall 3rd.

Control Line Scale: A. Shennan 1st, 123 pts.; D. Eckett 2nd; W. Woodcock 3rd, 98 pts.

Champion of Champions: Arthur Butler, 11 pts.; Tom Prosser, 8 pts.

Top Club: Doonside.

Runner-up: Radio Control Modellers' Club.

(Continued from Page 20)

fit in it place over the spokes in the female pattern, having tinned the ring, of course. Now we must take our soldering iron and sweat each of the (now 20) spokes to the ring. When this is done the spokes are then brought around the ring and soldered carefully to the other side of the hub. It is advisable to wait a few moments after each spoke as the heat may travel to the lower flange and unsolder the spokes there. Next step is, of course, to make up an aluminium or hardwood wheel rim with a fine groove so as to snap the spoked ring into place. Whew, it's getting late! A bit involved, but anything for scale.

No. 5: Tony Shennan's 4-point mounting for small radial mount motors, 4 bolts are soldered to tinplate sheet, through 3-ply bulkhead and locked in place in front. Motor "floats" on 4 nuts, 1/16 in. or so out, and is held securely by front nuts, one locking against front of lug and one against the back. To adjust thrust, slacken off back nuts and tighten front ones.

No. 6: From Paul Conner, of 289 Clovelly Rd., Clovelly, N.S.W. A really simple money and motor saving fuel filter. All that's needed is some small and large fuel tube plus a scrap of nylon or silk and the sketch tells you the rest.

No. 7: Quite a handy idea for fixing flexible leadouts to the bellcrank. The leadout ends can be formed in the same way; also the lines on the handle, and if you use different colours for up and down there can be no mistake when putting the lines on. It's a good idea to wrap the lines with fuse wire before soldering and they will never come adrift.

✱ ✱

(Continued from Page 16)

the centre line. Leave now until cement is thoroughly set, then remove from jig. Fit all Dowels and place Tail Wheel Assembly in position, ply U/Cart bearing pieces and bottom sheeting. The 1/4 Fin Base Doubler comes next, then the top sheeting, Fin and Rudder (having assembled together with cloth hinges first) and then the 3/16 and 1/4 round Fillets. Next comes the Windscreen block and Battery Compartment Cover. Carve nose and windscreen block to nice rounded shape and sand all of the Fuse to satin smoothness. Cover completely with Jap. silk and apply four coats of clear dope, and that should be the quickest Fuse you've ever built.

Wing and Tail Plane are quite conventional and construction is straightforward, so we won't waste space going into details.

To give your model a good finish, 2 coats of Dulux (first one thinned slightly) will do the trick, then Cabin Windows with a spot of Silverfros and you're ready to install your motor and gear.

I won't give any details for radio installations as there are so many different types, but you will find if you give it a little thought you will be able to mount any Servo/Actuator system on a piece of ply, which will then slide into the groove you have already formed.

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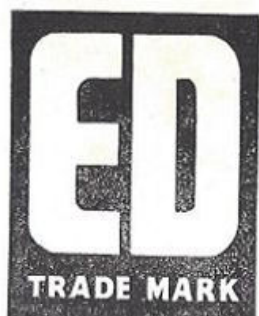
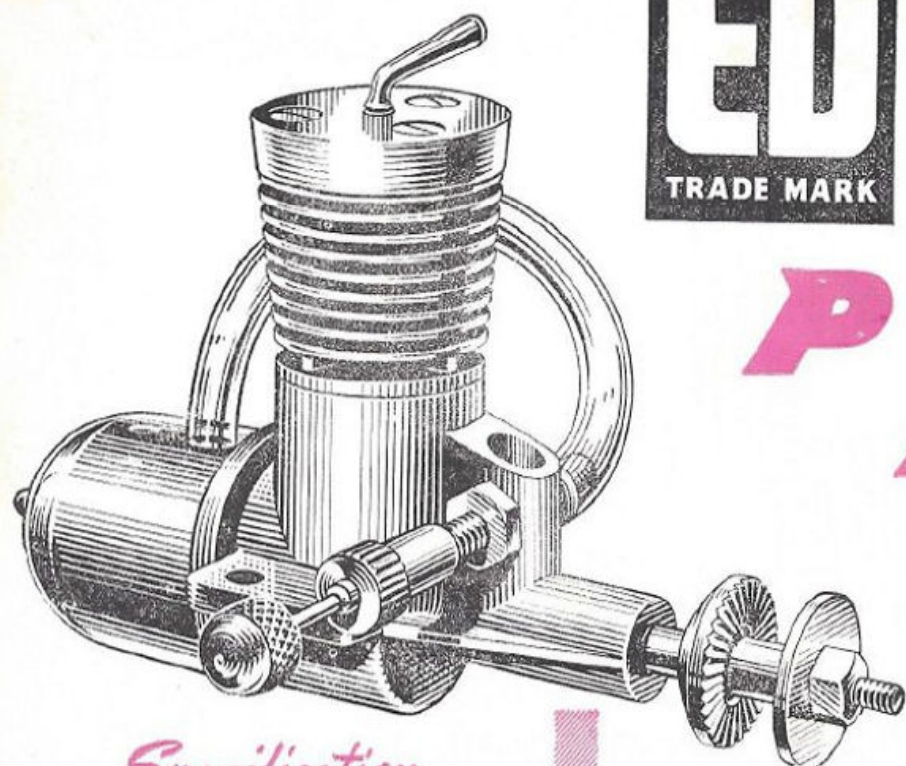
(L. L. Griffiths)

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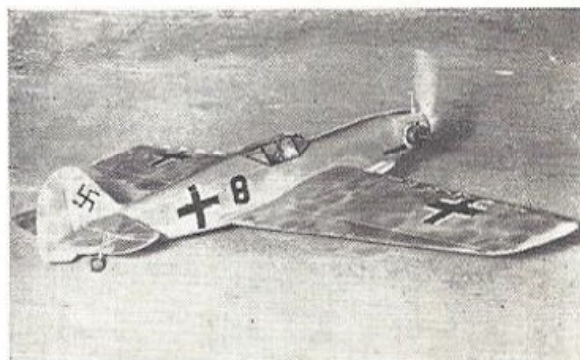


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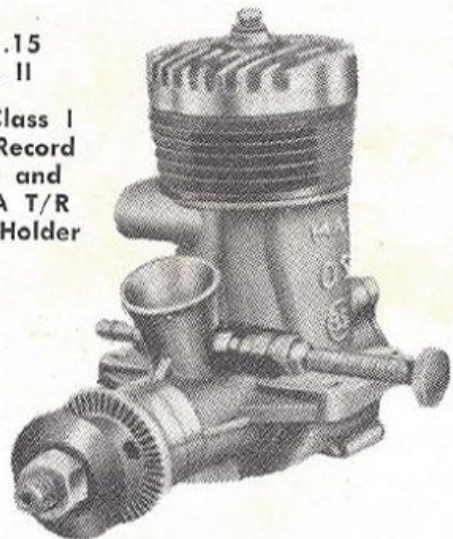
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