

AUSTRALIAN & NEW ZEALAND MODELLING

2'6

2/- STERLING

Model News

AUGUST, 1963

REGISTERED AT THE G.P.O., SYDNEY, FOR
TRANSMISSION BY POST AS A PERIODICAL.

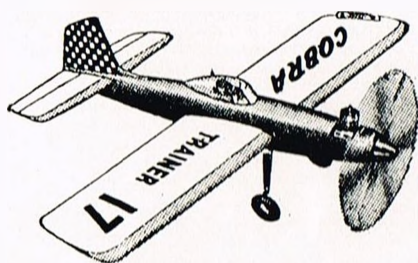
- ★ HERON SCRAMBLE MODEL
- ★ STATE CHAMPIONSHIPS
- ★ AUSTRALIAN TRAILBLAZERS
- ★ AUDREY — SAILPLANE CHAMP.



Address all correspondence to the Editor,
11 West King Street, Southport, Qld., Aust.
Advertising rates on request.

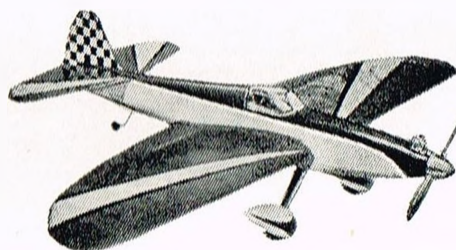


AUSTRALIA'S MOST **EXPERIENCED** KIT MANUFACTURERS



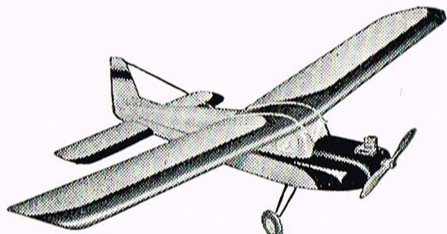
COBRA

Big 27-inch wing span—solid, fully-shaped wing makes the Cobra a terrific semi-trainer model. All parts diecut and moulded. 1.5 cc.-2.5 cc. engines.



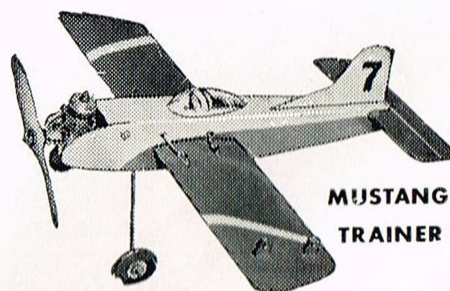
THUNDERSTREAK

Giant 54-inch wing span kit containing over 160 parts, all of which are accurately cut and moulded. The Thunderstreak is a World Championship Class Stunt Model suitable for 3.5 cc.-6.0 cc. engines.



INVADER

A 50-inch wing span radio control model kit for 1.5 cc.-2.5 cc. engines. The Invader is a proven performer and is ideal for a first radio model. Beginners will appreciate its simplicity and ruggedness, while experts will acclaim its wonderful performance.



**MUSTANG
TRAINER**

The best control-line trainer for 1.5 cc. engines. Moulded wing, diecut parts make the Mustang simple to build and very rugged.

EXPERIENCE means a lot in model kit manufacturing. Only the experience gained from producing thousands upon thousands of kits has made it possible to bring you the modern, accurate, easy to build range of kits now available. EXPERIENCE is the reason for AERO-FLYTE kits being better designed, better prefabricated and better presented than any others. Choose your next kit from one of the large AERO-FLYTE range and see for yourself what EXPERIENCE has done to kit manufacture and design. Look for Aero-Flyte Accessories, too! Laystrate wire, fuel tanks, wheels, filler bottles, handles, Glo-plug clips, cements, fuels, and a host of others.

SOUTHERN MODEL SUPPLIES LTD., 63 BOOTHBY STREET, SPRINGBANK, SOUTH AUSTRALIA.

BRISBANE HOBBY CENTRE

422 GEORGE STREET, M.L.C. BUILDING, ADELAIDE STREET — PHONE 28512

DOWNS HOBBY CENTRE

209 MARGARET STREET, TOOWOOMBA — 'PHONE 2421

The Biggest and Best Range of Modelling Supplies in Queensland

Now available in Australia

The World's Hottest Fuel
NITRO XX, 19/6 PINT

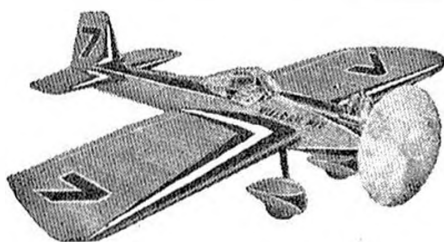
Imported Mid-West Accessories

Sprung Landing Gear 13/-
Nylon Clevis 8/9

Mid-West Utility Packs

Containing Elevator Horns, 2 Bell
Crank, 4 U/C Clips, 4 Utility
Clips.

All for 10/6



**All Control Line Models
Stocked**

"Climax" Servomite Servos

The lightest, most compact "multi"
servo available. Less than 2 in.
square x 1 1/16 in. Weight only
1.3 ounces. Linear stroke 3/8 in.
23 ounces thrust on 3 volts; 38
ounces thrust on 4.5 volts. Specially
wound MICROPERM motor draws
only 300-350 milliamps under
typical load conditions £5/17/6.

Carl Goldbergs Falcon

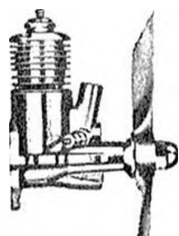
Outstanding Radio Control Kit, suit-
able for single to six channel gear.

Our Price £8/5/-.



**All Free Flight Models
Stocked**

SPECIAL! 3 BRAND NEW SILVERTONE TX
Usually £22. Now to Clear £16



Complete Range of Motors

Glow Chief, Fox, Eyna O.S.,
Tipan E.D., Thimble-drome,
Johnston, etc., always in
stock.

STOP PRESS

Full range of
Famous Mid-West Kits
Arriving August

Enquire Now

QLD. AGENTS R.E.P.
WORLD RENOWN
RADIO CONTROL
EQUIPMENT

MINIREPTON

Full transistorised, relay-
less, special compound
escapement with provision
for an extra control. Re-
ceiver/Battery box unit, 2 1/2
x 1 1/2 x 1 1/2. All up flying
weight of Receiver, Bat-
teries and Escapement only
5 1/2 oz. Three U12 pen-cells
provide total battery re-
quirements. No soldering,
plug-in batteries and es-
capement cable. Low con-
sumption hand held trans-
mitter with fully telescopic
aerial.

£34

"TWIN - TRIPLE"

Transmitter and matching
two-channel tone filter re-
ceiver supplied complete
with double (Elmic) ac-
tuators. Gives three inde-
pendently selected controls
—e.g., rudder, elevators
and motor speed (with
third actuator). Fully tran-
sistorised receiver, works
off one 4.5 volt battery.

