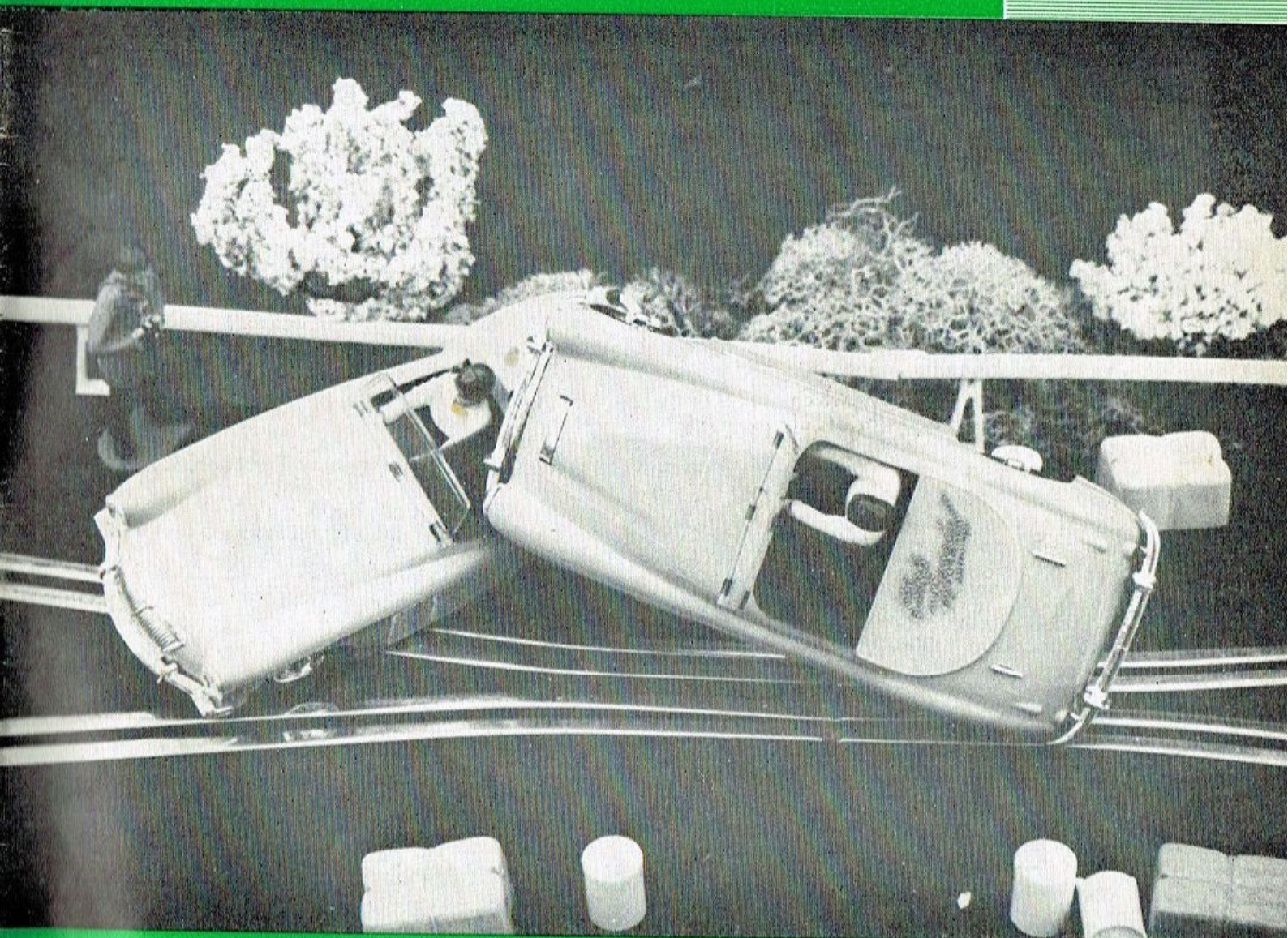


Model News

AUSTRALIAN & NEW ZEALAND MODELLING

APRIL
1964

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17th AUSTRALIAN NATIONALS ★
"WHIRLPOLE" – WAKEFIELD ★
SLOT CAR RACING ★

2'6

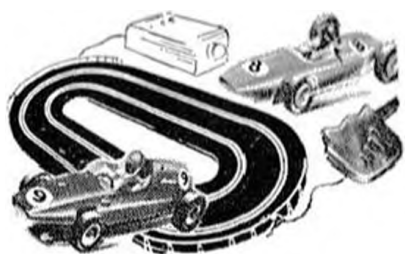
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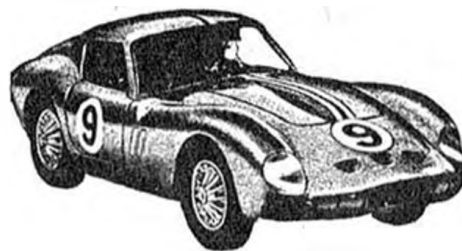
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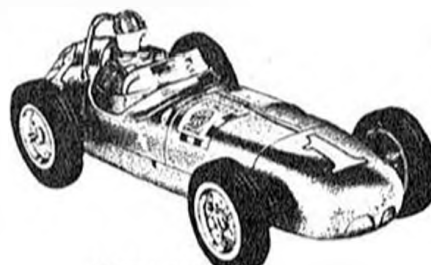
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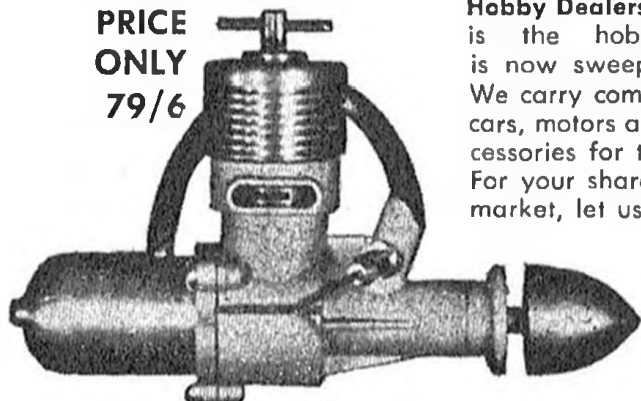
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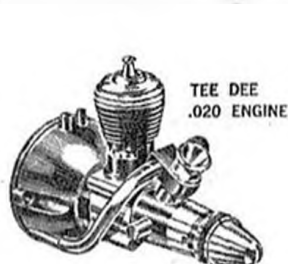
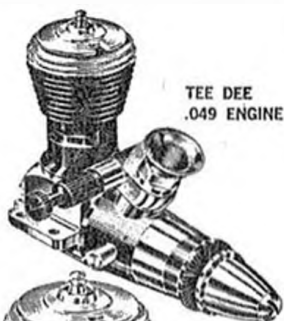
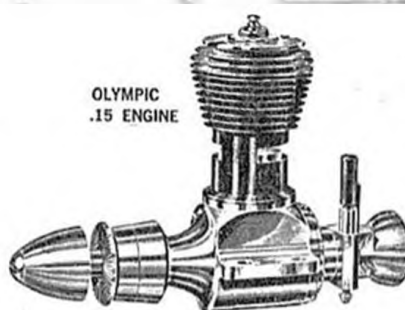
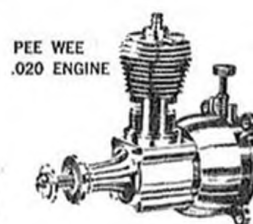
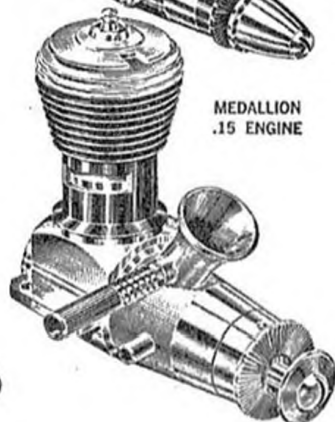
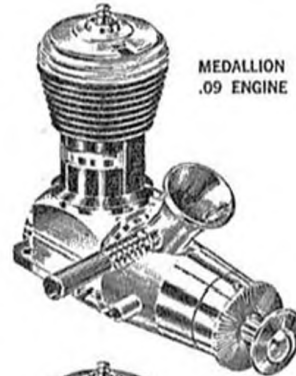
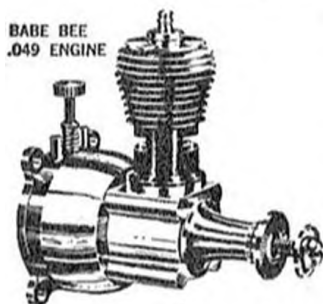
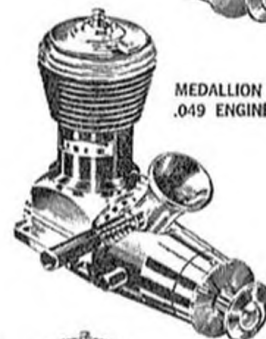
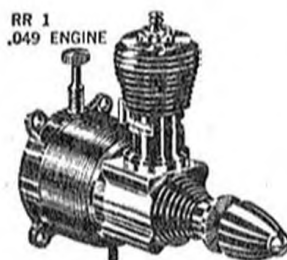
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MODEL NEWS

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CONTENTS

17th Australian Nationals	8
Victorian Team Racing	11
"Whirlpole"—Wakefield	12
New Zealand Nationals	14
Trade Talk	16
Radio Notes	17
Zipper	18
Grafton R/C Field Day	19
"Down the Track"	21
Magazine Scale Contest	23
Club Notes	25

NEXT ISSUE MAY-JUNE

Editorial deadline 1st of month prior to month of issue. Advertising deadline 25th of month prior to month of issue.

Cover Story : Action in Slot Car Racing. Claimed by the Model Trade to be the fastest growing hobby in the country. It combines the thrill of racing and the challenge of Model Building.

News and Views

A. F. HOULBERG, M.B.E.

It is with deep regret we report the death of A. F. Houlberg, M.B.E., A.F.R.Ae.S., in England at the age of 68

With an unwavering interest in aeromodelling from 1909 till the time of his death, he has left behind a record of service to aviation that few can hope to equal

He was a fine administrator and was chairman then president of the S.M.A.E. throughout its entire history.

Mr. Houlberg will be best remembered in Australia for his outstanding work with the F.A.I. Models Commission.

When he was elected president in 1946, the F.A.I. in this country was referred to as "The Federation of Antiquated Ideas".

The world wide recognition and prestige the Models Commission of the F.A.I. commands today is largely due to his continual efforts on its behalf.

N.Z.M.A.A. OFFICERS FOR 1964

President, W. V. (Vern) Long, 44 Mathers Road; Secretary: P. H. (Paul) Lagan, 110 Sparks Road; Treasurer: A. C. (Collin) Duthie, 6 Springhill St.; Recording: M. B. (Max) Stevens, c/- 44 Emlyn Place; Insurance: L. A. (Arthur) Kotoul, 31 Jeffreys Road; Councillors: J. T. (Joe) Woolley, 1090 Avanside Drive; C. G. (Cecil) Yardley, 68 Caledonian Rd.; G. (Graham) Walker, 327 Hills Road; all from Christchurch.

Address all Correspondence to the
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SOUTHPORT, QUEENSLAND.

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MORE DETAILS

Every month Model News receives many excellent photographs, all suitable for reproduction, but lacking a caption. A photograph may be worth a thousand words, but a few words about the photograph make it a thousand times more interesting. The Modeller's name, description of model, motor, etc., are the things that other readers are interested in. Black, white and glossy photographs reproduce best.

CAREFUL CONSIDERATION

In 1960, while down in Rockhampton on a shopping spree, I bought a copy of Model News. Could you advise me if it is still being printed as I would like to become a subscriber!!!!

FATHER AND SON EFFORT

While the Multi Flying was the highlight of the Nationals, the Turbulents built by the Jarvis family created quite an impression. Lynn Jarvis entered a Turbulent in the F/F Scale, modelled on the full size Ultra Light which his father had built in their back yard.

While Lynn was competing, his father flew in in the full size Turbulent, landed and watched his son fly the scale model into 2nd place. He then took off and flew home again.

A number of Model News readers have Ultra Light aircraft under construction—would you be interested in their progress?

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RULE CHANGES

The F.A.I. has issued a provisional set of Scale Rules to cover Control Line, Free Flight and Radio Control Scale events. These rules which will be on trial for a year, were drawn up by a committee of members from England, U.S.A., France, Russia, Poland and Czechoslovakia.

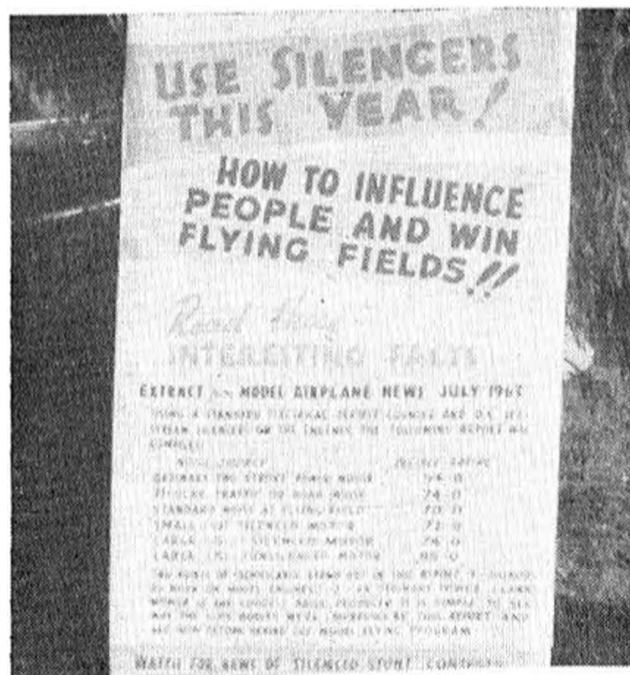
Other rule changes are : Radio entries in the name of builder/pilot only. The 1965 R/C Champs will be held in Sweden.

COMING CONTESTS

Clubs intending to hold contests, field days, fly ins, etc., should notify Model News of the date (for publication) as soon after the date has been decided as possible.

OPEN POWER DURATION, N.S.W.

Total motor run for 5 flights shall be 35 seconds. A motor run in excess of 10 seconds or any less figure which brings the total to more than 35 seconds shall constitute an attempt. Each contestant shall be allowed two attempts to complete each flight. The highest aggregate shall decide the winner. In the event of two contestants achieving five maximums, there shall be a sixth flight with the motor run reduced to six seconds. In the event of any further tie the motor run will be progressively reduced by one second until the tie is broken. There shall be only one attempt for the sixth and subsequent flights. There shall be no minimum motor run. It shall be an attempt when the model flies for less than 20 seconds. After four flights the competitor may use all the time remaining for motor run even if this figure exceeds ten seconds.



One of a number of Billboards drafted by Arthur Gorrie and displayed at Queensland contests last year. It caught the attention of both competitors and spectators.

No responsibility is accepted by the Publishers for any of the manufacturers' claims or facts and figures stated in any of the editorial matter contained herein.

