

Model

2/-

JULY, AUGUST, 1957

News



RESULTS

Q'LD. CHAMPS.
TASMANIAN
CHAMPS.
NORTH COAST
CHAMPS.
VICTORIAN
CHAMPS.
NORTH Q'LD.
CHAMPS.

"SNOOPY"

by
KEVIN JOHNSTON

"COMBAT"

by
GORRIE



GEOFF PENTLAND'S WINNING F/F "SKYROCKET"

Announcing . . .

**THE BEST IN
Radio Control
"O.S. Minitron"
Equipment**

Select one of the following for
"Trouble Free" Radio Flying

- ★ **Minitron Hard Valve Receiver**
Holder of the Victorian Championship and 2nd at the Australian Nationals. Winner used a home-made copy of the O.S. Receiver.
- ★ **Minitron Transmitter**
Superb workmanship employing the best components.
- ★ **Compound Escapement**
Left or right at will, with a third control.
- ★ **Motor Control Escapement**
Full speed — half speed — stop.
- ★ **Standard Escapement**
New non-flutter design.

**ALL ABOVE ESCAPEMENTS OPERATE OFF
3 VOLTS AND FEATURE BALL BEARING
THRUST RACES.**

- ★ **Polarised Relay**
Reliable and easily adjusted.
- ★ **Keying Switch — On/Off Switch**
- ★ **Shorting Jack & Socket. 7 Pin Plug**
and

Another 1st to "O.S."

- ★ **Minitron Crystal Controlled Transmitter**
The most modern of its type in the world, guaranteeing the best possible performance on 27.225 mcs.

ALSO To Special Order

- ★ **Minitron 3 Tube Receiver**
Operating on a current rise principle.
- ★ **Minitron 5 Tube Receiver**
Out-of-sight Range giving two-channel control.
- ★ **Minitron Modulated Crystal Controlled Transmitter**
Maximum performance with a single control.
- ★ **Minitron Two Channel Crystal Controlled Transmitter**
The best of its type available anywhere.

MODELLERS !

**O.S. PRODUCTS ARE SOLD AND SERVICED
IN AUSTRALIA BY EXPERTS**

DEALERS !

Send for particulars to

O.S. Distributors (Aust)

2 Erasmus Street, Surrey Hills, Melbourne

SOLE AUSTRALIAN AGENT O.S. AERO
MODELLING EQUIPMENT

**LEVENSON'S
HOBBIES**

Have a Truly Magnificent Range for
the Modeller and Hobbyist

AIRCRAFT KITS

Veron Keilkraft Taifun Mercury Montgomery Frog Keycraft Jetex Hearn

PLASTIC KITS

Airfix Lindberg Frog Highway Pioneers

BOAT KITS

Marine Craft Veron Shafts — Flywheels
Props.

ELECTRIC MOTORS

Full range of Accessories

Props — Tanks — Canopies — Paints
Cements — Wheels — Wire — Balsa
Control Handles — Spinners, etc.

AERO ENGINES

37 DIFFERENT TYPES

ALL GUARANTEED

We cater for beginners and are happy
to run and test your engines before
purchasing. Be glad to service your
old engine for you.

WRITE FOR OUR DETAILED PRICE LIST

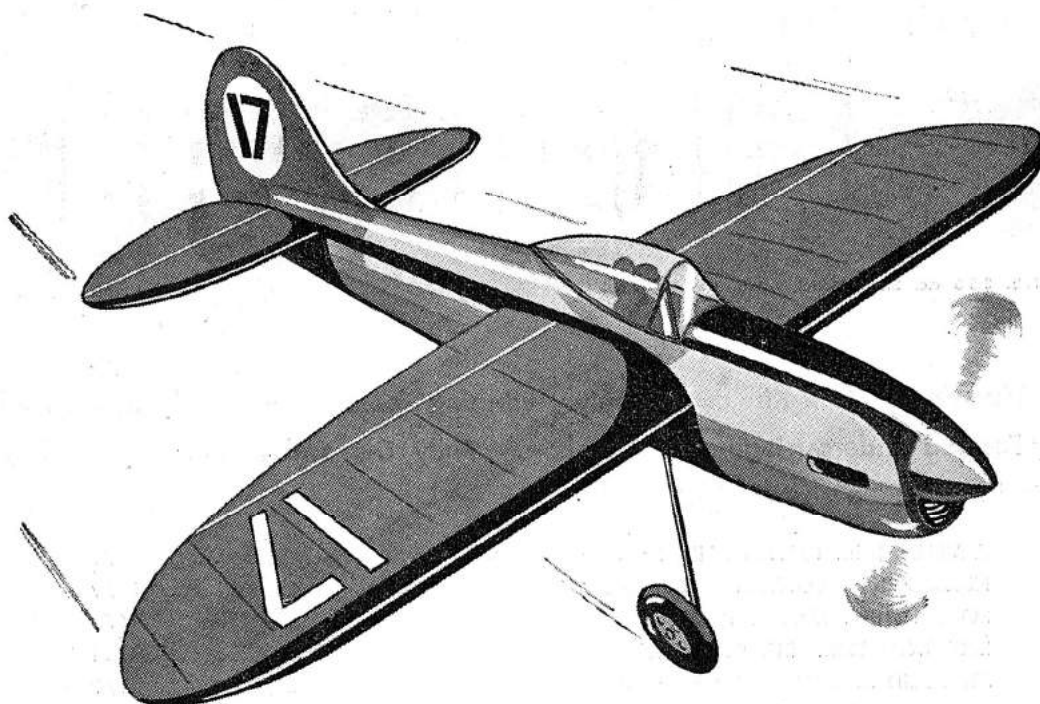
**LEVENSON'S
HOBBY SHOP**
WHERE THE HOBBYIST SHOPS

226 PITT STREET — SYDNEY

NOW IN PRODUCTION AND ON THEIR WAY TO YOUR DEALER!

*"Aristocrat" fully prefabricated kits produced
in the "SMOOTHIE" tradition.*

★ 44in. W/S. STUNTSTAR
(3.5cc to 7.5cc motors)



★ STARFIRE 32in. W/S.
(1.5cc to 3.5 cc motors)

- Modern "up to the minute" design.
- Individually selected wood.
- Canopy • Formed U/C.
- Designed to appeal to the expert, yet suitable for beginner.
- Fitted with flaps.
- Upright, sidewinder or inverted motor.

TEAM SPEEDSTER, TOO!

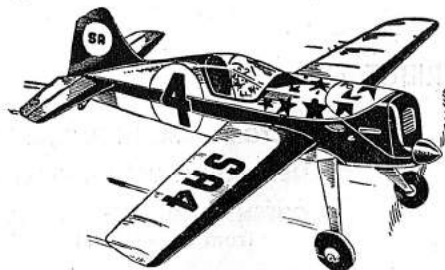
CLASS A STARHELL, CLASS B STARBOMB

Sole Queensland Wholesaler:

SCIENTIFIC HOBBY DISTRIBUTORS
VIC. MODEL DOCKYARD

Retailers, contact your usual wholesaler, or

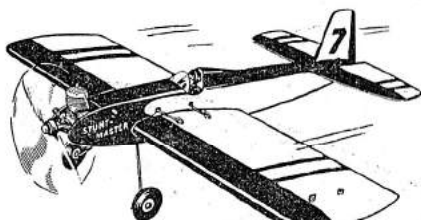
PRODUCED BY MODERNAIR, 17a King William Road, North Unley, South Australia.



AERO-FLYTE

MODEL KITS AND ACCESSORIES

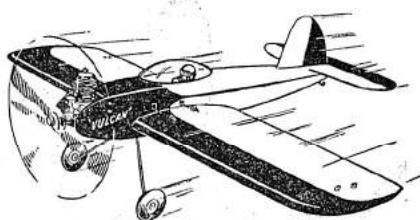
STUNT-MASTER



Fully Pre-Fab. 3.5-6 c.c. Stunt Model. Will "Do The Book" with ease.

55/-

VULCAN



2.5 c.c. Stunter and Trainer. Out-performs any other 2.5 kit. Fully Prefabricated.

39/6

- ★ These Two Super Stunt Kits contain many winning features ★ Ready Made Fuel Tank
- ★ Ready Formed Undercarriage ★ Wheels ★ Fully Cut and Slotted Plywood Formers
- ★ Easy to Follow Plan and Instructions

ALSO JAVELIN 16in. PREFAB GLIDER	6/9
NIMBUS 30in. CONTEST SAILPLANE	14/9
ROCKET 18in. RUBBER POWER	6/9
REDWING 12in. RUBBER POWER	4/11
JET SOLID MODELS — Good Range	1/9

AND THE RANGE OF AERO-FLYTE GLIDERS FROM 1/3 TO 2/3

ACCESSORIES :

CONTROL LINE WIRE, READY FORMED U/CARRIAGES, FUEL TANKS, ALVIS PROPELLORS, CEMENT RUBBER WHEELS, ETC., ETC.

DISTRIBUTORS :

VICTORIA—Model Dockyard Pty. Ltd., 216 Swanson Street, Melbourne, 'Phone FB3505

NEW SOUTH WALES—Eden Distributors Pty. Ltd., 107 Liverpool Street, Sydney, 'Phone M2525.

QUEENSLAND—Gorrie Sports and Cycle Depot, 604 Stanley Street, South Brisbane S2, Tram Stop 9. 'Phone J4829. (Not only stocked and recommended, but USED by us).

SOUTH AUSTRALIA—Southern Model Supplies, 63 Boothby Street, Springbank, S.A.

MANUFACTURED BY SOUTHERN MODEL SUPPLIES, SPRINGBANK, S.A.

MODEL NEWS

Volume 1. No. 4

JULY, AUGUST, 1957

Edited by Adrian Bryant and Russell Hammond

CONTENTS

★	★	
Editorial	5	
Snoopy	6	
Snoopy Plan	7	
North Coast Champs	8	
Tas. Champs	9	
The Enya .099 Glo-Motor	10	
Qld. State Champs	11	
Skyrocket	12	
Skyrocket Plan	13	
Letters to Ed.	14	
Combat	15	
Trade Notes	16	
Club News, 17, 18, 19 & 20		

COVER STORY

Tony Farnan of Victoria cocks a critical ear to his sweetly running O.S. before dashing out to the handle.

The plane, a design of Vic. Stunt Champion Ian Hooper, is now available to the public in a kit put out by Montgomery Models under the name of RAMROD.

Photo Leigh Hawke.

Editorial . . .

BIGGER ★★

That's our plans for the next issue; you can help by letting us have your NEWS and PHOTOGRAPHS—NOW!!!!!! The best size for photos is about post card size.

Remember, wherever you are the rest of the country wants to hear of you.

Do you buy MODEL NEWS? Does your local shop sell MODEL NEWS? The more that are sold the better MODEL NEWS will be.

Letters for the LETTERS to the Editor Page should be kept as short as possible; if your letter takes up the whole page, the other fellow can't have a say.

The Federal Secretary, Bill Grabowsky, advises us that the following rules will apply for the F.A.I. events at this year's NATIONALS.

WAKEFIELD.—Rubber down to 50 gr.—Hand Launch.

F.A.I. POWER.—

Maximum cylinder capacity 2.5 c.c.

Weight per c.c. 300 gr.

Load per unit of area: 20 gr/dm² min.

50 gr/dm² max.

Engine run: 15 seconds. Hand Launch.

In a recent letter Rev. P. Ramsay of New Zealand suggested a contest between Australia and New Zealand. What do our readers think of this? Any suggestions? The last time the New Zealanders were over here was in 1938. Has any one Results, Details or Photos of this contest?

**Address all correspondence to The Editors,
381 Casino Road, Kyogle, N.S.W.**

"This publication is sold subject to the following conditions: That it shall not without written consent from the publishers, be lent, resold, hired out, or otherwise disposed of by way of Trade except at the full retail price of 2/- and that it shall not be disposed of in a mutilated condition or in any unauthorised cover by way of Trade; or affixed to or as a part of any publication or advertising, literary or pictorial matter whatsoever."

ARE YOU SICK OF SCREAMING 15 SECONDS MOTOR RUNS, LONG DOWN WIND CHASES, SCRATCHING THROUGH BARBWIRE FENCES, ANKLES STRAINED IN WOMBAT HOLES . . . THEN YOU SHOULD TRY

"SNOOPY"

BY KEVIN JOHNSTON

Winner . . .