£59/9/6

Octone, £99/9/6

Dekatone, £119

R.E.P. RADIO CONTROL

For all your require-
ments from Single to
10 Channel.

HOBBY DEALERS — FOR ALL THESE LINES CONTACT

F. C. GESLER TURBOT STREET, BRISBANE

GRISH TORNADO

AIR SCREW

... especially designed and
GRISH-engineered
for **SPEED!**

THAT'S WHY Racing and
Speed Fans everywhere are
enjoying new flight
performance!

FAST...

FAST...

FAST!

HERE'S WHY! New AIR-
SCREW propeller has
helical pitch at all radii of
blade... and uses more
of engine's power at
short leverage center.

Blades are much
wider here...
bite off bigger
chunks of denser
air.

SIZES	PRICES
9-12	85c
7-9, 7-10	65c
6-9, 6-10	55c

DELIVERS the
POWER you
ENGINE produces!

for longer hours of carefree
flying at standard speeds.

Almost unbreakable even under strain of
maneuvers... in ground loops and belly
landings... Tornado NYLON standard
pitch propellers hold shape and top
efficiency with flexibility greater
than wood! Chemically inert to
all standard and standard fuels.
Resist extreme heat and
cold.

Readily dip-dyed
to beautiful,
durable fin-
ish, ANY
COLOR.

2 Blade Tractor
5-3 5-4 5 1/2 3
5 1/2 4 6-3 6-4 25c
7-4 7-6 40c
8-4 8-6 8-8 60c
9-4 9-6 9-7 9-8
10-4 10-6 85c
11-4 11-6 \$1
RC 12-4
12-5 12-6 \$1.50
2 Blade Pusher
5 1/2 3 5 1/2 4
6-3 6-4 25c
8-6 85c
9-6 10-6 \$1
3 Blade Tractor
5-3 5-4 6-3 6-4 50c
3 Blade Pusher
6-3 50c

Featured in
NYLON

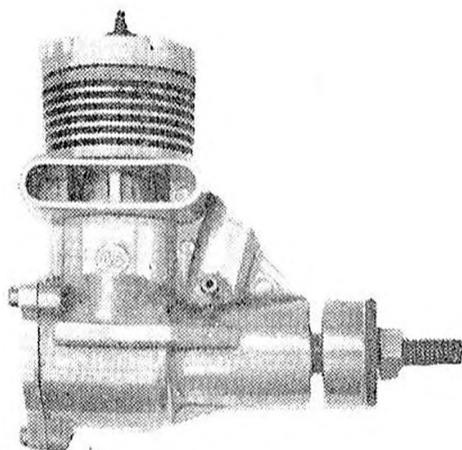
GRISH BROTHERS St. John 1, Indiana

AUSTRALIAN SCIENTIFIC HOBBY DISTRIBUTORS PTY. LTD.

63-71 BIRLEY STREET, OFF WICKHAM TERRACE, BRISBANE, QUEENSLAND

Dynamic Models Inc.

present a New Engine at a New Low Price



THE HI JOHNSON .32 SPORT SPECIAL
(now available in limited quantities), in
addition to their now well known

Combat Special, 36 B.B., 36 R/C, Stunt
Supreme, 29R, and the Holland Hornet
.049, which is still the best hot .049
despite other makers' attempts to catch
up with it.

Price of this Motor is very reasonable
at 95 -.

We would also advise we have stocks of Spares for E.D. Hunter, Racer, Super Fury and
Hornet Engines, and all Allen Mercury Engines, 10, 15, 25, 35.

J. E. PIKE & CO.

R.E.I.Q. BUILDING, 94 LEICHHARDT STREET, BRISBANE.

CHERMSIDE HOBBY

AND

Photographic Centre

The BEST and MOST
in AIRCRAFT and RADIO
CONTROL

(including the Fabulous "Eta" Racing Motors)

SHIPS AND RAILWAYS

Cash Orders and Terms arranged on all
items.

ALL PHOTOGRAPHIC EQUIPMENT

Developing and Printing at Special Rates
Speedy 24-hour Service.

We Specialise in Mail Orders

For Super Service write to
737 GYMPIE ROAD, CHERMSIDE, BRISBANE
'Phone 59 4759

RADIO CONTROL EQUIPMENT

R/C Plane and Boat Kits
Fleischmann and Triang
Train Sets and Access.



DON FARRELLS Hobby Shop

BOURKE STREET, TAMWORTH

MODEL ROCKETRY

The New Space Age Hobby

Imagine the thrill of pushing the firing switch and watching a rocket you have built roar skyward in a cloud of smoke, leaving a vapour trail as it shrinks into the blue. Then at the apex of its flight, a parachute blossoms out, returning the rocket to the earth undamaged, ready for another flight. This is model rocketry at its best. You can participate in this new space hobby, simply by sending for our new illustrated rocket supplies catalogue. Mail coupon below.

TO MODEL ROCKETRY, 173 WATTLE ST.,
BANKSTOWN, N.S.W.

Please send me your new 1963 Rocket Supplies Catalogue. I have enclosed 2/9 to cover costs.

NAME

ADDRESS

NITRO METHANE Chemical Pure

packed in

1 KILO — 35 FLUID OZS.



Available from

OSTA CHEMICALS (N.S.W.) Pty. Ltd.

65 McLACHLAN AVENUE

RUSHCUTTERS BAY — 'Phone 31 1154

Also from Melbourne

30 FIRTH STREET, DONCASTER, VIC.

'Phone WJ-9470

MODEL NEWS

Vol. 7. No. 2

Published Bi-Monthly

August, 1963

Edited by ADRIAN BRYANT

Distributed by Model News Publishing Co. and Gordon and Gotch.

CONTENTS

- 6 Editorial.
- 7 Muffler Adaption for Merco Motors.
- 8-9 Heron — Outstanding Scramble Model.
- 10 Vic.-Western Dist. Champs.
- 11 N.Z. Newsletter.
- 12-15 N.S.W. State Champs.
- 16-17 Aust. Trailblazers.
- 18-19 Aust. Aeromodelling.
- 20-21 Audrey.
- 22 Model Engine News.
- 23 Trade Notes.
- 24-28 Club Notes.

Editorial . . .

When I took over as Editor of Model News, a firm wrote in and asked, "What will be the policy of Model News".

Well, I don't think that the policy of Model News has changed in the last seven or eight years.

It is still doing what it set out to do—and will continue to do. To let modellers in this vast land know what is going on in their own country.

Without Model News we would know very little of each others activities or what our local manufacturers are producing.

Model News is a clearing house for such information and it depends on you for news of these activities.

We will continue to support worthwhile aeromodelling activities and give unrivalled editorial coverage to Australian Aeromodelling.

In the words of Kevin Johnston; "Model News can only be as good as the Australian Aeromodeller".

Cover Story

Class III power model by Allan Bettens. Eight ft. wing span. OS 29 powered. Nylon covered wing with own designed wing section. Model features long nose moment. Photo by R. Porter of Brisbane.