The 17th Australian Nationals

(By Andrew Kimonides)

The venue was Strathalbyn, South Australia. Control line events were held on the local show grounds, while free flight was held on a huge field a few miles out of town.

A total of thirty-two events were held, the greatest number at a Nationals so far. The modellers who attended the Nationals should be grateful to Leo O'Reilly who was aided by Kev. Green, as without their hard work the Nats. could not have functioned smoothly. Processing was carried out on Saturday, December 28. Sunday was a free flight day, followed by control line on Monday and this arrangement alternated till the following Friday.

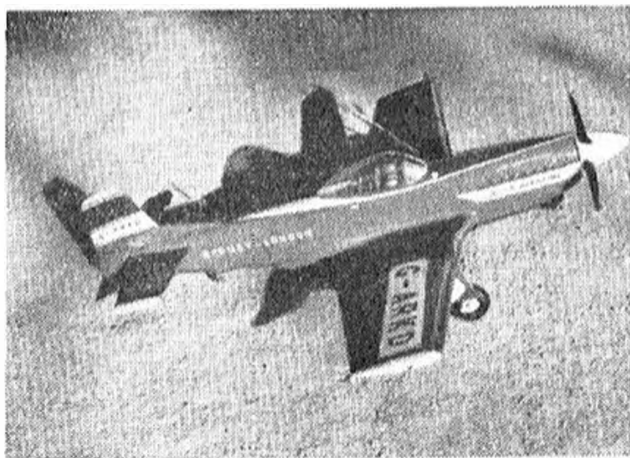
THE SOCIAL SCENE

Lady Luck did not smile on us on the trip to Adelaide—engine trouble delayed us nine hours in Ballarat, but a heavy foot helped make up some lost time and we arrived at the showgrounds about 3.30 a.m. on Saturday morning. Most aeromodellers camped at the showgrounds where facilities were reasonable. The more fortunate (who booked into hotels early) possibly had more spare time, but most people seemed content with their lot. The presentation night was held in the town hall with the Mayor of Strathalbyn presenting the trophies. The National Rules Conference came up with a lot of new suggestions and there are several changes in many events.

Overall, a good and happy Nationals.

THE RADIO CONTROL EVENTS

Tom Prosser (aptly named Mr. Radio at the presentation night) came out the winner in the multi event, the third time in the past four years. He used a Sultan and 10 Channel gear. Second place getter, Basil Healey, also used a Sultan with Silverstone 10 Channel gear. F.A.I. power winner, Doug Murray flew into third spot. A favourite for this event was Tony Farran of Victoria, but engine trouble prevented him from completing the pattern on all his flights. However, he was the only flyer



Third place winner in the Control Line Scale. Flockardt's Mustang 51.D. Built by Father Shepard of Swan Hill, Vic., powered with 1.5 Taipan.



West Australian B Class Team Race team, Stone, Bertina, Barnes. This ETA powered model returned 116 m.p.h. for 36 laps in tests. Inconsistent in competition.

to perform the tailside, which is by no means easy.

Lyall Winley won intermediate easily with some excellent flying. He used a Houdini and Silverstone gear. He converted this model to single function and flew to victory in this event also.

THE FREE-FLIGHT EVENTS

The number one free-flight event is F.A.I. power. Doug Murray of W.A. took top honours, followed by Doug Morrison, also from W.A. Ron Greeves of Victoria came third. They all used Cox .15 motors. Murray's model featured a Larry Can-over wing and Spacer fuselage while Morrison used a Carl Goldberg Viking. Bob Wilkins won a double by taking out the Wakefield and A2 events.

In Class I and II Power Ratio Cox motors dominated and in fact took out all places in each case. Class III Power Ratio was won by Sean O'Connor using an Eta .29.

THE CONTROL LINE EVENTS

In control line scale there were only three entries and naturally these finished first, second and third. The winner was a beautifully built Piper Comanche by N. McGearey of N.S.W.

Control line combat was very much a cut throat affair in the heats, but fizzled out somewhat in the finals.

OPEN STUNT produced some excellent flying. This event was judged by Brian Horrocks who in the past has won the Gold Trophy in England



N. McGearey's Control Line Scale winner. A. beautifully built Piper Comanche from N.S.W. Number of entries disappointing.

on two occasions. Winner Ken Dowell used an original design (Angelique) and second place getter Ken Taylor used a Shark 45.

TEAM RACING did not produce any phenomenal times. In F.A.I. Brian Eather was unlucky to be disqualified after winning in the time of 5.29 with his Eta .16D model. The reason for his disqualification was that he didn't have the minimum 39 sq. cm. cross-section at the cockpit. This is the first that I have seen this dimension of cross-sectional area checked. However, rules are there to be obeyed.

CLASS B TEAM RACE. Several hot favourites boomed their chances by making too many mistakes or because they didn't eliminate all the bugs during test flying. The W.A. boys (Stone, Bertina, Barnes) were inconsistent; so was our model, even though test flying showed great promise with speeds of up to 116 m.p.h. for 36 laps. The winner of this event, the team of Geoff Lawson and Kev Fryer used a full length pan designed by David Kidd for our Eta 29. Geoff and Kev used an Enya 29, it had a good speed, fantastic starting and, above all, reliability. Geoff must be really pleased with his Nats. win, especially after all the rubbishing about his seconds and thirds throughout the year.

C CLASS TEAM race was reasonable. Norm Moore and Kev. Green flew their OS 35 powered job into first place with a good time (7:44.8). Ron Wilson couldn't sort his model out. We had our model doing 63 laps at 92 m.p.h. during test flying the day before. A broken leadout demolished the model, however. To get the 63 laps from the OS 40 we used 30% benzol and 20% toluol in the fuel. Wes Penfold's C classer caught fire (no doubt due to his lappy fuel) and 'n a few seconds the whole model was completely burnt.

CONTROL LINE SPEED produced many entries in all events. There was a flood of Torp 29s in the B class event and these took first and second in B speed as well as first in Proto Speed. In F.A.I. speed most entrants had trouble cracking the "ton". Len Buck's winning flight of 108 m.p.h. was done on monoline. He used a Rossi Super Tigre.

In B speed first man to fly was Geoff Lawson and his Fox 29X managed 124.9 m.p.h. good for 3rd place. I flew the old Torp 29R with chromed piston at 127.1 m.p.h., which was good enough for second place. The old type Torp 29 with chromed piston is well down on the new type with "soft" piston, as evidenced by Andy Kerr's winning speed

of 139.8 m.p.h. On later attempts to break his own record, Andy did 141.6 m.p.h., but just missed out.

CLASS III SPEED was a Mac .60 benefit as usual. Phil McGee splattered his monoline models when going fast and just before the end of the contest he converted a mono job to two lines to put in the winning speed of 141.6 m.p.h. Kev. Barker was second and Andy Kerr was third. On his final attempt, Andy used John Broadbeck's "greasy" fuel for an all out effort. He jumped the dolly on take off and the resulting shaft run blew up his Mac .60 amidst clouds of bluish smoke.

PROTO SPEED resulted in a clear win for young Arthur Babbington of N.S.W. over the Eta 29 Team racer of David Kidd and Andrew Kimonides. Another Eta powered team racer was third.

17th AUSTRALIAN NATIONAL CHAMPIONSHIP RESULTS

F.A.I. SPEED :

1. L. Buck (S.A.), 108 m.p.h. Rossi Super Tigre.
2. G. Lawson (Vic.), 100.8 m.p.h. Fox .15XX.
2. K. Fryer (Vic.), 100.8 m.p.h. Rossi Super Tigre.

CLASS B SPEED :

1. A. Kerr (N.S.W.), 139.8 m.p.h. K & B 29 soft piston.
2. A. Kimonides (Vic.), 127.1 m.p.h. K & B chromed piston.
3. G. Lawson (Vic.), 124.9 m.p.h. Fox 29X.

CLASS C SPEED :

1. P. McGee (N.S.W.), 141.6 m.p.h. Mac .60.
2. K. Barker (N.S.W.), 137.2 m.p.h. Mac .60.
3. A. Kerr (N.S.W.), 134.6 m.p.h. Mac .60.

PROTO SPEED :

1. A. Babbington (N.S.W.), 114 m.p.h. K & B 29 soft piston.
2. D. Kidd/A. Kimonides (Vic.), 106 m.p.h. Eta 29 VI C.
3. H. Bertina/C. Stone (W.A.), 98 m.p.h. Eta 29 VI C.



Fourth place in Multi R/C went to Barry Angus with this Merco Powered Stormer. Assisted here by Monty Tyrrell.

F.A.I. TEAM RACE :

1. J. Oehme/R. Silva, 6 min. 40.8 sec. (S.A.), Oliver Tiger.

2. H. Bertina/C. Stone (W.A.), Eta .15 D.

Note.—Brian Eather won final with 5 min. 29 sec., but was disqualified due to model not conforming to specifications. (Eta .15 D).

CLASS B TEAM RACE :

1. G. Lawson/K. Fryer (Vic.), 7:36.2, Enya .29 III B.

2. R. Wilson (Vic.), 7:49.9, OS .29.

3. J. McRane (Vic.), 9:12.4, Enya .29.

CLASS C TEAM RACE :

1. N. Moore/K. Green (S.A.), 7:44.8, OS .35.

2. J. Oehme/R. Silva (S.A.), 9:9.4, Enya .35.

3. G. Barnes (W.A.), 9:14, Fox 35X.

CLASS 1A TEAM RACE (OPEN) :

1. J. Dorian (Vic.), 11:22.8.

2. B. Laughton (Vic.), 13:2.8.

ADVERTISER TROPHY (B Class Team Race)
N. Moore/K. Green (S.A.), Enya .29.

CONTROL LINE SCALE :

1. N. McGearey (N.S.W.), Piper Comanche.

2. R. Hull (N.S.W.).

3. R. Shepherd (Vic.).

CONTROL LINE STUNT (Open) :

1. K. Dowell (Vic.), 2083.5 points.

2. K. Taylor (Vic.), 2074 points.

3. R. Towell (N.S.W.), 1987.5 points.

COMBAT (Open) :

1. A. Shinfield (N.S.W.).

2. A. De Vos (Vic.).

3. I. Bristow (S.A.).

JUNIOR RUBBER :

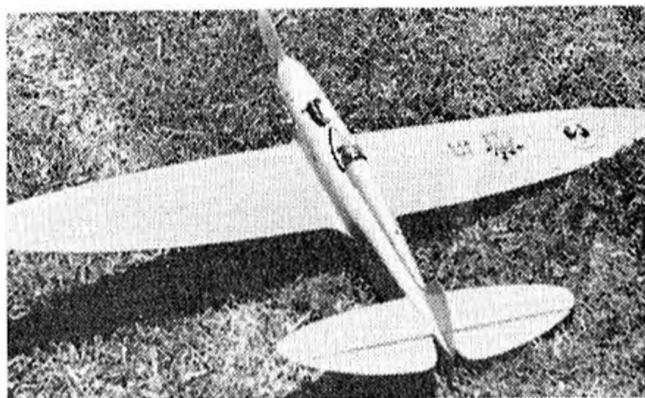
1. P. Lloyd (Vic.), 332.7 sec.

2. T. Stowe (N.S.W.), 184.3 sec.

3. G. Fahey (N.S.W.), 114.4 sec.



Tony Farnan with another Vic. Stormer. Considered to have a good chance in Multi. At work on his model in the Pits.



B Class entry of David Kidd and Andrew Kimonides of Vic. Powered with Eta VI, featuring Chicken Hopper Tank and full length pan. Model was unplaced. Took 2nd in Proto Speed.

JUNIOR A1 SAILPLANE :

1. G. Fahey (N.S.W.), 294.2 sec.

P. Moorfield (S.A.), 251.6 sec.

3. P. Lloyd (Vic.), 203.5 sec.

JUNIOR HL GLIDER :

1. P. Lloyd (Vic.), 145.5 sec.

2. B. Stretch (Vic.), 112.7 sec.

3. G. Fahey (N.S.W.), 109.2 sec

JUNIOR STUNT :

1. B. Stretch (Vic.).

2. J. Prosser (N.S.W.).

3. J. Hughes (Vic.).

JUNIOR COMBAT :

1. J. Densham (N.S.W.).

2. J. Hughes (Vic.).

JUNIOR 1A TEAM RACE :

1. W. East (N.S.W.), 11 min. 57 sec.

2. J. Densham (N.S.W.), 12 min. 59 sec.

RADIO CONTROL (Single) :

1. L. Winley (N.S.W.), 2539 points.

2. G. Enery (Vic.), 2349 points.

3. A. Walsham (Vic.), 2270 points.

RADIO CONTROL (Intermediate) :

1. L. Winley (N.S.W.), 1341 points.

2. N. Fell (Vic.), 973 points.

3. N. Winley (N.S.W.), 820 points.

RADIO CONTROL (Multi) :

1. T. Prosser (N.S.W.).

2. B. Healey (N.S.W.).

3. D. Murray (W.A.).

AEROMODELLER SHIELD : Victoria.

SENIOR CHAMPION : S. O'Connor (Vic.).

JUNIOR CHAMPION : P. Lloyd (Vic.).

F.A.I. POWER :

1. D. Murray (W.A.), 822.8 sec. Cox .15.

2. D. Morrison (W.A.), 760.8 sec. Cox .15.

3. R. Greeves (Vic.), 740.6 sec. Cox .15.

WAKEFIELD RUBBER :

1. R. Wilkins (Vic.), 731.5 sec.
2. S. O'Connor (Vic.), 648.4 sec.
3. W. Penfold (S.A.), 589.2 sec.

HL GLIDER :

1. P. Lloyd (Vic.), 168 sec.
2. S. O'Connor (Vic.), 151.4 sec.
3. A. Withnall (N.S.W.), 150.2 sec.

A2 SAILPLANE :

1. R. Wilkins (Vic.), 800 sec.
2. D. Anderson (S.A.), 743 sec.
3. R. Greenhill (Vic.), 660.2 sec.

F.A.I. SAILPLANE :

1. C. Stones (Vic.), 446 sec.
2. R. Greenhill (Vic.), 431.1 sec.
3. L. O'Reilly (S.A.), 388 sec.

POWER RATIO I :

1. R. McDonald (N.S.W.), 24.8. Cox .049.
2. S. O'Connor (Vic.), 23.4. Cox .049.
3. B. Laughton (Vic.), 19.95. Cox .049.

POWER RATIO II :

1. W. Penfold (S.A.), 26.2. Cox .15.
2. D. Murray (W.A.), 24.8. Cox .15.
3. D. Morrison (W.A.), 18.5. Cox .15.

POWER RATIO III :

1. S. O'Connor (Vic.), 11.26. Eta .29.
2. N. Moore (S.A.), 3.3. Dooling .29.
3. L. O'Reilly (S.A.), 2.63. Eta .29.

JETEX :

1. D. Hegarty (N.S.W.), 274 sec.
2. W. Penfold (S.A.), 206.3 sec.
3. C. Stones (Vic.), 168 sec.

F/F SCALE :

1. R. Greenhill (Vic.).
2. L. Jarvis (S.A.).

POWER SCRAMBLE :

1. R. Duanee (S.A.), 487 sec.
2. P. Moorfield (S.A.), 400 sec.
3. D. Anderson (S.A.), 395 sec.



Junior Rubber winner, P. Lloyd of Vic. Model a design by Wakefield expert Jim Fullarton.