North Coast Flying Scale Championships '56 & '57

Kevin's original Bambi powered Snoopy has been entertaining the Aeromodellers of the Northern Rivers for the last year.

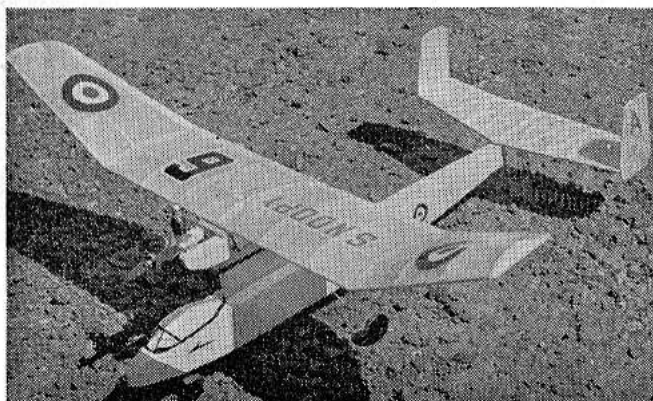
Its long powered flights buzzing around the paddocks at paspalum heights always earns terrific applause from the spectators.

If you have a Bambi, build Snoopy to the original size as noted on the plan. Then you have a power model which can be flown in a large barn, wool shed or hangar—try it R.T.P. at your club meetings.

The Bambi powered Snoopy is so light that if flown free flight indoors no damage is ever likely to result from flights into walls, posts, etc.

Because very few people can get the performance out of a Bambi that Kevin can, we have presented here a slightly larger version of Snoopy for the more plentiful and slightly larger motors.

This larger version was designed for a Mills .75 but any of the following motors should do the job: Dart .5, Amco .87, E.D. Baby, Frog 80, E.D. Bee, Taifun Hobby, in fact any motor up to 1 c.c.



SNOOPY, one of the most stable models that we have seen flying for a long time. Simple to build and easier still to fly, Snoopy is the ideal model for a first attempt at power. Ideal sports, and power scramble model too.

CONSTRUCTION

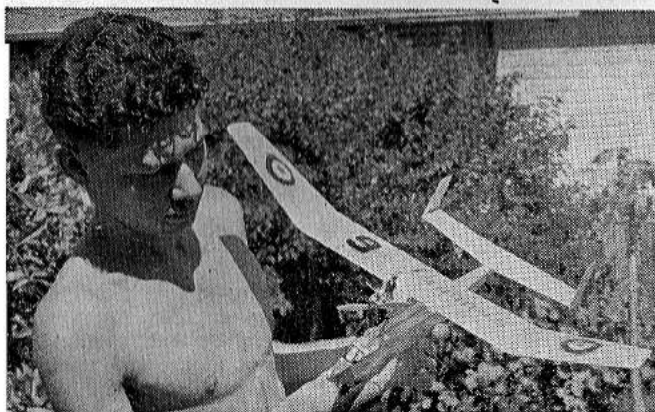
WINGS: It is a good idea to build all flying surfaces first, finish off completely, dope, fuel proof and pin down as long as possible to age. Cut out all wing ribs and notch for $\frac{1}{8}$ in. sq. spars. Notch $\frac{1}{8}$ in. sq. leading edge and $\frac{1}{8}$ in. by $\frac{1}{8}$ in. trailing edge at positions shown to take wing ribs. Build the wing in 3 pieces; flat centre section and 2 tips. Join wing together by means of the celluloid dihedral braces.

Keep centre section pinned down flat and raise up each tip 4 in. Add dihedral braces, gussets and $\frac{1}{8}$ in. by $\frac{1}{8}$ in. short spar over 3 centre ribs. Add wing tips. Go over completed wing and sand smooth and re-cement all joints. Cover with tissue, dope and fuelproof.

TAILPLANE: Pin down $\frac{1}{8}$ in. sq. leading edge, $\frac{1}{8}$ in. by $\frac{1}{8}$ in. trailing edge and $\frac{1}{8}$ in. by $\frac{1}{8}$ in. main spar. Between the trailing edge and the main spar and the mainspar and the leading edge at tail rib positions cut in 1/16 in. by $\frac{1}{8}$ in. balsa strip, except the centre rib, which is $\frac{1}{8}$ in. When dry sand to tail rib, shape as shown on plan. Cover, dope and fuel proof.

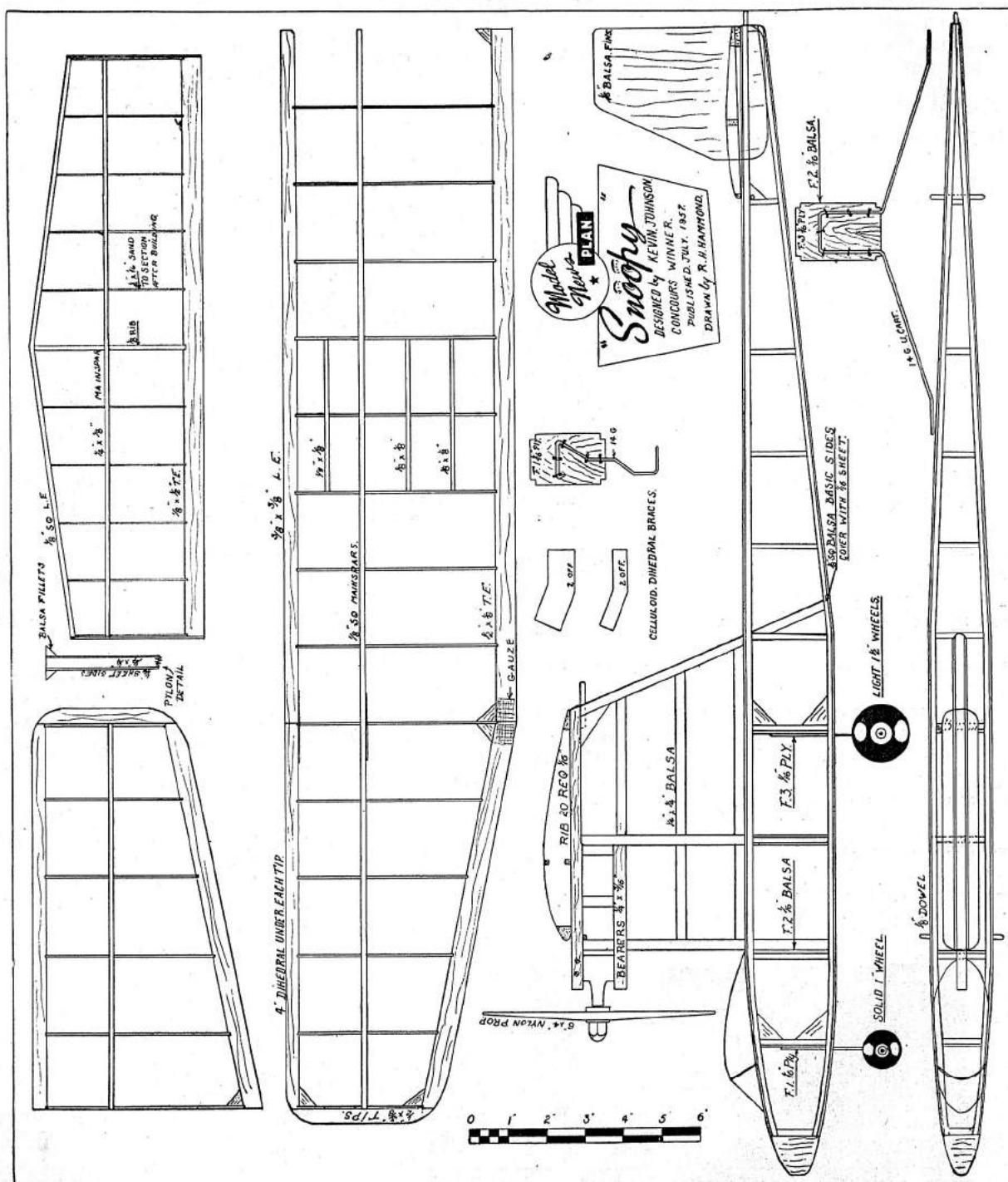
FINS: Cut two from 1/16 in. sheet, sand smooth and round off all edges. Cement one on each end of the tailplane.

FUSELAGE: Build 2 basic fuselage sides from $\frac{1}{8}$ in. sq. balsa. Cut formers 1 and 3 from 1/16 in. ply. Bend wire undercarriage to shape and bind to formers. Cut F 2 from 1/16 in. balsa. Box fuselage sides together, using these formers. Pull



Kevin Johnston of Lismore with his Bambi powered Snoopy.

Continued on Page 23.



RON TAYLES Reports on the . . . NORTH COAST CHAMPIONSHIPS

The North Coast Champs. held in Lismore was the best supported contest in N.S.W. this year. They drew a field of exactly 100 from as far afield as Sydney and Stanthorpe, Qld.

Control Line was held on the Easter Saturday at Riverview Park and the first event run off was the . . .

CLASS 1 TEAM SPEED. The mighty Tigers took a hiding in this event from a Frog B/B. Flanagan of Coffs Harbour was first home followed by P. Scott, Brisbane (Oliver Tiger) and Neil Crisp, Stanthorpe (Oliver Tiger). Time 10.57.

CLASS II TEAM SPEED. Everything about this event was fast and furious, except for the competitors getting ready. 5 and 7 sec. pit stops were common place, standard of flying getting higher and higher every year, in fact the only weak point in Team Speed at present is getting the competitors organised.

Mike Ware (O.S. .29) was home in 8 minutes 47 secs. Russ Morrison (O.S. .29) and T. Johnston (K & B .29) filling in the minor places. O.S. motors had a very successful Easter, taking out the Victorian, Tasmanian and North Coast Championships.



Launching his A.M. 10 powered Mercury Skyjeep on its winning flight—Kevin Johnston, of Lismore. Kev also won the Jetex Championship and repeated this performance at the QLD. championships.

STUNT. The entries in this event totalled 30, the stunters were all big and beautiful and nothing under a .29. Many featured scale finish and cockpit detail. Standard was high and only a few points separated the place getters. Norm Sutcliffe (Sabre .29) of Sydney won from Mike Ware (O.S. powered Ramrod) with the defending champion Ron Newitt (O.S. powered Ramrod) in third place. Newitt

with 3 points to make up on his last flight was really turning on a performance—up to the stage where he hit the dirt.

JUNIOR STUNT. Russ Morrison (O.S. .29), G. Furse (Veco .29) 2nd.

SCALE. T Simons of Tamworth took off this one with a large Chipmunk. Fully detailed cockpit, working flaps, rudders, ailerons, fully sprung U/C, etc. R. Tayles of Lismore with a B-26 A Invader was second, and Dick Rendel of Brisbane took the third cup with his B-25 MITCHELL. Some of the flying and crashing in this event was spectacular.

COMBAT. No one treated this event as serious till it was too dark to fly, then everyone wanted to fly. The final rounds were to be flown on the Sunday at 8 in the morning; at 9 only 2 had turned up. These were matched and T. Browning of Brisbane (O.S. .35) was the winner. At 10 everyone was there wanting to fly.

FREE FLIGHT, EASTER SUNDAY.

1.cc Power. An easy win for Jim Palmer of Lismore (A.M. 10) over J. Moss (A.M. 10) of Ballina with Basil Healy (Dart) Sydney in the



A beautifully built D. H. Chipmunk, by J. Simons of Tamworth. Winner of the C/L flying scale championship. All control surfaces moverable and fully detailed cockpit.

Continued next page

TASMANIAN STATE CHAMPIONSHIPS

Reported by Keith Leonard, Hon. Sec. T.M.A.A.

This year's Champs. were marred by the presence of Ken de Bomford, and a strong wind.

N. COAST CHAMPS.

minor place. The 1c.c. power is fast becoming the best supported of the FF classes, with the A.M. 10 the outstanding motor. Time 365 secs.

2.5cc Power and Over. Russ Morrison of Brisbane chalked up another win for his O.S. 15 powered "Swiss Miss" with 3 maximums. A. Bryant, Radial Elfin 2.49 second and Leo Toff, Coffs Harbour, Frog BB, third. Time 540 secs.

SAILPLANE. The Brisbane boys took out 1st, second and third in this one. It was George Pickers from R. Morrison and Terry Hitzman. Time 461 secs.

CHUCK GLIDER. John Morrison, Brisbane, pushed the Sydney boys Arthur Cooper and Basil Healy into the minor places. Time 154.2 secs.