NEXT ISSUE SEPT.-OCT.

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



"MODEL NEWS" has undergone a change of ownership, and in future will be edited by Adrian Brvant. I would like to thank all for the help they have given "Models News", and trust that you will continue to support it as you have in the past — Russ. Hammond

Address all Correspondence to the
EDITOR, 11 WEST KING STREET,
SOUTHPORT, QUEENSLAND.

Published Bi-monthly by MODEL NEWS PUBLISHING CO. Advertising rates on request. Distributed by Model News Publishing Co., and Gordon & Gotch.

MUFFLER ADAPPTIONS FOR MERCO MOTORS

BY MERCO MOTORS

The interest in silencers for model motors has brought many requests on how will one manufacturer's silencer work on another manufacturer's motor. So, with this in mind, some experimenting has been done and the results are herein covered. Naturally the problem of the popular O.S. and Glo-Chief mufflers on the Merco engine range was first tackled. For these experiments John Elliott put a Glo-Chief muffler on a Merco 29 and Monty Tyrrell an O.S. muffler on a Merco 35. John's ship was a Nobler from a Top Flite kit and Monty's a stock Veco kit Thunderbird.

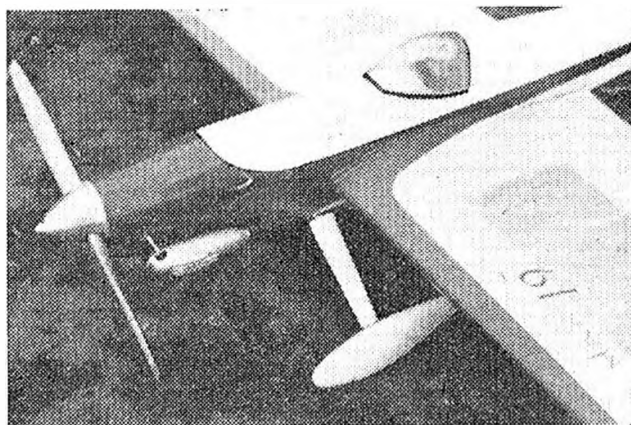
In both instances no starting problems were encountered on either motors. The Merco 29 was inverted incidentally and the Merco 35 was upright. In both instances, standard Palmer type tanks from the Model Dockyard were utilised. With the Merco 35 in the Thunderbird, the patent priming hole in the O.S. muffler was ignored. Priming was merely a decent squirt of fuel up the orifice of the muffler. After a while this was dispensed with and in both instances choking only till the engines kicked back was employed. It was evident in both cases that it would be relatively easy to get starting bonus points in a stunt contest as long as the plug was good and the battery powerful.

The Glo-Chief muffler adapts to the Merco quite easily. It is simply a matter of having a couple of fine half-round files and increasing the length and depth of the slot in the muffler till it is a nice snug fit on the Merco's exhaust stack. It is necessary, however, to have the tank a bit further back than normal and have a flute in the fuselage side so the muffler doesn't rest against the side whatsoever. This is also necessary with the Merco muffler. As John had built the Nobler with the flute for muffler experiments there were no problems. In the air the Nobler flew like a bird, which illustrates the power loss was negligible, though with the 29 it is advisable to have it howling. If in a four-stroking condition, the power loss is more noticeable.

As Monty's Thunderbird didn't have a built-in flute that would suit the O.S. muffler or, for that matter, the Glo-Chief and Merco mufflers either, an O.S. 19 extension was used to clear the cowl and fuselage side. The O.S. 19 extension wasn't altered in any way as it is a reasonable fit in the Merco 35 exhaust. It was necessary to file and drill the O.S. 29 muffler to suit the 19 extension and this was done in the following manner.

It will be noticed the O.S. muffler casting is raised where it fits into either an O.S. Max 3 exhaust or the extension for same. With some fine flat files, decrease the length of this raised portion to suit the 19 extension but **work from the back**. It is also necessary to file the top and bottom of this raised portion to suit the 19 extension, but as it's only a fraction, go easy with the files. Keep filing till the 19 extension is a nice tight fit over the remaining raised portion. Put the extension aside now and increase the length of the exhaust slot. Make the length as long as possible. In point of fact it is mystifying why this slot is so small in the first place when you look at the exhaust area of a modern hi-power 29 or 35.

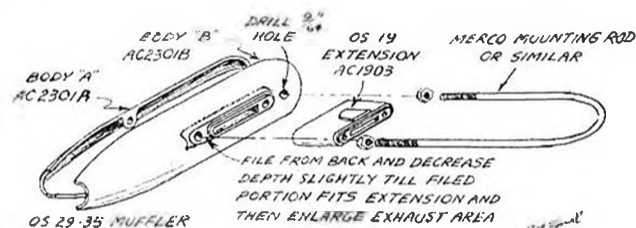
An optional refinement is to tap the front hole of the 19 extension with a 6 B.A. tap and hold it on to the muffler with a 6 B.A. bolt through the original mounting hole on the muffler. For mounting use a standard Merco or Glo-Chief U-bolt or make a similar bracket from brass or steel rod, suitably tapped. It is necessary to drill a 9/64" hole in the muffler casting just in front of the extension piece for mounting. When the extension and inner part of the muffler are mounted, assemble the rest of the O.S. muffler in the usual manner. It was found best to omit the choke rings in the assembly.



Joe Mihara, of Japan, sent this photo of stunt model fitted with O.S. silencer. Joe is stunt champ. of Japan. Took 2nd place in the Western Championships with this model.

In flight there was once again a negligible power loss whether on a lean or slightly rich setting. Starting was choke only in the flying tests. The O.S. muffler has proved so satisfactory on the Merco 35 it will be used till the demise of the plane. It can be left on the motor permanently and for ease in removing a cowl of the T'bird style it is only necessary to remove the balsa area between the exhaust outlet and edge of the cowl. It can then be removed and installed at will.

Merco mufflers have been adapted and tried on the Glo-Chief, Fox, Enya and O.S. range in the 29 to 35 class, even an Anderson 65 on pressure glo plug running and an old Super Cyclone 60 ignition motor. Slight filing alterations and adaptations were needed in all instances and the Merco mufflers proved satisfactory. A further experiment for bench running was tried very successfully in Rochester, Victoria. We heard from Modeller that he had connected a flexible steel pipe, with hose clips, from a Merco muffler with the rear dome removed, to a Lukey Motor Mower muffler mounted outside the workshop. The pipe passed through a hole in the wall. He states he ran the engine in at all ungodly hours and never had one complaint! It's food for thought as, regardless of what motor you own, running in may no longer be the problem it was.



