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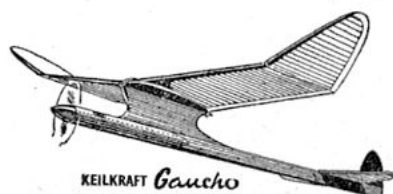
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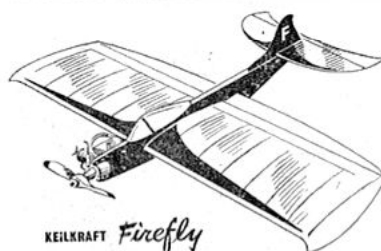
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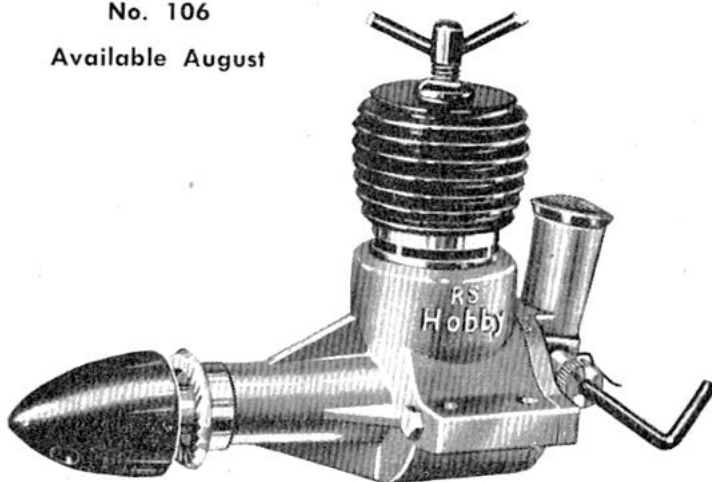
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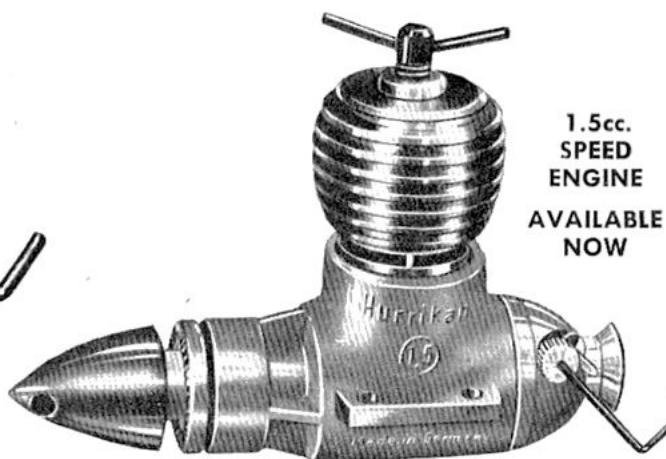


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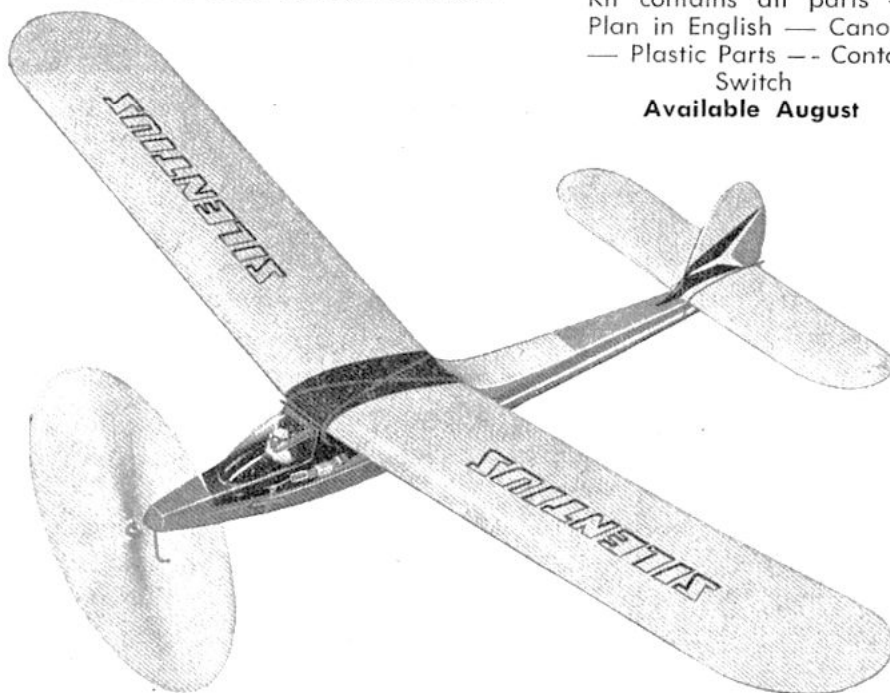
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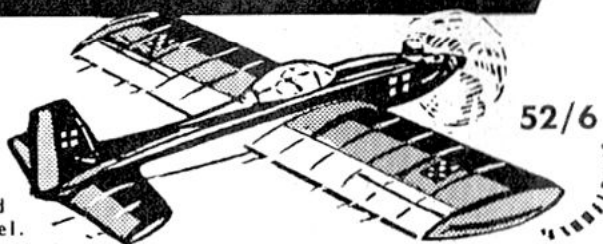
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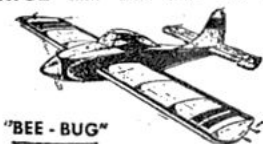
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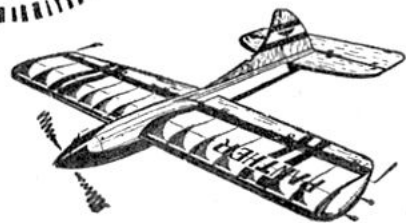


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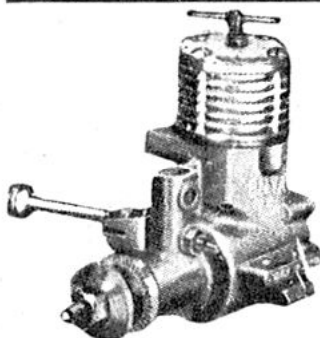
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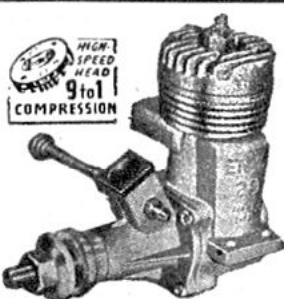
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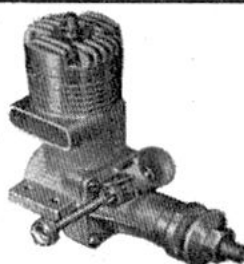
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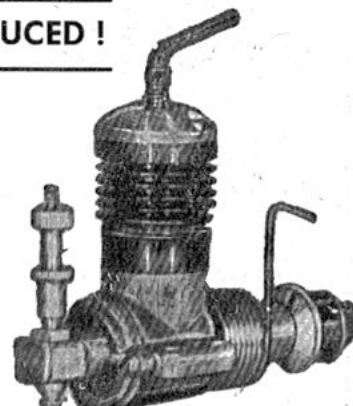
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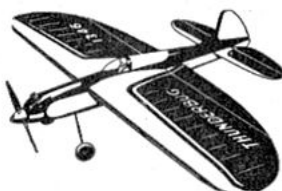
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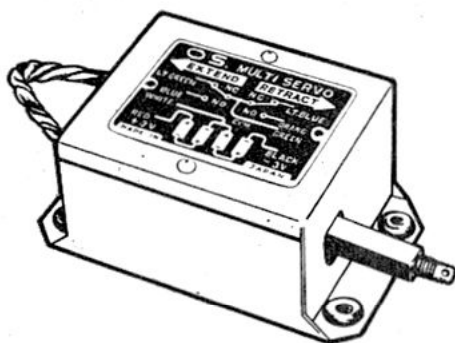
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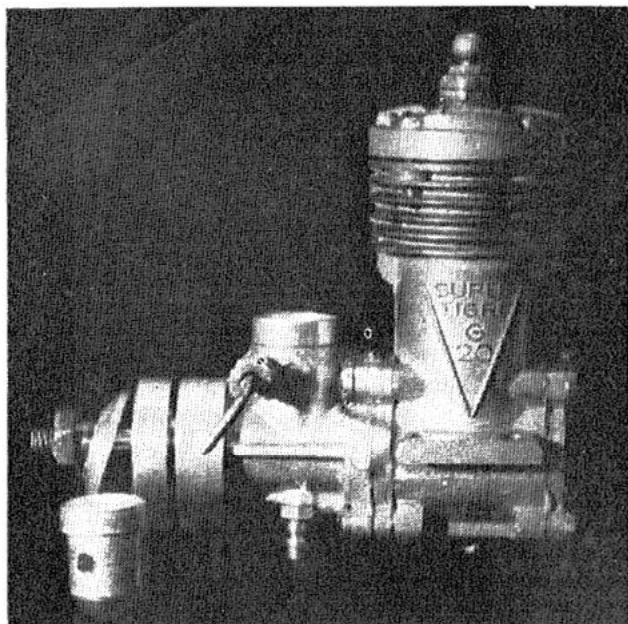
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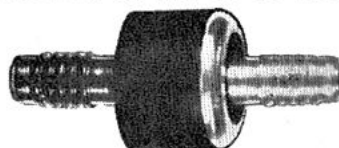
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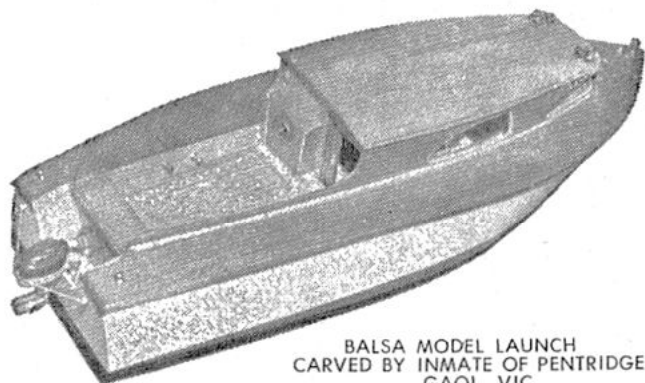
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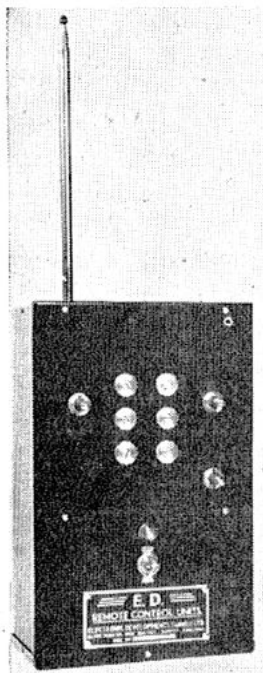
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MODEL NEWS

Vol. 4 No. 4

Published Bi-Monthly

AUGUST, 1960

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 Managing Editor: Russ Hammond. Radio Editor: John Marquette.
 Art Editors: Noel & Tony Shennan.

News and Views . . .

John Butler was a modeller who loved to fly control line and suffered the same setbacks as most modellers in and around our cities and towns—no place to fly. Then at last he and his friends were granted permission to fly on the local Council Reserve across which ran huge power cables carrying 132,000 volts. Council didn't want the power lines across the reserve, but the Electricity Commission was more powerful and had its way. Then on a recent Sunday John Butler was flying his model with his friends, Reginald Woodley, John and Geoff Simmons, when suddenly during an overhead manoeuvre, the model touched the power lines. There was a blinding flash, followed by a violent explosion that was heard two miles away.

John was hurled several yards and killed instantly, while his friends were badly burned and suffered severe shock. Model News extends sincere sympathy to the bereaved parents and hope that they may find some consolation in the fact that this may save some other families from such a tragedy.

Repercussions have been terrific. Some Councils want to ban model aeroplanes all together, and

this makes as much sense as banning cars because people are being killed on the roads.

Other Councils have restricted flying to Saturday afternoon and two evenings a week for one hour with no flying allowed on Sunday afternoon. I fail to see why not. If it's all right for thousands of people to yell their lungs out at a football match why can't we fly our models? Everyday we read in the Press about delinquents and 'What is becoming of today's youth'. I ask you, are they drifting or are they being driven? I think it is the latter.

Modelling is a Sport that should be encouraged as much as possible. Just think about it for a minute . . . what other sport can you participate in day or night, hail, rain or shine? It also offers plenty of competition, outdoor exercise, and most certainly teaches you to use your head and your hands. We have all read of the terrific progress in aviation in Russia, but did you know that they have schools to teach the youth of the nation how to build model aeroplanes? They also have huge competitions run by the State and even supply full size aircraft to chase wayward free flight models!

(Continued on Page 29)

COVER STORY

World renowned scale modeller, Vern Clements (Box 698, Caldwell, Idaho, U.S.A.) built this beautiful C/L scale "Gee Bee R.1". Here are the details: Three months work went into the design of the model and it took another 4 months to build. Everything is scale, stringers, rib spacings, etc. Spats and struts are fibre glass with scale shocks. Scale is 1½" to the foot giving a span of 37¼" with a diameter of 7½" and a weight of 52 ounces. Power is supplied by a Torp. 45 with throttle control on the J. Roberts system. Swinging a scale 12" prop, this gives taxi runs and steady scale take offs and landings. Speed is 75 m.p.h. on 60-70 ft. lines. Easy to fly with a surprisingly flat glide. Model placed second at the Jim Walker Memorial meet on July 4th. Lack of interior detail prevented 1st place. Verne can't dig up the details in the States. Can any Aussie modeller help? I remember a racing enthusiast of Campbelltown that should. Shoot Vern a line, he'd appreciate it. Must be a fabulous model.

CONTENTS

★	★
A Modeller Looks at Japan	14
Jager 13	16
Super Tigre	18
Chopper	20
Taddy	22
Radio Roundabout	24
Victorian Controlining	28
Cumberland's Dist. Champs.	32
N. Zealand Notes	34
News of Clubs, etc.	35



A Modeller Looks at Japan

BY TONY FARNAN (Continued from last issue)

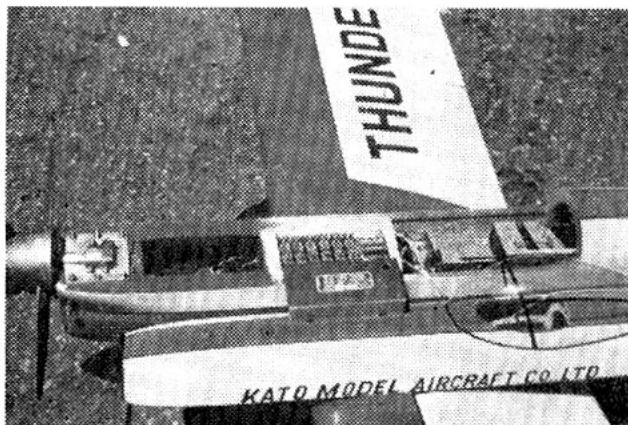
Multi Channel was flown on the Sunday in perfect conditions, and this is where the standard changed drastically. There were more than twenty multi ships, all with five, eight or ten-channel O.S. gear, and one magnificent model featuring no less than twelve channels! Quality of building and flying was of a much higher order; and at least 50 per cent. of the planes were low wing (Astro Hog) types. It looked like a big time American meet, as can be seen in the photograph!

This was the first time I had seen eileron turns demonstrated, and as nearly all the models were thus equipped I had plenty of opportunity to watch them in action. Whilst the change of direction in many cases was quite abrupt, the fact that no height was lost was adequate compensation. Very few of these top boys seem to use the rudder for turning at all! Take-offs from the concrete air strip were of course easy, and usually after a run of about 20 yards the pilot would apply up elevator to climb away in a spectacular fashion. Manoeuvres performed by most of the entrants included vertical dives, vertical climbs, consecutive loops, rolls, and in some cases inverted flying. There was no radio or servo trouble on the day, and the pilots appeared to have justified confidence in their gear whilst performing vertical dives, etc., over the concrete. Motor control was used frequently during the flight pattern, the most common operation being to reduce the motor speed and apply down trim to achieve rapid penetration when flying from down wind at a great height. Nearly all these ships were powered by O.S. Max .29 or .35 M/S engines, and in many cases it was necessary to dive in order to keep the model in clear view of the judges.