The 18th Nationals have been awarded to Victoria.

A suggestion put forward and being considered is for a permanent site at Wagga, N.S.W., for future Nationals.

What are your views on this?

Victorian Team Racing

(By DAVID KIDD)

The first Victorian races for 1964 were held on the first of March at Moorabbin airport. Cold, rainy conditions made things unpleasant during the morning, delaying a start until after lunch, and probably explaining the reduced entry in both classes. The organisers had done everything possible to make the day a success, providing a well mowed circle plus an excellent array of silverware, so it was good to see the sun break through during the afternoon to witness some of the fastest racing yet seen in this country.

Class 3 for the Syd Beeton trophy was flown first, and once again the Cincotta-Wilson-James team trounced all opposition to win in 8 min. 37.3 sec.

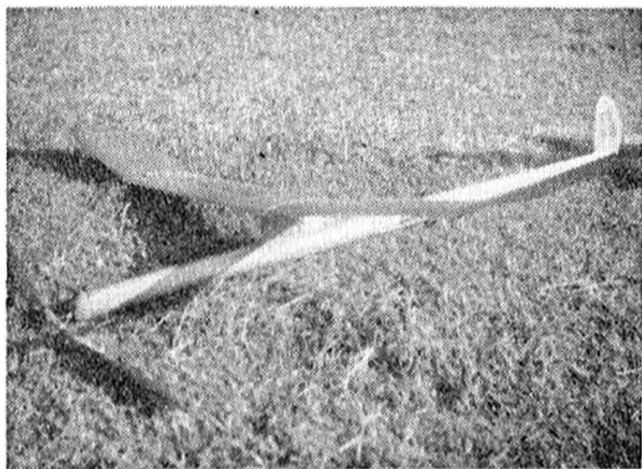
Class 2 was more competitive, with no less than three heat times bettering the existing Australian record. First heat went to the Nats. winning Lawson-Fryer team in 7 min. 33.5 sec., slowed by a fade-out on one takeoff, caused by a fuel blockage. Athol Holtham was second with 8 min. 36 sec. for a place in the final, trying to get 70 laps per tank from his O.S. 29 and finding the target a bit elusive.

The second heat saw the 7 minute barrier broken for the first time in Australia, by not one, but two models! First was Kidd-Kimonides-Mutimer with 6 min. 53.5 sec., and second was the Cincotta-Wilson-James team 2 laps behind with 6 min. 58.8 sec. The up and coming Werner-Dihm team were quite a bit slower, failing to make the final on this occasion.

The final got away to a good start, but a lot of excitement was lost when the Cincotta-Wilson-James O.S. 29 spluttered to a stop after only a few laps, putting paid to their chances of a win. When all were eventually going properly Geoff Lawson's orange Enya powered model appeared to be the fastest, but all had plenty of m.p.h. with more than 47 laps and less than 70. Quick pit stops put the Kidd-Kimonides-Mutimer ETA 29 in front however, to win in 7 min. 7 sec., closely followed by Lawson-Fryer. There was more strife in store for Cincotta-Wilson-James when another model landed on their lines just as they were taking off, pulling the model into the circle and breaking the prop. They eventually finished the race for third place, Athol Holtham having retired with a blown plug.

"Whirlpole" — Wakefield

(By A. EDWARDS)



Whirlpole with Folding Prop. extended. Clockwork D/T timer mounted on pylon under the wing.

The "Whirlpole" is a development of my N.S.W. State Championship winner. Although the win was somewhat fortunate (both Jim Christie and Sean O'Connor lost their models), with only 625 seconds, the model is capable of a higher score.

THE WING AND TAIL.—A template should be used when carving the solid leading edge; the L.E. should be carved with a sharp knife and then sanded to final shape.

THE FUSELAGE.—Wrap two laminations of 1/32 in. med. balsa sheet around the mandrel, the inside of the first lamination should be doped before wrapping. Cement both laminations together with P.V.A., with the joins opposite each other; wrap with old rubber and allow to dry. On the wing mounts and other critical points use "Araldite".

THE PROP. ASSEMBLY.—The prop. is the most essential part on the model. Laminate the blades as shown on the plan, and "Araldite" the hardwood dowels in; set the pitch by placing a 30 deg. template under the blade 8 in. from the centre line. The hub is made from alum tube slightly flattened and shaped as on the plan; drill the hub and dowel together.

TRIMMING THE MODEL.—The "Whirlpole" should be trimmed for right hand climb and glide, the climb should be tight and steep, glide should be opened up and much flatter. Right thrust only used on the prop.; glide turn gained from trim on

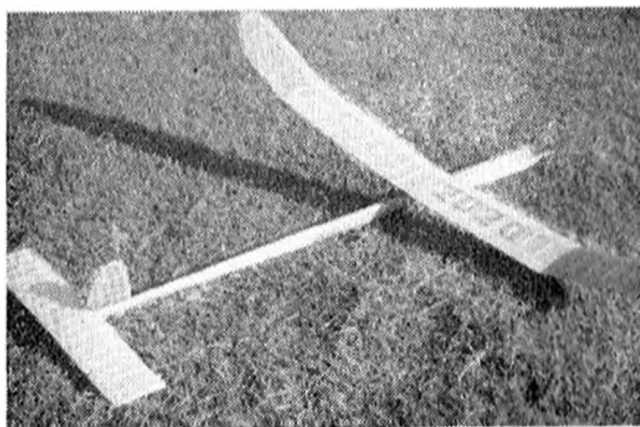
Simple to build, easy to trim, Wakefield with contest proven performance. Rugged construction, warp free wing. Ideal first Wakefield.

Incidentally, I used the same model in open rubber events also. It was placed 3rd at Maitland and 4th at P.G.F.C. Champs. At P.G.F.C. Champs., I had two straight maxs. on the 3rd flight the wing shifted and I came down in less than 60 seconds.

At the State Champs. my first two flights were with a 24 in. dia. propeller and my climb was lacking. In desperation I cut 2 in. off and performance was much improved. The prop. on the "Whirlpole" is identical, that is, except for the method of laminating. "Whirlpole" is slightly heavy at 8½ oz. This is due to the wing construction, but I feel that the extra weight has little effect. The original wing weighed 1½ oz., "Whirlpole" wing weighs 2 oz., but it is much stronger and holds a better section.

"Whirlpole" is a reasonably easy model to build and needs little instructions; a few hints will help those who are not used to some of the techniques used.

fin (top) and tail tilt. Wing and tail incidence are 2 deg. and 0 deg. respectively, balance point is at 75%.



Rear view of Alan's latest Wakefield. Very clean lines and good performance. Tail boom is carved from solid balsa. Use very light stock.

New Zealand Nationals Report

(From STEVE TOWNLEY)

KAIAPOI, SOUTH ISLAND, NEW ZEALAND

This year's Nationals were held at Kaiapoi in the South Island of New Zealand. Official flying got under way on Saturday, December 28 at 5.30 a.m. with Nordic A/2. First round maxes were recorded by G. Madder, A. McKenzie and G. Bowden. When the second round started the wind had come up a little and only two of the three recorded double maxes. In the remaining rounds, maxes came in thick and fast and at the end of round five the results were:

1. G. Madder, Wanganua, 803.6 seconds.
2. L. Holland, Ashburton, 777.1 seconds.
3. D. Kennedy, Oamaru, 744.5 seconds.

After lunch Class B T/R was flown. The Fenwick/Westland team tested its model out at the domain and had the misfortune to see both lines break at 120 m.p.h. and the model free flight across the road and smash into the woollen mills concrete wall completely wrecking model and motor. John Crombie returned 6 m. 40 sec. in practice which was a whole minute under the N.Z. record held by Tony Cook of Christchurch.

In the heats everybody had troubles and Ken Buckley's time of 9:42.6 was the fastest up to heat six when Crombie broke the record by 38 seconds and took it down to 6:57.2. Peter Stott who won five years ago finished just over a minute behind in 8:7.8 and a few heats later Tony Cook broke his record of 7:37.6 with a time of 7:19.8. In the next heat Dennis Tristram of Papatoetoe returned 8:35.9 with a Rivers Silver Arrow 3.5 cc. Diesel that was doing 85 m.p.h. for 60 laps. In the next heat with a time of 8:50.5 was Steve Townley using a reworked Enya 29 that was suffering from excessive carbon on the piston and just would not go. In the final, the starters were John Crombie, Tony Cook, Peter Stott and Dennis Tristram. Crombie released his model early and a restart was called. In the final Crombie was returning 105 m.p.h. for 50 laps while Cook was getting 50 also, his speed was only 90 m.p.h., but his lap counter jammed at 120 laps. Stott had slowed to 85 m.p.h. and although getting 35 laps a fourth stop was needed when the motor cut on take off. Rather than face a repeat-repeat final the finalists were all happy to accept an estimated time for Cook's model.

Final results were:

	Heat	Final
John Crombie, Wellington, Eta 29 6C	6:57.2	7:5.6
Tony Cook, Christchurch, Enya		

Special	7:19.2	7:26.1
Peter Stott, Christchurch, Sabre 29	8:7.8	8:37.0

Control Line Scale was flown at the Kaiapoi Domain and the first one to fly was the Chiver's Team from Ashburton with a nicely finished Drulne Turbulent powered by a E.D. Racer. Nev. Dawson flew his Dyna Jet Powered Panther which is a magnificent model with scale lettering 1/64th of an inch high on the fuselage. With this model, Neville won last year. Arthur Kotoul flew a very old S.E.5, likewise M. Thorpe. C. Glendenning flew a Gloster Gladiator of some 54 in. span powered by a very old Spark Ignition Motor.

M. Kingsbury flew a Piper Pawnee with a hopper full of flour and did some very nice touch and gos topdressing the ground with the use of a throttle operating on a third line. Last of all was Jack Godfrey with a very nice Cessna 310 powered by a couple of Taifun Hurricanes.

Results:

N. Dawson, Wellington, Panther, 747 points.
J. Godfrey, Hastings, Cessna 310, 679 points.
M. Kingsbury, Ashburton, Piper Pawnee, 583 points.

That evening Indoor was flown at Cowles Stadium which was about 100 feet long by 60 feet wide and a ceiling of 40 feet.

Out of the 17 entries only one managed to break the 10 minute mark and this was Trevor Martin who is a newcomer to this side of the hobby. John Malkin had the misfortune to hang up in the rafters and lose his model for the rest of the evening. Most of the models were in the under 18 inch class due to a misunderstanding.

Results:

T. Martin, Roskill, over 18 inch, 11:9.2.
B. Roots, Wellington, under 18 inch, 7:14.8.
G. Bowden, Roskill, under 18 inch, 6:18.3.

At 5.30 a.m. the next morning Wakefield started in near perfect conditions which lasted for most of the competition and it was interesting to note that the model that brother Ted Malkin flew at the World Champs. this year, John Malkin flew to a well deserved victory. A lot of the rubber motors were well over weight and most of the competitors had five which is expensive flying. Malkin and Sutcliffe were using a very neat prop-hub assembly turned out of Dural and fitted with twin ball races.

Results:

J. Ma'kin, Wellington, 864.3 seconds.
D. Sutcliffe, Auckland, 835.0 seconds.
I. Henry, Christchurch, 752.9 seconds.

While Wakefield was going on, the Stunt boys woke the locals up with howling .29 and .35s. I did not see a great deal of Stunt due to watching Mutli Radio which was held at the same time. Most of the entrants were flying large 35 size models which were mainly of American influence. The winner, Dennis Tristram, flew an A.P.S. Frank Warburton design, U/2, powered by an OS Max .35.

Results:

1. D. Tristram, Papatoetoe, 929 points.
2. P. Wheeler, Kaiapoi, 923 points.
3. N. Dawson, Wellington, 905 points.

Multi Radio started at 9 a.m. with only three entries and only two of these completed the pattern. First to fly was A. Lynch of Blenheim, using E.D. 8 Channel Black Prince gear in an A.P.S. Gee String powered by an OS max .35 with an Auto Mix Throttle fitted. He had the misfortune to have his motor cut when completing a spin and had to come down to restart before completing the pattern. Second to fly was Ex N.Z.M.A.A. President, Hoppy Richardson, who was flying a Merco 49 powered Orian with Kraft Superhet 10 Channel gear. Hoppy also had the misfortune to have his motor cut out and he quickly selected the remaining manoeuvres that he could do on the way down

and duly performed them dead stick to land not far from the spot. Last to fly was Roskill's Reg. Truman who must have well over £750 worth of Radio Gear that he has bought in the last 18 months ended up with only half a model. Reg., who was using Kraft Superhet 10 with a K & B 45 in an Orion took off after having hit the deck in a touch and go and proceeded to do a spin from which the model ended up on the deck.

Results :

1. A. Lynch, Blenheim.
2. H. Richardson, Palmerston North.
3. R. Truman, Roskill.

Class A Team Race was flown off and fortunes varied from 14 laps to a New Zealand record. The old record was held by John Crombie with an Eta 15 Mk. II, but Geoff Tennant managed to break it with an Olliver Tiger and cut 2.7 seconds off John's time, lowering it to 5:2.3. The final was held about half an hour after the heats and those to make it were Crombie, Tennant, Bruce Thomas the Guy-Scrimgeour Team with everyone getting away well at the drop of the flag, but Tennant's motor was undercompressed. Crombie had a few miles an hour over the other two but came down for a pit stop at 27 laps. The Roskill team managed about 35 and had a first flick stop, but Thomas managed to get the magic 50 with his motor cutting at 55, but after a good stop his model only did two laps and the motor cut again. Tennant was still undercompressed at his second stop and this left Crombie to win with the Roskill team nine seconds later and Thomas five seconds behind them.

Results, final :

1. John Crombie, Wellington, 5:25.1.
2. Guy/Scrimgeour, Roskill, 5:34.4.
3. Bruce Thomas, Papatoetoe, 5:39.9.

It was interesting to note that the first three used the new Mk. II Eta 15D. All the finalists used the new Edmonds Reguflo tank while two of the Class B finalists also used them. Monday, December 30, F.A.I. Power was flown together with Free Flight Scale in cold damp conditions with heavy rain. Most of the Power Models were performing well, the World Champs. Gas Team placing well up in the results, but a lot of the models seemed to suffer in the conditions while on the glide. Winner, Ian Henry, was using the model that he sent to the World Champs. and it was performing well, likewise Paul Lagan. The Free Flight Scale entries were all having trouble with the field and all had to hand launch. Out of the 10 entries, only four managed to record an official flight and after the judging it was found that Nev. Dawson had won with his very nice Sopwith Pup powered by an Alblon Dart that was completely cowed.