ADAPTION FOR MERCO 29-35 STUNT MOTOR OF THE O.S. MAX 29-35 MUFFLER

HERON . . .

outstanding scramble model

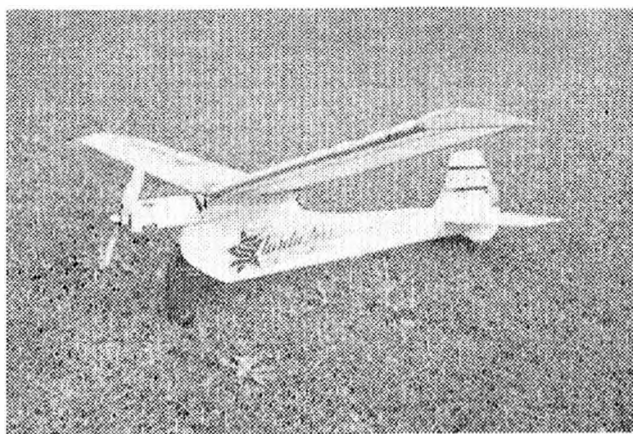
By RON de CHASTEL

This outstanding Scramble Model has been entered in 4 contests, winning 2 and placing 3rd and 6th in the other two.

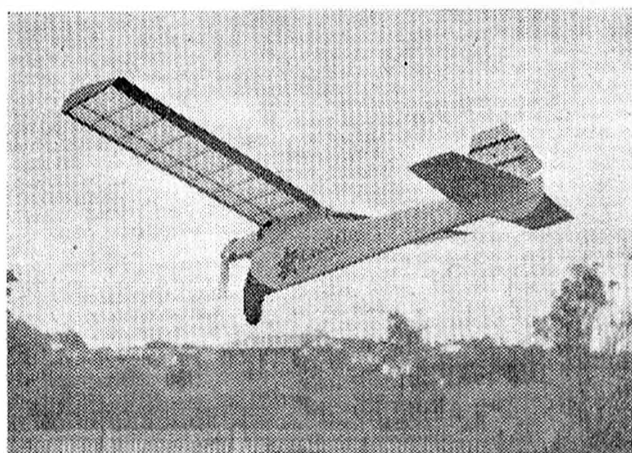
Its first outing was the 1962 N.S.W. Champs. where it placed 6th. Third place in the Qld. Champs. in the same year. This year Heron won the N.S.W. State Champs. and the Stardusters Scramble.

This topflite model features simple and strong construction.

The wing is built in the normal manner with a flat centresection. After setting the dihedral, the leading and trailing edges are slotted to take the strengthening strips of 1mm. ply. The spar is also reinforced on both sides with 1mm. Ply. The wing is covered with lightweight paper, and given three coats of dope, remembering to wash in the starboard wing $\frac{1}{4}$ inch to ensure it does not spin in on the right turn. The fuselage does not have any formers at all, the diagonal grain sheeting of 1/16th. balsa giving sufficient strength. The fin and tailplane are cemented in strongly before sheeting. The fin has no trim tab, any adjustment of the flight circle being made by "Slewing" the wing a few degrees. I find this a more accurate way of obtaining a consistent turn. The wing hold down dowels it will be noted are angled down quite a bit to prevent the rubber bands from coming



Heron at rest. Note how the solid mounted single wheel keeps the motor clear of the grass for rapid starts. This model has had outstanding success in contests.



Heron on the wing. Note the trim tab., since discarded in favour of slewing the wing method of trim. Mills powered.

off in a landing. I have not yet had to replace any bands in any scramble which of course saves quite a bit of time. The solid setting of the nose wheel allows one to fly consistently over rough ground and thick grass without having to do any rebending of the undercarriage. The motor is always kept above the grass permitting quick re-starts. Although this model will weigh between 12 and 16 oz. it flies quite slowly and will hang on to a thermal if you fly too high. I know for I hooked one for fifteen minutes at Camden this Easter. Do not try for too smooth a finish on the fuselage, for in scramble flying one does not have time to wipe oil off the model, and a smooth fuselage gets rather slippery and can result in haphazard launches. With the washin as shown on the plan and the motor set without any sidethrust, adjust the wing to give a slight right turn on the glide. Under power the turn should be rather wide with a tendency to tighten up after the motor cuts. In thermal weather, simply slew the wing a little more to tighten the power flight and the glide will automatically tighten up almost to a spiral which will guarantee a quick return to earth. With this setup always launch the model with the wind on your right side, so that on the first turn the model makes its run into the wind and gains height. A launch into the wind will result in the model dropping as soon as it turns.

The Victorian Western Districts Championships

(By DAVID KIDD)

This meeting was held at Geelong over Easter, under what can only be described as perfect conditions. The weather was calm, the Control-line field superb, and any aeromodeller who did not attend should kick himself hard for having missed a thoroughly good time.

The stunt event had a good entry and produced some flying of a very high standard. Ken Dowel in practice did some of the best manoeuvres we have ever seen; his big Fox 40 model cruised around square corners and overheads with effortless ease, and never looked like wobbling or falling in on him. Magnificent! When the judges had finally sorted themselves out at the end of the day, Ken Taylor emerged the winner, also flying a large model, in keeping with the overseas trend. The bigger models certainly seem to be the ones to watch for in future.

Class 2 team race had fewer entries, but lacked none of the excitement of former years. One of the best models on the field was unfortunately eliminated when its tank sprung a leak and let most of the laps escape. John Tidey will have to pay more attention to his soldering in future! Fryer and Lawson again demonstrated their quick pit stops and ended up with fastest heat time of 8 min. 10 sec. When they manage to coax a few more m.p.h. from their Enya they will be extremely hard to catch. Several of the South Australian boys came over, but apparently they had left the models at home, which was a pity.

Many teams were having troubles, and the final looked like being slower than the record breaking performances of last year. However, such was not the case. At the last moment we got the bugs cleaned out of our new "Galaxie" design, and put in a trouble-free run to win in 7 min. 12 sec. Tony Cincotta broke his model when it turned in and chased him at the third pit stop, leaving Fryer and Lawson a comfortable second, then flew the wreckage home to score third.

The last event of the day was Combat, which proved popular, and was finally won by a junior, Gordon James, who chopped his way to victory in semi-darkness. A very creditable effort! There



Monty Tyrrell displays his old style Thunderbird at the Western Districts Champs., Geelong. This design is still very popular.

(Photo Mantis)

are a lot of beginners in this event at the moment, some of whom frankly confess that their most advanced manoeuvre is a loop. Wickedly fast models are said to be the answer to inexperience, with hot fuels and pressurised motors the order of the day. Pressure feed by itself does not produce more power, but it does enable the carburettor throat diameter to be opened up (by removing restrictor) without causing erratic running. This lets the motor draw in a larger volume of fuel-air mixture, thus increasing power.



David Kidd and Andrew Kimonides pit their Class II team race winner at Geelong. Final was Australia's fastest yet at 7 min. 12 sec.

QLD. STATE CHAMPS. FREE FLIGHT RESULTS (1st DAY)

WAKEFIELD: B. Baker, N.M.A.A., 540, 1; A. Gorrie, N.M.A.A., 244, 2; E. French, Star, 211, 3.