Star attraction of the Multi Channel day was the flying by Mr. Kato of his magnificent O.S. 12-channel low wing plane. This was undoubtedly the best finished and operating model aeroplane I have ever seen, and must be rated as world class. Mr. Kato is such a skilful pilot that he does not even enter the contests, preferring to give his friends a chance! The plane, as can be seen in the accompanying picture, was an original design of about 6½ ft. span, and had the following controls: Retractable undercarriage, rudder control, elevator control, elevator trim, eileron control and motor control. On the two demonstration flights, the pattern consisted of taxiing out to the centre



Fantastic O.S. 12-channel model built by Mr. Kato has retracting u/cart.



of the strip on low speed, gradually applying full power and down trim to accelerate in a tail-up attitude, smooth entry into the air, retract undercarriage and curve away, gradually using eilerons. Whilst I was watching this in amazed fashion, the model was put through a series of precise consecutive rolls and then flipped on to its back to execute a neat inverted horizontal eight. The most spectacular manoeuvre followed, being a true spin and snap recovery. By this time I was prepared for anything and inside and outside loops were watched with a feeling of complete calm. The motor speed was then reduced and the plane taken down wind and turned towards the strip.

The undercarriage, which I had forgotten about, was lowered, and the aircraft trimmed out to a perfect three-point landing. Mr. Kato, from the edge of the strip, steered it through precise figures on the ground with the motor still idling, and then faced it into the wind and took off again to complete a similar demonstration. I was completely enthused and, after reading so much of American Multi Channel flying, felt that I had at least seen radio flying at its best.

Mr. Kato devotes all his time to aeromodelling, being the proprietor of a model shop in Osaka, where he also manufactures kits and accessories which are distributed by the O.S. Company. He was using six of his new multi servos in the 12-channel plane and on inspection these proved to be smaller and more compact than the present type. The case itself is actually made from



Astro Hogs and other American designs are popular, all O.S. equipped.

heavier gauge metal, and inside a new printed circuit works in conjunction with an impressive set of small nylon gears. This will be available in Australia in eight weeks and, based on the faultless performances produced by the Japanese flyers, should sell extremely well. The rooms behind Mr. Kato's model shop are typical of an enthusiastic builder, being crammed full of completed and half-built American style radio models. Mr. Ogawa sometimes enlists the aid of Mr. Kato to flight test new O.S. radio gear. Such was the case with the 12-channel receiver which was taken from Mr. Ogawa's pocket on the day and plugged into the plane. Our photo shows the neat installation.

Radio controlled launches are particularly popular in Japan, and the enthusiasts have the advantage of many suitable sites. The standard of building here is extremely high, with painstaking attention even to the most minute detail. Once again American designed trends seem to be closely followed.

Several days later, whilst at the official presentation of awards to the radio flyers, at the headquarters of the Mainichi Newspaper (the biggest in Japan), I was unexpectedly given a special trophy. This was presented in appreciation of my flying a stunt model on two demonstration flights during an interval at the Radio Championships. To further add to my surprise at this most unexpected and generous gift, I was asked to make a speech to the congregation of Japanese modellers and officials. You can perhaps imagine my addressing the sea of Japanese faces in Australian (I nearly said English!) and waiting for my interpreter friend to translate the various sentences. They probably won't forget it and neither will I!

The remainder of my visit was spent touring and sightseeing around Western Japan and Tokyo, at the same time visiting model shops and manufacturers, appraising any items which might be suitable for the Australian hobby market. It was whilst doing this that I realised that the O.S. organisation was by far the biggest of its kind in Japan, the other firms being mostly houses or shops where products were manufactured on a small scale, or assembled from parts supplied by sub-contractors. Enthusiasts in Australia can look forward to a number of special items over the ensuing months, including pre-cut folding Wakefield propellers, new Multi Servos, a full range of Multi Channels, accessories such as steerable tail wheel assemblies, elevator horns, rudder horns, etc., some magnificent but expensive radio kits and other items which must remain secret until they are released. These, of course, will all be added to vastly increased supplies of O.S. Max engines and radio equipment.

I found the Japanese delightfully friendly people, being always willing to go out of their way to please. Their modellers were a fine bunch of fellows and a credit to their country. Their enthusiasm and enjoyment of the hobby made me at times think that they could be Australians, flying, discussing and sometimes crashing in typical fashion. As the O.S. agent in Australia, I left my Principals with a firm conviction that I was representing a Company which, although successfully catering for a world market, has only just given some indication of its enormous potential. With a genius like Mr. Ogawa at its head, Australian enthusiasts can be sure that present O.S. successes and developments are merely a forerunner of tremendous things to come.

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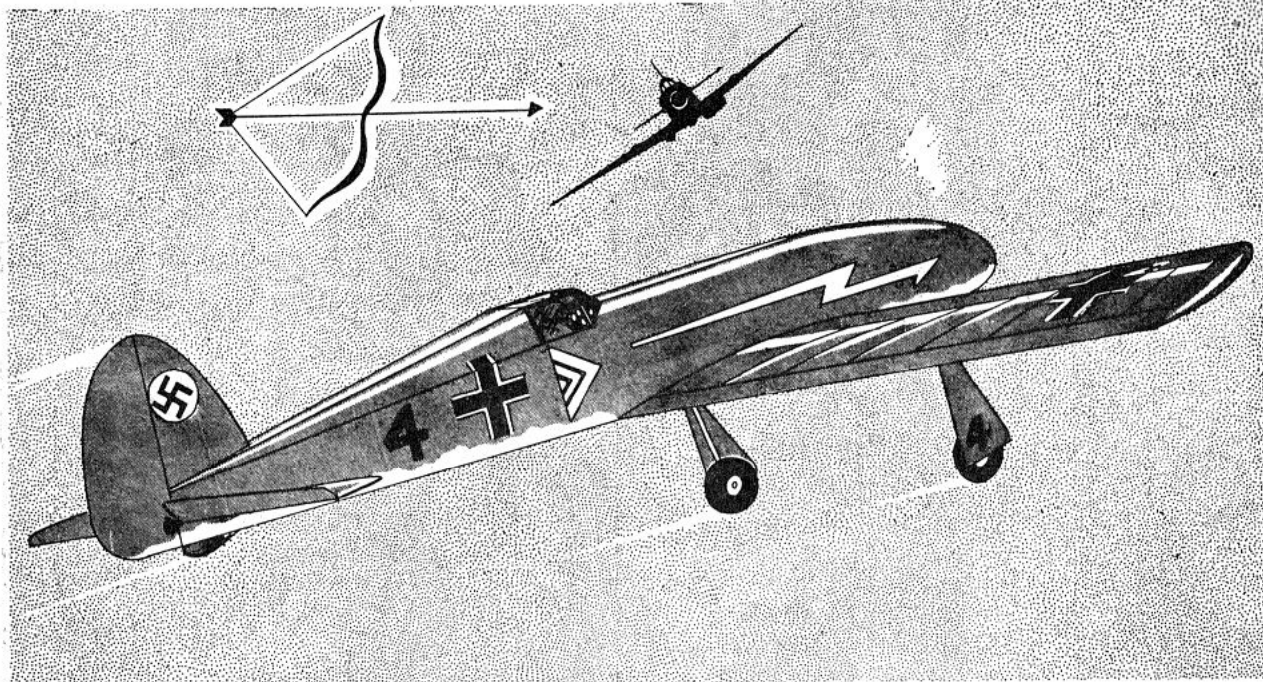
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"JAGER 13"



A Sport Ship For The Beginner or a Stunt Trainer by N. Shennan

BUILDING INSTRUCTIONS FOR THE JAGER 13

Based loosely on the German Heinkel 100, this model is intended as a trainer for beginners, and with a little modification, as a stunt trainer as well. The necessary mods are detailed at the end of these instructions. The fuselage is simple, the tail a snap, with the wing being just a bit harder. Don't be frightened by the undercart, it is quite easy.

An Enya or O.S. .15 or similar is recommended, but a .19 will bring the performance into the hot class. Try a multi-speed engine in conjunction with the Roberts control, on twin bellcranks, and have fun doing circuits and bumps.

Start by cutting out the wing ribs, taking note that the centre section ribs are slotted to take the undercarriage sub-spar. Two methods of construction are shown, the solid training edge is better for the novice builder, the divided 1/16 sheet edge is a little stronger but not as easy. Drill the binding holes in the ply undercart spar, fit wire and bind before offering up to centre section. Use plenty of glue on the ply bellcrank mount as this has to take a lot of strain. Fit the tip line guides after the wing has been covered.

The lines have been run along the top of the wing only for ease of construction, a mite of extra work will relocate them running through the wing out of sight. In this case the bellcrank will have to be moved down.

Cut out the fuselage sides and join with the bulkheads. Put engine bearers in place and glue well, preferably with a contact cement. At this stage offer the completed wing up to the fuselage cut-out and cement in. After this, glue stab and elevators in place and connect up the push-rod, from bellcrank to elevator horn. It must be noted here

that the fin goes through the fuselage top and goes down to contact, and be securely glued to the stabiliser. This is necessary to secure rigidity.

Fit top and bottom sheet in place, with a small overlap. Cut this off when dry. Sand the fuselage corners, rounding them off neatly.

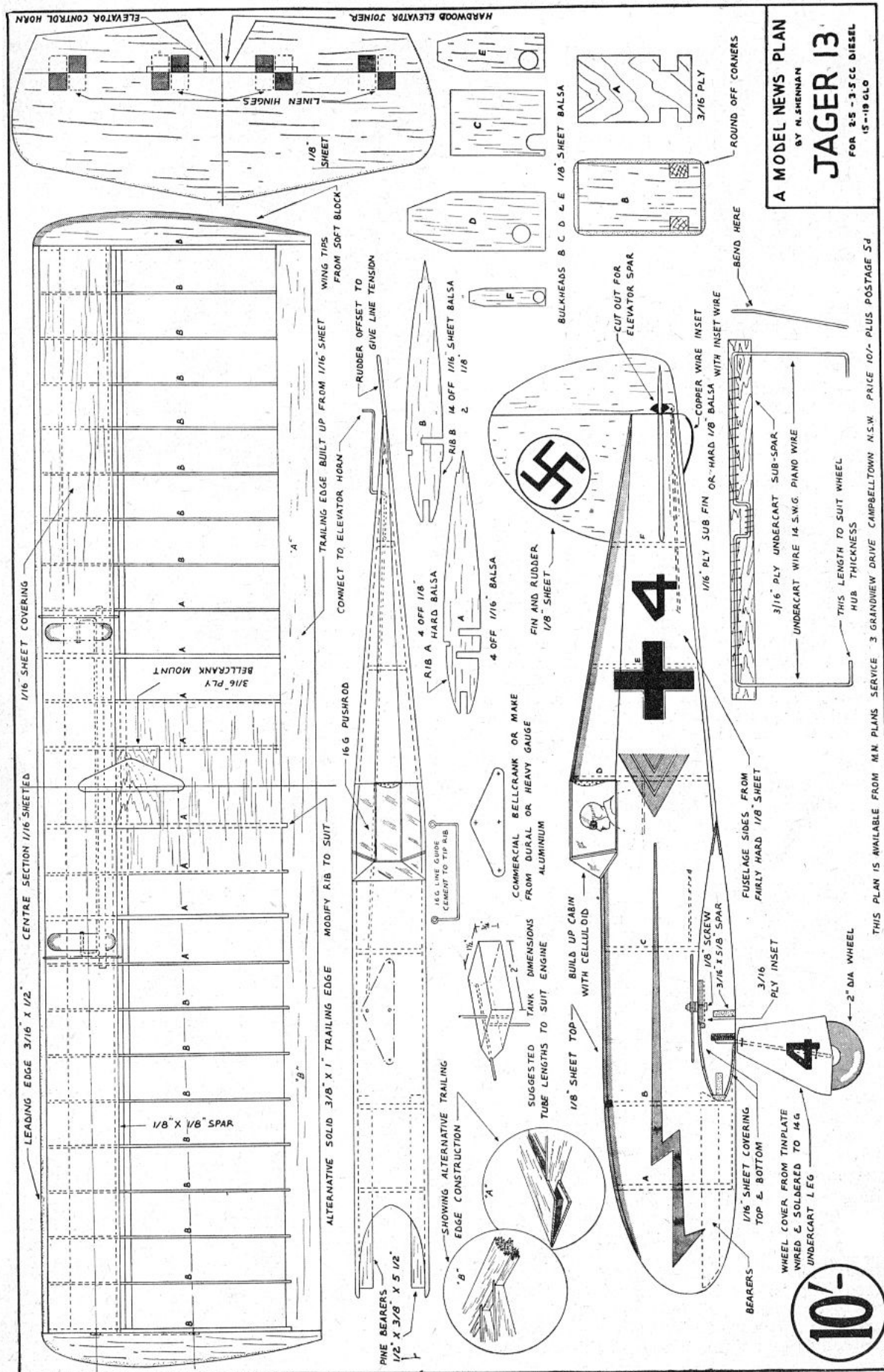
Fuel tank can be bought, in a size to fit the bay behind the engine, or made from jam tin stock. With tank located, sheet in the top of the nose and sand off the edges.

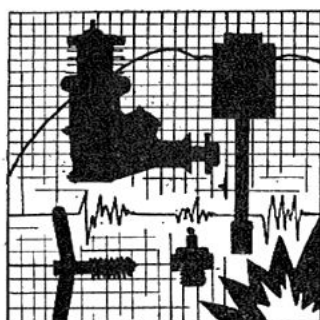
To make the canopy, you can do it by the cut-and-try method, or in the following manner. Trace the side view, join up the top view, then the other side (reverse of side indicated on plan). Add to the top view the true length of the front screen and cut this shape out as a template. Cut out of celluloid and crease along curve-change lines. This will leave only the front two edges to be glued to the rest of the canopy.

When assembly is complete, sand entire aircraft, finishing up with 00 paper. Give one coat of mixed clear dope and talcum powder, and sand again. Cover wings with heavyweight paper and give two coats of clear dope, sanding between coats. Finish in fuelproof enamel in the following colour scheme. Paint entire top of aircraft a medium blue, then using a rolled piece of paper as a dabber, go over the medium blue with a dark blue in a splotchy pattern. It does not matter if the first coat is still wet. The underside is painted in pale blue. In other words you will need three shades of blue. Use transfers for the insignia, or they can be put on by hand with aid of Cello-tape to mask the edge of the paintwork.

Now those modifications. Fit trailing edge flaps, 1 1/2 inches at the root tapering to 1/2 inch at the tip,

(Continued on Page 29)





Model Engine Test Report

by

David Meany

Super Tigre

920 V LAPPATO (2.5 cc.)

Maker — Micromeccanica Saturno, Bologna, Italy
Price in Australia — Approx. £8/10/-.

HISTORY OF ENGINE USED IN TEST

This particular engine was purchased in Italy by a friend some 12 months or so ago and brought back to Australia. A conversion disc valve and back-plate were made and the engine run for approximately 2-3 hours with this conversion. During this time reports on the performance of the standard engine in European speed events appeared in the English magazines. It was credited with beating all comers including the English Carter 2.5 c.c. special and the Russian custom built MVVS 2.5 c.c. In fact it appears to lead the field. These reports prompted me to run the engine as standard using the pressure fuel adaptor from the main bearing.

The layout and design of the engine followed closely the lines of the McCoy .19 red head, then leading the field as the smallest and most powerful small engine with racing lines. The Super Tigre was made smaller in size and had a front intake instead of the rear rotary valve. The engine evolved through different stages—ball bearings being added, ringed piston to lapped meehanite piston, successively larger air intakes, redesigned crankcase, head shaft; in fact all parts of the engine had been redesigned.