Scale :

1. Nev. Dawson, Wellington, Sopwith Pup.
2. J. Chivers, Ashburton, Focker Elndecker.
3. R. Hardwick, Ashburton, Piper Super Cruiser..

F.A.I. POWER :

1. Ian Henry, Christchurch, 794.1 seconds.
2. Paul Lagan, Christchurch, 780.1 seconds.
3. Joe Wooley, Kalapoi, 749.0 seconds.

Chuckglider and Open Power were flown and the wind had increased to a steady 20 knots, but the rain had stopped and a three-minute flight with a gas model was only going about two miles down wind. Most of the entrants were using the models that they had flown in F.A.I. Powers that morning, but John Malkin and Ian Henry produced two very nice open models. John was flying an A.P.S. Tom Smith design "Nig Nog", powered by a Dooling 29 and weighing 22 oz., while Ian flew

a McCoy 60 powered model that had been designed off his F.A.I. model and it weighed 55 oz. Only three flights were flown in this class and after all the wreckage had blown away it was found that Malkin had recorded two maxes and 92 seconds to win the comp. and Paul Lagan, flying the same model that he used in the morning, was tailing him with Max Stevens and Tom Horn in close pursuit for the minor places.

Results :

1. John Malkin, Wellington, 452.0 seconds.
2. Paul Lagan, Christchurch, 429.0 seconds.
3. Max Stevens, Christchurch, 424.6 seconds.

While the Open Power event was being flown the Chuckglider entrants were doing battle with the wind and the most consistent design was that of Gary Bowden of the Roskill Club, called Zingarro. This model is about 24 inch span with a built-up wing, tissue covered and if built with no warps they really go. There were five of these models in the top ten and more of them were close behind.

Results :

1. B. Glenny, Wanganui, 324.0 seconds.
2. M. Elmore, Roskill, 311.1 seconds.
3. A. Macaulay, Kalapoi, 310.9 seconds.

At 5.30 a.m. the next morning the Nordic, A/I, Single Channel Radio got under way in very cool windy conditions which were later followed by a heavy shower of rain. There were about fifteen entrants in Radio and it was noticed that most of the South Island boys were using Les Wright's gear while most of the North Island modellers had Tone equipment. Steve Townley was the first to fly and unbeknown to him, his Transmitter was on the blink, due to dropping in the night before, but he grabbed another one and managed to get the model down in one piece. Terry Hantz, Angus McDonald, Graham Beagley and Reg Truman all had the misfortune to prang. Harvey Westland had troubles getting his model to take off and retired to the back of the field. After all the sheets had been tallied up it was found that Harvey Westland, one of N.Z. top speed flyers had come out on top.

Results :

1. H. Westland, Kalapoi, 106 points.
2. J. Godfrey, Hastings, 63 points.
3. L. Holland, Ashburton, 50 points.

Nordic A/I was flown in the same conditions and I saw a few wings fold, but on a whole the times were quite good with only 200 seconds separating the top 10 or so.

Results :

1. L. Holland, Ashburton, 613.9 seconds.
2. A. Macaulay, Kalapoi, 600.3 seconds.
3. R. Kennedy, Oamaru, 593.9 seconds.

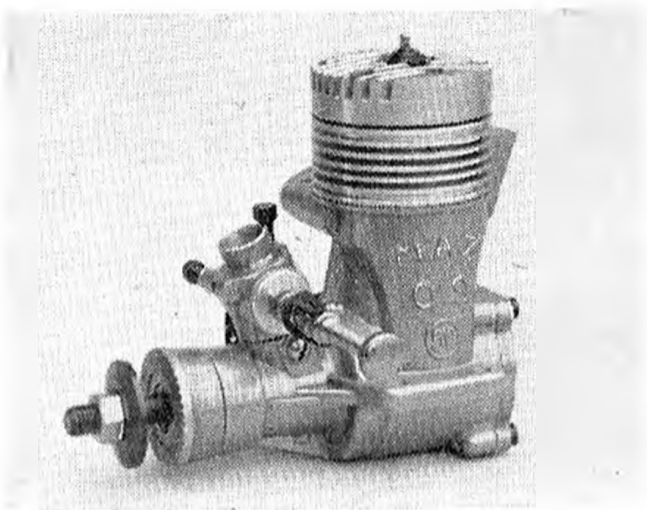
After lunch the wind was blowing from 10 to 40 knots and after a delayed start Class I Speed got under way with quite a few of the top speed flyers having trouble one way or the other. Harvey Westland was having motor troubles, while Henry, Crombie and Milkin managed to hit the ground while travelling very fast. Motors in this class ranged from OS 15 II Glos to Super Tigres to K & B 15Rs and a Tee Dee 15, while most of the models were around F.A.I. size.

Results :

1. D. Kennedy, Oamaru, O.S. Max 15 Special, 106.5 m.p.h.
2. A. McKenzie, Southland, Super Tigre 15 Glo, 105.8 m.p.h.
3. B. Deakin, Palmerston North, O.S. Max 15 II, 90.9 m.p.h.

(Continued on Page 29)

TRADE TALK



New R/C Max 50 soon to be released on the market. Needle bearings at front, ball race at back. Alloy piston with 2 rings. New design throttle and carby.

STROMBECKER CAR KITS

These new Strombecker kits are a good introduction to model car building. They are complete in every possible way, with clear instructions for assembly. The kit contains finely moulded body, chassis, remarkably fine reproduction wheels, and the famous Strombecker Motor. Axles and nylon gears are also provided.

Due to the power produced by the motor and the gear ratio used for best results the car should be weighted, to reduce tail bounce and to give better handling on corners. The new weighted body-putty produced by the same company is ideal for the purpose, as this can be moulded into the body while wet, and after a few hours dries into a solid mass, that won't shift about during racing. Range of cars include XKE Jaguar, D type Jag., Testa Rosa, Berlinetta, Indianapolis cars, Maseratti, Corvette, Pontiac Saloon and Ford Saloon. The kit supplied by Brisbane Hobby Centre went together without fuss. We were particularly impressed with the quality of the wheels, and decals supplied.

The first shipment of the Edmonds Reguflo fuel tanks specially made for F.A.I. Team Race Models have arrived in this country.

The capacity is certified as correct for F.A.I. Models. This tank is in effect a "Chicken Hopper" type with a new modified internal piping.

These tanks have been imported by **RONALD G. de CHASTEL** and will retail for 29/6.

Amongst the growing range of accessories now available in this country for slot racing fans is the new DynaMo Slot Car Test Block. These test blocks are made by Dynamic Models and imported by **J. E. PIKE AND CO.**

The portable test block will allow you to make all necessary tests under close observation prior to the actual running.

Pikes handle the Dynamic range of aeromodeling equipment also and progressive dealers should get in touch

GORRIES are inviting enquiries from persons

The Editor will publish in **TRADE TALK** details of new products, services, accessories and any information concerning the Model Trade. The necessary information for inclusion in the next issue should reach Model News as soon as possible after the appearance of this edition.

desirous of "PAYING OFF". They realise that getting into Radio Control can be expensive and their "PAY LATER" plan lets you get into the air sooner. Their most popular combo. offer is **O.S. PIXIE** radio gear, **O.S. PET** or **O.S. 15** and the very popular **AERO FLYTE INVADER**. Enthusiasts report that this is a very successful combination. Gorries also have in stock now **O.S. 49's**.

Recent additions to the **GEO. PIZZEY & SON LTD.** growing list of kits are the "Airspeed" 44 in. wing span Marauder and the Kookaburra ME109 and Spitfire. Featured in these kits is a multi-coloured decal sheet, measuring 18 in. by 6 in.

Previously released "Airspeed" kits are Spitzy, Hurricane, Tempest and Tornado Trainers. These, together with English Veron Kits and U.S.A. Goldberg Kits complete a very fine range.

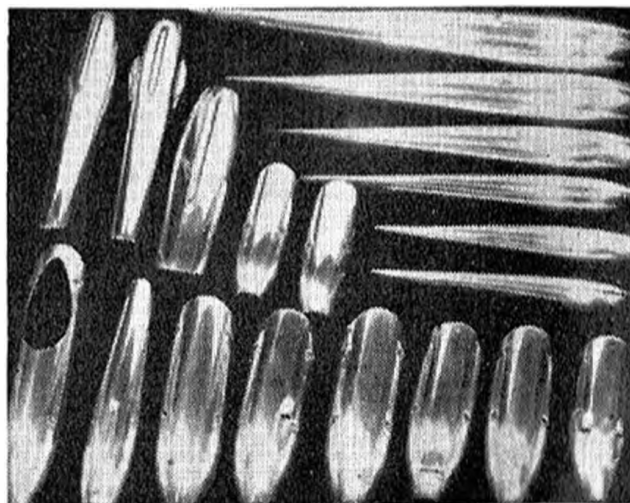
Just arrived at the **MODEL DOCKYARD** is the Goldberg Skylark kit which is right up to the high standard set in all of Carl's other kits. Also the long awaited F.A.I. Viking which proved so well at the Nats. Being rushed with orders for these and stocks don't look like lasting long.

For the combat fan, we can now offer **VECO** Big Iron Kits and **VECO 35C** Combat Motors.

Just landed also are Bob Palmer's Hurricane Kit for the stunt boys and the fabulous Sterling Grunman Guardian for Carrier Deck!

After continued use and abuse, we find the new **HINODE 40 M.C.** gear to be nothing short of terrific! Still picked up a strong signal at 1/2 mile range with transmitter aerial pushed right down.

(Continued on Page 24)



Some of the large range of pans imported by Andrew Kimonides. The range is so vast that your wants are sure to be in it. Send for list.

Radio Notes



F. & M. ECHO TRANSMITTER AND VANGUARD SUPERHET RECEIVER

The Echo is a fully transistorised 6 volt transmitter and replaces the tube type Venus which has been discontinued. The Echo features the same oscillator and RF section as the F. & M. Matador 10 and 12 channel units. It does not use a centre loaded antenna and the manufacturer recommends that they should not be used and state that centre loading coils lower the angle of radiation which results in a more pronounced null or dead spot at the end of the antenna. A 58 in. telescopic chrome plated antenna is used. A 6 volt lantern battery is recommended to power the Echo and up to one year's operation can be expected from a battery which should be replaced when the voltage drops to 5 volts.

Components are of the highest quality and are mounted on a photo etched bonded copper to glass epoxy printed circuit board, featuring a tin lead protective finish.

Specifications: Type, hand held; dimensions: 7 in. high, 4½ in. wide 2¾ in. deep; weight with batteries, 2 lbs. 5 ozs.; power requirements, 6 volts, 120 M.A.

The Vanguard receiver is the most interesting item of this combination. It uses seven transistors in the latest single channel Superhetrodyne circuitry developed by F. & M. Electronics who claim that it is completely isolated, shielded and filtered to give absolute trouble free operation.

An interesting feature is that both receiver and escapement can be operated off the one set of batteries for lightweight installations.

There is so little to be said about installation, all that is necessary is to connect the battery supply through a switch and five pin plug and socket supplied. No meter or tuning is necessary therefore no provision need be made for this.

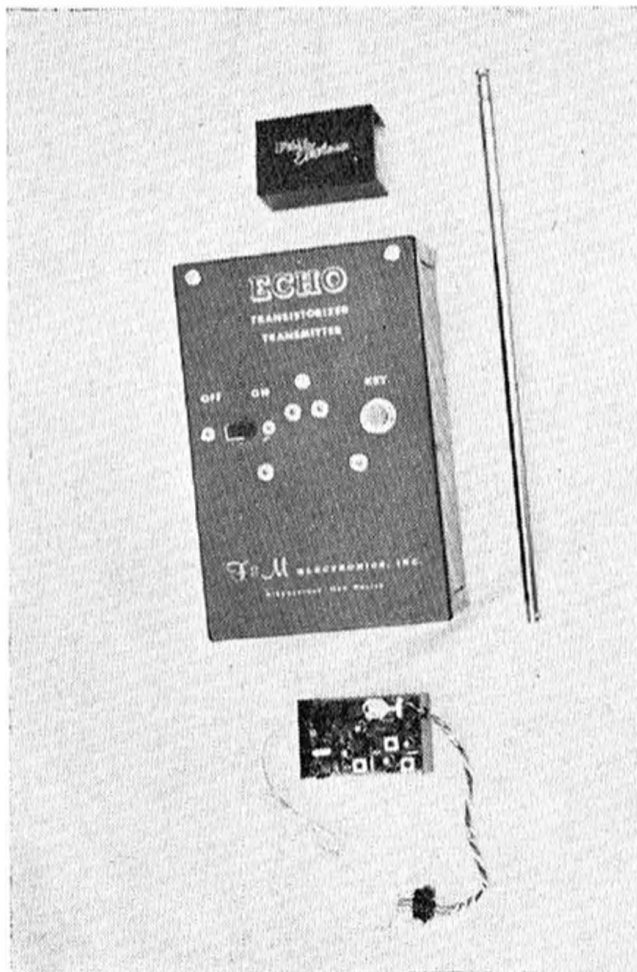
Component wise the RX is of highest quality, the I.F. transformers are only ¼ in. square and a transfilter is used in the final stage. The crystal is the usual F. & M. Miniature type.

Specifications: Temperature operating range, 0 F. to 130 F.; relay current change, 40 M.A.; idle current, 5 M.A.; operating voltage, 3.1 V. Max. 2.2 V. Min.; weight, 2½ oz.; length, 2 3/8 in., width 1 5/8 in., height 1 in.

Operating frequencies: 26.995 MC, 27.045 MC, 27.095 MC, 27.145 MC, 27.255 MC.

The Echo and Vanguard have been ground range and flight checked and found to perform beautifully. An extra measure of confidence is gained in the knowledge that radio problems are at an absolute minimum. Price wise this equipment may seem expensive to most modellers but to coin an expression, quality remains long after the price is forgotten.

Retail price £49/10/- for TX and RX. Our test sample from North Coast Hobby Centre.



O.S.

Radio Control Equipment

All Transistor Transmitters and Receivers

Superhet and Superregen Ten Channel Sets

Pixie Single Channel Sets



NORTH COAST HOBBY CENTRE

SPECIALISTS IN ALL RADIO CONTROL EQUIPMENT

72 Magellan Street, Lismore

"ZIPPER"

A hand launch glider for the beginner

This type of model is about the most simple, which can give reasonable performance. The cost is only a shilling or two, and it can be built in an evening.

The plans accompanying this article are full-size, and can easily be traced out onto the necessary sized wood by the use of carbon paper, or should you prefer, it may be more simple to trace out the plan onto some thin cardboard which can be cut out to form templates, which in turn can be used to mark out as many gliders as desired. A ball point pen is very good for marking balsa.

Note that the fuselage is in two pieces on the plan, and when tracing it out be very careful to make sure that it is aligned correctly. The wing and tailplane mounting should be in line. Only half of wing, and tail plane are shown, but no difficulty should be had in drawing out full wing and tailplane.