JETEX: Peter Freeman, 180 (one flight O.O.S.), N.M.A.A., 1; Col Mahoney, 144, Beaudesert, 2; Mal North, 117, N.M.A.A., 3.

F.A.I. POWER: M. McCarthy, 425, 1; Rob. Edgerton, 327, N.M.A.A., 2; E. J. French, 318, Stardusters, 3.

A/2 SAILPLANE: A. Gorrie, 706, N.M.A.A., 1; R. J. McKellar, 616, Stardusters, 2; D. G. McKellar, 569, Stardusters, 3.

JUNIOR SAILPLANE: D. McKellar, 266, Stardusters, 1.

OPEN RUBBER: A. Gorrie, 276, N.M.A.A., 1; Bond Baker, 263, N.M.A.A., 2; M. McCarthy, 238, 3.

New Zealand Newsletter

The New Zealand team for the World Championships to be held at Wiener, Neustadt, Austria, from August 12 to 16 is as follows:—

WAKEFIELD.—J. Malkin, Upper Hutt; A. McCawley, Kaiapoi; W. McGarvey, Auckland.

NORDIC A2: N. Hopley, Roskill; T. Malkin, Upper Hutt; W. McGarvey, Auckland.

F.A.I. POWER: Ian Henery, C/Church; P. Lagan, C/Church; M. Scott, Kaiapoi. Bill Cook withdrew from the F.A.I. team and his place was taken by Ian Henery.

New Zealand is very fortunate this year as a number of team members will be attending the World Championships personally and arrangements have been made with the Surbiton Model Flying Club in England to fly our Power Models, proxy in the F.A.I. Team members attending in person are Bill McGarvey, Nev Hopley, Ted Malkin and Ron Magill. John Winn is also on his way to England and hopes to attend.

Bill McGarvey has already arrived in England. He had a good trip over and saw a little flying in Australia on the way. He has reported that he has everything under control with the Surbiton Boys regarding the proxy flying of some of the New Zealand models.

As Bill has decided to extend his stay in England he has been asked to act as New Zealand's representative on the F.A.I. Models Commission. This position became vacant with the death of our former representative, Mr. C. S. Rushbrooke. We have received no word of the whereabouts of the rest of the team.

The 1963-64 New Zealand Nationals will be held at Kaiapoi.

SOUTH ISLAND EASTER CHAMPIONSHIPS

One of the best S.I. Champs ever held. Excellent organisation by the Ashburton Club. Christchurch once again won the club title. Champ. of Champs to Max Stevens after many years of trying.

Results:—

TEAM RACING: Class A, Bill Forbes 1, Bill Long 2. Class B, Tony Cook 1, Peter Stott 2, T. Fenwick 3.

SPEED: Class 1 and Class 4 won by Ian Henry.

AEROBATICS: Peter Wheeler (Kaiapoi), 1; Nev Dawson (Upper Hutt), 2; Max Stevens 3.

H/L GLIDER: Paul Logan, 304 sec., 1; John Armstrong (Ash.), 2.

NORDIC A.I.: Max Stevens 1, Alan Woodley (Oamaru) 2, Tony Cook 3.

NORDIC A.2: Peter Wheeler (Kaiapoi) 1, Cyril Chapman 2.

WAIKATO CHAMPS.

The weekend of flying started at Te Rapa South, where C/L was held. The weather was perfect in all ways. Class "A" was won by Levet-Barnard team in a moderate final. Class "B" was

won by far travelled Steve Townley in a slow final. The combat was a true circus of flying, being hectic but not fast, amusing but not skilled. Stunt was won by Erb by a skinny margin from a potential Nats winner in Dennis Tristholme, of Papatoetoe. Nevertheless, Erb flew well with a right vintage model. All in all, a pleasant day, not marred by the "incidents" that sometimes accompany C/L flying.

Saturday night saw an attendance of 32 at a film evening of Nats and Provincial Do films. Boy, Bill Cook's gassie spook at the Nats looks good on cellophane! After an eventful night of dodging mice in the hall, flying started at Rukuhia Airfield, shrouded in fog.

John Sheppard in Gas, and Dev Sutcliffe in Rubber got in early good times, Dev doing 3 x 3 without apparent effort. Erb doing good times in Rubber to come second. He threw his gassie away in disgust after trimming well and sagging in the comp. We were treated to multi flying by Reg Trueman most of the day... he also won Single. Scale was flown in perfect conditions except for Tarmac at 11.00, and was won by Dave Hope-Cross with an attractive but obviously midnight-oiled "Tiggie". Chuckie times were high, being won by Sel Hopley, who also grabbed first place in Glider T/L. The half hour of hell was won by Bruce Keegan, closely followed by Angus Macdonald. Boy, crash hats should be worn in this comp. Seconds after Dev dropped the flag, the air was about 15 models better off, several just missing bods. Crowd control is a **must** in this comp!

All in all, a pleasant, well-organised meet. There were 53 entries and all flew. Good weather made the meeting really enjoyable.

RUBBER: D. Sutcliffe, N. Hewitson, A. Graves.

GLIDER T/L: S. Hopley, L. Grundy, A. Fahey.

GAS: J. Sheppard, N. Guy, J. Pearson.

RADIO: R. Trueman, —. Williams, S. Townley.

H/L GLIDER: S. Hopley, T. Martin, J. Sheppard.

AGGREGATE: B. Keegan, A. Macdonald, W. Brown.

SCALE: D. Hope-Cross, B. Keegan, S. Rogerson.

CHAMP. OF CHAMPS.: B. Keegan, N. Hewitson.

Hon. Secretary, H. Grocock, 10 Wallace Road, Mangere Bridge, S.E.5. K. J. McAneaney, Hon. Bulletin Editor.



N.S.W. State Champs.

CONTROLINE SCALE

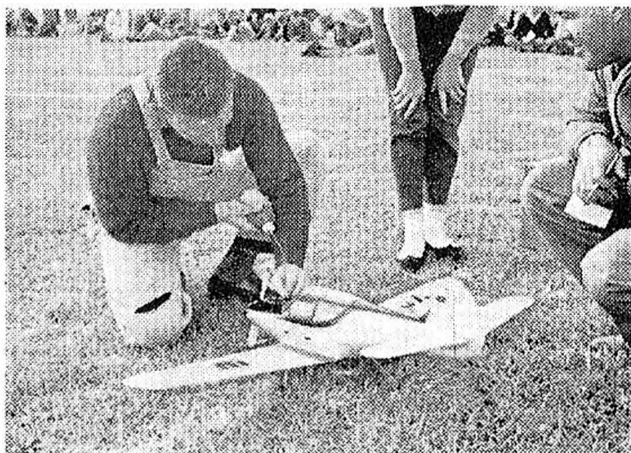
FROM BERT RONKE

The conditions, to say the least, were shocking both on the ground and in the air, but still they came and tried.