JETEX. The Lismore boy Kevin Johnston had almost 2 minutes over the Brisbane brothers, John and Russ Morrison in this event. Time 261.5 secs.

FLYING SCALE. Another win for Kevin Johnston with a A.M.10 powered Mercury Sky Jeep a Piper Super Crusier by Sel Munsf of Ipswich second.

WAKEFIELD. Sydney champion A. Cooper pushed A. Bryant into second place with Leo Toff, Coffs Harbour third. Time 445 secs.

POWER SCRAMBLE. As usual the highlight of the contest. The locals showed the visitors how in the long grass. A. Bryant's winning time for the ½ hour scramble was well above the Australian record for an hour scramble. C. Furse (Mills .75) second and R. Tayles (E.D. Hornet) third. Time 1,237 secs.

The weather was perfect; 54 dozen bottles milk and 60 doz. bottles of cordial were drunk. The trophies surpassed anything we have even seen at anything but a National contest. Hope to see you next year, when the contest will be bigger and better.

We successfully dealt with de Bomford by shoving a microphone in his hand, but the wind kept on, causing much crashery, and needless to say much hasty repair work.

This year's Champ. of Champions is Bruno Chinchella, who was a clued up flier in his native Italy before coming to Australia. Will be a powerful entry at the next Nats., in Wakefield, A/2, Power Radio and C/L Speed.

SAILPLANE CHAMPIONSHIPS: In both A/2 and F.A.I. open classes most competitors had great difficulty trying to handle the wind. However, Mrs. B. Carney showed the boys how and recorded Max's in the 3rd and 4th rounds, but was unable to retrieve in time for 5th round.

Keith Leonard and de Bomford flew A/2's constructed solely from King Billy Pine.

F/F. POWER: This was Bruno Chinchella's event and his screaming vertical climbs attracted the attention of the crowd.

WAKEFIELD: Another win for Chinchella, but the highlight of this event was de Bomford. Just try and picture de Bomford winding a Wake, instead of flicking at the prop of some enormous Flying Scale.

POWER SCRAMBLE: As spectacular as ever. Len Quinn provided us with a new approach to scrambling. His small overpowered model does consecutive loops getting nearer and nearer to the ground each time with the motor just cutting in time to save the day. Eventually the inevitable happened and Len joined the spectators' ranks.

HURL GLIDER SCRAMBLE: A real crowd pleaser and a weight reducer. One bod weighed in 10lb. lighter after ½ an hour.

TEAM RACING: Much higher standard than in previous years with more accent on the rule book.

STUNT: Much bigger field this year. Good to see Baron Cordell back in action. Great improvement in junior fliers. Ruback of Burnie

making his presence felt in this section. Two trips to the Nats. have spurred him on.

COMBAT: The combat session petered out due to a late start, high winds, and weak streamers breaking before any attack.

C/L. SCALE: Len QUINN took off this one with his Constellation. The lady took to the air on all four with Geoff Allison at the handle. The flight was magnificent and so was the landing—a floating, frightening approach ending in a ground slide which bent the undercarriage legs and scattered turf and tyres all over the area.

A/2 SAILPLANE.

M. Cameron.
B. Chinchella.
D. Jacobs.

FREE FLIGHT POWER.

B. Chinchella.
K. de Bomford.

C/L FLYING SCALE.

L. Quinn. ¼
B. Chandler.
G. Wigston.

A. CLASS TEAM SPEED.

B. McKay.
G. Clingliffer.

F.A.I. SAILPLANE.

Mrs. B. Carney.
K. Leonard.
G. Tevelin.

POWER SCRAMBLE.

G. Allison.
G. Waddle.
M. Cameron.

STUNT.

B. McKay.
D. Rubock.
D. Reynolds.

HURL GLIDER.

B. Carney.
B. Chandler.
K. Leonard.

HURL GLIDER SCRAMBLE.

B. Chandler.
K. Leonard.
M. Cameron.

B. CLASS TEAM SPEED.

G. Wigston.
J. Murlison.
L. Quinn.

CHAMPION CLUB, LAUNCESTON.

The Enya -099 Glo-Motor

(By Monty Tyrrell)

Recently an engine answering to the above title found its way into my hands for an examination and test. First necessary action, which is a good thing with any mass-produced model airplane motor, was a thorough pulling down to ascertain there were no particles of metal or rough edges anywhere in the works. I personally prefer nullifying any guarantee to knowing the motor is quite clean and the initial runs will not be harmful to any part.

In this respect the Enya .099, though it had never been run, was very clean internally, which indicated such action unnecessary due to careful examination on assembly at the factory.

The crankcase is an exceptionally clean and neat diecasting consisting of two parts. The main body which, like the American Fox, goes right up to the cylinder head, and the front plate. The whole motor is dissembled by removal of eight screws, four in this front crankcase casting and four in the head. For a motor of its size the bypass is large and is very smooth finishing in a smooth sweep where it meets the intake port in the liner. It is a good thing to see this thought and workmanship on the bypass and, incidentally, the exhaust casting which is huge. The front crankcase includes the rotary valve venturi and a bronze bearing for the crankshaft. Another point of interest is that between these two crankcase sections is the only gasket on the motor. The head is lapped to the top of the crankcase. This head casting, as neat as the other two, has an insert for the glo-plug which helps prevent stripping when inexperienced hands operate the motor.

The liner is quite thick, so distortion should never be a factor to worry the owner. The piston itself is not relieved and also wears a generous thickness of metal. I noticed the gudgeon lacked fine workmanship and was very rough but honest. The con-rod came into the same category and was not equipped with bearings of any sort. These two components seemed out

of keeping with an otherwise fine motor.

The cranksaft had a generous rectangular orifice which is a refreshing change from the usual hole drilled and slightly squared off. This showed quite large quantities of fuel would be engulfed from the needle assembly which was first class in workmanship, positively locking and a joy to tune.

Next step was to assemble and see how it performed on three different types of engine exhilarator I had available. One, incidentally, was a can of Mono Super Speed, made available by the motor manufacturers. The others were Keogh's Standard Blend and the same with B.D.H. Methane added by myself to the extent of 5 per cent. Seeing the motor was only available for a short time I did not have a chance to properly run it in and allow it to really wind up. So, bearing in mind it was a new motor, a few short runs were made on oversize props and tests made on same.

The motor was not exceptionally easy to start on the supplied plug, which was a very cold job, indicating high methane content fuel would be necessary. Not being very keen on using such fuel in a



new motor I switched to an O.S. Japanese plug which made for much easier starting. Propellers used were an O.S. 8 x 4 and a Peperell 7 x 7. With the former mill she clocked close to 9500 r.p.m. with the Japanese Mono Super Speed and Keogh's plus 5% Methane. On standard Keogh's she fluctuated around the 9000 mark. With the Peperell 7 x 7 readings were 7100 with the Jap. and topped up local fuel, and it was not very happy running with the standard Keogh's on the high pitched mill and she was oscillating between 6500 and 6800 r.p.m.

The 8 x 4 prop was then used on a couple of 1 c.c. and slightly larger diesels and the Enya showed it

Continued Page 12.

Aeromodellers of W.A.

FOR ALL YOUR

Balsa — Kits — Engines

X-Acto Knives — Tools

CONTACT

H. G. TIMMS

The Model Aircraft Specialist in the West

487 HAY STREET, PERTH, W.A.

(East of Irwin Street) 'Phone BA 4597

Queensland State Championships 1957

A. "GORRIE" Report.

Although a worse day could not have been predicted, the day at Amberley was perfect.

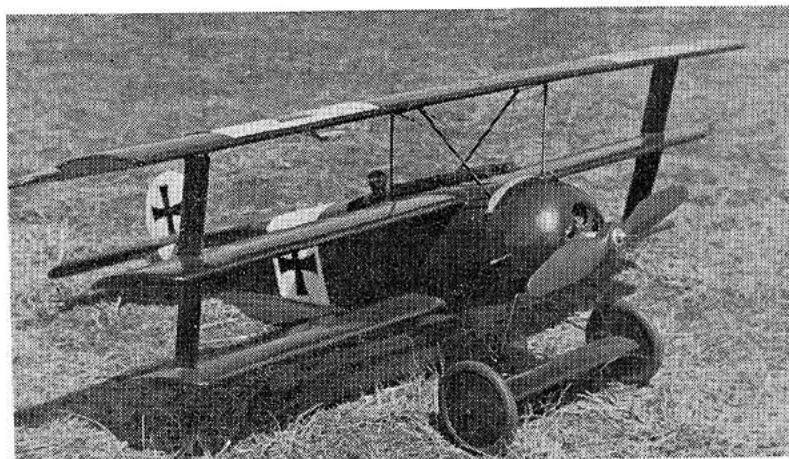
Surprise of the contest was the number of Mercury Mallards. The writer won the class 11 power with one powered by an O.S. 15, nicknamed the Flying Bill Board because of all the advertisements plastered over it. But a fellow has got to be different, especially when the field was lousy with Mallards. Rus Morrison with his old reliable Swiss Miss was second. Considering the violent downdrafts that were present, the times were good all round.

The rubber event went to Adrian Bryant (Kyogle) from Geoff Higham and Bond Baker. Allan Thomas, 6 times Rubber Champion of Q'd. came out of hiding for the event. Went back when the rubber blew up.

A.M. 10 dominated the class 1 power event. Adrian Bryant took this one off from Ron Morrison.

Many beautiful scale models were present, and what's more flew. Marc. Fraser won with Tiger Moth.

Allan Weston came out of retirement for the Scale. Flew a Mono-coupe he's had since Frog 100's were the thing.



Classy looking Fokker Triplane (Amco 3.5 powered) by C. Walden, of Ipswich. Increased interest shown in Free Flight Flying scale over the last 2 years. Photo, A. Gorrie.

Changing the Power Scramble from hand launch to ROG. misled a lot of people. Fred Dotti won this one with a small Dart powered job.

Mike Ware in third place with Merlin Powered Ballerina. Second third for Mike in a couple of months. Russ Hammond, prettiest scramble job. (Not because he is one of the Editors either.)

Every one taken up with this neat low wing model (would expect it to be "low" anyway). Took off and landed as if he had trimmed it to do it. (That couldn't be.) Ray Fairfield had a bit of trouble getting his Scramble Saucer off, but it's amazing what will take off. Doug. Christensen tried himself out

in the Scramble, with son Don "Polar Bear" retrieving for him.

The Lismore Eagles from Northern N.S.W. came up in full force, 42 in the one bus. All competitors found that they had left the tail, or the wing, or the fuselage, or the safely in Lismore. However, Kevin Johnston found enough bits to win the Jetex championship.

Bond Baker enjoyed a day of bad luck. Picked up a bit of German on his trip overseas. Webra, pronounced Vebra in Bond's presence. Not the only word he can use in German. The way the old Spitfire moustache bristled and one breast pocket disappeared, we quickly cleared the women and kids from the area.

Adrian Bryant always says Amazon's come down the way they go up. Hugh Brooks proved this point—he has mastered the V.T.O., but the vertical descent mastered him.

SPEED, MARCHANT PARK,
11th MAY.

Class I: J. Brady, E.D.; J. Morrison, O.S.15; Rus Morrison, O.S.15.

Class II: Ron Morrison (FOX. 29R); Max Newnham (O.S.29).

Class III: J. Morrison (O.S.35).

RESULTS OF 1957 QUEENSLAND FREE FLIGHT CHAMPIONSHIPS,

AMBERLEY, 2nd JUNE, 1957.

Chuck Glider: J. Morrison (SHC), Rus. Morrison (SHC).



Live Wire, a radio controlled model by Don Adams. R/C rapidly growing in popularity. Models getting bigger and some of the experts going over to ignition motors. Photo, A. Gorrie.

Continued Page 23.

ACCLAIMED AS THE MOST POTENT MODEL AT PRESENT FLYING IN VICTORIA . . .

Geoff Pentland's "Skyrocket"

Geoff, the present holder of the Australian Flying Scale Championship, has put over 5 years' developmental work into this design.

Since his first win in the Victorian power championships in '51 he has won or been placed in every contest of any importance held in Victoria since that date.

It has long been evident that the general standard of power duration flying in Australia lags somewhat behind certain overseas countries. Various State and National records surely confirm this!