Commence construction with the mainplane (wing). Select a sheet of hard, light balsa. Mark on this the wing plan, and cut out with a sharp knife or "Gem-type" razor blade. Trim the wing to outline shape accurately with sandpaper. Note the airfoil section shown on the plain in solid black. The wing must be sandpapered to this shape. Commence with medium coarse sandpaper, finishing off with very fine. Check the true centre line of the wing, and cut a deep "V" along this centre line. Do not cut right through. Carefully crack the wing so that the wings can be tilted up 2½ in. at the tips as shown in the small front view sketch shown on the plan. The easiest way of doing this is to pin one side of the wing down onto a building bench, and tilt the other half upwards so that the wingtip is 5 in. up from the bench. Cement the centre of wings well with several coats. Leave the wing to dry for as long as possible.

The fuselage requires very hard balsa.

When marking out the fuselage place the template so that the wing, and tailplane mounting is along the edge of the sheet. Cut out the fuselage, and trim to exact shape with sandpaper. Do not round off where the wing and tailplane are to be mounted.

Sandpaper a piece of light quarter-grained 1/16 in. balsa, then mark out the tailplane, and cut to shape. Streamline the edges with fine sandpaper. Form rudder in same manner, and cement to the centre of tailplane, making sure that it is vertical, and true with the centre line.

When certain that cement is dry, give wings a light sanding and then two coats of dope sanding between coats and after. Treat the fuselage in the same way.

Now carefully push three short pins through the centre joint of the wing. Apply a heavy coat of glue to the top of fuselage where wing is to be mounted, and pin the wing firmly in place. Check that the fuselage is correctly aligned with wings, smooth off any excess cement with finger, and set aside upside down on the bench. Allow ample time for this to dry.

Finally mount the combined tail unit in place, being sure the fin is exactly fore and aft, and by putting the model once again upside down on the

board measure the distance that each tip of the tailplane is above the board. These should be equal, so twist it round until they are and then leave to dry.

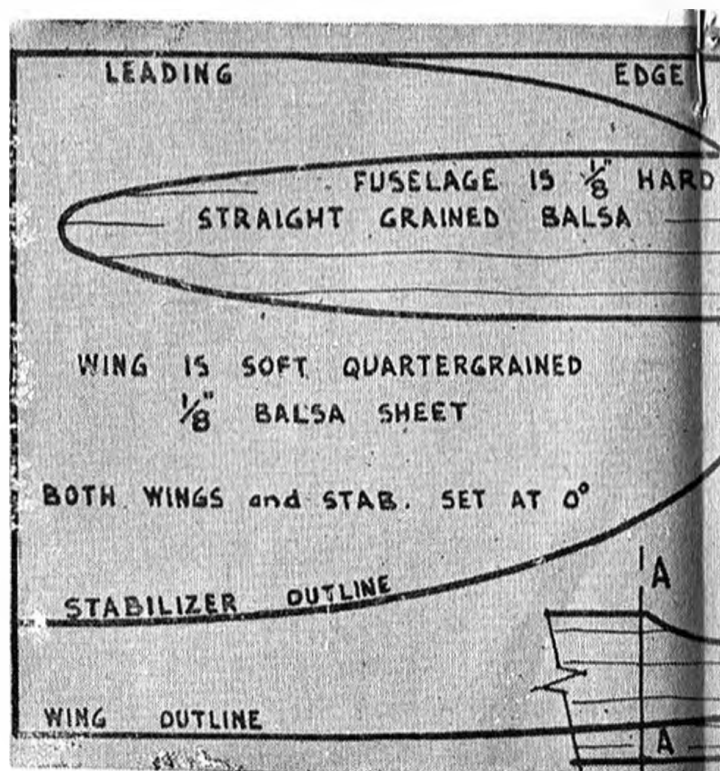
Before gliding, check all surfaces for warps, taking out any present by brushing on a thin layer of dope and twisting that portion beyond the correct position until almost dry.

Do go to the trouble of walking to your flying field before test-gliding, as backyards are as fatal for these as for other models. Commence with gentle launches from three to four feet off the ground, and trim for a gentle circle to the left (for a right-handed person) by warping the T.E. of the fin and elevators slightly. Use a little plasticene on the nose to correct any stall, but do not do so until the model is first circling well. A little practice soon teaches one to get quite long test glides from even a few feet of altitude.

Now commence gentle launches with the arm held extended, as when bowling a cricket ball, releasing the model at the top of the throw and being sure it is held in a right bank (again for a right-handed person). This type of launch has been found safest to start with. If the model has no spinning tendencies, from these launches, start on the real hurling launch, quietly at first, checking any faulty adjustment, and working up until one's whole strength goes into it.

The ideal at which to aim is for a steep right circle from the launch, pulling round into wind at the top and from then on gliding in a gentle circle to the left of about 200 ft. diameter. (A tight circle is soon found to be critically near a spin, and it will usually do so if the model contacts a thermal).

When flying the model again later, always check with gentle launches first in case warps have developed. If you are interested in this type of model, write in and let us know, and we will then proceed with more advanced models and descriptions of more advanced flying techniques.



Grafton R/C Field Day

Grafton M.A.C.'s R/C Field Day got under way on Saturday, 25/1/64. First to arrive at the beautifully prepared field were Russ Hammond of Coffs Harbour, Bill Burke of Tamworth and Basil Healy and John Quigley of Sydney and they immediately got on with testing and flying.

Locals were rather hesitant in using up the airspace and so most of the flying time was racked up by the visitors. The same state of affairs existed on Sunday prior to the start of events, but it is only fair to warn locals that this will always be the case. Visitors who travel hundreds of miles to fly haven't time to sit around and talk, particularly when no flight line is organised and no one else shows willingness to fly. No one is going to beg you to fly, but you'll be amazed just how much co-operation you will get when you do make an effort to get in the air.

Sunday started warm and clear but as the day progressed, the weather became quite trying to participants, gear and motors alike. Least effected strangely enough was the gear and this speaks well for modern circuitry as even shade temperatures were most uncomfortable. Motors caused many an upset in the Single Channel events and few pilots could get anywhere near normal performances from their models because of this. Locals John Smith and Phil Day, even though used to these conditions, were as much affected as anyone, and neither could get sufficient altitude to attempt any sort of pattern with safety.

The Spiral event went to Russ Hammond, flying a "Parakeet", closely followed by Norm Moody with a "Mambo" and John Quigley with an O/D model which was without doubt the most aerobatic S/c model at the contest. The fact that Russ' motor cut shortly after commencing his spirals caused

some adverse comments from a section of the competitors, but as there was no stipulation made regarding power on spirals in the rules, Russ was awarded the prize, and rightly so.

John Quigley easily won the Spot Landing event, by landing on top of the marker, and just as easily picked up the prize for the best prang of the contest, though Bill Burke's "Astro Hog" must have been close in the latter. However the rules stated that the prang must occur within the flying area and Bill flew into a tree outside this area.

Rain wiped out afternoon flying on Sunday and with it the Multi events, though Basil Healy had a mortgage and was awarded a prize for his excellent flying during practice.

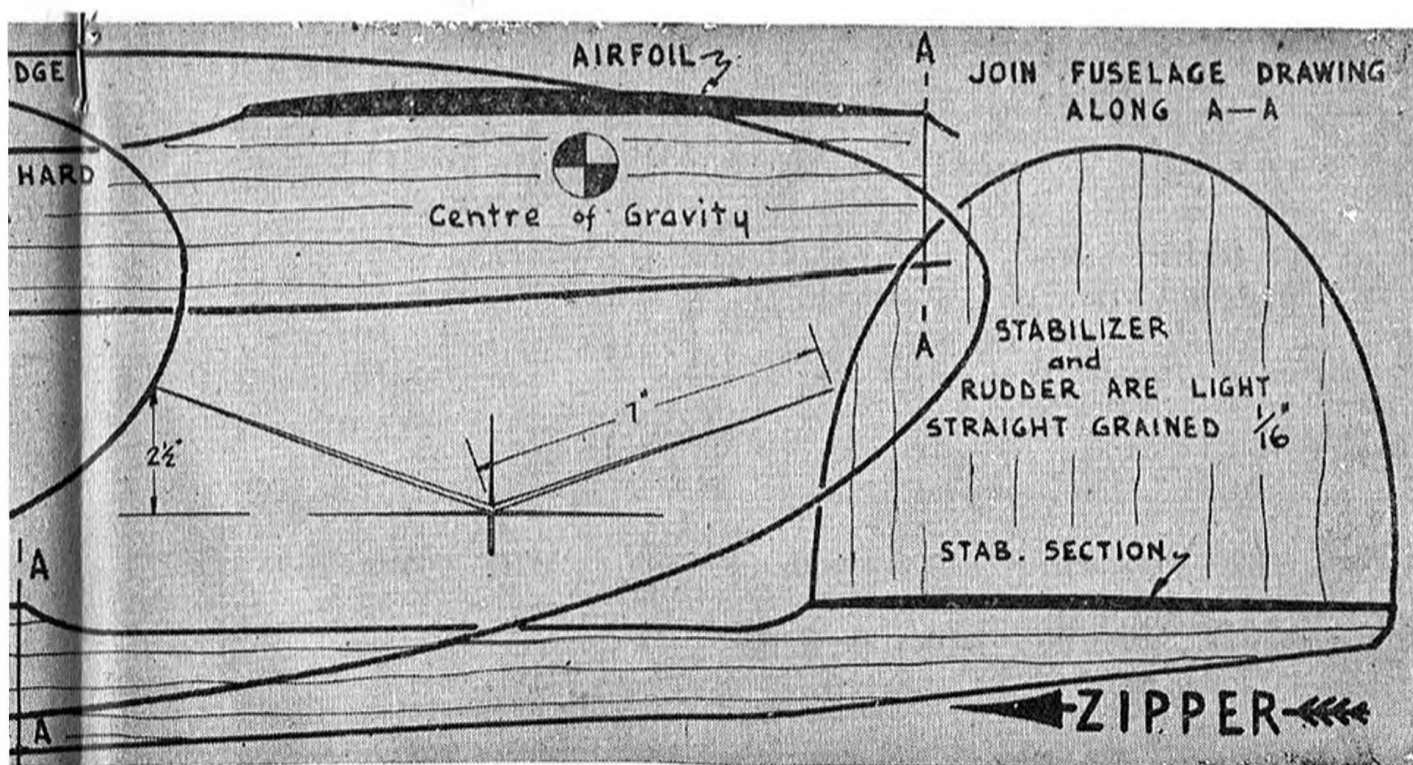
Certain observations come to mind:—

Why is it so hard to get locals to enter these contests? Surely some of the enthusiasm of the organisers must rub off onto their fellow club members and spur them on. Get into it fellows! When will flyers realise that contest time is not the time to be finishing models and installing gear? You have weeks beforehand to do just this.

When is Jim Palmer, once regarded as amongst the top in S/c and a real demon with a "BlFly" going to make a return to active flying? His models are ever present, but are always flown by someone else.

Congratulations to the ladies who turned up on the three days to organise the drink and sandwich booth. Without their help, the weekend would not have been so enjoyable.

Thanks also to the contestants, particularly those who came from such great distances. Without them the contest could never have been staged.



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10 CHANNEL O.S. Transmitter, transistor power converter and battery. 10 Channel O.S. "Gold case" receiver, battery pack, assembled and wired panel with 4 Bonner Servos, Hillcrest Servo, Cannon plugs and switch. 12 months old, first class condition — £80. J. Lamont, 160 Porter Road, West Heidelberg, Melb., Vic.

FOR SALE: Fox 35X, almost brand new £5; Taipan 2.5 glow — needs gasket, head bolts £1/10/-; 1 Macgregor tone transmitter — hardly ever used £6/10/-; 1 Advance Silvertone 27 M/C receiver, absolutely brand new, with two brand new sets of batteries £11; Babcock Mk. V Hyper-Compound escapement £5; 2 O.S. 2 claw escapements 10/-; 1 brand new "Mighty Midget" electric motor 10/-; 1 new cond tion "Mini-Reptone" transmitter, matching receiver unit with plug-in Elmic "Commander" selective escapement, £24 with batteries. Apply Robert Allan, "Canberra", Wattamondara, N.S.W.

FOR SALE: Enya 29 III B. £4; Frog 2.49 B.B., no needle valve, £2. Both excellent performers. P. Wright, 27 Davenport St., Southport.

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Covers international aeromodelling, with reports of all major events, picture features, plans, new developments.

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FOR SALE: Hinode Transmitter and Receiver complete, £10; Babcock Hyper-Compound Escapement, £3 (new); Taipan 2.5 Diesel, £2. A. J. Potter, Box 6 Gol Gol, via Mildura, Vic.

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R/C MULTI KITS — Top quality kits of top class models selected precut balsa parts, full size plans, formed U/C, silk covering. "Sultan" £10, "Stormer" £10, "G-String" £10/10/-, "Taurus" £11. Postage inclusive. J. Lamond, 160 Porter Road, West Heidelberg, Melb., Vic.

SILVERTONE XMITTER less batteries £12; receiver £9; varicomps, new, £4, used £3; idiot box £4; Prosser Servo, new £3. Rod Bent, "Mt. Raven", Holbrook, N.S.W.

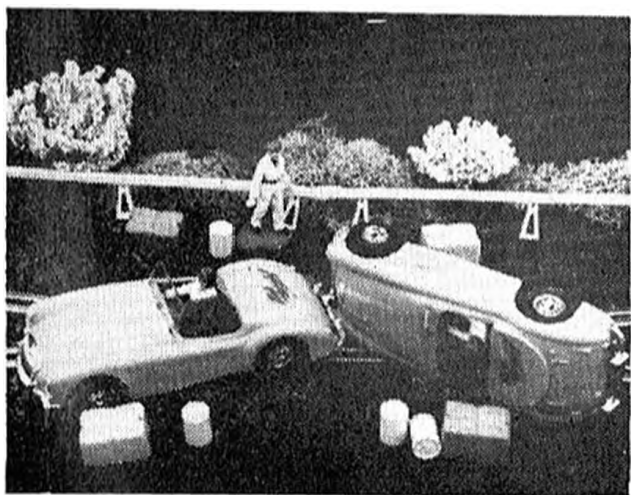
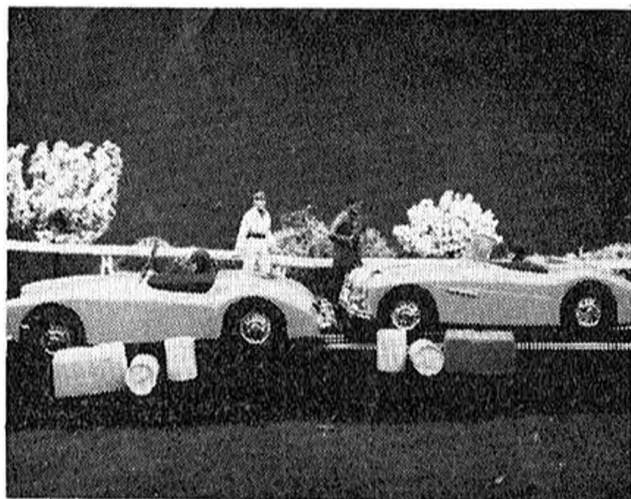
FOR SALE: As new Pixie receiver-xmitter £17. New O.S. 2-claw escapement 17/-. Going multi. Rod Bent, "Mt. Raven", Holbrook, N.S.W.