First away was Coop at the controls of Alen Talbot's De Havilland 4 of World War One vintage but the inter axle kept fouling on the spongy grass and so he called time out until later in the day when he made a qualifying flight after much levelling and cutting of grass. The OS 15 powered De H.4 flew very well and certainly much better and more stable than at the NATS, but due to the poor condition of the ground the throttle couldn't be used to full advantage.

Ross Woodcock's fabulous Boeing Steerman Kaydet (remember the cover of M.N. previous issue?) of Nats winning fame. That grass sure was spongy and uneven when this model, with 3" wheels nosed over but on the second attempt Ross knew what to do and was away to a sound take-off and a good qualifying flight. Ross's flight was a little more stable than at the Nats, possibly due to more ballast up front and more experience with the model.

A rather large De H. Mosquito built and flown by B. Franklyn of Parramatta Granville M.F.C. took to the air like a veteran. A beauty of 54" wing span and sporting a Fox 29 and A Glow Chief 29 engines which started without much coaxing. The take-off would have been next to perfect only for the bump at the end of its take-off run, but the great bird flew very well and seemed to be at home in that breeze. I'm still in doubt as to whether or not Barry had a 1 gallon tank of fuel in his pocket with a line running out to the model as this model just flew and flew. Those motors were beautifully tuned and no soon had the prop



Barry Bowerman priming up his E.D. 2.46 powered Globe Swift. His entry in C/L Scale.

(Photo B. Ronke)

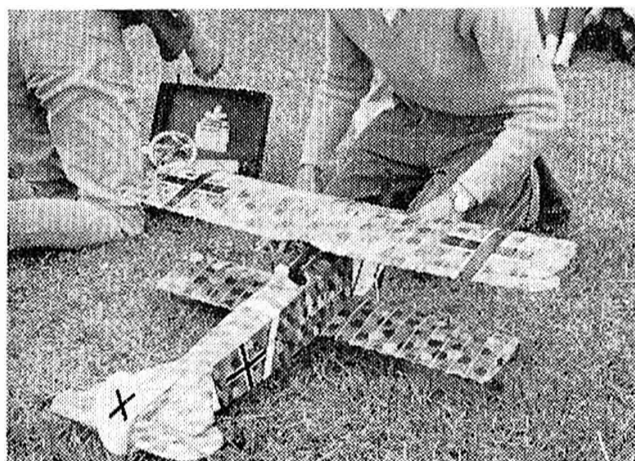
stopped on one motor than did the other motor cut clean and came in for a keen landing, but in spite of all this performance was unplaced.

Barry Bowerman of Earlwood with his very very neatly finished model of a Globe Swift powered by an ED 2.46 racer flew long and well and the gusty wind didn't seem to bother him at all. Unfortunately Barry was unfamiliar with the rules governing super scale and was disqualified for not having a scale 3 view drawing. It's a pity too, as a lot of time went into such a fine model, so remember to fully understand the rules before building a model for any type of contest.

Next up was D. Slattery with a well made Stirling Vought Corsair. No trouble starting with this bird as young D.S. spent some time before understanding his motor characteristics (an important thing contributing to flight qualifying). The motor responded beautifully to the touch and this nice looking World War 2 fighter was nicely on its way to a reasonable flight, a little on the wavy path but this was to be expected in that wind. This, too, was unplaced.

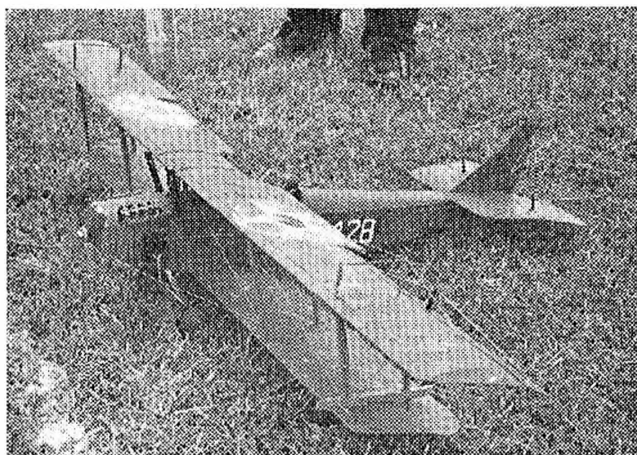
From the A.C.T. Canberra we had a very nice decorated Fokker D7 powered by a French Micron 60 glow motor converted from spark. This model was built and flown by Maurice Mitchel. I think Maurice must have started painting this model 3 years ago as that multi coloured Lozenge (5 colours) camouflage was terrific just like the real thing. The model after a bit of trouble with the motor managed to put in a fair but qualifying flight but lost on fidelity to scale due to the model being scaled in fractions instead of whole numbers. Please fellers, read those rules carefully.

Back again for another crack at the big boys of scale was young game-as-they-come R. Hull with Stuka Dive Bomber. Again the bomb dropped on take-off but the model was flown well after several attempts at take-off. It's a wonder there was anything left for processing after that landing.



A beautifully painted Fokker D7 built by Maurice Mitchel from Canberra. Note the ribs and tapes.

(Photo B. Ronke)



Curtis J.N. 4 by Art Cooper. 1st in C/L Scale. The aileron pulleys actually work. Just look at that dummy engine.

(Photo B. Ronke)

A very young newcomer to C/L scale is B. Anstee with his Hawker Hart. This too, had to be hand launched due to its small size about 23" W/S. This lad tried very hard and was not deterred in any way by the sight of the older chaps models. I think, in view of such things as this we could possibly introduce a junior scale rather than an open scale?

Curtis JN4D "Jenny" at one end and Art Cooper at the other. Didn't blend too well for an R.O.G. so requested a hand launch and Basil granted it and I think it was fair enough under the circumstances. On the first attempt this artistic collectors piece pulled out of Coop's reach and flat spiralled towards and contacting Terra Firma rather ungraciously. However Coop managed a qualifying flight. That dummy engine looked anything but dummy it was—well, beaut and Coop went so far as to have working pulleys for his aileron cables (yes, ailerons worked from cockpits). This must have been one of the best reproductions to date with a loss of only 2 points for his measurement fidelity. Congrats., Coop.



W. (Ross to you) Woodcock checking out the motor in his Boeing Steerman Kaydet prior to flying. Model complete down to working Nav. lights.

(Photo B. Ronke)

FREE FLIGHT SCALE

Dick Everett (Macquarie) with last years winning FW Stoesser was first off and what a take-off and with a scale tailplane at that and the flight attitude and approach to landing was good. Powering this fine model was a faithful Mills .75.

Nats 3rd placing Collin Cox was next with his little white Spitfire powered by a Holland Hornet. Unfortunately Collin could not get things going quite so well as at the Nats and so failed to qualify.

While these two were putting in their attempts W. (Ross) Woodcock was having a go with his Rhon Ranger Primary glider. I figured this one a cinch to qualify but Ross had much trouble with trim. This model was very faithfully reproduced even to the pilot with his base ball cap and wind jacket, but how faithfully I couldn't say as it failed to qualify this day.