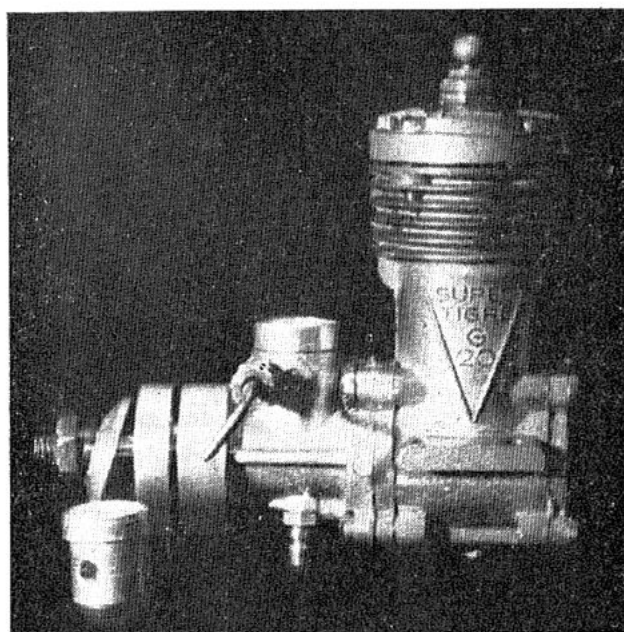
The features that made this engine outstanding and could affect the design of all future engines are its extremely large air intake and adaptor for pressure fuel injection. Those ideas are not new (the Fox 29R used them) but what Signor Garafoli has done is to design an engine that will lead the racing field and with a simple changing of air intakes and screw for pressure adaptor, make it equally as suitable for sport flying.

The air intake is large, very large, in fact larger than a Sabre 49 c.c. (old type). It is larger than any 5 c.c. racing engine (except Fox 29D) including the Dooling .29, McCoy .29, Eta .29. It is approximately the size of the old racing sixties (10 c.c.).

TEST PROCEDURE

The engine was set up with the large 9.5 mm. dia. air intake and pressure adaptor connected to a 30 c.c. tank. The needle valve was very stiff in turning so 10 minutes was spent lapping it in with brasso so that the fuel could be closed off. The fuel used was 20% nitro methane, 66% shell A (methanol) 14% castor oil (special synthetic type).

Starting a pressure fuel system motor requires a new starting technique. The best thing to do is



to turn the needle so far in that ordinary flicking of the propeller does not force fuel into the motor. Then by injecting fuel into the intake or placing the finger over the intake and flicking, fuel is induced into the engine. Prompt action is needed on the needle valve as soon as the engine fires as the engine is either flooded or starved of fuel. The setting is quite critical but once found the engine is very easy to start on the whole range of propellers.

As the engine is mainly intended for speed use, emphasis was placed on the higher speed range in this test. The engine ran quite smoothly up to 22,000 (would do more). A Jaquette hand tachometer was used for measuring the speed of the motor and to tune it for maximum revs with each propeller. A 6" x 3" propeller gave no trouble in starting, even less trouble than a typical 1 c.c. diesel.

There did not appear to be any specific vibration ranges although some vibration was apparent at all speeds. A point noted in previous tests is that a diesel dies down in revs after 2-3 minutes running while a glow motor will slowly build up its revs. The Super Tigre on test slowly built up its revs over 2 to 3 minutes in running.

Set out elsewhere in this report is a table showing the R.P.M. with wooden propellers. The start range was chosen to enable the horsepower to be calculated from the Aeromodeller's torque Absorption Graphs.

The calculated H.P. for the Stant 6" x 4" prop., off their graph would be greater than 0.378 H.P. This is not surprising if the figures of the rest of the propellers are compared with published reports of other engines of the same capacity. As to the doubts of the authenticity of these figures, the Jaquette tachometer is guaranteed to an accuracy of plus or minus 60 R.P.M. at 20,000 and it takes some power (very little) to drive the tachometer.

These figures speak for themselves even if any doubt is given to the method of calculated H.P. as used here. The engine was given only one afternoon's running with no trouble taken to match fuel and plugs. The plugs used all burnt out at the high speeds. Harold Stevenson who makes the

COMPARISON WITH OTHER ENGINES

Prop.	Super Tigre	Webra 2.5BB	Veco 19	Enya 15D	O.S. Max 15	Barbina
	2.5 cc	2.5 cc	3.2 cc	2.5 cc	2.5 cc	2.5 cc
Stant						
7" x 6"	14,000	12,800	15,000	13,600	13,600	12,400
5" x 6"	17,800	14,400			15,600	
5" x 4"	21,000		18,200			15,400
3" x 6"	10,600			11,000	10,200	9,600

H.S.S. plugs told me that most plugs will burn out at these speeds but he hopes that the plug he has now evolved will stand up to these high speeds (and give the higher revs associated with a hot plug), and not burn out. I think that a few more thousand R.P.M. could be coaxied out of the engine with change of plugs. The Enya plugs (3/6) ea. were 1000 or so down in R.P.M. to the KLG but they seemed to stand up to the revs. better.

SUGGESTED R.P.M. RANGE OF MOTOR

A 6" x 9" propeller or smaller could be trimmed right down to give as many revs as possible to allow engine to wind up H.P. From the graph of H.P. it can be seen that the H.P. steadily increased to well over 21,000. This is a modern trend (See engine test report Holland Hornet Model, Airplane News July, 1960). The aim would be to achieve about 0.4 H.P. in the air. Considering overseas successes the engine must give this H.P. to achieve the results it has. For sport or stunt flying an 8" x 3", 8" x 4", 7" x 6" or around this would allow the engine to work at 15,000-19,000, thus giving 0.27 to 0.35 H.P.

SUGGESTED REWORKING

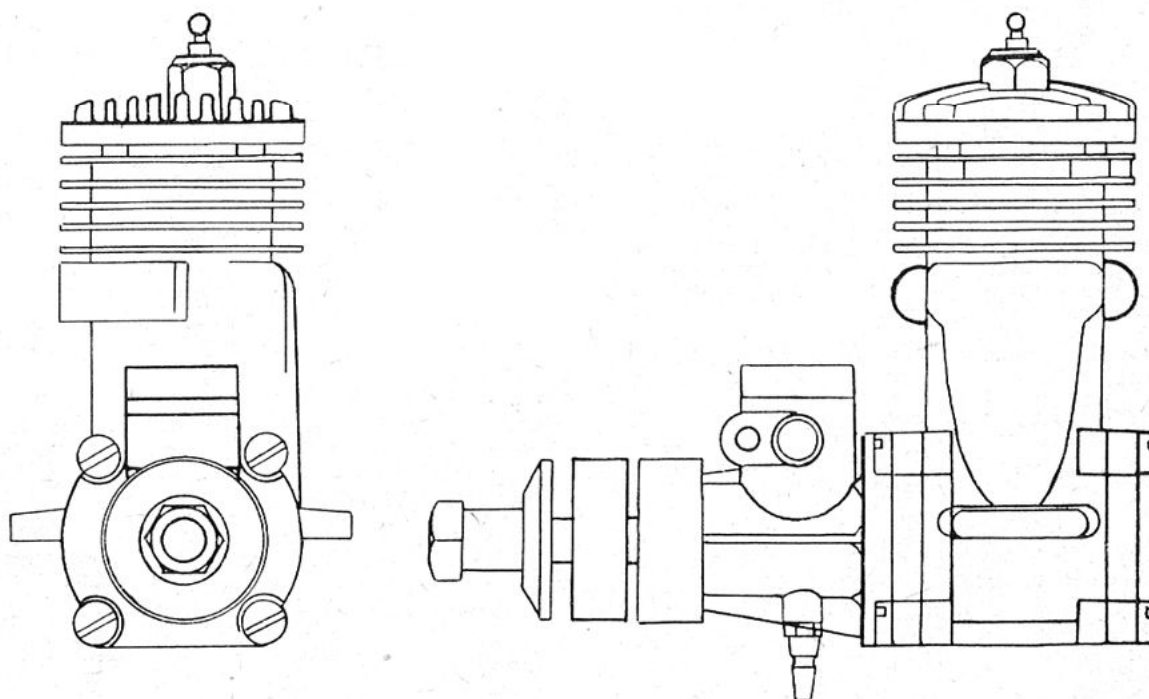
This piston could be lightened considerably and the con rod rounded off and polished and then

rebalanced with counterweight. The cylinder is curved at the transfer entry to cylinder—this could be polished and a supplementary bi-pass made through the piston and cylinder wall (the old ringed model had this as standard). The photo shows the standard engine on the left and the old con rod and cylinder head. It also shows a rear disc valve and new front housing that could be added for extra revs.

CONCLUSION : The Super Tigre 920V is one of the best engines I have seen and handled. It is comparable to the Doolings and is better than most motors. I would rate this as the most powerful commercially built motor in its class bar none.

COMPARISON OF H.P. WITH OLDER MODELS

	Aeromodeler 1951	Aeromodeler 1952	Model Aircraft 1953	Aeromodeler 1956	Model Aircraft 1956	This Report 1960
21,000						0.33
20,000						0.37
19,000						0.35
18,000						0.335
17,000						0.32
16,000	0.10		0.24	0.15	0.28	0.29
15,000	0.22	0.26	0.25	0.16	0.275	0.28
14,000	0.24	0.26	0.24	0.17	0.265	0.27
13,000	0.24	0.26	0.23	0.18	0.26	0.25
12,000	0.23	0.25	0.21	0.18	0.24	0.23
11,000	0.22	0.23	0.19	0.17	0.22	0.22
10,000	0.19	0.22	0.17	0.16	0.21	0.18
9,000	0.16	0.18	0.15	0.15		0.15
8,000	0.14	0.17	0.14	0.13		0.12



"CHOPPER"

A free-flight power model with a purpose. Designed for beam-mounted, .5 to 1 c.c. diesel motors, by Dave Hegarty, Metropolitan Free Flight Club

*"Here is a candle to light you to bed,
Here comes a CHOPPER to chop off your
head!!!"* (Nursery rhyme)

'CHOPPER', may seem a queer name for a model, but the many people who have ducked hurriedly out of the way of this slow-flying model will realise there is a warning implied in the name.

CHOPPER was designed for Scramble competition, although as a sports model it can easily be trimmed for a fairly fast climb and a flat glide.

In designing this model a number of factors were kept in mind, namely:

- (a) Quick construction.
- (b) Ability to take more than a normal amount of abuse and still fly.
- (c) Warp resistance.
- (d) Low drag, and ability to penetrate a strong wind.
- (e) Ease of access to the motor.

To get all of these requirements, no regard for appearance was taken, the result being a purely functional design which has already made its mark in Scramble competition.

Here then is "CHOPPER".

Construction is easier than would first appear. Study the plan carefully before commencing building and make sure that you understand the procedure before beginning and you will be surprised how quickly the model will take shape.

The original was built in just two nights and a day, and flew the following day in the N.S.W. Championships to gain second place with a score of 2,198 seconds flown in one hour.

CONSTRUCTION

Fuselage: Trace the two 1/16" fuselage sides and cut out of medium balsa. Next trace and cut out the 1/8" ply, 1/16" ply and 1/4" sheet balsa nose pieces.

Shape the undercarriage leg and bind this to the 1/8" ply.

Pin one 1/16" side down on the plan, then using a contact cement such as Cargrip, attach in this order, the 1/8" ply with u/c in place, the 1/16" ply, and finally the 1/4" balsa sheet.

Pin the longerons (3/8 x 1/8) in place and next the two centre pieces, using plenty of cement around the nose, then add the 1/4" gussets.

Add the 1/16" diagonal pieces, and finally the second 1/16" fuselage side using, once more, a contact adhesive.

Leave the fuselage until quite dry, then lift from the building board, cement in the 3/16" dowel tail peg, and bind in place with silk, cut the four 1/16" ply discs for the wing dowels, drill for 3/16"



"Chopper" with some of its many trophies.

dowels, and using plenty of cement, fix the dowel and ply strengtheners in place.

Cut the ply wing mounts and tail supports from 1/16" ply and attach these, making sure that they are square to the fuselage.

Cover the fuselage with heavy-weight tissue, and drill the motor mount to suit the side-mounted motor.

The wing and tail assemblies need no explanation. Balsa could be used instead of the hardwood. Make sure that the diagonal braces are cemented to the tops of the ribs in the centre, and the bottom edges of the leading and trailing edges, as this way they help to prevent warps.

The 1/8" sheet fin is fixed to the stabiliser before covering and 1/32" cover strips are cemented either side of this to make covering easier.

Cover both wing and tail with heavy-weight tissue, but use light-weight tissue on the fin.

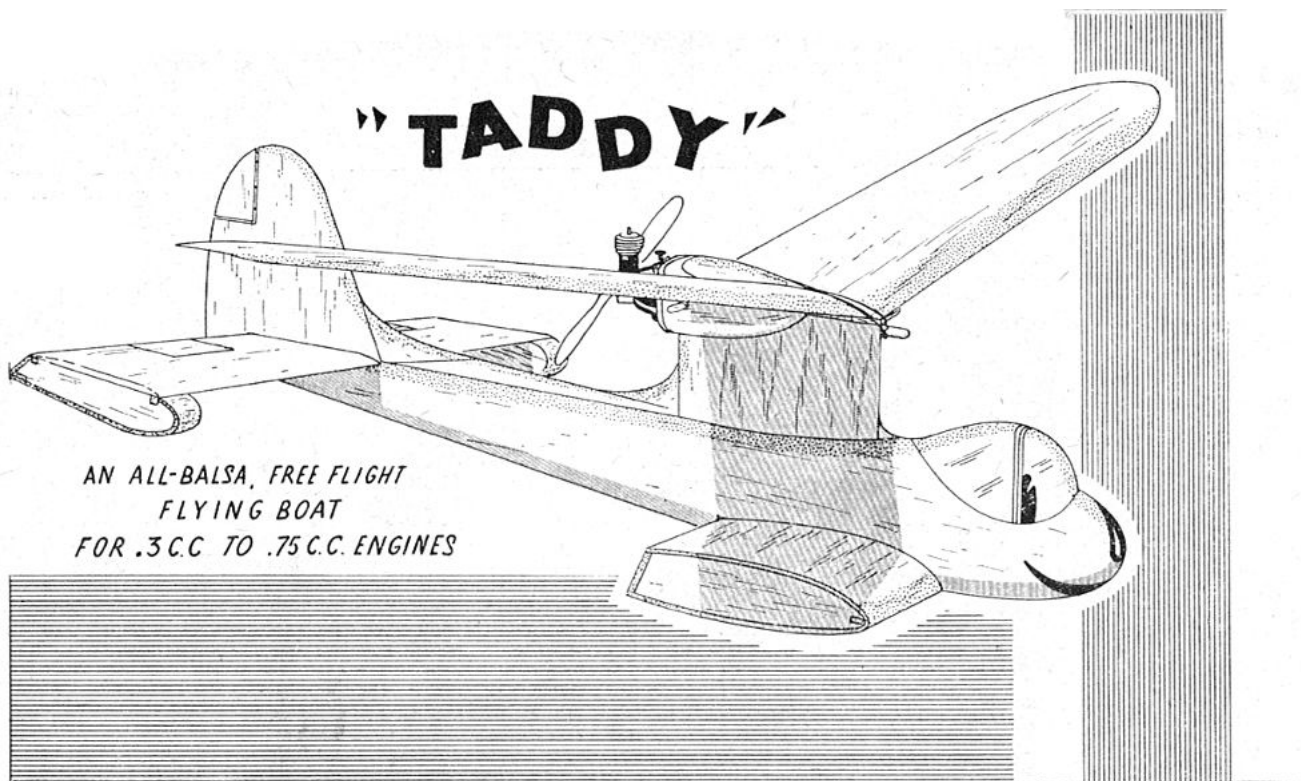
Three coats of dope and then two or three coats of clear lacquer such as Dulux or Gloss-Masta completes the model.