FOR SALE: Brand new and unused. Reptone Twin Triple complete £42 or offer. O.S. 15 R/C Glow motor with variable throttle control £5. Veron Topsy Nipper R/C kit £3. A. J. Potter, Box 6, Col Col, via Mildura.

BACK ISSUES of Model News available Model News Publishing Co., 11 West King St., Southport, Qld.

"Down the Track"

(John de Horne)



When you first bought your car set, for a little while the basic set was enough, and while you were learning to handle the cars, the thrills and spills provided by even the smallest of sets was tremendous fun. Soon we all begin to dream of larger circuits, tighter bends and long fast straights, smooth sweeping curves, and all the accessories that go with a real track. With Scalextric track, as with many other "brand" tracks, there is no bar to designing your own track, making it two, four, or even six lanes. You can copy in miniature a famous name circuit such as Monza, Silverstone, or even Warwick Farm or Lakeside, if you prefer a track with a local flavour.

Careful design saves a lot of headaches later on, and in the end saves time as well as money. It is quite easy for a layman, with an accurate rule and a pair of compasses, to design his own track, scaling out the commercial sections accurately on paper. With car tracks, as with all modelling we are permitted to use a little modeller's licence, both in order to get it to look right and also to fit commercial parts. We have to accept the limitations of our medium. If you either own, or can beg, borrow, etc., a soldering iron and a hacksaw, you don't even have to stick to commercial parts, since you can cut any particular length that you require from the standard sections.

Unfortunately, very few of us have the space at our disposal, even in 1/32 scale, to make an accurate copy of a name circuit, as we would need 165 ft. of track to represent each mile of real circuit. So it is sensible to accept the limitations of our scale and design a track incorporating as many of the essential features as possible. Each one of us has our own ideal circuit, but I have found that the following features are incorporated in most good tracks:

1. **AUTOMATIC LAP RECORDING.** This saves innumerable doubtful decisions, and the time wasting that is incurred thereby.

2. **LONGEST POSSIBLE STRAIGHT.** This gives a chance for the fast car to show its paces flat out.

3. **FIGURE 8 CONFORMATION.** This can be in any form as long as the track somewhere crosses over itself, thus compensating for track advantages, evening out the length of run on all lanes, and overcoming the speed advantages gained on the outside lanes of corners.

4. **AS MUCH TRACK AS POSSIBLE IN THE ALLOTTED SPACE.** Space is so valuable to the average car modeller that we just have to use every possible square inch in order to give us the maximum run.

5. **SOME SHARP CORNERS AS WELL AS FAST SWEEPING CURVES.** If we incorporate the figure 8 pattern we shall naturally have to raise one track over the other. This elevated trackage will add to the scenic effect of your layout, and will also give you a variety of grades to add excitement to your circuit.

It is a mistake to bank all your corners, as each should be designed to differ slightly from the other so as to allow as much as possible in your track plan, for drivers' skill.

A fast steeply banked circuit which allows the fastest car to always win, becomes an early candidate for the redesigner's drawing board.

(Continued on Page 29)

Victorian Model Aeronautical Association CONTEST CALENDAR

1964

- Mar. 9.—Free Flight, (Open events), Power Ratio, Glider, Rubber, Hurl Glider, Single Function Radio ECHUCA, Echuca.
- Mar. 15.—Goodyear Racers, 10 cc. Rat Race (with Silencers) ESMAC, Albert Park.
- Mar. 15.—Dockyard Trophy (Intermediate Radio), MARCS, Boundry Rd.
- Mar. 22.—Vintage Stunt, C/L Scale, STUNTMASTERS, Moorabbin.
- Mar. 22.—Wakefield, Open Sailplane, Open Rubber, 1 Hour Power Scramble WSA, Boundry Rd.
- Mar. 28 and 29.—(Easter)—Western District Championships FWDAA, Warrnambool.
- April 5.—Open Combat OAKLEIGH, Moorabbin.
- April 5.—Open Power, Open Sailplane, Open Rubber, "Old Timers", 1 Hour Power Scramble, ESMAC, Boundry Rd.
- April 12.—Solarbo Flightmasters Trophy, WSA, Boundry Rd.
- April 19.—Single Radio (STATE CHAMPIONSHIPS), Radio Scale MARCS, Boundry Rd.
- April 19.—Freshman Stunt STUNTMASTERS, Moorabbin.
- April 26.—Scale, Carrier Deck, 2.5 cc. Rat Race, Goodyear Racers (with silencers) ESMAC, Albert Park.

STATE CHAMPIONSHIPS

- May 3.—Senior Combat Albert Park.
- May 17.—Class 1 Power Ratio, A/I Sailplane, Wakefield, 1 Hour Hurl Glider Scramble, Intermediate and Multi Radio Boundry Rd.
- May 31.—Junior and Senior Stunt, Scale, Albert Park.
- June 14.—Class 2 Power Ratio, Junior Power Ratio, Open Rubber, Jetex Boundry Rd.
- June 28.—1A and Class 3 Team Race, Proto Speed Classes 1 and 2 Albert Park.
- July 12.—F.A.I. Power Junior, Open Sailplane, Hurl Glider, Victorian Wakefield Boundry Rd.
- July 26.—F.A.I. & Class 2 Team Race, Albert Park.
- Aug. 9.—Class 3 Power Ratio, Nordic A/2, Junior Rubber, Free Flight Scale, 1 Hour Power Scramble Boundry Rd.
- Aug. 23.—Speed all Classes, Junior Class 2 Team Speed, Junior Combat Albert Park.
- Aug. 30.—Novice Combat, Novice Rat Race, Novice Stunt, Novice Class 2 Team Race, ECMAC, Moorabbin.
- Sept. 6.—Class 2 Power Ratio, A/2 Sailplane, Senior and Novice, A/I Sailplane, Hurl Glider, 1 Hour Power Scramble WSA, Boundry Rd.
- Sept. 13.—1,000 Lap Team Race, OAKLEIGH, Moorabbin.
- Sept. 20.—Windsor Gala Day, Garnham Trophy, Open Sailplane, Open Power, Hurl Glider Scramble WINDSOR, Boundry Rd.
- Sept. 20.—Hearns Hobbies Trophy (Junior and Open Stunt), Carrier Deck, ESMAC, Albert Pk.
- Sept. 26.—PRESENTATION NIGHT.
- Sept. 27.—Windsor Gala Day, Garnham Trophy, Open Sailplane, Open Power, Hurl Glider Scramble WINDSOR, Boundry Rd.
- Oct. 4.—Old Timers' Competition, NORTHERN, Boundry Rd.

AN ALL-AUSTRALIAN PLASTIC AIRCRAFT MODELLERS' SOCIETY?

Plans are in hand for the establishment of an All-Australian Plastic Aircraft Modellers' Society along the same lines as the British and American organisations in this field. During the past years it has been obvious that there is a definite need for such a body. The main aims of the society would be:

1. To bring together in one body all plastic model aircraft enthusiasts.
2. To stimulate interest among the public to take part in a satisfying, worthwhile hobby.
3. To affiliate with the International Plastic Modellers' Society in Great Britain.
4. To encourage the set-up of local clubs, workshops, etc.
5. To organise meetings, lectures, etc.
6. To organise local shows, State championships as well as exhibitions for national titles for the "amateurs".
7. To publish a regular monthly news-sheet containing, among others, the following:
 - a. FAIR criticism and comments on models.
 - b. Comments on models by the International, British, American and Australian societies.
 - c. News on future models.
 - d. To pass on to the manufacturers, via the I.P.M.S., wishes of the majority of members as to what models of aircraft seem to be the most popular for future production.
 - e. Questions and articles by members on construction, availability of models, etc., together with replies and comments.
8. To co-ordinate the wishes of members for forwarding to the manufacturers, via the I.P.M.S., to ensure that only first class products will reach the markets.

The British and American societies have already booked great successes since their establishment last year and their membership is increasing steadily. This fact in itself proves the need for such a society in Australia where the plastic model aircraft hobby has developed tremendously.

Anyone interested in establishing such a society is advised that further particulars will be published in "Model News" and those who want to assist actively are invited to contact Lex MacNeill, P.O. Box 340, Cooma North, N.S.W.

- Oct. 11.—Manion Munro Trophy (Class 2 Team Race), Syd. Beeton Trophy (Class 3 Team Race) PADMAC/ECMAC, Albert Park.
- Oct. 18.—Northern Districts Championships, BENDIGO, Bendigo.
- Oct. 25.—A/I Sailplane, A/2 Sailplane, F.A.I. Power, Class 3 Power, Free Flight Scale, 1 Hour Scramble ESMAC, Boundry Rd.
- Nov. 1.—Stuntmasters Championships, STUNTMASTERS, Moorabbin.

VENUES

All Free Flight events will be held at Boundry Road, Sunshine.

All Control line events will be held at Moorabbin Aerodrome, Moorabbin and at area 28, Albert Park. RADIO CONTROL flying (MARCS) is held on the first Sunday in each month at Boundry Road. The CANTEEN CARAVAN will be in attendance at all venues.

Magazine Scale Contest

(Report by Bert Ronke)



The Mayor and Mayoress of Campbelltown inspecting the line-up for the Concours section of Magazine Scale.

The annual Magazine Scale contest for Free Flight and Control Line conducted by the Macquarie M.F.C. attracted 20 entries. 7 in Free Flight and 13 in Control Line. The breeze was light and weather good.

I was surprised by the number of entries and the general quality of the workmanship. Everyone made an honest attempt at realism and this includes the younger modeller. I have no doubt at all that Magazine Scale has caught on and will further increase in popularity.

The number of entries certainly proves something when compared with the poor entry in Scale at the Nationals and State Champs.

I suggest that Magazine Scale be put on the programme at the next State Championships in N.S.W. or any other State for that matter as a Junior event.

I consider this a good stepping stone to Super Scale and the only fair way of giving the junior a chance of winning at a scale contest. The Macquarie M.F.C. feels that it could donate a trophy each year to the M.S.W.A. of A. for this event.

The day started with bad luck for Colin Cox of Metropolitan F/F Club. His winning Cessna of last year went O.O.S. and was lost. He qualified but didn't have his model to check against his plans. His tiny Gillow's Spitfire entry placed fourth — the flight was very realistic.

Lloyd Dipple from Macquarie M.A.C. had a well detailed Beaufighter decked out in Aust. colours. Built from model aircraft plans it had good detail with bomb dropping and throttle control.

From Parramatta-Granville came Barry Franklin with a huge Mosquito built from A.P.S. Scale was good but flying points let him down.

A Piper Colt built from a Graupner kit by Ernie Holden of St. Marys R.S.L. M.F.C. took off second place. Model had flashing lights, landing lights and nav. lights.

Macquarie member Ron Melton flew a very stable A.P.S. Avro 504 K. It was decked out in red and yellow c Ivy rig.

Bill Robson flew the same old fuel soaked Mosie that he flew at the last N.S.W. Nats. A good performing model that came in 3rd for Bill.

Flying a very light and fast A.P.S. Fairy Gannet was Lionel Woolf of St. Marys. Good detail and colouring but down on measurements.

He also entered an Avro Shackleton M-R.S. from A.P.S. The workmanship and finish of this model won for Lionel the Concours.

The Concour d'Elegance carried a nice trophy donated by the Mayor of Campbelltown, Ald. J. Frazer, who, with his wife, had the exacting job of judging this section.

Luton Minor about 16 in. wing span plus David Hegarty about 6 ft. 3 in. got together and proved a good combination. Built from A.P.S. plans the outstanding feature of this fine flier was its cockpit detail.



"Hayseed" Bowerman's beautiful winning C/L entry, a Piper Tri-Pacer. Power E.D. 2.46 Racer. Home made throttle.

Jim Hughes' entry was a finely built A.P.S. Max Holst. Fine performer and filled 3rd place.

The winning model was Barry Bowerman's Piper Tri Pacer, built from a Berkley Kit Plan. This model is the most fantastic Magazine Scale Model ever to come out of a modelling box.

Some work really went into this one. He used Tatone printed instrument faces and turned up aluminium rims to go with them. Electrically operated flaps and throttle gave very good ground handling for circuits, bumps and taxiing. It would take hours to describe this model.

Bankstown M.F.C. was represented by Denis Slattery with a well built Chance Vought Corsair. Not a good flying subject at any time and Denis did well to keep this model as level as he did.

David Sieber's entry was a little S.E. 5A built from a Frog kit. Featured very detailed cockpit including external ignition switches.

First place in Free Flight Scale went to Dick



Process judges, Frank Barsanti, Jack Prince and Bert Ronke. Model is Ernie Holden's SNJ. The trophies were made by Macquarie Club members who also staged the contest.

Everitt with a fine flying F.W. Stoeser built from A.P.S. plans. This model has been flown at contests for a long time. Outstanding feature — hand printed instrument panels.

The contest was a great success, though when Flying Scale was finished some general flying with Stunt, combat and Sports models would have kept the day alive.

When you can hear talking amongst the spectators they are getting bored.

(As continued from Page 16)

Also in stock now is a full range of VECO Spinners and STANZEL Monoline Wire, Wen-Mac Fuel now in 16 ounce cans.

The very popular REV-UP PROPELLERS will be available in quantity by the end of March. These will be available at much more competitive prices than previously. All sizes available to suit SPEED, COMBAT, TEAM RACE, STUNT, PROTO, RADIO, FREE FLIGHT, ETC.

A new shipment of the once popular O.S. 15D engines has arrived and these engines should prove very popular for radio, stunt and sport control line.

Incorporating twin ball races these robust engines represent better value for money than any other 2.5 cc. diesel on the current market.

Just received confirmation from the O.S. factory in Japan that we will receive stocks of all the new O.S. engines as soon as they are in production.

Send 1/- for new comprehensive catalogue.

Advance Radio advises that SILVERTONE has taken over from them completely and that they no longer will be handling R/C equipment.

From now on Silvertone will be handling all types of radio control equipment as well as manufacturing their famous range of Silvertone transmitters and receivers.

The complete line of high quality R/C equipment manufactured by MIN-X RADIO INC., Detroit, Michigan, is now readily obtainable in Australia.

MIN-X produces an extensive range — everything from single-channel relayless to quadruple proportional. Design, engineering, and materials are all of the highest calibre assuring stable, dependable performance.

Complete information can be obtained from the factory appointed agents: MIN-X SALES & SERVICE, P.O. Box 28, North Balwyn E9, Victoria.

MAX. O.S. .50 R/C CUSTOM SPECIAL: The first of these new engines to come off the production line has reached Australia. Supplies are due in shops about May.

It is an entirely new design to the Max. .49 R/C which won the last American Multi Nats. The workmanship is outstanding and the makers claim that power is up 25 per cent. on the previous Max. .49. The new alloy piston has two rings and a special curved baffle. The head is of squarish design with a domed combustion area. The crankshaft is supported by needle roller bearings at the front and ball bearings at the rear. The drop in liner has an usual 1/8 in. hole half way between the bottom of the liner and the exhaust port. Transfer bypass is of a new high velocity shape. Excellent idling is obtained with a new patented carburettor design, coupled to a novel exhaust stack. Geoff Glass of the M.A.R.C.S. is installing this engine in his new Stormer to fly in the Vic. State Championships.