With his monstrous Druine Turbulent Arthur Butler took plenty of taxi-way to get airborne for only 5 seconds. Arthur's motor was no trouble to start so I figure it was due to a bit of anxiety on Arthur's part but unlike last year's State Champs. Arthur failed to qualify.



Allen Talbot and Les Fahey checking control hook-up on Allen's De H. 4. Took out 3rd place in C/L Scale.

(Photo B. Ronke)

A Mills .75 powered Morane Saulnier by A. Edwards, was giving a bit of trouble with trim. First it would taxi to left and next time without alteration, it would swing to the right. But it still failed to qualify.

Dave Hegarty tried to outdo A. Butler's Turbulent for size with his rather large Westland Widgeon powered with an ED 2.46. Dave couldn't coax it into the air from the ground so he hand launched it and made a very scale like flight of 31 seconds but didn't realize the judge was timing him and so sent her aloft again and repeated his first performance.

Arthur Cooper was proxy flyer for P. Straney who built a very neat Sterling Newport 17 CI powered by another Pee Wee. No R.O.G. here either. The hand launch went very well and this nice little ship and first scale attempt came in 2nd.

BERT RONKE



RADIO CONTROL SECTION

(Notes by B. HEALY)

The radio control section of the 1963 State Championships was conducted at Oran Park motor racing circuit.

Saturday morning saw the start of the multi event with only three starters facing the judges. The favourite for the event was Tom Prosser, who was flying a modified Orion, powered by a K. & B. 45 and equipped with a home built Kraft receiver. Tom's performance was not quite up to expectations as he had not had as much practice as he would have liked to have had prior to the event. The flight characteristics of his new model were entirely different to those of the Gee Strings which he has been flying for the past 12 months. The Orion seemed very sensitive to small aileron corrections, yet the rate of roll was not very fast in manoeuvres like the Cuban-eight. With all his adversities, including a motor with very doubtful idling qualities, Tom still managed to win the event. Second place went to a newcomer to this State, one Ralph Godkin, formerly of Kenya, and a mean man when flying an Orion or Nimbus. Unfortunately he demolished his Orion a week before the contest and had to rely on his Super Tigre 56 powered Nimbus. The model is equipped with Orbit 8 radio gear and goes like a rocket. Victory rolls are a piece of cake with this rig; you just point the nose up, climb vertically for 15 feet, do your roll, climb another 15 feet, and level out — no shortage of horsepower here. Ralph also believes in doing his manoeuvres down low where the judges can see them. This gets a little hair-raising at times when he pulls out of manoeuvres at 3 ft. Ralph flew a good pattern and amazed all present when he throttled his motor back 100 ft. up and about 100 yds. out to do his spot landing. The model literally fell out of the air to touch down about 10 yards from the spot.

Third place went to Basil Healy flying his K. & B. 45 powered Pegasus with which he gained second place at the 16th Nationals. Lack of practice showed up considerably on his first flight when he performed a very ragged inverted pattern. His second flight was quite an improvement on the first, which shows what a little practice can achieve.

On Monday morning eleven competitors faced the judges in the single function event. This was a hotly contested event with no firm favourites prior to the start. First away was Tom Prosser flying his well-known Penetrator with Sabre .19 and home built radio gear. Tom flew an excellent pattern until he caught a thermal on his landing approach and landed 30 seconds over time. Next away was Basil Healy, flying a Penetrator powered by a Glo Chief .19 and Silvertone equipped. This model flew beautifully up to the spiral when the wing shifted. The model would just hold level flight with full power and descended like a brick

when the motor cut, but fortunately survived the heavy landing in the long grass. Lyle Winley was next to come to grief when his Graupner Electra hit a marker on the side of the strip on take-off, damaged a wing strut beyond field repair. Lyle quickly changed his equipment over to his trusty Houdini and pressed on to gain first place. Another flyer making his presence felt on the single function field is Ron Ewers. He, too, flew a Penetrator with Glo Chief .19 and Silvertone radio. Ron was unfortunate in missing the first round as his second round score was as high as any. Also a threat on any contest field was the contest director, Jack Heeley, flying a Glo Chief .19 powered Cicada with Silvertone radio. This is Jack's second Cicada; he claims that the first one just plain "got worn out". A real menace in more ways than one was John Quigley, flying John Marquette's multi design Humdinger, on single channel. This model was trimmed the day before the contest and was still being trimmed during the contest. With 6 sq. ft. of wing area and weighing 4½ lb. it wanted to make like a power ratio model.

The model trade was represented by Harry Trollope flying a Graupner Satellite powered by an Enya 15. This model is usually plagued with take-off troubles but performed well off the bitumen strip. The only competitors not belonging to either of the radio clubs were Mike Whittle, of Macquarie, who flew the inevitable Cicada with Glo Chief .19 and Silvertone radio and Ron de Chastel, of Brisbane, with a Southern Models "Invader" and Silvertone radio. Both these boys were flying in their first contest and found that it was not as easy as they thought.

CONTROL LINE STUNT

BY CHRIS LLOYD-OWENS

JUNIOR STUNT: D. Hannah, showing vast improvement over his past efforts came out well ahead of the rather small opposition.

SENIOR STUNT: Senior stunt provided much more competition and attracted 25 entries. It resulted in yet another win for Paul Turner of Ryde, he was flying a rather battered Thunderbird. Brian Eather from Newcastle was on this occasion no match for Turner and had to be content with second place. N. Carlos of Manly flying a design of his own which he called Firefly filled the minor place. The outstanding model was a Sterling Spitfire. This large model looked very realistic in the air.

OPEN COMBAT: This event was rather disappointing because of the large number of heats which were lost due to time on the ground. It was most surprising to see how many entrants took more than a minute to get their motors started.

Occasionally we saw combat as it should be seen, but all too frequently there was only one model up flying aimlessly in circles by itself.

Amongst the more interesting models present was one powered by a COX T.D. 15. This model was matched against another powered with an Enya .29 and the two provided some lively manoeuvring.

The T.D. model's speed was quite surprising while towing its streamer. A very small tank needing 3 pit stops robbed it of a winning chance causing too much time to be spent on the ground.

N.S.W. STATE CHAMPIONSHIPS RESULTS

JUNIOR STUNT: 1st, H. Hanna, Doonside; 2nd, A. Barlow, Doonside; 3rd, K. Cunningham, M.F.C. of A.

OPEN STUNT: 1st, P. Turner, Ryde; 2nd, B. Eather, Newcastle; 3rd, N. Carlos, Manly-Warringar.

F.A.I. SPEED: 1st, J. Morgan, Eastern Districts, 100.8 m.p.h.; 2nd, A. Cooper, Doonside, 95.99 m.p.h.

CLASS II SPEED: 1st, A. Kerr, Eastern Districts, 136.3 m.p.h.; 2nd, K. Barker, Parramatta-Granville, 114.2 m.p.h.; 3rd, J. Morgan, Eastern Districts, 94.7 m.p.h.