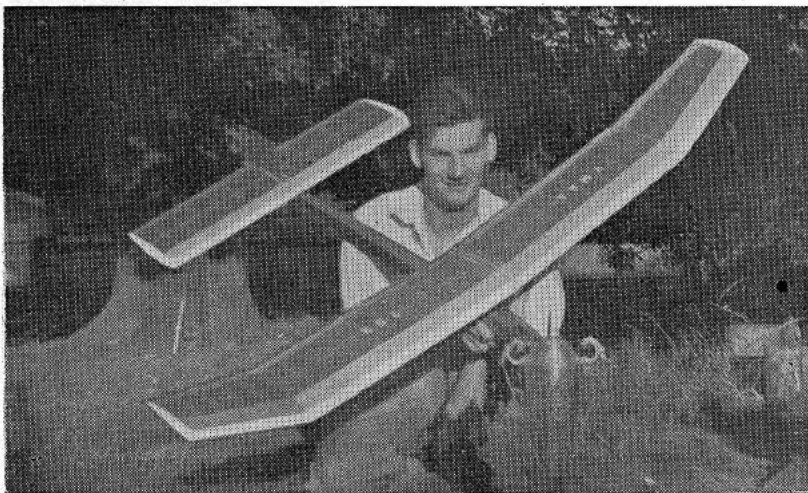
Except for a few notable exceptions Australian power flyers are not achieving consistent results in competition.

It is an undisputed fact that a much flown model will almost invariably put up a better showing than something new and untested—hot as it may be. It is consistency and not still air performance that wins. You may have the hottest ship for miles around, but if it's not trimmed out for all weather conditions you might as well leave it at home and stay there with it.

1. Since my first Victorian State championship win back in 1951 it would appear that the largest single contributing factor towards a more consistent performance is a larger than average, thicker sectioned tailplane. This is not claimed as anything original; in fact the successful Mercury Mallard some 7 years ago used a tailplane of this type.

(An O.S. powered Mercury Mallard won the Qld. power championships last month.—Ed.)

2. Why the high aspect ratio Pencil types ever achieved popularity is a mystery to me. In the hands of an expert O.K., but what of the average bloke? He often spends a lot of his contest flights trimming the darn thing. Same story with the high thrust line and the more conventional pylon layout. Surely the idea of going to a contest is to try and win—not fool



Geoff himself holding his Skyrocket. Victorian Free Flight Champion. Model powered by Webra Mach 1.

around making trimming adjustments all day. The longer fellows insist on doing this the easier winning will be for the fellow who comes with a tried and tested model and proceeds to fly it as if on rails.

3. Now about this 50% tailplane business. Assuming motor power and model size is equal a near vertical climb will get you higher than a seconds wasting spiral. This is no idle theory but one that has been tried in practice—and plenty of it. Anyway, why climb the staircase when you can take the lift! Let's face it—most models seen at Australian contests lose about 10ft. when the motor cuts. Well, if we are going to have a stall why not have it at 300ft. instead of 250ft.? Tests over many years have shown me that a well trimmed pylon model going straight up is a better proposition than any fancy shape such as the high thrust line. Easier to build too!

The conventional pylon model fitted with a tailplane of about 50% of the wing area and 10% chord in thickness has many advantages. Such a model will usually climb against the wind for the first 30 or 40 ft. For controlling the climb it is an infinitely more stabilising factor than excessive down-thrust and you get appreciable lift on the glide as well. When gliding, this is a pretty valuable stabilising force to have, for if the model is tossed around it quickly reverts to a more dignified attitude. This feature often speeds the model up

to such an extent that "Aerodynamic Soaring" results.

On a number of occasions, flying in cold non-thermal conditions, I have had the weird experience of obtaining ratios of above 15 to 1 from a Skyrocket on half power.

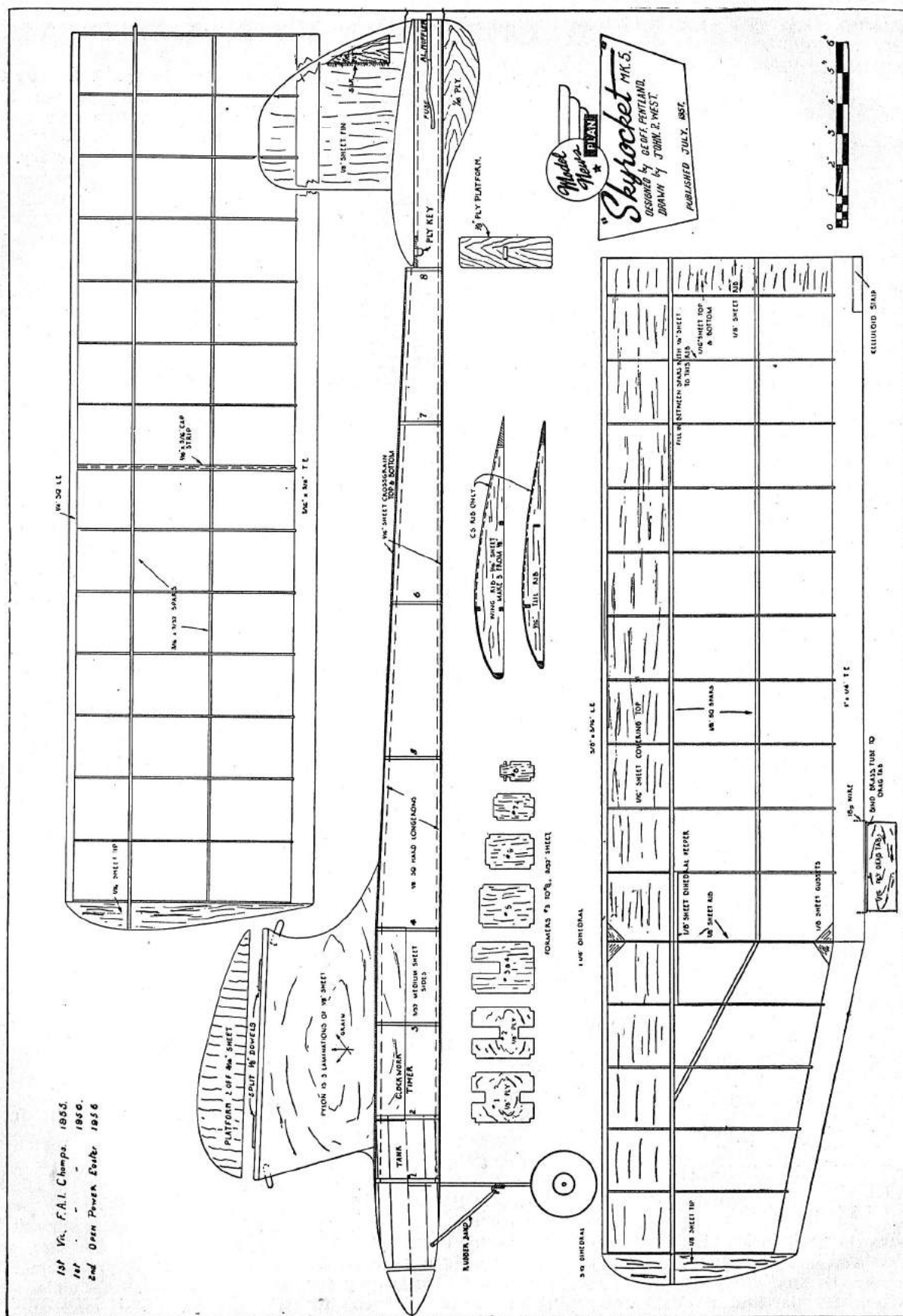
The explanation seems to be the effect of a lifting tail on a large heavy model in a wind. (Span 62in. - weight 25oz.).

The large tailplane, naturally enough, only helps towards better flights and is not offered as a cure all. If you don't want to build a larger tailplane thicken up the section of the existing one to a maximum of 12%. However, the suggested size is between 45% to 50% of the wing area with a thickness of 10% of the tailplane chord. TRY IT AND SEE!

Next month Geoff. will give us some "Considerations For Consistent Flying".

Glo-Motor continued Page 10.
could outrev them on that particular prop.

I would put it in the category of the E.D. Hornet and Taifun Hobby for power. If the operator has a preference for glo-motors I would not hesitate in recommending it. It should outlast some motors in the same price bracket as wear in a glo-motor is not as critical as the same amount of wear in a diesel of the same size. It should have a following amid the choosy few who prefer glo or want it for a particular purpose.



LETTERS TO THE EDITOR

50 Malane Street,
Ormond SE9, Vic.

Dear Sirs,

I read with profound interest in your last issue the letter of my modelling colleague Alan Brown which, I feel, levels an unjustified lot of social ostracism at the team race officials at the Traralgon Nationals. I must confess I agree in a few, but only few, points he mentions, but as I was not an official in those particular events I can blast or substantiate his opinions as an unbiased observer and competitor.

Analysed largely it seems to me the correspondent's main complaint is as follows. Why didn't the officials use the generally presumed rules instead of the ones laid down, as I haven't flown to them before. Well, did you ever!

Mr. Brown hasn't seen so many rules broken before because he has only attended about 20 per cent. of the post-war Nationals, so could speak with authority on the Traralgon score. Re the interpretations, I would like it shown to me in the book where it definitely states that appearance points shall be added to race points to get the finalists. It has been done in the past, I agree, and is an established CUSTOM, not rule. If he reads paragraph 8 of the team speed rules he will observe the officials were within their bounds in letting it go at that. I agree the rules do not stipulate the extra 5-mile race to decide a fourth contestant, but I would like him to read the General Contest Rules, paragraph 9, section f, regarding additions, amending and omitting rules. I therefore, disagree with his unjustified blast on these scores.

I do, however, agree entirely with his suggestions that in future the points do be included officially to prevent bombs being in the final. Re the functional Victorian racers who won the appearance points pots is all I have to ask.

In the speed circle I am given to understand Len Buck made his flight AFTER getting approval from the officials and OTHER

CONTESTANTS as he was trying something hitherto never used in this country. Everybody was just as keen to see what would happen as the contestant concerned. For the free flight fans the organisers could only use the best put at their disposal by local powers without considerable driving distances being involved. I presume Mr. Brown, running a v-8, would then complain about his gasoline bill.

Next time Victoria has a Nationals we would appreciate Mr. Brown surveying all the other sites we could have used, but before doing so let's know where he found them. We didn't. In point of fact, there were two alternatives, but had they been used Mr. Brown's letter about THEM would be unprintable. The outburst about Victorians getting the best camping sites is utterly childish. It was first come first served, as always in any camp, and there were already Queenslanders there when I arrived, which was the day before the Nationals started, along with other Victorians.

No Nationals have been free of blues and beefs, and there will never be one without blues and beefs. It's part of the game and in spite of or because of these factors there will always be keen interest in the annual brawl to end all brawls we know as the Nationals. I would suggest Mr. Brown digests the last paragraph of his own letter mentioning ill-informed writers. On the running of the Traralgon Nationals, Mr. Brown was definitely ill-informed. I hope my fellow Victorians will not follow in his footsteps when the association in N.S.W. has the big headache dumped in its lap.

One of these days I hope some of us connected with the Traralgon Nats. will be able to tell Mr. Brown over another friendly beer some of the things he didn't stop to think of. To give a hint there was a blind eye turned by many to things brought by interstate contestants as only a louse would have the heart to ban a guy for some infringements after coming

all the way to fly. I can say that from a day at the processing table. Behind scenes a very fair latitude was granted to the interstate boys, particularly the younger fry. On the other hand those who went out of their way to make trouble, regardless where they came from (we have 'em here, too), get as much as they dished out.

Thanks for the criticism, Alan, but next time word it on a constructive air.

Your faithfully,

MONTY TYRRELL.

* * *

55 Rawson Street,
Woolloowin, Brisbane.

Dear Russ and Adrian,

Thought some of the "aerobods" who read the "Model News" would be interested to hear some views on the Northern New South Wales Championships from one of the Queensland contestants.

First, I must congratulate the ladies who handled the administrative side so perfectly. The timers, without whose patience and understanding no contest would be successful.

The weather was near perfect (almost up to Queensland standard), with an abundance of thermals, as a few of us found out to our dismay as well as pleasure.

We all enjoyed the competitive friendliness and unusual lack of "stiffness" between modellers, judges, timers, etc., that is always found at any contest of this size.

On the whole it was a memorable weekend that fully deserved a greater attendance than was achieved. As for myself, father and brother, we offer all concerned our sincere congratulations for a wonderful weekend and look forward with increased keenness to the next North Coast Championships.

Yours, etc.,

JOHN MORRISON.