FLYING: Balance the model at the position shown by wrapping sheet lead around the undercarriage leg. This is thought to have a pendulum effect, which helps in rough weather.

For Scramble flying, test glide using the trim tab to get a tight left circle, and then, with the motor running as slowly as possible and propeller on backwards, try powered flights of 15 or 20 seconds. Use a little right thrust to open out the power circle to get a wide power circle left, and a tight left glide circle.

Trim the model as near to a stall as possible so that the model mushes along with little or no

(Continued on Page 27)



An All-Balsa Flying Boat For Small Engines, Diesel or Glo By Tony Shennan

All-balsa construction may seem to have disadvantages where water planes are concerned, such as vulnerability to soakage of water, and the tendency to warps. The first case can be overcome by doping all surfaces, and firm construction can overcome the second. "Taddy" was designed with simplicity of building in mind, and so a profile layout was chosen. The mating of this fuselage with a large float, such as is used on large free-flight contest models, gives us an acceptable floatation area. The twin floats on the ends of the stabilizer are also a common practice for competition power water planes in the United States.

Due to the large number of Cox "Pee Wees" and "Bees" now coming into this country, the little model was designed around these motors, although almost any of the .3 c.c. to .75 c.c. motors are acceptable. As the pylon is not too high, it is advised that if using larger motors, the pylon be raised slightly to gain prop clearance, or a large blade area three-bladed prop may be used.

A tip from Basil Healey though, if using a "Pee Wee", when the motor has been "dunked", clear out the tank completely, until there is no "milky" fluid present. "Pee Wees" don't like water in the tank or crankcase and are almost impossible to start in this condition. If you have a small diesel, then you should have fairly trouble-free running because these engines seem to run quite happily wet or dry.

Thrust line may have to be adjusted according to the power of your engine and in the case of a larger engine, add two more panels to the wing span to help support the extra weight.

INSTRUCTIONS FOR BUILDING

Start by cutting the three side pieces of the main hull float. Join up with crosspieces and sheet cover with 1/16" sheet. Clear dope all over. Cut two fuselage sides from 1/16" sheet and the centre fuselage pieces from medium to soft 1/8" sheet. Pylon is medium hard 1/8" sheet and note that grain is VERTICAL. Cement centre pieces to right side then add left side. Mount wing supports, dowels,

fairing blocks and ply motor mount (including captive nuts for engine mounting). It is best to mount engine on ply before cementing mount to fairing blocks. Note that the upper fairing is in two pieces, one to mount to ply and V mount (and this should go right down to the V) and one to cement to wing when built.

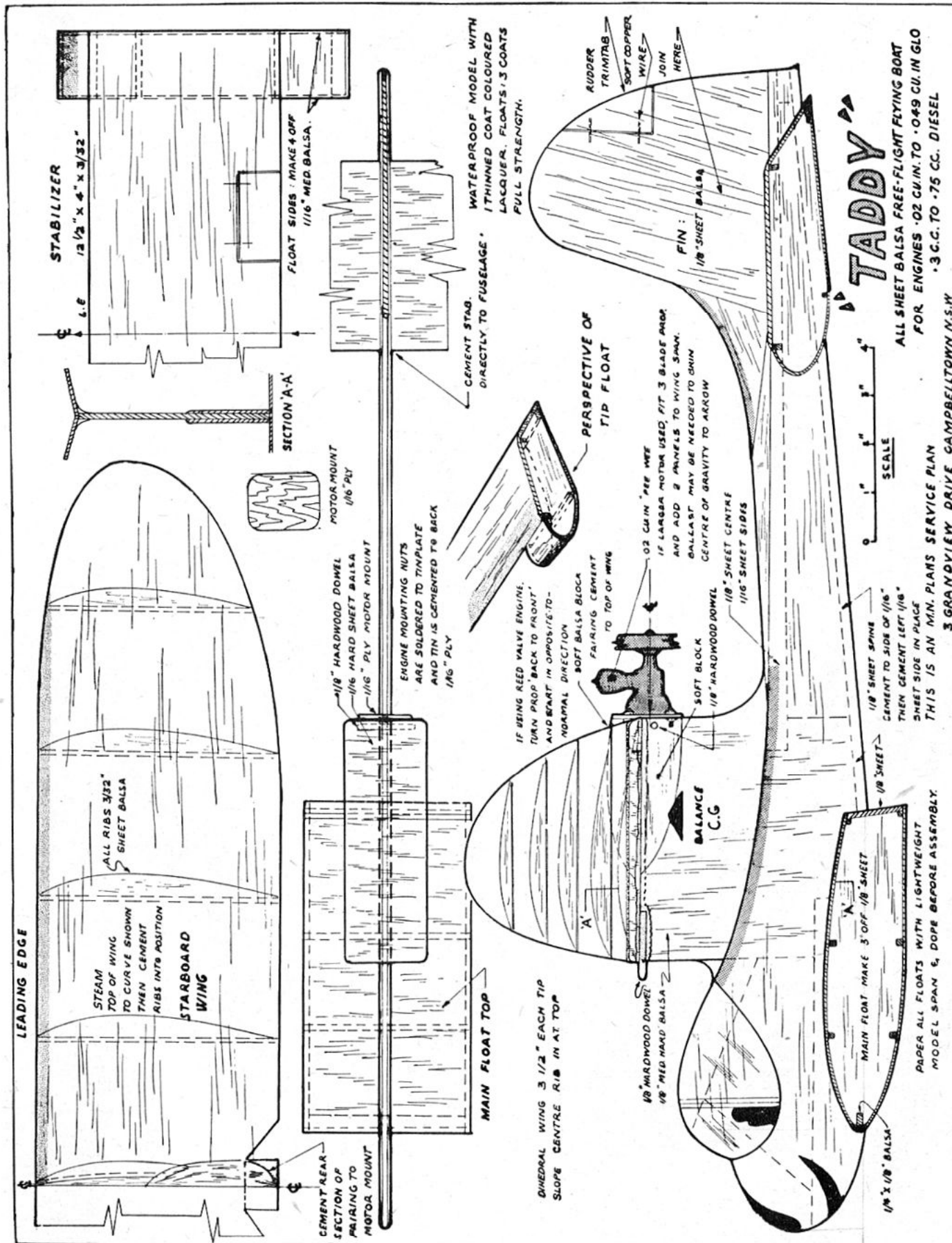
Cut fin from 1/8" sheet and the stabilizer from 3/32" balsa. Assemble on fuselage. Make tip floats on same principle as main float, dope and paper and cement to stabilizer.

Cut wings and ribs from 1/16" and 3/32" sheet and steam to curved section. (4" sheet may be used or join 3" sheet). Cement ribs in place. Slope root rib over to give 3 1/2" dihedrals on each tip, and allow each wing to dry before joining together. Cement a 1" wide strip of silk down centre when wing is dry, and mount fairing block. If desired, wing may be curved by doping the underside only and allowing to curl. Choose wing wood carefully so that timber is flexible across the grain. Float planking must be extremely so and may have to be steamed well before bending. Note grain direction as drawn, this is most important. Fit trim tabs in position with copper wire and then sandpaper entire aircraft. Cement main float to fuselage, and give everything one coat of thinned lacquer to the colour of your choice. (Silver is best though, as it is more water-proof than most), fuelproof around engine and fuselage below engine. Decorate model with cabin, etc.

Glide test aircraft until glide is satisfactory before starting powered flights. Long grass testing please then try test flights over long grass paddock. (It's softer than water, which at 30 m.p.h. is like hitting a brick wall).

Later, when aircraft is trimmed, propeller may be placed as noted on plan, but for testing, fit with the curved section of the blades facing the fin, and start engine in opposite direction, that is, with shaft of engine facing you—clockwise. This will give reduced power for testing, and when prop is turned around rise off water may be attempted.

Keep this model light for "Pee Wees" and strong for .049s and larger. Good flying and take your waders. Two feet of water is ideal.





RADIO ROUNDABOUT

CONDUCTED BY
JOHN MARQUETTE

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

"Model News" Radio Revue No. 1

To keep you right up to date with new equipment as it becomes available on the Australian market, we have decided to revue these goods and give you the story on them, so that if you are contemplating a purchase you will have some idea of just what the equipment is like. I might add that this column will give its honest opinion of the articles in question, if we think it is good we will say so and if not, even at the risk of treading on somebody's corns, we will tell you that too. This service is not designed to give a free add. to manufacturers, but as a guide to modellers, who if considering putting some of their hard earned cash into equipment are entitled to know if it is value or not.

The New E.D. Multi-Channel Units

Walter A. Cox Pty. Ltd., Australian agents for E. D. products were kind enough to place two units a 4 and 6 channel, at our disposal to form the subjects of this first revue.

These are the Black Prince/Black Arrow series and are completely new and redesigned outfits, having nothing in common with any earlier E.D. radio products.

The Black Arrow Receiver

Dealing with the receiver first, this as was mentioned earlier is all new. The circuit used employs an XFY34 sub. mini. valve in the detector stage, followed by 2/OC75 transistors driving the audio stages. Circuitwise the unit is fairly standard and follows the same basic principles as most multi jobs being produced today, it does have a strong American flavour about it, which is good in our opinion, for there is no question our American cousins are definitely the leaders in R/C electronics and any manufacturer who doesn't follow their lead and profit by their much longer experience in



Reed and relay section of the Black Arrow 6

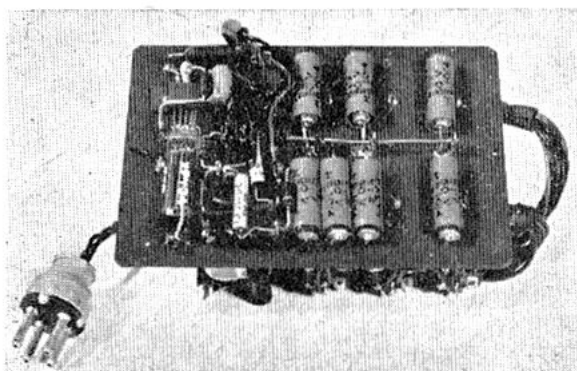
the field, is just plain crazy and only making his job a lot harder than need be.

Possibly the most interesting new products incorporated in the Black Arrow range are the Reed Banks and Relays. These are both manufactured by E.D. The former is of the 8 reed type and is used as standard equipment in all multi sets. Each model 4, 6 and 8 channel is wired to the required number of reeds, the rest being left unused. The relays are of the S.P.D.T. type and here again closely follow American contemporary design. Both reed bank and relays are very rugged, well finished and should give excellent service. About the only fault one could find, is perhaps the size, they are fairly large by the standards of units being used in other similar products these days. However, is this so bad, do we really need ultra miniturisation?

Construction and assembly follows quite an original pattern, for reed jobs anyway. Instead of the conventional two chassis layout, with the receiver section layed out on a printed circuit board, which is then mounted under a reed/relay chassis. These units are mounted completely on the one chassis. This is a bakelite board and employs the conventional type of wiring using eyelets as connectors. Reed, relays, coil, transistors and transformer are fitted to the top side and the valve and balance of components underneath.

The case must be mentioned, for this is the most outstanding piece of hardware we have seen on any receiver. E.D. claim it to be crash proof, it certainly is. Actually it is probably a little too good, this may sound silly, but it's not really, for after all the most that is required of any component is that it is of sufficient quality to do the job.

Both the 4 and 6 channel are fitted in the same size case, which measures 3 1/2" x 2 1/2" x 2" approx., a little on the large side, but should not present any installation difficulties on the 6 channel, for when we go to rudder, elevator and throttle we usually have a biggish model. The 4 channel however, would have had a lot more appeal had it been in a case just large enough to house the innards. We can see E.D.'s point of view for by standardising they have kept costs down, but the modeller who wants to operate rudder and throttle



Receiver section of Black Arrow 6

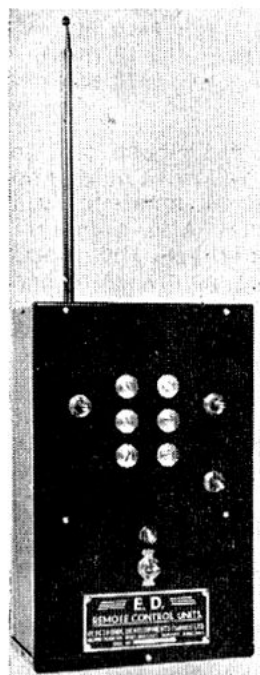
with his 4 channels may in some instances have a little trouble finding space in the fuse.

There was a bit of variation in the two receivers when we put the meters over them, but this would be due to slight differences in components, that is evident in any radio equipment. Actually both sets performed up to the maker's claims. Our results were

Idle 4 channel 1.8ma.; 6 channel 3ma. Carrier on 4 channel .9ma.; 6 channel 1ma. Tone 4 channel 9ma.; 6 channel 7 to 8ma. (average). (This includes both receiver and relay current). Output 4 channel 26 volts R.M.S.; 6 channel 18½ volts R.M.S.

At £30/7/6 4 channel and £35/2/6 6 channel, we would say these units represent very good value.

The Black Prince Transmitter



The Black Knight 6 Transmitter

These units like the receivers are very well built and nicely finished. The circuit used is one not commonly seen in R/C use, it is of the tuned anode/tuned grid, self excited oscillator type, employing a DL94 (3V4) valve. A DK96 (IAB6) is used in the tone generator circuit, stability being obtained with a Ferroxcube Coil. Tuning to reed frequency is very simple and once tuned quite stable. We understand each Pot. covers a frequency range of around 100 cycles, this is about right, for 3 or 4 reeds may be picked up by traversing the pot. through its range, there is no disadvantage here, as once the reed you desire to tune commences to oscillate, it's just a matter of setting the pot. at approximately midway within it's range.

The installation of batteries is quite novel. Instead of having to completely open up the case, all that is necessary to test or change batteries is to remove the bottom section, where the batteries are housed in a separate compartment.

We didn't have time to give the transmitter a thorough workover with the oscilloscope, but did give it a good testing out on the field. Ground range with antenna retracted was about 100 yards and fully extended about 400 yards. Air range of course would be much greater. A receiver was not installed in a model, so we can't give any definite figure on the air range, but it should be adequate.

Current consumption although not tested would be around 20 to 25 ma. with tone. The H.T. batteries, which the case is designed to take are 2/67½ volt, 467 type and with this current drain it is suggested users of this unit should keep a constant check on voltages as fairly regular battery replacement will probably be required. This is not a slur on the Black Prince, but a fault of every hand held type of transmitter regardless of brand. If your car had a 4 gallon tank you would have to

put gas in it more often, than if it had a 10 gallon tank. Most modellers we know usually mount larger batteries in a ground based case when using transmitters of the hand held type.

Price of the 4 channel job is £29/7/6 and the 6 channel £32/6/8, which everything considered is very good buying.

We are grateful to Union Carbide Australia Ltd., for the following information on dry batteries.

The ampere-hour capacity of a carbon-zinc type dry cell battery is not a fixed value. It varies with the operating schedule, end-point voltage, temperature and storage period of the battery prior to use. If severe service conditions are imposed on the battery, either due to heavy current drains or continuous, or long discharge period, then uneconomic operation will be obtained. Dry batteries last long if allowed to recuperate between periods of use. This suggests the use of two or more sets of batteries which, when rotated in service, will allow each set a rest period.

The size of the battery will determine its life with a given load. Certain model applications require minimum volume and weight. In other cases where miniaturisation is not necessary, such as pre-flight test batteries, larger types should be used for economy's sake. Flight batteries should never be used for testing because of their restricted capacity, and the resulting possibility of in-flight failure.

The maximum current that may be taken from a battery is much greater than the recommended or suggested current, and the choice of battery is dictated by economy or size and weight. A relatively heavy current may be permissible if the discharge periods are very short, or the rest periods constitute a very large proportion of the time. Likewise, continuous use is not necessarily inefficient if the current is light.