CLUB NOTES

THE ELECTRICITY AUTHORITY OF NEW SOUTH WALES SAFE FLYING OF MODEL AEROPLANES

Dear Sir,—

This authority is concerned with the potential dangers associated with the flying of control line model aeroplanes near overhead power lines. These dangers were accentuated by a recent case at Moruya where a youth flying a model aeroplane guided by steel wires suffered severe electric shock when overhead wires carrying 11,000 volts were struck.

In this case the youth was rendered unconscious and suffered burns to one hand severe enough to warrant his stay in hospital for several days under observation.

The extension over recent years of electricity supply throughout practically the whole of the State and the erection of thousands of miles of power lines has brought with it certain attendant dangers, particularly to the model aeroplane owner. A common misconception, for example, is that contact between a control line model and an overhead power line will merely melt the control wires and give the operator a slight shock. Nothing could be further from the truth. In such a case the model would probably be destroyed, but there is also the greater danger of the electricity being conducted to the operator's body causing severe injury or death.

This calls for understanding and care on the part of the owner for he has a double responsibility — firstly to himself and to his relatives to see that he does not do himself injury by thoughtless behaviour and, secondly to the consumer of electricity because a model plane striking overhead wires could cause a power failure which may affect many people.

The best place to fly a model aeroplane is in an open space where there are no overhead power lines, or at least at a safe distance from this hazard.

If there is not any space available locally a call to the municipal or shire council will often locate an area set aside by the council for model flyers.

For the small inconveniences involved in finding open areas away from any power lines the model aeroplane flyer can be sure that he will protect his own life and property and also obtain the maximum amount of satisfaction from this wonderful hobby.

The authority, therefore, seeks your co-operation in ensuring that these matters are brought to the notice of club members so that control line model aeroplanes are flown safely at all times.

Yours faithfully,

(Sgd.) J. H. N. FISHER, Secretary.

TAMWORTH MODEL AIRCRAFT CLUB

Not much to report at this stage, because very little flying has been done here since our contest in September.

The weather has been extremely unkind, so most flyers have contented themselves with building, rebuilding and fiddling with new gear. It is pleasing to see such a large number of Superhets coming into the area and when active flying does get under way again in the next month or so, it won't be unusual to see at least three models in the air at once.

Notes to be included in this section of the next issue should reach the Editor as soon as possible after the appearance of this issue.

Brian Potter has at last taken the fatal plunge and is proudly exhibiting a new F. & M. Vanguard S/c Superhet with matching Echo Transmitter. This is being installed in an "Invader". The writer saw two sets of this gear in action at Grafton recently. One was in an Astro Hog Junior flown by Bill Burke, which unfortunately suffered from lack of power and never really got airborne and the other was in a "BiFly" owned by Jim Palmer of Lismore.

Even at very close range and under extreme heat conditions, there was not a trace of interaction between these sets (on adjacent frequencies), once the transmitters were switched on.

Max Bailey, up to this stage an ardent F/F scale modeller has also been bitten by the R/C bug and has a "Charger" equipped with O.S. gear almost ready to fly. His love for scale however continues and no doubt, once having mastered the basics of R/C, we will see quite a few scale R/C birds from this modeller.

A sad and forlorn Bill Burke arrived home from Grafton with his 10 Channel "Astro Hog" much in need of repair. The old "Pilot Error" gremlin struck again and Bill ended up (luckily) in a tree. Lucky is quite the word, because right under the tree was a sawyard and those of you who have ever seen a country sawyard will know what I mean.

Don Farrell's Junior Falcon is still in one piece and we're all most interested in seeing just how long those two pencils powering the receiver and escapement are going to last.

BILL.

ADELAIDE R/C SOCIETY

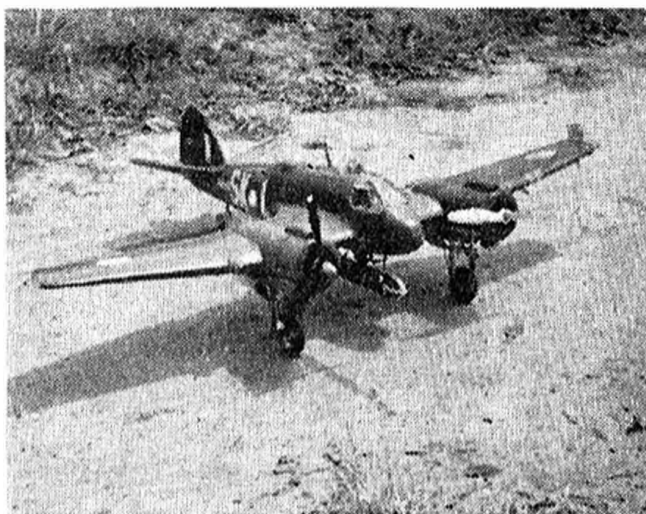
(Notes by G. W. BARRON)

The above club was formed about a year ago with the sole purpose of bringing together modelers who have a common interest in Radio Control. At the moment aircraft outweigh boats in numbers easily, but with the increasing difficulty of finding a field which isn't out in the mulga, boats are becoming more popular. (At the Nats. I believe even Tom Prosser was talking about them.)

Now the Nats. are over all members, who had not seen top multi fliers in action, have an idea what degree of skill is required. Doug Saxby and Graham Ward with a 10 channel Taurus would seem to be the club's top multi men, however unfortunately, they recently sheared off a wing in a violent flick roll. The Taurus is nearly repaired and should take the air before long.

Rog Duance continues to poke about with all sorts of weird circuits and usually emerges with single channel proportional gear, plus an own designed feed back servo using a micromax motor. He is currently engrossed in the construction of dual proportional equipment with rudder and elevator in a Stormer — like model.

The club is coming back to strength after Nats. and end of year exams. depleted the stocks of members, and our initial bugbear seems to be resolved with the permanent hiring of a room at the Better Hearing Society Building, Moonta Street, Adelaide.



Bristol Beaufighter built by Lloyd Dipple. An entry in the recent Magazine Scale contest. Bomb dropping operated by third line.

Meetings, held at 8 p.m., will be March 6th and April 3rd, etc.

As mentioned before, fields are a problem, but as a radio flyer does a good deal of preparation for his day it does not matter if he goes 5 or 50 miles. Therefore, it has been decided to hold several picnic flying days on the field at Strathalbyn, which proved O.K. for the Nats. The boat boys can, of course, use any stretch of quiet water for their activities, but, so far, no organised days have been planned. We have not any radio controlled vehicles as yet so this is no problem.

At the meeting on January 10th it was decided to have someone lecture on a certain phase of the game each monthly meeting, and Graham Ward "volunteered", after much threatening, to start the ball rolling with a discussion on the general control systems available. As the members have radio knowledge varying from zero to infinity, everyone should pick up a few points from these talks.

The chairman also urged members to bring all their pieces of gear, models finished or not, plus any other item of interest which may be dissected, discussed, or argued over as this promotes club objects.

We would be glad to see any newcomer so if you are a radio basher, come to a meeting or contact the Chairman, Mr. R. Thompson, 63 Boothley Street, Springbank, S.A.

ILLAWARRA MODEL FLYING CLUB

I opened the February "Model News" to read the "Club Notes" and nearly choked over the first paragraph — two fields, short grass and no interference. Down in our neck of the woods, that would be a modellers dream, with seemingly no chance of ever coming true.

We are losing members through lack of flying space. Has Newcastle a "Good Fairy" they could send down to us, to perform that two field, no interference magic?

Being a mere female, I suppose I am sticking my neck out, but I can't swallow that bit in the same column about no prizes for Proto events. When we run our own club champs, I beg cajole and just straight out demand support for all our events and I managed to collect sixteen cups for last years events. I hope to do the same again,

providing we can stay on one piece of ground long enough to push it through.

Trouble with C/L space has led some of our boys on to R/C boats. Ray Brown—our President—has just launched an R.T.T.L. scale model that behaves beautifully on the water. R/C planes too, are starting to get some attention, but again it is that elusive "space" that causes trouble.

We travelled over to the "Nats" again by coach, and had a most enjoyable time. I was sorry to hear, over there, that several Sydney lads wanted to come with us, but were unable to make it down to our starting point.

Next "Nats", all being well, we will be going through Sydney to pick up would be travellers. If enough applications are received, I can organise two coaches to make the trip. Details of the tour will be sent to all Sydney and suburban secretaries later.

Our club's policy is to give every boy, interested in modelling, a chance to see all he can of the experts in the field, and so keep his interest keen. Too many clubs neglect the beginners and maybe lose a future champ.

Two things stick in my mind when I think about the last "Nats". First was Andy Keer's Proto model screaming its heart out and the other was the finalist in the Combat, who was hero enough to take on his opponent with literally half a plane. I haven't caught up with his name yet, but he certainly deserved a medal.

I wonder what Andy's thoughts were, as he raced across the oval on a lost cause? So much planning, to end in a molten mass, must nearly break any speedsters heart.

From a spectators point of view, the stunt planes were the show piece of the "Nats". Cameras were clicking when ever they came in sight. One copper coloured model in particular, drew everyone's attention. It stood out from the usual red and blue used by so many modellers.

The combat turned into a balsa sellers delight. Never have I seen so much balsa confetti strewn about an oval. One model left the lines, left the oval, zoomed over the pine trees and ker plunk, into a garbage tin. Well, most of them ended there anyway.

Down at the R/C field, the Night Scramble proved a real drawcard. The sky was seemingly lit with fireflies and squeals from the crowd told of near misses as the models zoomed overhead. One spectator nearly lost the seat of his pants.

All in all I think the visitors to any "Nats" has a far better view than the poor contestants in the events and I hope I can keep attending each year.

Sorry I have no technical details Mr Ed, but I thought you may be interested in a point of view of a looker-on.

"MODELLERS MOTHER".

OAKLEIGH M.A.C., MELBOURNE

The Oakleigh M.A.C. is indeed a fortunate suburban club having as it does a good flying field, quite a few active members, and one of the best stocked hobby shops in the suburbs. Nearly all members are control line flyers, though president Vic Hobbs, Colin Collyer and a few others fly free-flight as well. Only one or two senior members can afford the luxury of radio control.

Club flying is permitted on the playing fields of the new Monash University, a magnificent ground with space for more circles than the club is ever likely to require. Admittedly the surface is dry and dusty in summer and soggy in winter, but this is much the same anywhere. Flying takes

place every Sunday afternoon, weather permitting, and unattached modellers in the area are always welcome. There is sufficient space for small freec-flyers, though high performance models are likely to get away, and retrieving can be difficult.

Meetings are held on the first Tuesday of every month at 8 p.m. in the Oakleigh Town Hall, and a turn up of twenty or so is usual. Film show, talks, and indoor flying are programmes for this year in an effort to entice a greater percentage of members to attend. We have found that if too much routine business is conducted at these meetings, interest stagnates, half the members fall asleep, the other half voice their opinions late into the night, but little is decided.

Of the half-dozen members who attended the 17th Nationals no one brought home much silverware, however, many lessons were learnt and all had a good time. Only complaints concerned the facilities and meals provided at the showgrounds, which were definitely not good value for money!

R.C.M.C. OF N.S.W. NEWS

(By Ross Williams, P.R.O.)

The most noticeable trend in our club of recent months has been the increase in multi channel radio gear. Of late multi's have consistently outnumbered single channel models at club flying days.

Club president Basil Healey and John Quigley manage to fit some flying in between their globe-trotting. They have covered a distance of 4,000 miles in the last month taking in the 17th Nationals and a weekend at Grafton, N.S.W.

Ken Jack is currently flying a Hustler Delta. The first few flights were a trifle hairy but as he gained experience on this model he began to really show its paces. It can turn on threepence and is very responsive to Ailerons.

We are looking forward to our annual tussle with the M.A.R.C.S. at Wagga in August. This annual contest is voted as tops by anyone who has been to Wagga.

Mike Pettigrew is starting out on Multi using 4 channels at present, but will be flying "full house" multi soon. He had a couple of prangs due to apparent radio failure which was finally found to be faulty switches. He is now using good quality switches.

Bruce Little is learning the tricks of multi flying with a K & B .45 powered original design. He finds this new multi far more docile than his earlier Sultan which he found to be a handful and splattered. To date he has had quite a few consistent flights with this new model.

John Quigley was seen recently really wringing out his "Lil Cicada" powered with a Glo Chief 19. This model finally came to grief at Grafton when rubber locked on in a spiral and the sudden stop at the bottom had the inevitable result.

Rumour has it that John Marquette has a multi with a difference under construction at the moment in the shape of a twin powered by 2 Neco 35's

Charlie Peake has his original design multi flying again following a hasty rebuild after the wing bands let go in flight. He fits in his flying when he can between trans Tasman hops with Qantas.

Dr. Ralph Godkin has only been able to appear occasionally lately due to moving in to a new home. But we look forward to seeing more of him in future. He can be depended upon to put on a good show with his "Nimbus II" and "Stormer" multis.

We will be staging a Multi Radio Control Contest at Camden, N.S.W. on Sunday, 3rd May. Details and entry forms will be available from Contest Director, B. Little of 92 Fenwick Street, Bankstown, N.S.W. Phone 70-7956. For anyone interested in entering this contest these entry forms will be available from mid March.

HOLDFAST MODEL AERO CLUB

(By G. W. Barron).

So we South Aussies settle down to four Natless years and let someone else have a go. I hope all interstate boys had fun at Strath., and let's hope we may be able to send some representatives to the 18th Nats.

As most Holdfast members are under 16, few have attended a Nats. I am sure they had their eyes opened when they witnessed the cream of Australia's fliers vie for top honours in every class.

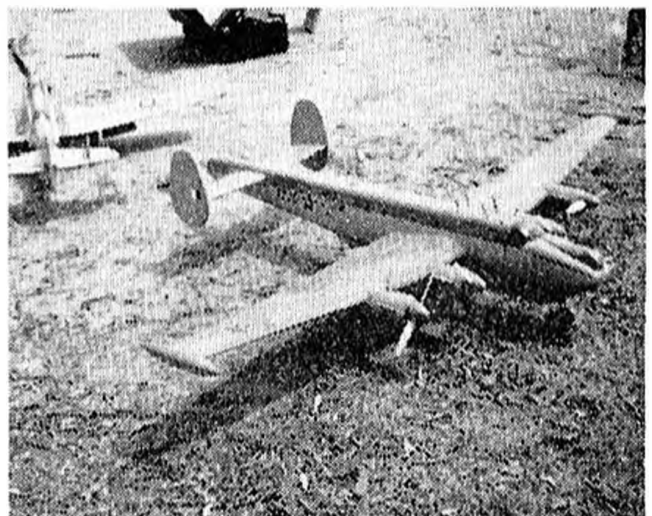
The belle of the ball was, of course, Multi. The radio fliers in the club who have not seen top multi fliers before, are all threatening to go and buy 10 channel gear. The sad look on their faces as (Prosser and Co) did their stuff was a sight to see and as for that inverted at 0 feet over the control point! Beats stunt C/L.