COMBAT

ARTHUR "Jolly Roger" GORRIE

QLD. CLASS II F/F POWERED
CHAMPION

There is hardly a more controversial subject nowadays than combat. Perhaps this is a sign of its popularity as controversy over rules springs from the increased interest in the event.

I have flown in all the combat events I could get into, not only with the idea of trying to win, but for the thrill of being in it. Combat is the most exhilarating event in the entire contest programme and all the relaxing tonic in the world could never slow me down after a good round. To be in the circle with another as foolish—sorry—as intrepid as oneself (that is, having no regard for model, lines, motor, person or earth) and with all things equal, is really living. Combat provides that Zoom, that Zip, that Zest for flying—and the opportunity to modify the design when repairing the model.

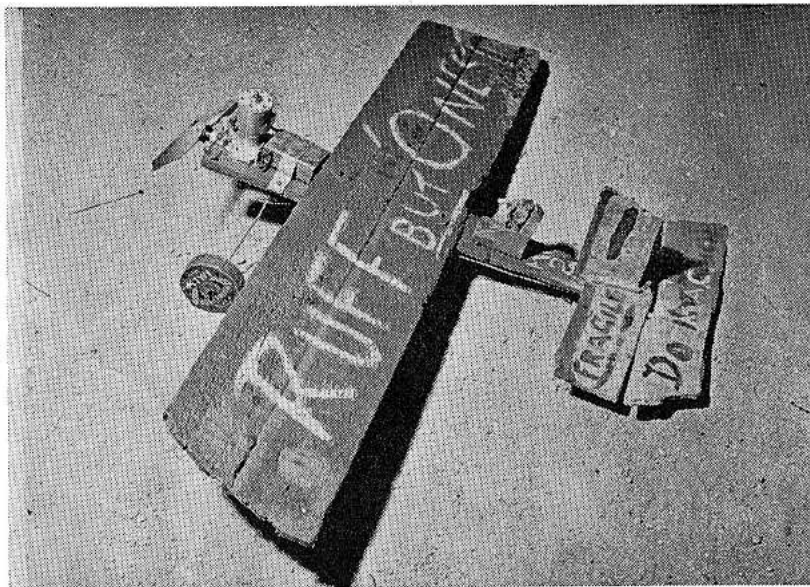
It caters for the expert builder—the man who likes to build nice models but doesn't want them hanging around till he gets sick of them. It caters for the cunning stunter—the bloke with the new manoeuvre all doped out. He says, "Boy! He won't even know which way I went"—and who would ever think of looking in the dirt. For years I have been dreaming up new spectacular methods of taking streamers without the fellow seeing me, but I can't find an opponent who'll let me.

No doubt you've struck the cool, calculating character with the pale blue eyes. The hero or villain always has pale blue eyes. The bloke who sneaks up on your streamer and devours it inch by inch (just a sadist at heart), he keeps going on and on until he sees your bellcrank revolving before his pale blue eyes, which at this psychological moment stand a fair chance of changing to another colour. That is if he is a little bloke.

With its increased popularity came rules. Ugh! Combat was too good to waste as just good fun. It had to become big time. It became an event in the Nationals programme and we have been fiddling around with rules for it ever since.

No one has ever drafted a set of rules that pleased everyone, and besides who would fly to a set of rules everyone agreed to. How could you ever win if you had lost, or lose, if you had won, if we didn't have differences of opinion on the interpretation of the rules. The interpretation of rules is the democratic way of giving everyone a chance of winning even if he wasn't in the picture.

The inclusion of "Appearance Points" in the rules was a must to eliminate "bombs" and yet my models still get in. The unfortunate thing about the rules as they stand is that the pretty model can get up and down as quick as a flash and stay down with all the troubles in the world until the time is up. The bloke with the points to make up is keen to get into the air and stay in the air—and have a go. He is the man who makes combat tick. A constructive argument on combat rules at the next Rules Conference could clear these points up.



Vote for semi scale at least, says Gorrie. Salt Bush Bill's answer to the combat problem. Salt Bush really threw a scare into the Benalla boys when he turned up at a local combat session with his Rough but Onest model. Photo, Len Griffiths

A system of awarding points for "flying time" would assist the flier with low appearance points to catch up. If he flies he is contributing more to the event than beauty on the grass. Why not penalise models for spending time on the ground?

The "Collision Disqualification" rule is a sticky one and judges are not empowered to make any distinction between "Accidental and Intentional" collisions. My own feelings on this score are mixed, because there isn't a more gentlemanly flier than myself. Cough. Splutter. I've chopped, and been chopped—and so far I'm in front—and I'll swear that none were intentional. With substitute models allowed, I think the disqualification rule could be waived. I hate to see a fellow who flies combat as it should be flown, disqualified when they are in front and still fighting. They could be cagey and just cruise along. But they go for a cut while there is still streamer there and—bingo (sorry, that's illegal Queensland)—Housie, housie (that's legal)—they're disqualified.

Don't think that I'm up on a soap box (haven't used the stuff for years), but while I do care about the rules, I don't care, personally, what rules I fly to provided they aren't a secret from the competitors.

I have seen hot combat fliers disqualified through the "Collision" rule. One I know got two cuts and went for a third he didn't need the points), but was flying combat—not just trying to win. He over shot, damaged the elevator of the other model, and he was out of the picture. The other fellow was declared the winner, repaired his elevator and flew in the semi-final. That's a crazy situation.

Combat is the greatest crowd pleasing event ever, and we can only keep it that way while the aggressive flier has a chance of winning. We cannot protect the defensive flier with rules if we want "true results". We want the fellow who "has a go" to "have a chance".

With the exception of "line length" and "appearance points", Queensland has been forced to depart from the existing Australian rules on two points. Motors of .35 cu. ins. are popular stunt motors and therefore popular combat motors. We allow .35S in combat and we get a good field. (You will find the basis of F.A.I. rules—although no one would ever guess—is to provide rules to stimulate interest in the event, rather than cater for the specialist). Well, it has proved a good idea here. Also, if the F.A.I. can give away undercards (and we are all conversant with the devices that came under this heading) then we can. We are told that next year the Rules Conference is going to vote on "wheels" or "no wheels" on combat models. Why do wheels suddenly become so important on combat models? Full size combat models don't fly with wheels down, and don't tell me that the absence of wheels detracts from "aircraft resemblance". A well known annual publication has been good enough to illustrate some well known combat designs on pages 88, 89, 91. These designs show wheels, but after that any resemblance between "Model Combat" and "Full size combat" is a matter for imagination.

These designers have complied with the rules and "Undercarriage advocates" deserve all they have to look upon if "wheels" are more important than "design appearance". If we have to have wheels, then lets take a queue from the Japs. They fly scale combat!

I'll vote for scale or semi-scale combat every time, providing the models do look like aircraft and not something junior drew on his first day at school. If next year's rule makers are going to bring "wheels" in, then bring "scale appearance" in, also. The latter is by far the most important. How few people realise that while we reckon we fly "models" we don't. We fly "miniature aircraft", but they are not—90 per cent. of the time—"models" of

Continued Page 23.

MODEL NEWS TRADE REVIEW

During the last 2 months we have received a range of quality motors, kits and accessories from various Australian manufacturers, the standard of which compares more than favourably with the best of imported lines.

The long awaited and much discussed RAMROD by MONTGOMERY MODELS. In design, production, presentation, performance, this model can sit on the shelves alongside the world's best kits.

The design follows the current Australian trend and is by Victorian Stunt Champion, Ian Hooper.

The 2-sheet plan was drawn by Ken Taylor who has quickly gone to the front as one of the country's leading model draftsmen. The plan and instruction sheet contains all the necessary information for building this first-class model.

The balsa is particularly good, carefully selected and well sawn. The balsa, known as "satin sawn" was supplied by A. Miller & Co. who supply all the balsa for Montgomery models.

In charge of production and the buying of all the supplies necessary to produce such an outstanding model as the RAMROD is Ken Furlonger.

All credit for the prefabrication of the Ramrod must go to Ken. The die cutting and wood machining is to perfection. All die cut sheets are over-printed in blue for ease of identification; the die cutting can't be excelled all pieces pushing out easily, freely and cleanly.

The fin, elevator, tailplane, spats, fuselage sides etc. are ready cut. The preformed undercarriage is a boom especially as it is made from 10 gauge. Heavyweight Laystrate is provided for the flexible lead-outs.

Engine bearers, tissue and a clear plastic canopy are supplied; the only thing needed to complete the model is dope and cement.

A large cellophane packet with its own colourful label contains the accessories. Everything needed here—a pair of Artmill wheels with aluminium hubs, tail wheel, u/c fixing bolts, control plate, nuts, bolts, washers, tube and 2 balloon tanks.

Transfers of the name RAMROD and the well-known MONTGOMERY emblem are supplied to give your model that extra finish.

The kit is attractively presented in a strong cardboard box with a 5-colour label.

The RAMROD is a first-class kit and will meet the demand for a better than average model in kit form. Those who don't build from kits should take a look at this one and it will make them change their mind. The price will be somewhere in the region of 78/- and we consider it good buying for such an outstanding kit.

On the flying side we can say nothing, for its growing list of successes speaks for it.

The most unfortunate thing about this kit is that only a thousand have been made, and because of high production costs it's doubtful if any more will be made. If your dealer is fortunate enough to get a couple, have a look at them before someone else does and buys.

From Arthur Gorrie we received a range of his famous "GORRIE MI-T" (pronounced "MIGHTY") props. These props have been much sought after for years but only since last month have they been available on a national scale.

The range is complete, the most popular sizes being 8,3 and 8,4 for F/F. on 2.5 c.c. motors, 9,7 and 8,8 on B class Team Racers, while 7,9 and 7,10 have been outstanding in speed. The Radio Boys say the 12,4 is just what they need.

But our favourite is the 10,6, try it for stunt and combat on your O.S. 29, 35, or your New GLOW-CHIEF 29 or 35, on motors of this size it is MIGHTY. They are made from hard coachwood, feature true helical pitch, airfoil section blade and under-camber. The retail price is 4/3.

Arthur is a distributor of many of the new Australian kits and accessories. His range includes AERO-FLITE kits and cement, O.S. Motors and radio gear.

Early last month Arthur won the Q'ld. 2.5 power championship using a MERCURY MALLARD, O.S. 15 and a MI-T prop.

It is good to see a trade distribu-

tor using and winning with the goods he sells.

When an overseas firm brings out a new motor "That's News". When Gordon Burford & Co. bring out a new motor, it's nothing more than what we expect of them. Gordon is one of those rare birds who is constantly in search of perfection and this quest has made available to the Australian modeller some of the finest engines in the world.

Gordon is the largest manufacturer of Glow Plug motors in the British Commonwealth and over the past 10 years he has brought out one or two new motors each year.

His new Glow Chief has been brought out to celebrate their 10th year as engine manufacturers and is their finest effort yet.

We have just received a Glow Chief .35 but have only had enough time to give it a few short runs before this issue went to press.

We will give you a full report on it next issue. Very good buying at £5/19/6. Also from Gordon Burford and Co. 1½", 1¾" and 2in. spinners.

At last! A decent aluminium spinner. The back plate is at least ¼" thick with a good rabbet to take the spinner.

The method of fixing is positive. After the prop nut is in position a cap nut containing a 1/8" bolt screws onto the end of the shaft.

The spinner cap is threaded to take this bolt. Operation is simple. Put on back plate, prop, prop nut and tighten cap nut, spinner body, spinner cap and tighten.

These spinners will not wobble, they are beautifully made from heavy gauge aluminium and will not distort or fly to pieces at any speed. They retail at 8/6, 10/6, 11/6. Your local dealer should have them.

There was some talk of Burford and Co. going back into the prop business some time ago and we have just received (once again a bit too late to tell you much about them in this issue) their range of STRATO props.

The price of these props puts a good wooden prop within everyone's reach. 8 inch dia., 2/4 each, 9 inch dia., 2/9 each, 10 inch dia., 2/11.

NEWS OF CLUBS AND MODELLERS

(Conducted by Arthur Gorrie)

Life has been pretty hectic for the average modeller since Easter and it doesn't look like easing off either.

Cairns had a big show at Easter. Rockhampton another and Lismore yet another. Admittedly we didn't have anyone rushing off to compete in all, but a fair amount of motorised balsa bit the dust during those four sacred days. Townsville fellows went to Cairns, Longreach went to Rockhampton, and all of south of Queensland went to Lismore. I would say the greatest amount of litter was left on the flying fields of Rockhampton. Alan Westbrook and Terry Phillipson would back me up on that. I hope I never have to go anywhere these Longreach "madmen" fly. They could write a text book on "Butchers' Picnics".