One of the very important factors affecting the service life of dry batteries is the minimum or "cut-off" voltage to which they are allowed to operate by the device on which they are used. This is a factor which can often be controlled by the proper design of the device. Some battery using devices unfortunately, have cut-offs as high as 1.2 volts per cell, and this results in very incomplete exhaustion of the cell. By proper design it will often be found possible to accomplish satisfactory operation of the device to a cut-off as low as .75 volts per cell. This permits very much more complete utilisation of the cell's energy.

The storage, or shelf life, of a dry battery is determined primarily by the size of the individual cell in the battery. The bigger the cell, the longer the shelf life. The large No. 6 cell will have 3 times the shelf life of the small No. 915 battery. This is another reason for using larger batteries where possible. Finally, a word about the testing of batteries. This should always be done with a voltmeter. A resistor which will impose the correct load on the battery may be shunted across the voltmeter to give an indication of voltage under load conditions, or the battery can be tested in the equipment, whilst it is operating. Batteries should never be tested with an ammeter since irreparable damage may be done to the cells.

BATTERIES FOR R/CONTROL

"A" Batteries for Filament Supply, Servo Motors, Electric Propulsion, Actuators and Escapements.
Overall Dimensions

Type	Voltage	Length	Width	Height	Weight	Terminations	Recommended Current Drain
915	1½	9/16"	diam.	1-31/32"	.6 oz.	End contacts	0-30 mA.
935	1½	1"	diam.	1-63/64"	1.4 oz.	End contacts	0-80 mA.
D50	1½	1-5/16"	diam.	2-13/32"	3 oz.	End contacts	0-150 mA.
No. 6	1½	2-5/8"	diam.	6-5/8"	2 lb. 3 oz.	Screw	0-1.5 amps.
741	1½	5-1/8"	2/-58"	4-3/8"	2 lb. 8 ozs.	Clips	0-2 amps
742	1½	2-19/32"	2-19/32"	4-1/16"	1 lb. 4 oz.	Screw	0-1 amp
745	1½	3-7/8"	1-7/16"	10-23/32"	2 lb. 9 oz.	Socket	0-2 amps
509	6	2-11/16"	2-11/16"	4-3/8"	1 lb. 4 oz.	Coil Springs	0-250 mA.

"B" Batteries for Transmitters and Receivers

411	15	1-1/32"	5/8"	1-29/64"	4/5 oz.	End Contacts	0-2.5 mA.
412	22½	1-1/32"	5/8"	2"	1-1/5oz.	End Contacts	0-2.5 mA.
413	30	1-1/32"	5/8"	2-9/16"	1-2/5 oz.	End Contacts	0-2.5 mA.
432	45	3-19/32"	1-27/32"	5-1/2"	1 lb. 12 oz.	Socket	0-40 mA.
467	67½	2-13/16"	1-3/8"	3-21/32"	11 oz.	Snap Type	0-10 mA.
490P	90	2-21/32"	1-29/32"	3-13/16"	15 oz.	Socket	0-10 mA.

RADIO ROUNDABOUT

From Bill Carter of Lithgow we have some very useful tips on crash proofing the O.S. 4A Receiver. Bill writes "Having read recently where somebody stacked a 4A into one end of its case I thought that methods of crash proofing this receiver might be of some help to other users. I use a couple of 4A's myself and though they were rather delicate to start with, they now withstand a model destroying crash without protest.

First of all, and this is a MUST, lay the receiver in the model with the copper side of the circuit facing aft. This makes tuning a bit difficult, but there is no other way to take even a fraction of the G force without bending or dislodging components.

Secondly, the case must be strong. I use two layers of cotton tape doped on the sides and over a piece of 3/32 ply bottom reinforcement.

Next, build up ledges of ply inside the case from the bottom to level with the circuit board in as many places as possible without fouling components. Then pick some solid component, transformer for instance and araldite a hardwood block, filed to the exact height of the case bottom to it. These two moves prevent the circuit board cracking through its support holes.

Finally, in a heavy crash, the relay coil tends to move up on to the armature. This can be stopped if you carefully apply araldite inside the bobbin and or solder a shim across washer to the pole piece."

R.C.M.C. NEWS

Traffic is becoming so heavy at our flying meets lately that we have had to introduce a system of Flight control. Right now our membership stands at just on 70 and since most of these are keen types, who fly regularly, as you can imagine on some flying days we get just a mite crowded. Careless use of transmitters was one problem that had to be overcome. It's not very funny when you're coming in for a landing or just taking off and some bod decides to switch on to test his gear. We got over this one by introducing a colour sys-

tem to indicate frequencies. A red ribbon tied to the antenna indicates 27 megs., yellow 40 megs, and blue for the boys who are licensed amateurs and can operate on other frequencies. Also a marker placed in a convenient position and all flying and testing must be done from this point. Any bod who uses his transmitter at any point other than at the take off position has his right arm torn from its socket and is forthwith cracked over the head with it.

Another difficulty we had to get over, was that of spectators who are so short sighted that they could not look at a model unless their nose was within six inches of it and of course to do this as everybody knows, it is necessary to place both feet firmly on the tail plane. At the risk of offending these good people, we now erect a roped off pit enclosure in which to park the models that are not in flight.

Recently Richard Shaw came up with a really revolutionary design, probably the most out of the rut model we have ever seen. The idea was to find a method whereby a model could be built very quickly and easily and yet be light and strong. The "Carton" and you'll see why it's called that in a moment, has certainly lived up to these requirements. It took from start to finish just 12 hours to build, so you can see that the quick and easy



Richard Shaw's Carton. Wing was later modified to dihedral from centre section. Fin area reduced and stab. lowered. Flew well. This model was made of cardboard.

thought in the design was certainly satisfied. The light and strong part was quite up to expectations too, for with a 4½ sq. ft. wing area, it weighed in, in flying trim, at 3½ lbs. During the initial trimming it sustained many hard bumps and on the second flight spiralled in from about 100ft. with absolutely no damage. By now you should be really curious as to just what technique was used to build this machine, so I won't keep you in suspense any longer. It's constructed almost completely of thin cardboard and the method used is such that it is so light and strong as to be almost indestructible. To build the fuse for instance, Richard turned up on the lathe an oregon former, or rather mandril, to the exact shape. He then wrapped this with four layers of thin cardboard, bonding each together with carpenter's glue. When the glue had set he just removed the former, glued in two or three ply bulkheads for extra strength and the fuse was complete. The flying surfaces were made by laying out pieces of cardboard, cut to the span and twice the chord, gluing a spar in place, then gluing the ribs down and when this was dry wrapping the top over and gluing and stapling the trailing edges. All that then remained was to glue on the tips and in the case of the wing, cut it in the centre and set the dihedral angle. To mount the motor a tin plate structure was made, incorporating bearers, nose wheel and tank and with a flange around it, which slips over the end of the fuse to keep it in position. This is then held on with rubber bands. Technical details—span 60", chord 10½", area approx. 4½ sq. ft. Motor E.D. 246 c.c. R/C gear, Shawtone Receiver and Bonner Varicomp, on rudder only. Although Richard didn't consider aesthetics very greatly in this original design, the point is the method is good and is certainly worthy of further experimentation. In any case beauty can easily be built in, for this type of moulded construction, the ultimate shape is only limited by the imagination of the designer.

Don't forget, let's have news of your flying and club activities, also other modellers would like to know all about any terrific inventions or neat bits of circuitry, so don't keep them to yourself.

Keep in range.

JOHN MARQUETTE.

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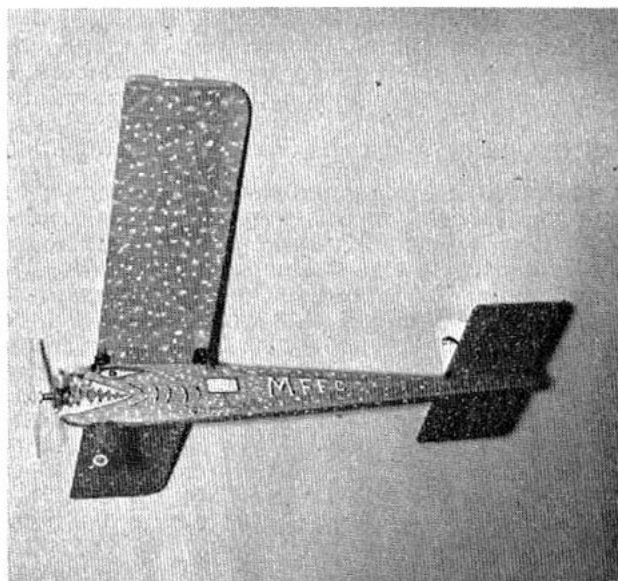
FOR HOME PLANS, FACTORIES,
FLATS, Etc.

"CHOPPER" (Continued from Page 20)

climb. Launch to the right of the wind. This results in an upwind circle to start with, which saves a lot of leg-work in an hour's flying.

In wind, keep the flights to around a minute until the last two or three minutes, then take your time, fill the tank as full as you can get it and make sure your last flight is sure to be a max. The last flight is often the one that wins or loses a competition.

Good luck and best wishes, DAVE HEGARTY.



"Chopper" certainly is an aggressive looking model

O.S. Smashes Aust. Record

New Australian "C" Class Team Speed Record of 7 min.s 26.7 seconds for 10 mile set by Jack Jorgensen, Darryl Jorgensen team entry. Using O.S. 35.

Mike Ware-Brian Symons 2nd in this event with O.S. 35 also broke previous record held by Mike Ware. Using O.S. 35.

O.S. WINS AGAIN AND AGAIN (and again)

In 8 Control Line Events in 1960 Queensland Model Aircraft Championships O.S. gains: 7 firsts, 8 seconds, 4 thirds. In actual placings they only missed on 1 First and 1 Third.

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Victorian Controlining . . .

By Monty Tyrrell

In a recent issue of our favourite modelling magazine the editor made a hint on a short history of modelling being collected so, acting on his idea, I have put some paper in the tripewriter (?) to record for posterity a contribution from my home state.

You know, in a comparative manner, the growth of controline flying in Victoria has been, in a large way, a satisfying pattern in the most exciting period modelling has known. Maybe it's an expression of the dynamic times in which we live.

Here, as I reminisce about the beginning, the first experimental models were built back in 1946. Various modelling bods had the credit but among the first were George Levine, Alan Lim Joon, Ted Gregory and Keith Hearn. The latter, in partnership with his brothers Jack and Bruce, used the new sport as the foundation of what is now one of the biggest hobby dealers in the country. Anyhow, a few others latched on to these pioneers and formed the Eastern Suburbs Model Airplane Club and on the whole it was a record of hard work, experiment, discouragement and failure. But we can all agree these early birds can now feel their faith has been justified. Out of all the confusion they weathered the heaviest storm, that of getting started.

By 1947 the club had grown and at Surrey Park every Sunday morning the sceptics and die hard free flight types, including me, freely criticised the spin dizzies and thought the fad would only be an obscure one with a minority following. The public just stood and stared and complained that the planes were either too dangerous or too loud. But some of the sceptics and the public were sporting enough to try it out for themselves and from both groups emerged some of the top contest boys so well known today. So I guess the swelling of the ranks was the first important contribution the new movement created.

At our flying days we went at top pitch because we wanted to be seen and noticed but all without much progress in a modelling sense. We still just flew round and round and the break in the monotony came when Ted Gregory showed a model could be looped and flown inverted. It was during this period we relieved the American magazines of every kimmick and experimented continually to get the best out of what was then inferior equipment.

Several of us were fortunate enough to have Super Cyclone and O & R 60 ignition motors of 10 c.c. but for the rest, not fortunate enough to have these, the outlook was discouraging. The motors generally available then were not the best way to go about things. But by late '47 there were plenty of modellers and models with, most of all, confidence and the first large scale contest was organised. That was the first running of the Hearn's Hobbies Trophy now one of the most important contests in Victoria. There was a grand roll up and may I add a gratifying public interest.

The event is now sheer stunt but briefly the contest that time was held over three flights. Speed, manoeuvrability and ability to control. It was won by Norm Bell and the hit of the day was Tony Farnan setting a new speed record which was in the region of sixty-five m.p.h.! Early 1948 saw large numbers of American motors being acquired by means that forever remain a mystery to most of us. To add to the excitement the locally manufactured Tempest 60 inspired those who previously had been handicapped with small unsuitable diesels. Regardless of the motors used things were not as easy as now. In our camp Thursday night was prop. night, Rupe Johnson would spookshave out the blanks, Geoff Davis would use the rasp, Bill White would sand and I'd do the final sanding and balancing. They would then be tossed in a bucket and at midnight we'd split them up evenly for next Sunday's flying and prop breaking day. Similar shows were being enacted all over Melbourne as in those days the cheapest ready made proprietary job was 7/6, about £1 in today's dough.

By mid '48 Gregory was doing the stunt book with Johnson close on his heels. Les Heap was turning in reasonable performances with a small diesel and Keith Hearn had a Super Cyclone in what could safely be regarded as the first big area low wing loading stunt plane here. The rest of us were crash and bash with each new manoeuvre costing a model. Contests were being held more frequently but demo. flying was the main and popular pastime.

Teams of us made many trips from one country town to another with stops in between. We got our share of carnival applause and the average amount of abuse (the noise factor!), but as I look back we were having what could be considered as growing pains. During these sessions we experimented continually with designs and tanks for the stunts and props for the speed jobs as they were now making a more regular appearance. Lim Joon and Keith Hearn were our main hopes in the latter. In the first post war Nats. in 1948 they vindicated our faith by Lim winning Class C (8 c.c.) with 116 m.p.h. and Keith getting third in Class D (10 c.c.) at 107 m.p.h. Ted Gregory won the stunt as expected and set the pattern for Victoria to dominate Australian stunt for most of the Nats. from then to now.

By 1949 the controlliners were firmly established with Lim Joon bettering 120 m.p.h. constantly and a line up of stunt merchants acknowledged as the best in Australia regularly giving demonstration exhibitions at suburban and country carnivals. With so many requests for such shows pouring in we realised the vast possibilities this gratifying of the public enthusiasm held. This opened up a new field so, with a picked demonstration team we staged a new innovation in the modelling emotion known as the pay to see us fly circus. The first was held in the St. Kilda Cricket Ground in July, 1949 and it was a howling success literally and figuratively. The team stuck to a set printed pro-

gramme utilising large planes with motors of the 10 c.c. type in the main circle with general flying supplementing them in three other circles. 8,000 people paid to go through the turnstiles and after expenses and a donation to charity the VMAA cleared £190, which was later used to run the 1950 Nationals in Victoria.

These Nationals saw the game firmly established and more or less finished what could be considered as the barnstorming era. We also staged for the first time a team speed event which ended in an unorthodox manner. The planes had had the sword half way through but the race finished with relay runners from each State carrying the wreckage of their particular entry in the final. In point of fact we had experimented with team speed well over twelve months before that and had held what I believe was the first team speed event in Victoria if not Australia. It was a ragtime affair with three planes using two to three c.c. diesels and one five c.c. ignition engine. The main thing was we discovered a new excitement in modelling that gave the game a boost and established itself by mid 1950.

We were constantly seeking new and fresh ideas because to cease to do so would be to cease to grow and a movement only lives by growth and non-stop development. The enthusiasm for team racing renewed our faith to keep moving forward as it heralded a wider public acceptance of the sport. Therefore, prior to the 1950 Nats., we introduced the control line payload event also and it was long after that it was first tried overseas to get control flying out of the doldrums. The event proved popular for a few years and was used in a few Nationals of the early 1950's.

So came the day when there was nothing new to add till the South Aussies pressed for combat which gave the game another kick along as it deserved. As I write now we cannot honestly ignore the fact controlling has moved further away from the 'flying for fun' it then was. This is because the lack of new events have brought about specialisation in the existing ones to a large degree, and, because of or in spite of this, more complex rules. The nett result is a losing of favour with some that once had a thrill from holding a handle connected to their own creation. It was a good form of satisfaction in 1947 compared to the rate race of 1960. But maybe that's a part of the progress which, after all, is what us early birds at Surrey Park in 1946 envisioned. Very few of us are left now but the many flying sessions now to be seen on any Sunday drive give us a kick and bring back many fond memories of the early days of a sport we all still love and were proud to be a part of.