For the record, the following is a list of Holdfast placings in the 17th Nats: Day Scramble, 1st R. Duance, 2nd P. Moorfield; Night Scramble, 1st R. Duance, 3rd R. Jeffery; Junior Stunt, 2nd J. Prosser; Junior A1, 2nd P. Moorfield; Open Combat, 3rd I. Bristow; F/F Scale, 2nd L. Jarvis.

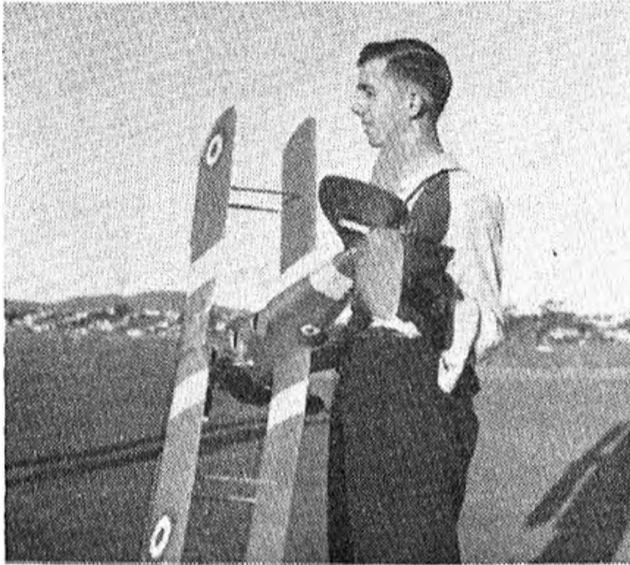
Lynn Jarvis was flying a F/F Scale Turbulent modelled on the full size light plane which his father had built in their backyard. To add a humorous touch Mr. Jarvis flew the full scale job in, landed on the radio landing strip, watched Lynn make his competition flights with the small one, then flew off home again.

Our only single channel hope Rog. Duance had bad luck with his proportional low-wing O/D, as it was only completed days before the event, and lacked a decent spot of trimming.

Rog. intends to send an article to "Model News" on proportional and feed-back servos and, as he has done much fiddling with this type of



Concours d' Elegance winning Avro Shackleton built by Lionel Woolfe of St. Mary's R.S.L. M.F.C. Took the honours at Macquarie Magazine Scale contest.



Neil Oswald of Rockhampton with another fine model of the ever popular Tiger Moth. 1.5 Taipan supplies the power.

gear, the article should be good. He also intends to submit a plan of his pretty little low wing job at a later date.

It was decided late last year to hold a flying day picnic in lieu of the usual end-of-year film evening. Harry Weeks managed to hire an oval at Para Wirra 20 miles north of Adelaide and on 14th December, about 30 members turned up.

Naturally it was about 100 degrees in the shade with plenty of flies. General flying went on for a time when yours truly bravely ran a one design 12" chuck glider competition. 1st was P. Moorfield, 2nd G. Barron, 3rd F. Weeks. I couldn't crib 1st place as Paul caught a riser and went O.O.S. in 81 secs. Overall the flight time average was 10 sec. but as most of the lads are Yo Yo fliers, it was not bad (also the wind was about 20 knots). For C/L I flew my converted 30" diameter saucer, but the engine is a little stiff (rebored). It is a Sabre by Gordon Burford, but a real old timer, it has, wait for it, piston rings. Most of the young lads laugh when they see this.

R.T.P. must be the thing that will shake members out of their post Nats blues. In the past we have flown rubber speed, Jetex 350 Speed, Jetex 50 Speed, and Rubber Team Racing, all on a 6" line. The power speed is spectacular but messy on the floor of the club room, and this has been abandoned until some means of catching the slops has been devised.

This young progressive club will welcome any newcomer, and as we boast about 35 members at every meeting, much assistance can be offered. The racecourse flying ground is an attraction, plus our new Bee Club transfer which grinned from every holdfast wing, car and model box at Strath.

Anyone interested contact: The secretary, G. Barron, 13 Grantham Grove, Paradise, and I will give you all the gen. on the club.

N.M.A.A. NOTES (By ARTHUR GORRIE)

The first Free Flight contest day of 1964 was held at Beenleigh by the Newtown Model Aeronautical Association under sanction of the Model Aeronautical Association of Queensland.

Apart from the four free flight contests, control line demonstrations were given and some stimulating combat took place. Radio control took over

its section of the field and its attendance was marvellous.

Over twelve radio models appeared on the field and the strip was kept busy. The standard of excellence of all models was noticeable.

ABQ Channel 2 photographed several aspects of the day and was shown on Tuesday evening, 11th February, 1964.

The general atmosphere after the day to me was "The 1964 Flying Season has started". This feeling during recent years seems to have made its presence felt about two weeks before the commencement of the championships.

The first prizes were donated by GORRIE'S Hobby Suppliers, 604 Stanley St., Woolloongabba, in the form of afternoon tea trays worth £4 each.

Seconds and thirds were paid for by the N.M.A.A.

Chuck Glider: A. Bettens, N.M.A.A., total 1615; E. J. French, Star, 104.8; D. Wood, N.M.A.A., 59.5.

Power: M. E. McCarthy, Star, 353; R. Edgerton, N.M.A.A., 274.6.

Sailplane: E. J. French, Star, 360; R. Hirning, Toowoomba, 211; B. Dent, N.M.A.A., 167.4.

Scramble: Les Searle, Star, 1409; D. McKellar, Star, 1220; A. Gorrie, N.M.A.A., 1198.

Alan Bettens almost scored three maximums in Chuck Glider. M. McCarthy and R. Edgerton each scored a max. first flight. R. Edgerton landed in the river a couple of miles away. Upset trim. Upset Bob.

D. McKellar lost both outer wing panels and flew on the centre section. Flew better.

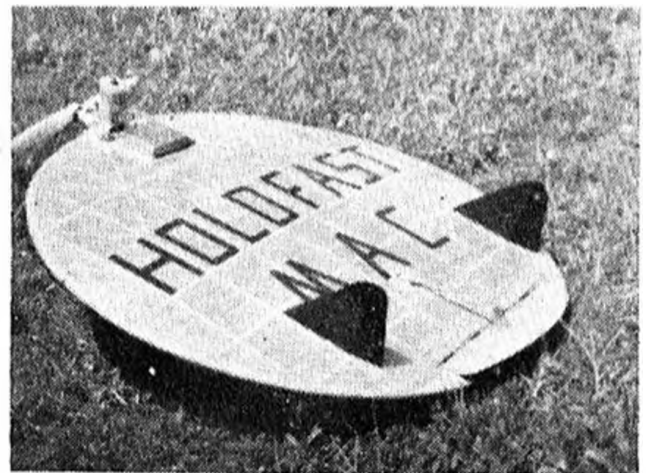
Arthur Gorrie smashed one wing on a tree and was later treed.

Alan Bettens, last year's champion, wrecked his only wing very early in the piece. Berry Dent put his up a giant dead gum.

Les Searle can thank his lucky stars as a tree collision could have robbed him of first place. He landed in a forest of dead trunks.

Radio was interesting although some could have used a little more air. The conditions were as calm as we have ever had them.

Miserable rain conditions in Brisbane and Southport robbed us of many competitors and spectators.



This 3 ft. flying saucer started life as a radio control model, powered by a 1.5 Taipan. Built by George Barron, it is now converted to control line. Sabre 49 supplies the power.

Three car loads came down from Toowoomba — Les Speight, Vic Miscampbell and R. Hirning. We have a high regard for the enthusiasm of the Toowoomba fliers.

Jack Richter, Gregor Kruberg, Gilbert Simpkins, Ron de Chastel, The Eberhardt Family, Des Robinson were some of the radio enthusiasts on the field.

1964 looks good.

REPORT ON THE A.P.M.A.A. CONTROL LINE CHAMPIONSHIPS HELD AT TAURANGA

Speed winner Allan Clarke after working out the results found that he had 99.4 per cent. of the N.Z. Record. Allan flew in Class 1, 2 and 3 and his 29 model managed 126 m.p.h. John Crombie flew a Monoline 15 entry and although he hit the deck he managed to secure second place for himself. Third place went to Gisborne modeller A. Douglas. Stunt was won by Noel Hewitson with Barry Forster of Rotorua and D. Newton of Kawerau third.

Team races on Sunday started at 9 a.m. Some good flying was seen by all those who attended and it was good to see that the Team Race Marshall, Ted Jarman, was not putting up with any funny business from whipping or high flying.

Those to make the final were Forster, Clarke, Manson and Guy-Scrimgeour Team and at the drop of the flag Forster and Clarke set off after each other leaving the other two to fight it out. After being neck to neck for most of the race Clarke's model coming in for the last pit stop got tangled up in the Roskill boys lines whose model was just taking off. While Clarke was fixing a line that had been damaged Wynne Manson crept through into second place behind Forster with Clarke in third place.

Class B Team Race promised to be a real battle as New Zealand record holder John Crombie was present and Steve Townley, the Auckland Provincial record holder. Neil Guy also had his model performing well but was having trouble blowing plugs. Those to make the final were Townley, Guy, Crombie and Buckley and at the start it was Crombie and Townley doing 95 m.p.h. keeping neck to neck with the other two models about 10 miles per hour slower. Townley had the misfortune to have his model tangle with Guy's and landed around the other side of the circle otherwise he would have managed to beat Crombie and in third place was Ken Buckley whose model was starting to move towards the latter stages.

Monday's flying was Half A Team Race and Combat and after some good racing the finalists were Hely, Clarke/Townley team, Levet and Robinson. The final started with Levet and Hely moving a little faster than Clarke/Townley's with Robinson's model still on the ground with a motor that would not start. After a very close race it was found that Junior Tauranga member Hely had beaten the seniors by a few seconds with Levet just leading Clarke/Townley home. The final event which was Combat was then flown off and after many heats and semi-finals it was found the Rotorua boys had won the first three places. Top two used Airstal Showmans with one of them sporting a Tee Dee 15 Special.

(Continued from Page 15)

Next morning Payload got under way with only 15 flyers, but the standard was very good, with the Maxes coming in quite often. Normally, Payload is flown in cold windy conditions, but this year the weather was very hot and only a slight breeze and as normal most of the models were 049 powered, but the winner, Harry Winn, from Auckland, used a 2.5 cc. powered model. New Zealand rules state that the dummy must carry five oz. per cc. of motor capacity and this leaves the 049 with 4 oz. and a 2.5 cc. model with 12½ oz., which is quite a lot of lead.

Results :

1. H. Winn, Auckland, 804.1 seconds.
2. B. Roots, Wellington, 649.1 seconds.
3. G. Speedie, Wellington, 613.7 seconds.

Final events to be flown were Speed Classes 3, 4 and 5, with only one flier in Class 5 Jet recording a flight and this was Doug Kennedy, whose Dyna Jet scorched around at 125.0 m.p.h. Speed Class 3 saw a lot of attempts and among them was John Crombie who was flying a large model powered by an Eta/K & B rehash. Class 4 Speed saw only three 60 powered models and a large gathering of 35s. Ian Henry had the misfortune to blow up his motor just after beating Steve Townley's time and win, but his motor was wrecked. Results :

Class 3 5 cc. :

1. H. Westland, Kaipoi, Westland Special, 111.8 m.p.h.
2. B. Deakin, Palmerston Nth., Eta Mk. 6C, 102.9 m.p.h.
3. D. Kennedy, Oamaru, Eta Mk. 3, 102.3 m.p.h.

Class 4 10 cc. :

1. I. Henry, Christchurch, Macoy 60, 129.6 m.p.h.
2. S. Townley, Tamaki, Macoy 60, 127.7 m.p.h.
3. P. Wheeler, Kaipoi, Merce 35, 86.59 m.p.h.

That evening the prize giving was held and the Championship Awards were announced and the next morning everybody packed up and left for home.

Control Line Champ. :

D. Kennedy, Oamaru, 56 points.

Free Flight Champ. :

B. Roots, Wellington, 74 points.

Champ. of Champs. :

Doug Kennedy, Oamaru, 79 points.

Champion Club :

Wellington, 269 points.

Next year's Nats. are to be held at Fielding once more and the slogan for the year is :

FIELDING ONCE MORE NATS. 64.

(Continued from Page 21)

Baseboards should be solidly constructed. Flimsy benchwork just won't do. A base board of ½ in. ply is ideal, with undersupport of 1½ in. x ¾ in. timbers. We don't have to make it into a permanent table as a base board which can be stood up against the wall is often a great advantage if you temporarily require the space for some other purpose. It can be rested on trestles, or have its own built in fold-away legs. If you do need a portable base board we suggest that you build it in sections not larger than 5 ft. x 2 ft. 6 in. and bolt these together when in use. Sizes larger than this are difficult to carry without damage to scenery on the board, and paintwork on your walls.

More about the track design next issue, more trade reviews too.

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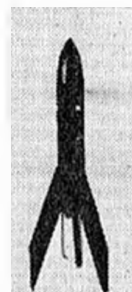
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Border Trophy Class 3 Team Race
Hampden Trophy Combat
Minhamite Trophy Open Stunt
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Saturday, March 28th

Murtoa Trophy Open Sailplane
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Coleraine Trophy Single Radio
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Chairman's Trophy Junior Hurl Glider
Hampden Trophy One Hour Power Scramble

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Open to all aeromodellers in Australia and over-
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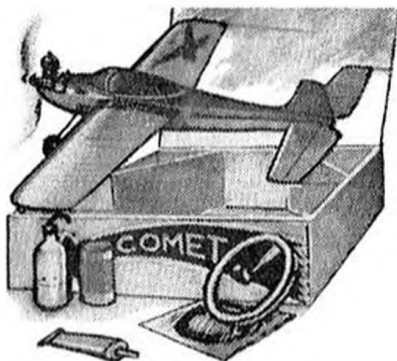
ENTRY FORM

Junior Stunt	Junior Combat
Open Stunt	Junior Rubber
F.A.I. Speed	C/L Scale
Class II Speed	Multi Radio
Class III Speed	Single Radio
Class II Proto Speed	F.A.I. Power
Junior ½ A Team Race	A/2 Sailplane
Open ½ A Team Race	Wakefield
Class II Team Race	Open Combat
Chuck Glider	Open Rubber
Junior Chuck Glider	Open Power Duration
F/F Scale	A/1 Sailplane
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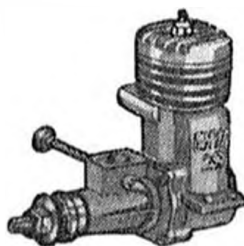
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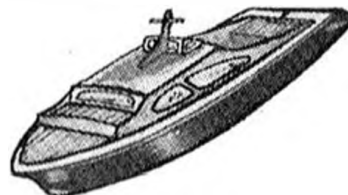
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