RESULTS FROM NORTH QUEENSLAND CHAMPIONSHIPS, CAIRNS, EASTER SATURDAY & SUNDAY.

CONTROL LINE:

Stunt: 1st N. Seipel, 2nd J. Underwood (Cairns).

Junior: 1st L. Kennedy (Cairns).

Novice: 1st E. Evans (Townsville).

T/R "A": 1st F. McCully, 2nd A. McCully (both Cairns).

T/R "B": 1st E. Evans, 2nd B. Hurst (both of Townsville).



A large stunter from a small club. A. Price, of Gympie, holding his latest stunter. The strength of Australian Aeromodelling is largely in these small clubs.



Victorian school teacher Geoff Pentland and some of his students. Geoff, one of Australia's leading F/F modellers, is instructor to 40 boys. Model Montgomery Cloudbuster—one has recorded a flight of 31 minutes and landed a mile from the school.

Scale: 1st J. Underwood, 2nd N. Seipel (both of Cairns).

Combat: 1st G. Jeffries, 2nd A. Smith (both of Cairns).

Class A Relay: A. McCully and J. Underwood (both of Cairns).

CAIRNS WON ON POINTS, 54 to 36, but they would love to wop Townsville in "B" Class. These fellows up there are like the Martins and McCoys (they are reckless Northern boys). They were rematched again on the Queen's Birthday. No result to hand in time for printing.

RESULTS INTER-CITY CONTROL LINE CONTEST AT ROCKHAMPTON

Visitors arrived from Longreach, Mackay and Bundaberg... very tired after long car trips. Brought pitfalls of models. Longreach's undamaged, but Mackay found a few of theirs under a large port... you can guess the rest!!!

Combat and Butchers Picnic very willing. Team races not up to expectations—but good experience.

Class A won by the Oswald team from Rockhampton E.D. 2.46.

Phillipson's team K. & B. 29 took off the B Class.

Allan Westbrook had a blood-thirsty weekend. Took off Open Combat, 25 Combat and the murderous Butchers Picnic... Pretty murder trophy, Allan, huh?

Rocky's style of Balloon Busting unnerved a few of the visitors but they soon got cracking, and I mean "Cracking".

Col. Green won out on this one.

Novice Stunt went to young Rocky flyer John Jamieson with R. Brown second up.

Baron von Larsen, Rocky, edged Allan Westbrook, Longreach, out of first place for the Open Stunt.

Most of the well known motors, Taipan, O.S. Webra, K. and B. Frog were seen, models mostly own design or off plans... Team Racers, good

finish and kept to the original Team Speed ideals, definitely not the functional trend... Longreach used nylon covered models, paid off. Mackay did not collect, but had plenty of fun. Lone Bundy flyer Brian Puie everywhere... take him a week to get over it.

Big earbash session Sunday night... loads of ideas consumed, also large quantities of "MACS", the local broth. Ashes collected from the Butchers Picnic litter and will be sealed in a suitable trophy for annual chopping.

Sadsack Sommers going north with the sun, got bushed and blew in. Turned on a wonderful display of ballet dancing and stunt flying.

... Notes from Terry Phillipson.

Victoria

THE GEELONG MODEL AEROPLANE CLUB held a gala control line display at Queens Park. As had been the custom over the past few years, most of the keen Melbourne boys and quite a few country enthusiasts turned up to disturb the peace. Steve Halloran, ex-Sydney modeller, is now one of the leading lights in this district, and is helping to spur things on particularly in Team Racing.

First event was Open Stunt, which resulted in a well deserved win for up and coming Ken Taylor, flying his very smooth O.S. Max .35 powered Centaur. Ken does the best "Squares" we have seen for a long time, and looks set to win quite a bit of hardware this year.

Consistent Bob Hyde, of Ballarat, flying one of those enormous "Wicked Witches" was a close second, and "Dizzy" Bolwell piloting his new "Tryke" Sidewinder design, scored third. Summing up, Stunt in Victoria is definitely the toughest event to crack, as there are six modellers all in exactly the same class, and all capable of beating each other. They are John Crockett, Ken Taylor, Tony

Farnan, "Dizzy" Bolwell, Rick Ellis and Bob Hyde. Ian Wright, when he doesn't hit the ground, plus several others are also catching up. Ian won the Junior Stunt, by roaring around with his Montgomery Ramrod powered with a Max 29, and finally burying it in the approved style.

Class A Team Race saw very few entrants, but they, of course, had Oliver Tigers, which made the going keen. Bill MacGregor, using a borrowed engine (fancy lending an Oliver), could only manage second place behind Bob McLaren, from Terang, who, with his pilot Les Squires, formed a good team and flew their small green job to victory.

These two reversed roles in the B Class Race, with Bob flying Les's Max 29 model, which, incidentally, is one of the best racers we have seen for some time. Beautifully built with a fairly long tail movement arm, and weighing 24ozs., it handled beautifully, taking off and landing as though on rails. They managed to beat a hot group of Melbourne bods, using Moir Fox's and Reworked McCoy Red Heads.

The Max 29, which has proved itself to be an ideal team race engine, averaged just on 90 m.p.h. for 40 laps, during the heats and finals.

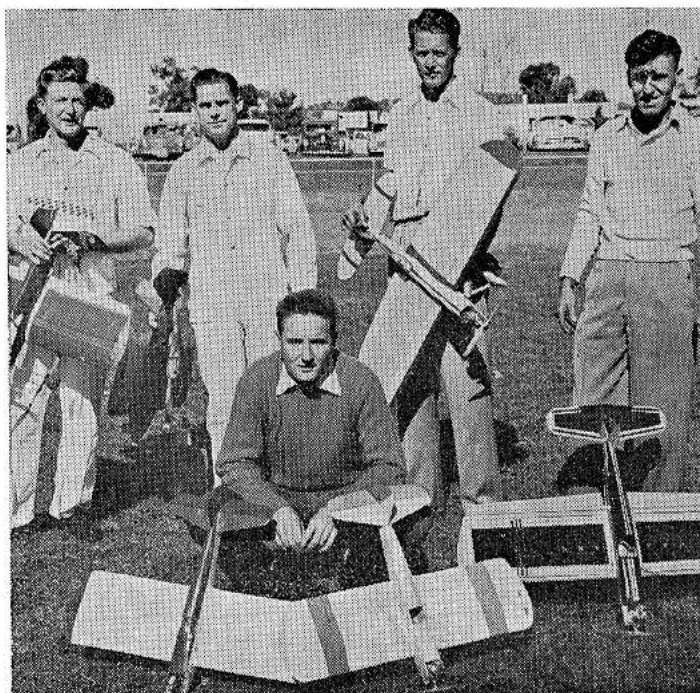
In the B Class event Don Boughton was trying out his McCoy recently acquired from DeMence in South Australia, and this out and out racing version managed to reach the finals and give quite a good account of itself. Speed was approx. 96 m.p.h. for 25 laps, with every indication of a possible improvement in consumption.

The Combat final resolved itself into a battle between Tony Farnan and "Dizzy" Bolwell. Both flying American "Quicker" designs, the upper hand was eventually gained by the faster model which, in this case, clearly belonged to Farnan. "Dizzy" happily employed quite a few unorthodox tricks, which he reports were used against him by interstate flyers at the Nationals. After watching Bolwell we can safely say that the "Quickers" crash well.

The Gippsland Championships at Traralgon were very poorly supported this year, and, on the whole, the organisers and those who made the trip were a bit disappointed. Those who came had the usual fun, however, so even if the meet wasn't big, it was held in an atmosphere of cordiality and good fellowship, which signifies it as being successful.

I would say the Nationals cruelled the meet this year. Quite a few of the locals were able to make the Nats., being so handy, and so soon after the big meet, did not evidently feel like coming up for more in the same town. Even some of the die-hards didn't turn up, or, if they did, they only came down for a particular event on the day appointed. Was glad to see Gippslander Brian Amey making his presence felt by winning and placing in some of the free flight events whilst top boy, Ron Bird, also let people know he was still in the game with his win.

The stunt event saw the big battle of the two kit jobs as most flew either Montgomery Ramrods or Central Centaurs with top honours going to Bob Hyde from Ballarat. The Class 1 Race was a repeat of the Nationals, with one lonely Glo-motor operated by Brehaut



The Gunnedah boys after a stunt and combat session (l. to r.) Teddy Apthorpe, Ron Chalk, Ron Sampson, Fred Sampson, Gordon Bailey. Ron Sampson holding a Carioca, the plans of which appeared in the first issue.

reaching the final among all those Oliver Tigers. It looked this time the mighty Oliver would take a hiding, but a fuel blockage half way through squashed that. As expected, Denis Whitely won the Class 2 race. What struck me as amusing was our old friend Noel Harding operating in the pit crew. Nats. champion, Rick Ellis, proved too good for Junior Allen from Bendigo in the Combat final, which saw some ding-dong daddying by all, including a flyaway by Tony Farnan.

Those who didn't fly and went for the ride had a good time by the cash spent in the Club Hotel in Morwell. I, personally, had to sell a can of imported glo-fuel to ease the strain after the after-dinner liquors had been paid for. On the social side, the Sunday night auction proved as popular as ever, with modelling gear changing hands at an alarming rate. Star performances were a Johnnie Ray and Elvis the Pelvis act by Graham Sinclair, and "Dizzy" Bolwell doing a solid rock an' roll dancing act. An interesting diversion was the Kodasides of Radio Control fan Stan Hewat on the past meets and speed boat racing, etc., whilst young Wilbur Wright proved he blows a real cool harmonica.

MONT TYRRELL.

N.M.A.A. Championship

RESULTS SO FAR

Stunt No. 1 Elimination: Mike Ware (O.S.35) 1, Marc. Fraser (O.S.35) 2, Ron Hewitt (Frog 500) 3.

Class "A" team race: Ron Morrison (K.B. 15) 1, Arthur Gorrie (Oliver Tiger) 2.

Class "B": Ron Morrison (K.B. 29r) 1, Mike Ware O.S. 29) 2, Arthur Gorrie 3.

Class "C": Mike Ware O.S. 35) 1, Arthur Gorrie O.S. 35) 2.

Rubber: Bill Jones 1, Ray Fairfield 2, R. Porter 3.

Sailplane: George Pickers 1.

Power: Alan Bettens O.S. 15) 1, Arthur Gorrie (O.S. 15) 2, George Pickers (Webra 1.48) 3.

Jetex: R. Porter 1.

Scramble: W. Kennedy (Mills .75) 1,

M. Ware (Merlin) 2, Bettens 3.

Chuck Glider: A. Bettens 1, W. Kennedy 2, R. Fairfield 3.

Combat: Roger Adams (O.S. 35) 1, Mike Ware (O.S. 35) 2.

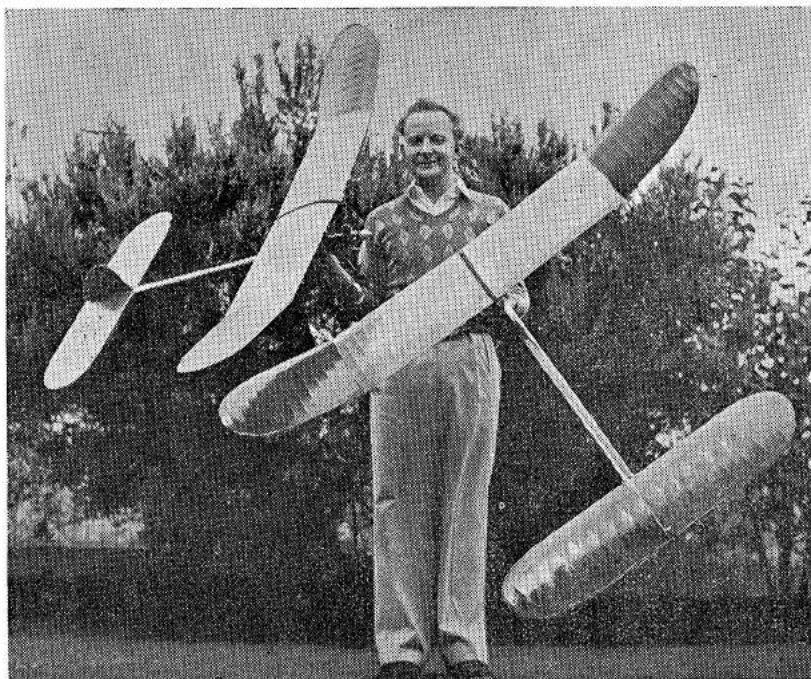
An additional and novel event which made the morning papers and the A.B.C. news on Sunday evening was the Flying Saucer contest, held at Beenleigh. This provided a lot of thrills and spills, but really was successful and will be held again by the N.M.A.A.