SWAIN'S HOBBY DEPT.

Eyna — Glochief — O.S. Motors
Kits — Accessories — Plans
Solarbo — Artmill Balsa.

LARGEST STOCK NORTH OF BRISBANE

31 William Street, Rockhampton

"JAGER 13" (Continued from Page 16)

connect up to bellcrank, half way between pivot and pushrod. Divide tailplane on 50 per cent line, giving 50-50 stab and elevator. The model will be much more manoeuvrable with this set-up.

Another idea for colour scheme is blue fuselage, silver wings, and use your initials for the Australian registration, e.g., VH — whatever your initials are, using three letters.

Use for the smaller motors, lines 40 to 50 feet, and for a .19 use 60 feet. Good luck.

NEWS AND VIEWS (Continued)

In these overseas countries modelling is regarded very seriously, whereas here we are treated like a bunch of kids "playing" with our 'toy' aeroplanes.

It's high time something was done about places to fly on a national basis, not just one city. Parks should be made available for control line and larger areas for free flight and Radio Control. It's high time the Government and the public woke up to the fact that today's modeller is tomorrow's technician or pilot and may be the means of saving your country and mine.

* * * *

NEWS FLASH FROM JOHN SHEPPARD, who flew in the world Power Champs. (Cable): "Winn (John Winn—one of our team(5 Max 13. Shep. 1st, equal five 17 Max." As far as we can make out it means that John Winn was 13th with 5 maxes and John Sheppard was 1st, equal with 4 others after doing 17 maxes each. If we have deciphered it correctly—What a marathon!

From Angus McDonald, N.Z.

* * * *

Entries in the decentralised competitions have been a little disappointing. This is hard to understand as most country modellers seldom get the opportunity to fly competitively, yet on a decentralised basis, they can fly against all Clubs in the State. Here is all you have to do. First of all, your Club must be affiliated with the M.A.A. All you need for this is ten members (in special cases less). The fee is three guineas, plus 4/- per member and this sets you up with F.A.I. licence and all. Entry forms are available from Russell Hammond, 206 High Street, Coffs Harbour, N.S.W. September is C/L month, October F/F and don't forget the R/C spot landing . . . two points within 82 feet and 1 point within 164 feet of the spot. Tom Prosser of Parkes is the leader in this so far.

* * * *

Radio Modellers and builders of large Stunt Models will be interested in the next item! "VISCOTEX". This is a new covering material and is only 2/6 a sheet and has the strength similar to silk with an appearance resembling heavy-weight tissue and reasonably easy to handle. Dealers note, this line is available from Walter A. Cox Pty. Ltd., of 49-61 Stephen Rd., Botany, N.S.W.

* * * *

GRISH BROS., of St. John, Indiana, U.S.A. world renowned Manufacturers of the famous "TORNADO" propellers have finally perfected a plastic substance suitable for speed use and have available at the moment 6" x 10" for 2.5 c.c. motors, 7" x 10" for 5 c.c. motors and 9" x 12" propellers

for the brute 60's. We have used both the 6" x 10" and 7" x 10" and can thoroughly recommend them. They certainly hold together at high revs. These items are also available from Messrs. Walter A. Cox Pty. Ltd., of 49-61 Stephen Road, Botany.

ETA INSTRUMENTS of 289 High Street, Watford, Herts, Eng. have long been noted for their racing engines. Their latest effort looks like being one of the best. This is the **ETA 15D**. Our test sample has already recorded a time only one tenth of a second outside our best for the $\frac{1}{4}$ mile and this on the first day out. Starting is excellent and economy is quite good. Should make its presence felt at the Nats. This item is available from **EDEN DISTRIBUTORS**.

ADVANCE RADIO CONTROL are snowed under with inquiries and orders after their advertisement in the last issue. Literally hundreds have been received and anyone who hasn't as yet received their order, please be patient, as orders are going out in strict rotation and no one will miss out. I'm not supposed to tell you this yet, but later in the year, there will be multi gear available right up to 10 channels. Interested? Write to Advance Radio Control, 45 Pymble Ave., Pymble, N.S.W.

The Coffs Harbour modellers are very keen team race enthusiasts, and are preparing for the coming Nats. One modeller has an Enya 29 doing 87.5 m.p.h. for 65 laps or 92 m.p.h. for 50 laps using a new special chicken hopper tank which gives the best run yet seen.

We had the pleasure of a visit from **GORDON BURFORD** and his wife when they were on holidays recently, most enjoyable. Mrs. Burford was custodian of their latest brainchild: a 2.5 c.c. "**TAIPAN**" **GLOW**. This will be eagerly sought after by modellers everywhere, it's an excellent piece of machinery. Easy to start on any fuel and like all "**TAIPANS**" and **GLO CHIEFS**, it should last for years.

As usual, we saved the best bit until last: the price, this will stagger you, it will retail at about £4 to £4/5/- **COMPLETE WITH PLUG**. Stand back, you'll have to take your turn on this one. There is a stack of new motors coming from Gordon. I could rave on for hours, but I'll just sneak this bit in. A new .19 Glo Chief. This will be met by rounds of applause all over the country. R.C. Modellers Note: All Glo Chief motors will be available with throttles by the end of the year. Here's the last bit, everybody raves about the old "Sabre" motors and how good they were. Well, in future, all "Glo Chiefs" will be exactly the same but look different externally. Gotta go now. Gordon will kill me if I say any more.

While we are still on the subject of engines, **J. E. PIKE & CO.**, of 77 Queen Street, Brisbane, have obtained the Australian Agency for **JOHNSON** and **HORNET** engines. They are wholesale only, but if you write to them, they can put you in touch with dealers in your territory. The 29 R. should appeal to the Team Race and speed merchants and the Holland Hornet should most cer-

tainly appeal to the class 1 and F.A.I. Modeller. Power output of this motor is fantastic.

KOOKABURRA MODELS, designers of the Kookaburra Plans Service have gone into the Kit business. First off the line is an attractive 36" span profile "Airacobra" for 2.5 c.c. motors.

Although we haven't seen samples of the kits the full size plan is excellent, featuring clear building instructions and is good value at 10/6 purchased separately. Price of the complete kit is only 38/6. One of the latest plans available is the 48" span Brolga, a neat sport or scramble F/F model for .75 c.c. to 1.5 c.c. motors. (See last issue of M.N. for photo). Plan is good and clear, but printing is small and indistinct, but I believe this is to be rectified in the near future.

GRAUPNER R/C gear has been making quite a name for itself lately and to keep up with their claim of everything for the modeller, **EDEN DISTRIBUTORS** of 107 Liverpool Street, Sydney, have imported large stocks of this much wanted gear. Included in the line are some very nice kits (see advert) and the kit of "**SILENTIUS**". The all electric free flight model which caused such a sensation overseas.

PARKER'S HOBBY STORE, of 130 Summer Street, Orange, have been very busy with mail orders lately, no wonder, they seem to have everything you could wish for, not only for model planes but, boats, cars, and trains, etc. R/C gear is something they have been concentrating on and here is their latest: yearly subscriptions to the English radio mag. "**RADIO CONTROL & ELECTRONICS**" at only 38/9 per year posted, sounds awfully cheap that one. Also English Channel Master R/C gear and are anxious to obtain orders to test the market for these products. As well they are agents for John Marquette's New Advance Radio Control firm and M.N. Plans Service as well as all the major distributors.

Looks like a bargain month for the Radio Modellers. **RADIO CONTROL IMPORTS**, of P.O. Yandanooka, W.A., are offering DEAC 225 rechargeable cells at only 10/6 each (weight $\frac{1}{2}$ oz.) with the price of a charger at only 32/- each. Sounds too good to be true, why don't you write and find out?

As I have said before every now and again a Manufacturer comes up with something out of the box. It's not often they do it twice. Well, **SOUTHERN MODELS** of 63 Boothby Street, Springbank, S.A., have made the grade, first with their "Fire-streak" combat model and now with their latest and greatest the "**THUNDERSTREAK**". This sleek monster spans 54" and comes in the most appealing box we have yet seen. A lot of development work has gone into the design and believe me, it will do anything in the book and in most cases, better than you ever did it before.

This is prefabbing in the extreme, it gives you the feeling that you could shake the box with one hand and squeeze glue with the other and it would assemble itself. The U/Cart is bent to shape,

wheels supplied, diecut ribs, sides, tail plane, elevators, etc. Everything is there except glue, dope, and covering. A good idea I think, as most building a kit of this quality will want to use silk anyway. Suppose you think I'm raving on, have a look at it at your local dealers, the kit will back me up. Price is 87/- which is less than large American kits of comparable quality, and believe it or not the plan is full size.

* * * *

Looking for a good combat plan? **THE MODEL DOCKYARD** of 216 Swanston Street, Melbourne have the famous "PEACEMAKER" at 15/-. Also the most famous of all stunts, Bob Palmer's "THUNDERBIRD" at 15/- each full size and De Bolt's R/C Model, "EQUALISER" 15/- each.

* * * *

Had the pleasure of a Sunday afternoon's flying with **JIM PALMER** a while back. I flew my low wing R/C job and Jim flew his "Bi Fli" with Bonner Vari Comps, O.S. 4A and O.S. 15. Boy can his .15 go, leaves mine for dead. I can see now how Jim smashed a wing in a dive, he really gives it the treatment, inverted included. Jim has another batch of American gear arriving at the **NORTH COAST HOBBY CENTRE** soon, so get your order in early. More Bonner Vari Comps, Babcock Super Compounds, Bonner Duramites, you name it. If he hasn't got it, it's on the way.

* * * *

M.N. PLAN SERVICE of 3 Grandview Drive, Campbelltown have some extra special items for the scale modeller, these are: "Technical Manuals of the following aircraft:

Boeing B-17, "Flying Fortress".
Republic P-47 "Thunderbolt"
Chance Vought F4U "Corsair"
Curtiss P-40 "Warhawk"
Lockheed P-38 "Lightning"
North American B-25 "Mitchell".

These are excellent and give a complete history of each aircraft together with several pictures and a 3 view drawing. Price is 12/6 each. Another special are the "Wylam" plans sets from America. These are very clear with a scale of 1"=1ft. and comprises the following:

Albatros D-1 to D-6. Wylam seven.
Curtiss P-1, Hawks, F11c-2Goshawk, P-6e Hawk.
Wylam Three.
Spad S-XIII C.1 Curtiss Model A. Spad S.VII.
Wright Flier.—Wylam Two.
Grumman F6F-3, Douglas C-54, Douglas A-26,
Boeing B-17, Consolidated B-24, Curtiss A-25|
Wylam Five.

Price is 25/- per set.

* * * *

Model News is without doubt Australia's most popular model magazine but I would still like to make it better. I can only do this with your help and advice, plans, designs, gadgets and photos are always needed. If you will fill in the following questions, I will make this the magazine YOU want.

All you have to do is place a number in the square opposite each class you like in order of preference: for example; if you like 5 c.c. stunt place No. 1 in that square, and if your second

choice was B. class Team Race, you would place No. 2 in that square and so on. Don't number any squares you definitely DON'T like.

5-6 c.c. Stunt	[]
2.5 c.c. Stunt	[]
1/2 A (up to 1.5 c.c.) Team Race	[]
A. (up to 2.5 c.c.) Team Race	[]
F.A.I. Team Race	[]
B. Class up to 5 c.c. Team Race	[]
C/L Scale up to 5-6 c.c.	[]
C/L Scale Multi Engines	[]
Combat 5-6 c.c.	[]
Speed (all classes)	[]
Chuck Glider	[]
Jetex	[]
Open Rubber	[]
Wakefield Rubber	[]
Sailplanes to 4ft. span	[]
Sailplanes A/2 and over	[]
Class 1 power (to 1 c.c.)	[]
Class 2 power (to 3.5 c.c.)	[]
Class 3 power (over 3.5 c.c.)	[]
Scale F/F models	[]
Semi-Scale F/F models	[]
R/C Models up to 2.5 c.c.	[]
R/C models up to 5 c.c.	[]
What articles do you like best in "Model News"?	[]
Number in order of preference.	[]
"News and Views"	[]
Stories like "Aust. Trailblazers"	[]
Full size Aircraft pictures	[]
Full Size Aircraft 3 views (Cessna, etc.)	[]
Engine Tests	[]
Technical articles (Reduce Drag, etc.)	[]
Radio Roundabout	[]
New Zealand News	[]
Club News	[]
Pictures of models	[]
F/F Plans and Designs	[]
Gadgets	[]
C/L Plans	[]
Team Race Designs	[]
Contest Write Ups (Nats., etc.)	[]

Don't think your entry doesn't matter, it does. If you don't want to spoil your magazine, copy this list onto a plain sheet of paper. Please post your entries to "Model News", 206 High Street, Coffs Harbour, N.S.W.

CORRECTION

Second place, Flying Scale, Queensland Championships, as printed in last issue should have read John Thomas, not Jack French.

Recently we made a mistake with John Turner's age and address. He is not 17 and will not be until December of this year. He is a member of the Ryde Model Aero Club, Sydney, and not Orange.

FOR SALE: 1 O.S. Diesel 2.5 c.c., brand new, never been run, £7, and 1 Taifun Hobby 1 c.c., brand new, never been run, £4. Obligated to give up model planes. Reg. mail inquiries only to G. Boniface, 76 Bilyana Street, Balmoral, Brisbane.

FOR SALE: 1 E.D. Fury 1.5, £5; 1 O.S. 15 Diesel, £3. Contact John Balding, 65 Gundagai Street, Coffs Harbour, N.S.W.

Cumberlands Districts Champs

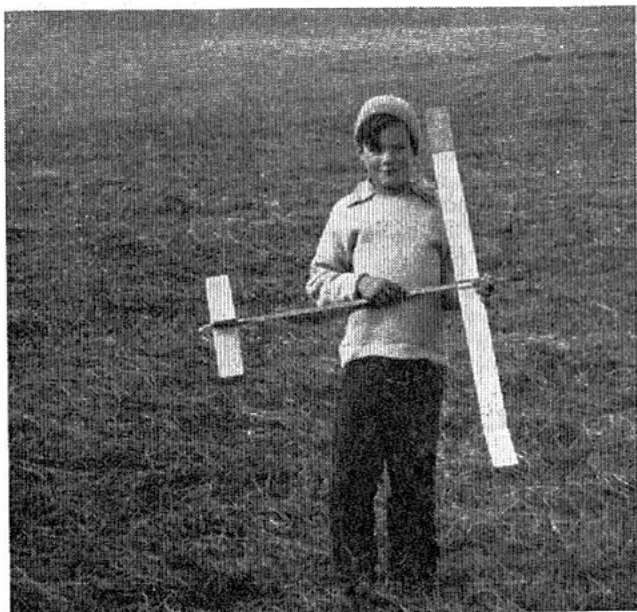
Have you ever sat blissfully trying to start a diesel in a temperature of about 45 degrees, with light rain trickling down your neck and a 20 knot wind blowing? If so, you have some idea of the conditions under which the Parramatta-Granville Club held the Cumberland District Championships at Schofields Aerodrome on Sunday 26th June. The conditions were appalling with only about 2 minutes sun shining every hour. Just enough to hasten the next shower of rain along.

The contest started with chuck glider and it soon became obvious that there were thermals about, when Dave Hegarty and Alec Pedashenko clocked up times in excess of a minute, and at one stage were seen to be circling in the one thermal together.

Next came Open Rubber and Open Sailplane which were run off simultaneously, there being no shortage of timekeepers to do so.

Sailplane saw some fine flights by John Sullivan from Maitland using an A.P.S. Pelican—and his club mate Joe Kelly, using an Inchworm. These two are definitely a force to be contended with in any contest.

Open rubber was not very well supported and was practically a benefit for the Doonside Club with Ivor Stowe and Reg Towell being the star performers (performers was right as Reg's model was quite good at aerobatics before he trimmed it out properly). Keith Murray was also seen to be flying rather consistently using a Fullarton Wakefield.



Tarn Stowe, Ivor Stowe's young son with his own designed and built towline model. Note the D/T (it works). Tarn is 7 years old, has built several successful chuck gliders (without dad's assistance, but using dad's tools and specially selected balsa, much to dad's annoyance). He has also been flying control line models (dad's also, nothing larger than 2.5's) since he has been able to walk. We believe in startin' 'em young in the B.G. Smoke.



Ivor Stowe, assisted by Bert Kynock winding his open rubber model (a 50 gram. Wakefield). Hope He's comin' in!

Following these events was Class 1 and 2 Power, which saw at least one spectacular flight when Bas Healy launched his 'Jemmie' into the atmosphere to record a max. on an 8 second motor run, and never to be seen again. Once more that 'Man from Maitland' Joe Kelly, was flying very consistently with a Calypso Junior, and his club mate, Joe Lewis was doing rather well with a Claypso Major in Class 2.

Bert Kynock—Ivor Stowe team from Doonside were flying their F.A.I. model using a reworked E.D. 246 for power, but found the competition against the lighter open power models a little hard.

By the time the Shambles or Scramble (sorry) started the weather had cleared somewhat. The rain disappeared but the sun was still obscured by cloud.

From the onset it was obvious that Dave Hegarty would be in the runners-up. His model made a constant nuisance of itself by flying at head height demoralising the opposition and this reporter in particular.

All in all as a shambles it was a shambles.

The presentation took place as soon as the Scramble had finished.

Shields were presented to all placegetters, plus useful prizes such as motors, kits and useful modelling equipment.

Congratulations to the Parramatta-Granville Club for the manner in which they ran their first competition.

The final results were: CHUCK GLIDER — 1st D. Hegarty, M.F.F.C., 270 sec; 2nd C. Emarton, Doonside, 189.5 sec; 3rd, Peddles, B.A.T.S., 122 sec. OPEN SAILPLANE.— 1st, J. Sullivan, Maitland, 215.6 sec.; 2nd, J. Kelly, Maitland, 149.5 sec.; 3rd, C. Tippet, Maitland, 145.8 sec. OPEN RUBBER. — 1st, I. Stowe, Doonside, 250 sec.; 2nd, K. Murray,



Joe Lewis from Maitland with his O/D Class 2. Power Ratio job, (Elfin 1.49).

M.F.F.C., 181.1 sec.; 3rd, R. Towell, Doonside, 31.0 sec. CLASS 1 POWER.—1st, B. Healy, B.A.T.S., 8.3 to 1; 2nd, B. Allcock, M.F.F.C., 8.0 to 1; 3rd, J. Lewis, Maitland, 7.3 to 1. CLASS 2 POWER.—1st, D. Hegarty, M.F.F.C., 11 to 1; 2nd, B. Allcock, M.F.F.C., 10.8 to 1; 3rd, Stowe-Kynoch, Doonside 7.7 to 1. CHAMPION OF CHAMPIONS. — Dave Hegarty, M.F.F.C.

Reported by : Bas and Peddles

PARRAMATTA GRANVILLE CLUB PRIZE LIST
£5 open order from Eden Distributors, 1st Sail-

THE BEAUTIZONE AND NORTH COAST CHAMPIONSHIPS



To be held at Coffs Harbour on Sunday, C/L, and Monday, F/F, on 2nd and 3rd October 1960.

Sunday and Monday, commencing at 8 a.m.

C/L ½A Team Race, A Team Race, F.A.I. Team Race, B Class Team Race, Combat, C/L Scale, Stunt.

Monday : F/F, Radio Control, F/F Power Class 1, F/F Power Class 2, Open Sailplane, Open Rubber, F/F Scale, Chuck Glider.



Entries close 30th September, with the Secretary, Russ Hammond, 206 High Street, Coffs Harbour.

Entries : 5/- Nomination, plus 2/6 per event.



Dave Hegarty, champ of champs with his hurl glider.

plane; Enya .06 from Winjen Toy Shop, Parramatta, 1st Class 1; O.S. Pet from Walter A. Cox, 1st Class 11; £3 open order from E. H. Trollope & Son, Granville, 1st Open Rubber; £2 open order from E. H. Trollope & Son, Granville, 1st Chuck Glider; Mills .75 and two K.K. flying scale kits from Model Aircrafts for Scramble Prizes.

Newcastle District Aero Modellers

Get Your Model Aircraft Supplies from

The Hamilton Toy Shop

40 Beaumont Street, Hamilton,
Newcastle

A. JENSEN (Prop.) MA 2992.

Enter the Fourth . . .

EASTERN DISTRICTS CHAMPIONSHIPS

To be held in CENTENNIAL PARK, Sydney, over Sunday, 2nd, and Monday, 3rd October (Labour Day Weekend), and Sunday, 9th. Processing begins 8 a.m. sharp.

Sunday, 2nd	Monday, 3rd	Sunday, 9th
½A Team Race	Jun. Combat	F.A.I. Speed
C. Class Team Race	Sen. Stunt	
F.A.I. Team Race	Jun. Stunt	
B Class Scale	Sen. Combat	Class I. Speed
	Rat Race	

Fees : Seniors 5/-. Nomination 3/- per event.
Juniors 2/6. Nomination 1/- per event.

Closing date, Thursday, 29th September. Late entry fees (except country modellers), Seniors 5/-, Juniors 2/6.

Trophies will be presented on the field after each day's flying.

Any inquiries to Hon. Secretary, Mr. Ken Lloyd, 3 Abbott Street, Coogee. 'Phone ML1785.

NEW ZEALAND NOTES

Wellington, July, 1960.

At this time of the year, both the Upper Hutt Aeromodellers and the Wellington Model Aeroplane Club take to the flying field to compete for an inter-club trophy called the "Model Supplies" trophy. You may remember that we sent you a report on last year's contest, and feeling that a similar report would not go amiss this year, here goes:

Sunday, June 26, 1960: As last year, again at Trentham. Unlike last year, there were no F.N. 30 rifles being popped off alongside us, and as a result we found that we were able to fly, devoting all our thoughts to models. The classes flown this day were as in the past, namely Hand Launch Glider and Class "A" Team Race.

It should be borne in mind that basically the contest is to encourage aeromodelling amongst the junior members of our clubs, but as everyone will readily agree, we are all young at heart, and as a result, seniors fly also.

We fly two teams each—2 seniors and 2 juniors—making a total of eight flying in each event, with a senior and a junior reserve in each case. As it happened, Wellington had to call on its senior chuck reserve after team member, Frank Lynch, lost one Chuck O.O.S. and broke the other just prior to the contest starting. It could be that the Gremlins were on our side, for reserve Ivan Treen upped and beat the lot!

Most Chucks were once again of the Dunwoody type, and these proved they were the highest climbers, although, very often, that was of no value to the owners as the lower climbing models turned in just as good times.

On the whole, there was very little thermal activity; the day being rather cold. There was, fortunately, very little drift.

Also flown on this day was Class "A" Team race, and here things moved rather fast, but not quite fast enough to break any records. Teams were on the same basis as in Chuck. Once again, Wellington had to call on its senior reserve, this time because Welly Choy found that his motor was playing up somewhat, resulting in one very badly mangled index finger. On retiring from the start, he was promptly talked into running the races. Serves him right.

All the motors except one (E.D. 246) were Oliver Tigers. Pit stops were very good and very quick, although several of the starters had a certain amount of trouble due to the air getting colder, and the motors not liking it. (Same could apply to the modellers themselves). However, all flew the races, and the results are quite interesting. In senior, for example, B. Zemanek beat club mate John Crombie by just one second.

Also in senior, one rather unlucky incident took place. Zemanek's model had just taken off and started to overtake Eric Arkinstall's, which at that same moment was about to overtake another model. On top of it the three models were right in the sun and as a result Zemanek's prop cut itself rather deep into the cockpit of Arkinstall's plane. This latter model was the luckiest of the lot, for it continued on its merry way, but not so the former, which had to land and have the prop replaced, resulting in a loss of time.

In the junior race, Bitossi, of Wellington, flew a model built in 38 hours (including time off to sleep). Trouble was that he was in the midst of school exams, and could not really afford the time to build. Although the model was rather like an autumn tree shedding pieces during the race, it finished the 10 miles, rather proving, I think, that ANYTHING will fly on the end of a pair of lines.

Results of the day were:

H/L GLIDER: Senior: 1st, W. I. Treen, W.M.A.C., 285.8 secs.; 2nd, W. Cook, U.H.A., 245.5;

3rd, V. Whyman, U.H.A., 200.4. Junior: 1st, G. Hitch, W.M.A.C., 217.7 secs.; 2nd P. Beswick, W.M.A.C., 168.6; 3rd, S. Sturge, U.H.A., 115.9.

TEAM RACE: Senior: 1st, E. Arkinstall, U.H.A., 9:39.6 mins.; 2nd, B. Zemanek, W.M.A.C., 11:15.8; 3rd, J. Crombie, W.M.A.C., 11:16.8. Junior: 1st, N. Christiansen, W.M.A.C., 10:20.4; 2nd, V. Arkinstall, U.H.A., 13:42.7; 3rd, M. Bitossi, W.M.A.C., 14:58.8.

Points gained on this first day were: Upper Hutt 9, Wellington 15.

The second day's flying was much the same as the first, although there was much more thermal activity, even from a height of above 50 feet. Bill Cook, of Upper Hutt, showed us this with a flight in A/2 when he did over 3 minutes at about 50/75 feet all the time. Both Glider (A/1, A/2) and F.A.I. Power were flown this day—power was restricted to English and American motors only—and all types of designs were evident.

Senior Glider went to Bill Cook, flying an original design with modified Topscore topping John Malkin, of the same club, second. Ross Dutton, of Wellington, sported an A.P.S. Aiglet to first place in junior.

In Power, Mel Ruddlesden and Frank Lynch, of Wellington, both flew very nice Hammerheads, although Frank showed us just how weak a fuselage can be. Bill Cook came second in this event, and he was flying a nicely trimmed Creep. Most of the juniors' designs escape my memory, but I do remember that Neils Christiansen was also flying a rather roly Creep, and Henry Stratton a very high climbing Hothead. This latter plane was unfortunately lost on its first official flight which was a great pity, as with the climbs it was getting on test, it could well have turned in 5 maxs without any trouble whatever, and also without very much, if any, lift. To date, two weeks after the contest, it still has not been found, which is very unfortunate.

Results of the second day were:

GLIDER TOWLINE: Senior: 1st, W. Cook, U.H.A., 12:14.6 secs.; 2nd, J. Malkin, U.H.A., 11:10.8; 3rd, W. I. Treen, W.M.A.C., 10:23.9. Junior: 1st, R. Dutton, W.M.A.C., 9:31.9; 2nd, V. Arkinstall, U.H.A., 7:36.3; 3rd, S. Sturge, U.H.A., 24.6.

POWER: Senior, 1st M. Ruddlesden, W.M.A.C., 11:55.8; 2nd, W. Cook, U.H.A., 10:25.6; 3rd, F. Lynch, W.M.A.C., 9:23.8. Junior: 1st, V. Arkinstall, U.H.A., 7:36.3; 2nd, N. Christiansen, W.M.A.C., 7:28.7; 3rd, H. Stratton, W.M.A.C., 3:00.0.

Points gained on this day were: Upper Hutt 13, Wellington 11, which made a grand total of Upper Hutt 22, Wellington 26.

On the whole the contest was a very good one, well supported by other members of both clubs, and flown rather leisurely. The total points show that both clubs were fighting right up to the end for the honours.

It should, perhaps, be pointed out that both clubs fly regularly together right throughout the year, and as a result, it is possible that we are all aware of each other's failings. Who knows? It's so hard to tell.

We've now all gone back home with mixed ideas about what type of model to build for the forthcoming Nats. All, that is, except Henry Stratton, who is going all out to try and find his Hothead. I for one will be offering to go out with him and try to find it. It was a beauty.

One point that did come to mind throughout the contest. As a hardened soaked-string dethermaliser exponent (phew!), I was rather surprised at the number of times clockwork timers for motors and D/t's failed to work. Maybe they are usually

(Continued) ►

NEWS OF CLUBS AND MODELLERS

QUEENSLAND NOTES FROM A. GORRIE

In an earlier issue we mentioned that youth had an equal chance in Model Aviation with his older brother or father. Well, to vary this a little by virtue of a novel and interesting competition arrangement he is also able to compete on his own flying field with other countries of the world in an Annual International Correspondence Competition.

By ballot Queensland was drawn as the Australian State to represent Australia and the events were conducted by the Model Aeronautical Association of Queensland at Beenleigh.

Other countries included in this wide spread contest were South Africa, Canada, Australia, U.S.A., United Kingdom, Holland.

All countries were to post results and photographs of competitors and location immediately after the date of the contest and the organisers notify the winners. Many countries wrote direct to other countries also with the results. Our State secretary, Mrs. Egerton has already received results from South Africa and Holland.

The racial dispute in South Africa almost prevented their competing and we sympathise with Chile. We would far prefer any reason for not competing than the national disaster which befell them.

okay, but I do feel that a little more thought should be given before placing so much trust in them.

Happy landings to all. BRIAN McELWAIN.

The forthcoming Nationals are to be held at Bell Block Aerodrome, New Plymouth as from Wednesday, December 28, to Sunday, January 1, 1961 inclusive. At the moment the proposed programme is as follows:

Wednesday, 28th December, morning, Nordic A/2; afternoon H. L. Glider.

Thursday, 29th December, morning, Wakefield; afternoon, Class A T/R.

Friday, 30th December, morning F.A.I. Power; afternoon, Speed 5 c.c., C/L Scale, 10 c.c., Aerobatics.

Saturday, 31st December, morning Nordic A/1; afternoon, Speed 2.5, Jet, F/F Scale, Aerobatics.

Sunday, 1st January, morning Pay Load; afternoon, Class B. T.R.

The above of course is subject to minor alterations and has been prepared with a view to help in avoiding a lot of recording work on the last afternoon. The question of revision of rules has been given considerable consideration and it is understood that a decision has now been reached. The new rule book should be out in the near future. I certainly hope so as some major changes have been proposed and naturally I want to conform with all rulings for our forthcoming Nationals.

Second Item:

A/2 & Wakefield teams for 1961

Those who wish to be considered for these teams must have the times recorded of three series of 5 flights of each class in which they wish to compete. Each series must be flown on different days at official club meetings, and must be officially timed. These times must be in the hands of the Secretary, N.Z.M.A.A. by the 15th November, 1960. Only those included in the 20 highest total times sent in for the 15 flights will be considered for teams. The teams will comprise the three out of this 20 who recorded the highest times in A/2 Wakefield comps. at the Nations.

Notes from E. ARKINSTALL, of Wellington

The winners of the three events held in Australia were:

POWER: Alan Bettens (NMAA). HAND LAUNCH GLIDER: Ray Fairfield (NMAA). SAILPLANE: Ron de Chastel (Stardusters).

Weather was ideal in South Africa, gusty in Australia and shocking in Holland.

We will tell you more about this contest when we know who won it.

Our youthful flier of the month is a student of the Yeronga State School, Darryl Jorgensen, of Yeronga.

Darryl, although only 11 years old has already built up an impressive list of results since he joined the N.M.A.A. We must admit Darryl has a pretty keen offside in his father who builds some of the most beautiful models we have seen for a long time and who encourages him no end. However, Darryl is a most capable flier without any consideration being given for age. So far he has flown into the following places: 2nd N.M.A.A. Combat event, 1st N.M.A.A. B Class Team Race. 3rd N.M.A.A. Combat, 2nd Junior M.A.A.Q. Stunt. 2nd M.A.A.Q. Combat. 1st C. Class M.A.A.Q. Team Race. 2nd M.A.A.Q. Combat.