Results of the contest were: M. Ware 1, R. Fairfield 2, A. Gorrie 3.

Talk of the Towns

CHINCHILLA.—Barry French informs us that the hobby is going ahead in leaps and bounds, and the fellows are going for "Stuntmasters" and "Vulcans" for O.S. 35s, 29s and 15s. Big stuff predominating and even amongst youngsters the 1.5 size is running a bad last. They are forming a club and contests will be forthcoming after the chaps pick up a few clues.

DALBY.—Had a rush visit from Joe Sims the other day. A flying visit, had to rush back to a model meeting. Stayed talking to Bill Drew, down from Clare, N.Q., and nearly had to stay for the N.M.A.A. meeting the same night. Has a new stunter called "Stuntmunk" (a stunter that was frightened by a Chipmunk). Let's hope the stunts are orthodox and not Tarzan fashion. Haven't heard anything of it on my favourite serial,



When is he coming home? ... Former National Champion Allan King just before he left for the U.S.A. There in '54 he became World Champion, at present in England. Shown here with 2 of his famous PENCILS, enormous stabs, fabulous glide. Photo by Leigh Hawke from Tony Farnan.

"Tarzan—King of the Apes". Has 52in. span and weighs 36ozs. Has 11½in. chord, including flaps. Is a mid-wing with an inverted and cowled O.S. 35. Joe is a fussy coot with his stunters. Doesn't build many (not as many as five years ago), but they have to look "good". Does crazy things, like plotting ribs.

To arrive at the rib depth, Joe held up his arm and measured that. Looked right. No reflex. Model is finished in Mobilgas blue. Didn't have any Golden Fleece yellow so had to use orange trim. A signwriter by profession—so we expect to see that paint daubed on in the right places.

WARWICK.—Geoff. Johnson very pleased about the fact that they are now flying at the aerodrome and not the local park. Says it is ideal and they couldn't be happier. If you ever see Geoff's workshop you would never believe he built models. Imagine a proper place for everything. How does he ever find anything?

BRISBANE.—Bob Cook is doing his bit for the lads out Mitchelton way. Bob spends a lot of his time teaching young fellows. Builds a nice model himself. Is building a house in his spare time? What was that you said, Mrs. Cook?

Noel Phillips, Greg Mullins, Alan Smith, Cec Lea and Jim Herlihan, of the Brisbane Radio Aero Club, supposed to have a great stack of models between them. Nearly all big stuff. Believe the next model we'll see in the air is a large Piper Tri Pacer.

TOWNSVILLE.—Arthur Dean reports that some of the Townsville boys are coming down for the "B" Class Team Race—their favourite dish. This is mighty good news. Let's make these chaps welcome and help them in any

way possible. It's a long way to come for a State event and it must be years since we've had anyone from so far away. Let's think seriously about sending a couple up that way sometime. We've got to weld this State together despite its size. We sincerely hope these chaps can make it, Arthur. We've met some of your arch enemies from Cairns, but not competitively. Maybe—some day.

IPSWICH.—Usually a Free Flight town sending a team of Team Race blokes down. G. Wilson, M. McIntyre, N. Thompson (I've heard about him). All models must have FAI numbers affixed (if you have one). H. Cuskelly and S. Mundt. One of these fellows does 103 m.p.h. for 40 laps. Forgot to find out which one. If you own a Mercury Thunderbird hide it, 'cause someone might think it's the one and accidentally stand on it.

PALMWOODS.—Beresford Creed is knocking the stunt pattern around and still keeping the model. I don't know how model shops keep going.

CHARLEVILLE.—Ray Bettany is finding that "Stuntmaster" kits are filling a bill in that district. Quick, easy to build, flyable models are a must and the easy to start O.S. motors are fitted. The right man to be behind any future club that may form in this district. A "hail fellow, well met" type who gets things going when he gets behind them. Let's hear of any future activities, Ray.

TOOWOOMBA.—Max Newnham made a flying visit the other day and showed us his speed job with Super Tiger and wicked looked Spinner. Must figure in the results in the near future. Max trying to figure how he got second in Qld. Champs. in Scramble when he was a timekeeper. I'd say he should have won it—he had the chance.

MURWILLUMBAH.—This just-over-the-border town is sparking up again and Mr. Fairley is trying to help the local lads with requirements. After the performances at Lismore, the local boys are turning to O.S.

ROCKHAMPTON.—Terry Phillipson (of Swains) apparently doing a good job in the active side of modelling up that way. Believe Alan Westbrook's type of wingovers are not good for judges' hearts. That right, Terry? I have seen photos taken at the Easter champs. and these fellows are on the right track. Nice neat signs. Good grounds.

GUNNEDAH.—At present we have two teams flying for the Western Trophy, and they are now competing against one another. No. 2 team is leading at the moment by 5 points. The events are combat and team speed.

The Western Trophy was donated by the father of one of the Gunnedah boys.

Have quite a lot of young fellows starting up, but most are having the usual amount of prangs.

Over the long weekend we had a combat day with the Tamworth boys at Tamworth. It was an ideal day. The wind didn't get below 75 m.p.h. all day. The Gunnedah boys must have been the luckiest, as we brought the Trophy. We are looking forward to meeting the Tamworth boys again very soon at Quirindi.

Everyone is flat out at the moment churning out models for a flying display at our local show, plus an exhibition in the Handicraft section.

After being politely pushed around a bit, we have at last got a nice piece of ground to fly on. So it's now up to the club members to plant a lawn and keep it in order.

Notes from Ron Sampson.

SOUTH COAST MODEL FLYING CLUB

Thirty per cent. increase membership and attendance since point score comp. introduced. (Other clubs please note).

Also non-flying associate members at half fees. Gives girlfriend, mum and dad an interest.

Point score details: 1 point for attendance at club functions; 1 point for winners of each day's competitions (i.e., Team Speed, Combat, F/F, etc.). Competitions programmed 3 months ahead.

Radio expert Jim Williams provided three perpetual trophies — Senior, Junior and Novice classes. Scores totalled at the end of each quarter, trophies presented at monthly club meeting. Winner holds trophy three months and receives suitably inscribed silver medallions as a permanent token. The senior was close, and was finally decided by the Hurl glider contest. Club pres. Johnny Abbott won from club sec. Clyde MacDonald. Ian Fenton beat Sid Webb for junior, and Clive Fenton took out the novice.

Combat has ousted Stunt and Team Speed. Motors mostly Taipan, with interest shown in Johnny's O.S. 35. Designs many and varied, including Quickers from "M.A. News" which certainly are.

Club gave a display at South Coast Aero Club's pageant at Albion Park, flying Combat and Stunt.

All "bugs" removed from Mac's R6B by Wizard Williams. Colossal flights

on Elfin 1.49. More power and aerobatic practice and it's a definite contest threat. If the Wizard markets his cheap receiver, many more local radio jobs are expected.

SCMF flew at Associated Aero-modellers weekend at Easter. No real success, but members flew in everything. Johnny and Darcy Pack met in the Combat, OS. V. OS. MET is the correct word.

Bigger roll up at free flight since Chuck Glider sweepstakes introduced.

Plenty of sport power, Radio. Chuck Gilders... no Rubber.

Where are those purists?

Notes from J. Abbott.

STANTHORPE

Here in Stanthorpe interest is again turning to stunt flying. Stunt for some time has played second fiddle to Combat and Team racing. But it has been brought once again to the fore by the club's decision to pay all expenses towards the cost of repairing all stunt models pranged while attempting manoeuvres. Since this decision members have been throwing their models around, literally assaulting the air and terra firma. However, this incentive scheme has really paid dividends, for the standard of flying has improved greatly.

The only Free Flight going on up here at present is Radio Control, and some of these are still in the learning stages. The area around here is not suitable for Free Flight and models are either lost or treed every time you take them out.

The GRANITE BELT CHAMPIONSHIPS will be run by the Stanthorpe club here in October, and we hope to see everyone present who lives within driving, walking, or flying distance.

While on the subject of championships—at the North Coast Champs, we saw consideration for the fliers that we seldom see these days at contests. A very enjoyable weekend all round.

Notes from Neil Crisp.

LONGREACH

In your second issue, the paragraph mentioning the Longreach Model Flying Club was a pleasant surprise and much appreciated by the chaps here. Arthur Gorrie mentioned that I had come 400 miles inland to escape modelling. True, up to a point, but with an area 20 miles by 10 miles with tree distribution at a rate of one tree per square mile, who can blame a bloke digging out the freeflyers after being cooped up in the city for years?

Being introduced to a pre-war modeller started the rot and now we have a club of reasonable numbers. The major classes of modelling are indulged in, although, because of the aforesaid abundance of F/F space, C/L has just begun to make its presence felt for the first time in nine months. With one Member teaching the rest for the past month, results have not been spectacular (apart from the prangs) and some of our learners are so erratic that we can put them in a circle with an experienced man and guarantee to make him call quits in 20 laps. Believe me, I know. One of the leading lights, Snow Schoermer, control liner for three weeks, just can't help doing three or four consecutive loops with a Junior Monitor every time the model leaves the dolly. His record to date is five take offs, 13 loops, five



Bringing home the bacon! Members of Woodbourne M.A.C. outside their club rooms at the conclusion of a day's flying. There's a reason for the smiles—they have just won the handsome trophy which is the annual inter-club competition for free flying and control-line classes in the Marlborough Province.

prangs, and five needle valves. Oddly enough the Monitor hasn't a scratch on it. His usual practice is to hand over the lines to the instructor in the middle of some fantastic overhead manoeuvre and demand that the said instructor bring the bomb home in one piece.

The juniors are striking trouble flying straight and level, the usual procedure being a half loop on take off, followed by half a lap inverted and then—POW. In an effort to make things as crashproof as possible, models are, without exception, nylon covered and our experiences indicate a 50 per cent. reduction in mortality rates, at least, and we have yet to need a recovering job on any model.

The local floodlit showgrounds are at our disposal every Monday night and flying takes place before half the population of Longreach, with the resultant lucrative monetary profit via a collection box. This pays for electricity, fuel and insurance (£5,000 third party cover).

As mentioned last month, F/F fades out during the summer, due to the excessive heat and terrific thermals, the latter being strong enough to take a sheet of paper OOS overhead any day.

Main F/F interest is centred on Sports and Unorthodox with a smattering (literal meaning) of comp. stuff and scale. Radio is active and several models are finished and waiting for the winter session. Motor popularity ranges from .5 Darts to O.S. 35's with the better 2.5 c.c. motors gaining in popularity, particularly after the C/L performances with "Stiletto's", etc. For the larger C/L the O.S. range has the monopoly in this area with the odd K. & B. thrown in for good measure.

Notes from Allan Westbrook.

COFFS HARBOUR.—Coffs Harbour was tickled pink with itself on bringing back four cups from the North Coast champs. What we liked—

1. The organisation was superb.
2. The friendly attitude of all competitors and the lack of hickering.

3. Tolerance shown by officials to minor breaches of the rules.

4. The perfect control line area at Riverview Park.

5. Weather (shades of last year).

We didn't like—

1. Lack of co-operation by competitors causing delays and extra work for officials.

2. The sore muscles I arrived home with. What is the retiring age of ae.o. modellers?

On Easter Monday we put on a control line display for the R.S.L. at Urunga. A good crowd, and very interested, saw speed models, team speed, stunt, streamer cutting, balloon busting, etc. No crashes.

One of the Bods took over the mike and gave a talk on aeromodelling—describing models, modellers, manoeuvres, etc. A few noggins to finish the day.

We are thinking of holding a control line day at Coffs. Would appreciate readers' views on whether we would get sufficient support.

Correspondence to the Secretary, Coffs Harbour M.F.C., Kit. Hacking.

Notes from Leo Toft.

GYMEA.—The GyMEA Model Aeroplane Club is only small and has become in the last three years more of a social club than a flying club. However, there is a nucleus of keen fliers who can always be found talking shop.

We have had some trouble over flying fields, but after some frantic letter writing and string pulling we received permission to use one of the local parks.