He is only a little fellow and some of his opponents in Combat are about 2 feet taller than him (I'm not) and in the 1960 Queensland Combat Championships he came second and his Dad came third. May we say good luck, Darryl, and a big hand to Dad who spends all his spare time on their combined hobby.

We have seen a lot of father and son combinations and it is to a father's credit that he should seek enjoyment and relaxation in the same field as his son.

BEAUDESERT MODEL AERO CLUB

1 h. Power Scramble 10th July, 1960.

1st Carl Brosman, Cherub Mills, .75 Torado 7" x 4".

2nd Tom Spence, K.K. Halo with Merlin .76.

3rd Harry Lewis, Magna Will Mills .75.

4th. Freddie Willis, Skylon with Babee.

Been having a Chuck Glider event based on mass launch. Second last model down gets the point to provide a bit of interest.

Harry Lewis and Carl Brosman flying radio without accident (How boring!).



Darryl Jorgensen, 11 years old, N.M.A.A. member, flew record-breaking Class C Team Speed shown in centre, using a O.S. 29 and 35. —Pic A. Gorrie

CLUB NOTES FROM TOOWOOMBA

Members of the Toowoomba Model Aero Club have got together and arranged to fly stunt and combat for a trophy each month, the first being held on the 31st July.

The winner of the first round was R. Hood who flew his K. & B. powered "Pow Wow" stunter. Second was B. Ward with his Glow Chief .35 powered "Stunt-Master". G. Engbart placed a close third with his O.S. powered "Thunderbug". Best built plane was Ian Lang's Lark Stunter" built from "Model Airplane News" plan, a real credit to him.

Because of bad weather combat was postponed for a couple of weeks.

CLUB NOTES FROM TASMANIA

Just a few lines to give you an idea of what is happening over here.

Members of the Launceston M.A.C. are in the doldrums at the moment for two reasons. (1) Their secretary has had to resign his position owing to shift work. (2) They have lost the use of their club room, and it is impossible to obtain another at a rental the club can afford.

The club has been given the opportunity to obtain 3 acres of ground for their headquarters, but so far they are having an argument because some say it is too far out of the city. It is about 3 miles from the Launceston Post Office.

Terry Cox of Eta fame is still being dogged with bad luck.

Graham J. has a very nice "Thunderbird" but doesn't fly it enough.

John H. is all talk about a fantastic E.T.A. job but is keeping it well hidden.

Chas. W. is trying to build a speed job, but can't seem to get beyond the pan stage.

Roger E. has put his models in mothballs. Reckons they're safer that way.

Edward M. is going over to toy trains. Cheaper on energy, he says. His own I think.

David J. of Wakefield fame told everyone that he had given up modelling, but he has a very nice model making group under way. He has the very able assistance of John S.

Ron W. is still wondering why he can't afford both girls and models.

Now that that Wally W. and family have moved into their new house, we might see some action.

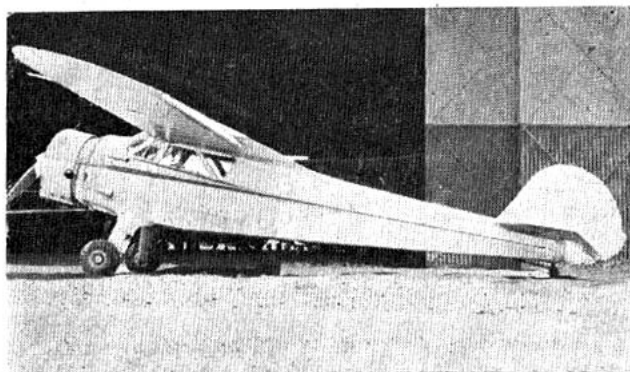
Ross J. the talking boy, is turning to radio. Any chances for a record attempt Ross.

Norm S. just doesn't seem to get around anymore.

We still have a clueless bod who tried for a club record without an official time keeper. What's that Terry?

We are wondering whether it is the pressure of work or the presence of T.V. that is holding Jack A. from the building board.

Signed "Tas"



The "Airmaster" now flying in N.S.W. as mentioned in last issue. Reg. No. VH-UYG.

"I would like to take this opportunity to thank you for a very good magazine. As I am more or less a lone hand radio flier and am grateful to your magazine for keeping me up to date on the latest equipment.

I have at the moment a 'Waveguide' fitted with Wright radio equipment and an O.S. 29 which has done 328 flights to date."

From Owen Badcock of Moriarty, Tasmania

328 flights with one model. Must be a record." Editor.

Results of SPOT LANDING Contest Held June, 1960 in connection with N.S.W. A.A. Decentralised Contest.

5th June: J. Marquette, R.C.M.C., 3 points, 1st; J. Eyre, R.C.M.C., 2 points, 2nd. 12th June: T. Prosser, R.C.M.C., 8 points, 1st; J. Marquette, R.C.M.C., 6 points, 2nd. 13th June: J. Eyre, R.C.M.C., 6 points, 1st; J. Marquette, R.C.M.C., 4 points, 2nd; T. Prosser, R.C.M.C., 3 points, 3rd. 19th June: J. Eyre, R.C.M.C., 7 points, T. Prosser, R.C.M.C., 7 points equal 1st; J. Marquette, R.C.M.C., 2 points, C. Eyre, R.C.M.C., 2 points equal 2nd. 25th June: T. Prosser, R.C.M.C., 12 points, 1st.

Total points: T. Prosser 30 points; J. Marquette 15, J. Eyre 15, C. Eyre 2. 3 entries with nil score.

Results of Second N.S.W. A.A. Decentralised Competition C/L Contest.

1 A. Team Race: John Flanagan, Coffs Harbour, E.D. Fury Motor, 7 min. 9 sec., 1st. F.A.I. Team Race: H. Flanagan and L. Toft, Coffs Harbour, O. Tiger, 6 min. 14.3, 1st; Peter Workman, Parra and Granville, 7 min. 21.8, 2nd; N. King, East, Dist. M.F.C., 8 min. 59, 3rd. Class 1 Team Race: H. Flanagan and L. Toft, Coffs Harbour, O. Tiger, 9 min. 18.5, 1st. Class 2 Team race: K. Lloyd, East, Dist. M.F.C., O.S. 29, 8 min. 6.2, 1st; H. Flanagan and L. Toft, Coffs Harbour, O.S. 29, 8 min. 13.4, 2nd; R. Hammond, Coffs Harbour, Enya 29, 8 min. 57.7, 3rd. Class 3 Team race: J. Balding, Coffs Harbour, Glo Chief .35, 9 min. 56.3, 1st. Class 1 Speed: H. Flanagan and L. Toft, Coffs Harbour, Enya 15D., 29.5 sec, 1st; J. Balding, Coffs Harbour, O.S. 15D., 32.5 sec. 2nd. Class 2 Speed: R. Lloyd, East, Distric. M.F.C., 16.3 sec., 1st; A. Kerr, East, Dist. M.F.C., 18.0 sec., 2nd; H. Flanagan and L. Toft, Coffs Harbour, 23.7 sec, 3rd.

VICTORIA STATE CHAMPIONSHIPS CLASS 3 TEAM RACE AND COMBAT (Sunday, July 3)

Increased enthusiasm and larger entries have marked the Vic. State series this year, so that it was no surprise to find a record number of participants in both of the above events.

The Class 3 Team Race was notable for the fact that the models were all consistent performers, and not last-minute conversions, just to "be in it". All the planes took off without cutting across the circle, which is one of the signs of a good C Classer, as such aircraft have to carry 70ft. of heavy 16 thou. lines.

The winner, J. J. Allen, in fact used 22 thou. lines in order to be sure of conforming to the rules. Most of the Victorians realised that Australian commercial 16 thou. lines are usually 15½ thou. when officially measured. Allen, despite this heavy load, had perhaps the fastest model on the field, and completed the final with one pit stop in the time of 8 mins. 48.7 sec. This could have easily been bettered, as his model snagged on take-off after the pit stop and had to be restarted. Also, the annoying fault of booster jack connections breaking, meant that alligator clips had to be used on starting. Allen's plane was an original design, powered by an O.S. Max 3 .35 engine, recording 87 laps, and it was interesting to note that the entire entry was using O.S. Max .35 motors.

Whilst Allen had previously claimed for an Australian record attempt, and his model checked out O.K. after the final, it was understood, that the Lloyd Brothers in N.S.W. have a C Class record pending of 8 mins. 47.9 secs, which is, of course, just a shade faster. This plane was also powered by an O.S. Max .35 Engine and has been reported to have clocked under 8 mins. on occasions. (Qld. claiming 7 mins. 26.7 sec. also Max .35.

Second place went to John Ffeifer, and third position to Tony Cincotta. John McCarthy was unlucky to be left at the start of the final and would have placed much higher up than fourth.

Officials voted the Combat event the busiest for many years, and it was particularly pleasing to see so many new faces trying their skill against the regular entrants. It all meant that two circles were operating continuously from midday until 5.15 p.m. There were many exciting heats and a large number of collisions providing spectacular entertainment for spectators who had been notified of the championships in the local papers.

Derry Brown and Hugh Gurney became tangled at one stage, so that Derry's handle was wrenched from his grasp. In an instant, his model was climbing in large circles, swinging the complete handle and lines in a wide arc. The plane swung out over Albert Park Lake and then veered back again to skim in to a forced landing on the field. The pilot merely had to pick up his handle, fill up the tank and take off again. Amongst those to fly really well during the afternoon were Barry Angus, Ron Wilson, Doug Harlow, Alan Smith, and Bill Hindson. Many of these were unlucky to meet each other later in the programme, whereas other pilots had a much easier run through to the finals. Victorian officials are contemplating seeding the entries in future to ensure that recognised experts are on opposite halves of the draw.

Derry Brown and Doug Harlow were two experienced flyers who were unlucky enough to strike Australian Combat Champion Tony Farnan in the semi-finals. This provided the best flying for the day, whilst the actual final between Farnan and Howard Makin was something of an anti climax. Here Makin who although quite skilful was up against a far more experienced opponent with a faster plane, and the title went to Farnan for the fifth successive year, with four cuts to one. Makin attempted to evade, by flying low and keeping his arm and body well away from his opponent; however, Farnan could fly even lower to make the necessary cuts. His planes were the usual "Fire-streaks" powered by O.S. Max Engines, as seen at the Nationals. The Max .29 used in the final, was a Max I series, and has been used entirely for Combat for five years without the need for replacement. It, and the plane withstood four collisions on this particular day and still came up snarling. Tony says he refuses to subject his good Max 3 Engines to such brutality.

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Howard Makin who came second in the final, flew an original design flying wing, and Doug Harlow, the third placegetter, defeated Ron Wilson in an exciting fly off. Of approximately forty entries in the Combat, all used O.S. Max Engines, except Makin who used two Enya models.

NITRO.

FAR WESTERN DISTRICT ASSOCIATION OF AEROMODELLERS

There is not much to report from this area over the last couple of months as all the bods are busy building, etc., in readiness for the coming Inter-Club Contest to be held at Warrnambool in September.

This meeting should prove most interesting especially in the Class 1 Team Race where the introduction of the famous Oliver Tiger should help drop the time for this event to a more respectable figure. Glenelg now are the proud owners of a new Oliver Tiger MK3 (Mod) and the members of the Hampden Club sent their standard model back to J.A.O. for mods. There is a rumour floating around that a couple of the other so called "Team Race Experts" have placed orders for O.T.'s. If this is correct then Class I will become a very interesting race.

Glenelg Club have been corresponding with a couple of English clubs over the past year or so and have now gone one step better. They recorded their views, etc., on tape and sent this over for the lads to hear. From reports received from England these tapes were very well received indeed and the local lads are now waiting for the return of these tapes to hear the personal views of the chaps over there.

Hamilton Club are very proud to have won the Western District Shield which had been held for quite some time by the famous Terang Club who, of course, were headed by Les Squires. Unfortunately Les was unable to be present at the contest this year and this could have been a major factor against the Terang Team in this Class 2 Team Race event.

The new Glenelg Shield for Class 1 Team Race went to Terang Club who flew the same team that won the Victorian State Champs in this event. The Glenelg Model had a little trouble with fuel settings and managed to take second place with the Hampden model bringing up the third position.

It was very encouraging to see such a good turn up for this meeting which seemed to be losing a little interest over the past couple of years. This could have been mainly due to the fact that a lot more clubs are now functioning in the area.

The Western District Championships will be held next Easter at Geelong and this association wish that club all the best and hope that they have a really top class turn up (also we hope that the weather treats them a little better than it did us this year at Warrnambool).

Well that is all for now and hope to be able to rake up a little more for you next time.

TENSIX

Balancing the Scales

The Victorian Controline Scale line up this year was very disappointing. Only four planes actually flew off as a couple were taken away before the actual contest. Final results were 1st Don James with a 5 c.c. powered Vought Sikorsky Kingfisher, 2nd Geoff Pentland with a Messerschmitt ME110 and third was Ron Daynes with a Superfortress B-29. The latter two all utilised 2½ c.c. diesels. The fourth flier was Derry Brown with a 2½ c.c. powered Spitfire.

We expected a first-class Zero from Reg Loats in Werribee but it didn't turn out. Lindsay Edwards had some poor luck early in the day and didn't

fly his fine Avro Anson. So, with lots of others not turning up we were all a bit disappointed.

Whilst on this subject the Victorian scale boys are, to put it bluntly, very cheased off with the existing rules and then some. They are having a big meeting during mid-July with the objective being to form a group like the MARCS Radio Club and draw up a sensible set of rules for submitting to the National Body. As all will be experienced senior hands the thing seems full of possibilities.

Further discussing F.A.I. rules the average stunt merchant here doesn't really object to the F.A.I. pattern but reckons the rules and judging procedure is for the birds. A recent Eastern Suburbs stunt contest ignored them altogether and ran on the old ones and we're given to understand the boys want the Hearn's Hobbies Trophy to be run on the old jobs.

Some have also said Class 3 Team Speed would be worth dumping or, as an alternative, rationalise the rules. Why penalise the planes on thick lines when they are not as fast as the Class 2 ships, and probably never will be, as nobody seems to be interested in heavy ships with the few 10 c.c. motors around the town these days. Or, how about putting them on Class 3 speed lines with 1½ oz. tanks? The 2oz. jobs seem excessive when most are powered with motors only a bit bigger than the Class 2 planes. The lines point is worth consideration as no other event nowadays calls for seventy feet. It just means an extra reel and set that's useless except for Nationals and State Championships.

How's about combining the two classes? All on Class 3 lines. It wouldn't hurt to slow the Class 2 planes and times between the two classes might be more even.

NEWS FLASH

Larry Conover, U.S.A. won world F/F Championships using O.S. Max II .15. Placed first in Senior Class I. Speed at 120.6 m.p.h.

Peter Chinn reports in latest "Model Aircraft" O.S. Max II .15 is "world's most successful multi-speed motor placing 1st, 2nd, and 4th at American R/C single event. Has been quite successful here also.

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ECHUCA DISTRICT MODEL AERO NOTES

Flying has been a bit slack owing to the weather and the fact that we can no longer use the aerodrome. A better flying field has been located, and as the owner is sympathetic to our course we now have one of the best flying fields in Victoria.

No trees and not too many fences.

While not winning any of the events entered at the State Championships, all members who made the trip voted it well worth getting up at 4 in the morning to reach Melbourne in time to compete.

For a championship event the lack of timers was one point which was noticed, another being the javelin type throw of some free flight contestants. Three carloads made the trip which by the time we reached home at night had put another 300 miles on our speedos.

At present we have some junior members very keen to acquire a plan of the various crowbar type free flight models that are being flown in N.S.W. Anyone with one to sell please contact me at 90 Hume Street, Echuca, Victoria. (Baasil ! —Ed.).

We recently saw an unattached modeller have a combat session with a Tiger Moth and his radio model. The Tiger won as well as the pilot lodging a complaint with the local D.C.A. chap, hence our being unable to use the drome.

Any readers of Model News who live in Bendigo and are in a club there are asked to contact me at the address below.

Brian Douglas 90 Hume Street, Echuca.

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