Our proximity to the surf and other swimming places nearly kills the club, so we generally stop flying between November and April.

During this period the social side beams and grows.

All the boys here are keen on control line. We have a few stunt supporters, but the emphasis is on combat.

Notes from R. Price.

GORRIE'S

(You won't be sorry if you shop at GORRIE'S—
nor will we)

SPECIAL OFFER FOR JULY ONLY

- 1 O.S. Max. 29 or 35
- 1 Aero Flyte "Stuntmaster" Kit.
- 1 Gorrie Mi-T 10 x 6 Special Prop.
- 1 8 oz. bottle of Gorrie Super Dope
- 1 K.L.G. Long or Short Reach Plug
- 1 4 oz. bottle Lacquer
- 1 2 oz. bottle Gorrie Super Proofer
- 1 Control Line Handle (round).
- 1 set of 70ft. Laystrate Lines.

The Lot in one Parcel by Registered Post

or by Carrier

for

£12

This Special Offer to "Model News"
Readers expires on 31st July

No C.O.D.'s possible with this offer
Fill in your Name and Address below

(Our next meal depends on you)

**604 STANLEY STREET,
SOUTH BRISBANE. S.2.**

Tram Stop No. 9. Phone J4829.

I can recommend O.S. Motors 'cause I
use them.

I can recommend STUNTMASER models
'cause I fly one.

You might say, "So what". So I say, "I'll sell any-
thing anyone asks me for, but I only recommend
what I have found to be GOOD, or am prepared
to back up."

FLY "VULCAN" IF YOU FLY 2.5 C.C.

NORTH COAST HOBBY CENTRE

ESTABLISHED HOBBY SPECIALISTS

Stockists for

★

O.S. MOTORS, MONTGOMERY MODELS
KITS

WE ALSO HAVE STOCKS OF

ALLEN MERCURY 10	K. & B 29R
ALLEN MERCURY 25	MERCURY KITS
ALLEN MERCURY 35	VERON KITS
TAIFUN HOBBY 1 c.c.	KEILKRAFT KITS
ALLBON SPITFIRE	FROG KITS
ALLBON SUPER MERLIN	E.D. RADIO CONTROL
MILLS .75	LARGE STOCKS OF
MILLS 1.3	BALSA WOOD AND
E.D. 2.46	ACCESSORIES
E.D. 3.46	KEOGH'S DIESEL AND
WEBRA 1.5	GLO FUELS
VECO 19	

Try us for your next mail order — Prompt Attention.
Post Free

155 KEEN STREET, LISMORE, N.S.W.

EDEN DISTRIBUTORS PTY. LTD.

107 Liverpool Street, Sydney—MA 3601

WHOLESALE — IMPORTERS

MAN. AGENTS
OF TOYS & HOBBIES

NOW AVAILABLE THE LATEST GERMAN
TAIFUN ENGINE, THE 1.49 "HURRICANE",
ESPECIALLY SUITABLE FOR THE NEW 1/4 A.
CLASS HIGH PERFORMANCE, FULLY GUAR-
ANTEED. AT 82/6 EACH, PLUS TAX.

**Cement — Aero-flyte equal to best
imported. Guaranteed.
Available 1oz. & 2½oz. Tubes**

**SEND FOR OUR HOBBY - TOY
CATALOGUE**

TRADE ONLY

BALSA WOOD

★ ★

ARTHUR MILNER & CO. PTY. LTD.

31 Queen Street, Melbourne

("Phone MU7744)

★ ★

We are Processors of Balsa Wood strictly to

MANUFACTURERS & WHOLESALE

Use Balsa for Model Planes, Hobbies, House Models, Surf Boards, "Learn-to-Swim" Kick Boards, Core Stock reinforced with plywood, fibre glass, etc. for Caravans, Shipping Containers, Water Skis, Life-saving Equipment, Insulated Containers, T.V. Cabinets, Furniture, Boat Hulls, etc.

SUPPLIERS OF ALL BALSA TO MONTGOMERY MODELS

SEE THE QUALITY OF THEIR NEW RAMROD KIT

RETAILERS!! If unable to obtain supplies of Balsa please contact us and we will put you in touch with wholesalers in your territory.

GLO CHIEF 29 & 35 GLO PLUG
ENGINES

TAIPAN 2.5 DIESEL ENGINES

"STRATO" PROPELLORS

CONTROL LINE HANDLES

ALUMINIUM SPINNERS

Manufactured by

**Gordon Burford
& Co.**

9 Mackirdy St., Fulham Pk., Sth. Aust.

DEALERS

Check These Points . . .

Have you got these best selling lines on your shelf or in your window?

- ★ Aero Flyte STUNTMASER 5 c.c. Stunter Prefab. Kit.
- ★ Aero Flyte VULCAN 2.5 c.c. Stunter Prefab. Kit.
- ★ Mustang Junior .76 to 1.5 c.c. Trainer.
- ★ Ambassador 2.5 c.c. Stunter.
- ★ Spitfire 5 c.c. Scale.
- ★ AERO FLYTE GLIDERS & ACCESSORIES.
- ★ AERO FLYTE CEMENT (in two sizes).
- ★ GORRIE Mi-T Props.
- ★ PERKINS Tissue Paste.
- ★ K.L.G. Glow Plugs.
- ★ Control Line Handles.
- ★ O.S. MOTORS (The most popular motor in Queensland).
- ★ MODEL AIRCRAFT (Rubber powered Scale Kits).

GORRIE CYCLE & SPORTS

609 Stanley Street, South Brisbane.

"Betta" Model Aeroplane Supply Co.

P.O. BOX 260, NEW PLYMOUTH, N.Z.



EXPORTERS — MANUFACTURERS — IMPORTERS

Pioneers!! Leaders!! Specialists!!

**ACCLAIMED AS THE LARGEST FIRM OF ITS KIND
SOUTH OF THE EQUATOR**

CATALOGUE: We regret this is sold out. New issue of over 200 pages expected about May. Send 3/- British Money Order for your copy.

NEW LINES: 18in. wing pre-cut C/L TRAYNA, ready to assemble, 19/6 N.Z., 25/- Aust., plus postage. 24in. Profile Spar LIL TUFFY. Shaped and printed parts. 7/6 N.Z., 9/6 Aust., plus postage.

AEROMODELLER posted anywhere 21/- year N.Z., 26/6 Aust.

We are SOLE AUSTRALASIAN DISTRIBUTORS for Frank Zaic's Year Book, 15/6 N.Z., 19/6 Aust. posted.

Snoopy continued from Page 6.

fuselage together at rear and nose and add the remaining $\frac{1}{16}$ in. sq. cross braces. Make up the pylon and stand in position on the centre line of the fuselage. Cover complete fuselage with $\frac{1}{16}$ in. sheet balsa, sand and cover with tissue. Add wing and tail holding dowels and canopy.

FLYING: The only adjustment the original needed was a piece of $\frac{1}{16}$ in. balsa under the trailing edge of the tail.

This model is **STABILITY=PLUS** and has no vices.

It is a very good Scramble model due to its ground hugging qualities and simple enough to be the ideal beginners' model.

SNOOPY will give you many hours of enjoyable flying.

Old Champs continued from Page 11.

Open Rubber: A. Bryant (Kyogle), G. Higham (NMAA).

Jetex: Kevin Johnston (Lismore) 1, R. Porter (NMAA) 3.

Power Class I: A. Bryant (Kyogle), AM10, 1; Ron Morrison (NMAA), 2; R. Fairfield (NMAA), Dart, 3.

Power Class II: A. Gorrie (NMAA), OS15, 1; R. Morrison (SHC), OS15, 2; N. Molloy (Ipswich), ED246, 3.

Power III: Ron. Morrison, K. & B (NMAA), 1; Rus. Morrison, 2.

Sailplane: G. Pickers (NMAA), 1; Max Newnham (T'wmba.), 2.

Radio: N. Phillips (BRAC), 1; G. Mullins (BRAC), 2; J. Mulcahy (NMAA), 3.

Scale: M. Fraser (NMAA), 1.

Scramble: F. Dotti (SMAC), 1; Max Newnham, 2; M. Ware (NMAA), 3.

CLASSIFIEDS

LOST. Traralgon NATS., over Tyre District. Red-yellow CIVY-BOY 60. K & B powered. Reward. RON MORRISON, 47 Perkin St., Sandgate, Brisbane. Keep model—return motor.

WANTED. Young Man with experience of Model Railway and Aircraft, for Newcastle Store. Good opportunity for capable person. Ell's, 116-118 Hunter St., Newcastle.

FOR SALE. as new, Sabre 49. Not run in 5-5-0 (lower considered). W. JUPP, Halton, via Paterson, I.C., N.S.W.

Combat continued from Page 15.

anything that resembles "full scale". Lets change over to "models". Scale jobs would help solve our "Collision" problem.

If you think I'm "nuts" write to "Model News" about it. Do your act in writing. Don't blow down your clobber's ear. Have a combat session at your next meeting. Burn the minutes—tear up the correspondence, but thrash it out till you get your club's views on combat and plug for semi-scale at the very least.

Combat is too good an event to be allowed to go mouldy. It could be elevated in status and made a more classical event than it is, for as they say in the classics, "It's Mighty".

COMING EVENTS**VICTORIAN STATE CHAMPIONSHIPS:**

Controline, July 7, Albert Park. Speed Classes 1, 2, 3. Combat, and Junior Stunt.

GARNHAM TROPHY:

Windsor, Victoria, July 21. Open power ratio, open sailplane, hurl glider.

PARKDALE AND ESMAC:

Albert Park, August 4. Class 2 Team Speed, Scale, Combat, Speed.

FREE FLIGHT GALA DAY:

August 18, Laverton.

THE GRANITE BELT CHAMPIONSHIPS:

Stanthorpe, October 6. A and B Team Speed, Stunt, Scale Combat. Entry forms and conditions from Neil Crisp, Stanthorpe, Qld.



Call and Visit the Most Modern Showroom in Australia
or
Write for Our Comprehensive Wholesale Price List

Dealers!**SUPER WHOLESALE SERVICE!**

FROM

**THE
MODEL DOCKYARD
PTY. LTD.**

216 Swanston Street, Melbourne, C1.

IMMEDIATE ATTENTION GIVEN TO ALL ORDERS

★ FEATURING THIS MONTH ★

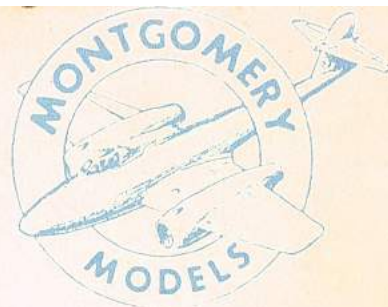
RAMROD 48in. STUNT KIT 3.5 to 6 c.c.

STILETTO 34in. STUNT KIT 2.5 c.c.

STUNTMASER 40in. STUNT KIT 3.5 to 6 c.c.

VULCAN 30in. STUNT KIT 2.5 c.c.

AVLIS — STRATO — M.-T. PROPELLORS; HEAVY AND LIGHTWEIGHT LAYSTRATE LINES; RUBBER WHEELS WITH ALUMINIUM CENTRES (Sizes 1in., 1½in., 1¾in., 2in., 2½in. diameter); SUPER VINYLE CANOPIES IN FOUR SIZES; SUPER VINYLE KINKLESS TUBING (two sizes); PLATED UNDERCARRIAGE EYEBOLTS WITH ½in. HOLE



Proudly Present —

**AUSTRALIA'S
GREATEST
STUNTER**

AS

**AUSTRALIA'S
FINEST
KIT**

48in. WINGSPAN



RAMROD



ON MARCH 11th, 1957, AT COBDEN, VICTORIA, THIS DESIGN, WHICH INCLUDES STATE AND NATIONAL STUNT CHAMPIONSHIPS AMONG ITS MANY SUCCESSES, WON THE WESTERN DISTRICTS STUNT CHAMPIONSHIP, THUS MAINTAINING ITS UNDEFEATED RECORD.

Results were as follows :

OPEN STUNT COBDEN, 11/3/57.

2nd	Tony Farnan	RAMROD
1st	Bob Hyde	RAMROD

SPECIAL PRIZE BEST LOOKING STUNT MODEL

Bob Hyde RAMROD

JULY IS . . .

RAMROD

MONTH

MANUFACTURED BY

MONTGOMERY MODELS

895 RATHDOWNE STREET, NORTH CARLTON, N.4, MELBOURNE, VICTORIA