CLASS III SPEED: 1st, K. Barker, Parramatta Granville, 134.7 m.p.; 2nd J. Morgan, Eastern Districts, 102.2 m.p.h.

CLASS II PROTO SPEED: 1st, A. Kerr, Eastern Districts, 110.4 m.p.h.; 2nd, J. Morgan, Eastern Districts, 98.9 m.p.h.; 3rd, A. Babington, Bankstown, 92.7 m.p.h.

JUNIOR ½ A TEAM RACE: 1st, J. Densham, Bankstown, 11 min. 45 sec.; 2nd, T. Stowe, Doonside.

OPEN ½ A TEAM RACE: 1st, Partland & Jensen, Newcastle, 8 min. 15.2 sec.; 2nd, J. McKellow, Eastern Districts, 10 min. 21.7 sec; 3rd, W. East, M.F.C. of A.

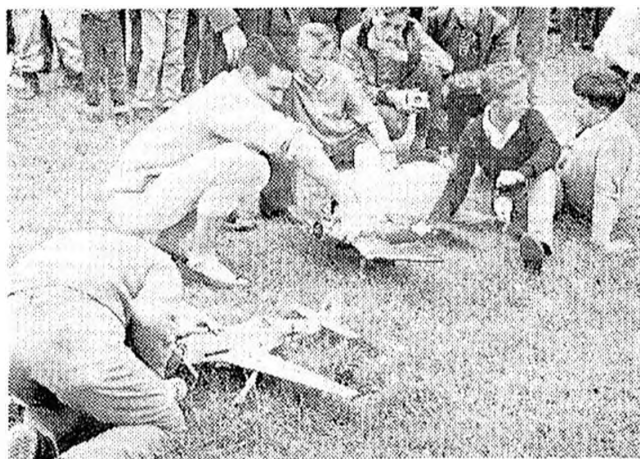
CLASS II TEAM RACE: 1st, Partland & Jensen, Newcastle, 7 min. 39.8 sec.; 2nd, R. Pullin, Cessnock, 9 min. 22.2 sec.; 3rd, A. Abell, Cessnock.

CHUCK GLIDER: 1st, D. Hegarty, M.F.F.C., 163 sec.; 2nd, R. Murray, Canberra, 151 sec.; 3rd, B. Beashel, M.F.F.C., 147 sec.

FREE FLIGHT SCALE: 1st, D. Hegarty, M.F.F.C., 23 points; 2nd, P. Straney, Doonside, 14½ points; 3rd, R. Everett, Macquarie, 4 points.

POWER SCRAMBLE: 1st, R. de Chastel, Star-dusters; 2nd, R. Murray, Canberra; 3rd, R. Billiards.

F.A.I. TEAM RACE: No result. All competitors disqualified.



The ill-fated TA 152 in the pits just before it became airborne for a lap or two. D. Slattery at work on his Vought Corsair.

(Photo B. Ronke)

JUNIOR COMBAT: 1st, J. Densham, Bankstown; 2nd, B. Anstee, Olds; 3rd, W. East, M.F.C. of A.

JUNIOR RUBBER: 1st, G. Fahey, Doonside, 287 sec.; 2nd, T. Stowe, Doonside, 243 sec.; 3rd, Y. Kynoch, Doonside, 238 sec.

CONTROL LINE SCALE: 1st, A. Cooper, Doonside, 55½ points; 2nd, R. Woodcock, Epping, 50½ points; 3rd, A. Talbot, Doonside, 48½ points.

MULTI RADIO: 1st, T. Prosser, R.C.M.C., 3699 points; 2nd, R. Godkin, R.C.M.C., 3566 points; 3rd, B. Healy, Doonside, 3166 points.

SINGLE RADIO: 1st, L. Winley, Cumberland, 1798 points; 2nd, T. Prosser, R.C.M.C., 1639 points; 3rd, B. Healy, Doonside, 1457 points.

F.A.I. POWER: 1st, I. Roach, Maitland, 675.5 sec.; 2nd, K. Murray, M.F.F.C., 557.5 sec.; 3rd, D. Hegarty, M.F.F.C., 537 sec.

A/2 SAILPLANE: 1st, S. O'Connor, Victoria, 844 sec.; 2nd, J. Christie, M.F.F.C., 725 sec.; 3rd, R. Murray, Canberra, 555 sec.

WAKEFIELD: 1st, A. Edwards, Parramatta Granville, 625 sec.; 2nd, J. Christie, M.F.F.C., 621 sec.; 3rd, B. Beashel, M.F.F.C., 609 sec.

OPEN COMBAT: 1st, R. Tyler, Olds; 2nd, A. Kerr, Eastern Districts; 3rd, J. Densham, Bankstown.

OPEN RUBBER: 1st, A. Butler, M.F.F.C., 472 sec.; 2nd, K. Murray, M.F.F.C., 427 sec.; 3rd, D. Hegarty, M.F.F.C., 405 sec.

OPEN POWER DURATION: 1st, B. Allcock, M.F.F.C., 571.5 sec.; 2nd, A. Kynoch, I. Stowe, Doonside, 530.3 sec.; 3rd, B. Beashel, M.F.F.C., 504.5 sec.

RESTRICTED SAILPLANE: 1st, L. Fahey, Doonside, 315 sec.; 2nd, I. Roach, Maitland, 273 sec.; 3rd, K. Murray, M.F.F.C., 233 sec.

JETEX: 1st, D. Hegarty, M.F.F.C., 359 sec.; 2nd, B. Allcock, M.F.F.C., 235.5 sec.; 3rd, K. Murray, M.F.F.C., 179 sec.

Champion of Champions. D. Hegarty.

Champion Club: Metropolitan Free Flight Club.
Prize for most improved Junior: G. Fahey.

THE CENTRAL WESTERN HOBBIES CLUB ORANGE, N.S.W.

will be conducting the

CENTRAL WESTERN COMBAT CHAMPIONSHIPS

AT ORANGE ON

SUNDAY, 15th SEPTEMBER, 1963

All events under M.A.A.A. Rules — Flying to start at 9 a.m. sharp.

Entries close 9th September — Entry Fee 10/-
(Late Entries double charge)

Events: SENIOR COMBAT CHAMPIONSHIP
JUNIOR COMBAT
RAT RACE

The Senior Contest will carry the Air Force Cup for 12 months and a Canteen of Cutlery. The Junior Combat for an American Fox Motor.

Second and Third Prizes in all events.

Entries close with the Secretary, Bob Russell, Central Western Hobbies, 320 Summer Street, Orange, on 9th September, 1963.

AUSTRALIAN TRAILBLAZERS

Bert Hinkler's Avian Cirrus

BY MONTY TYRRELL

The prototype of the 382 Avro Avian built by A. V. Roe and Co. was the Avro Avian 581 G-EBOV. It came on to the British Civil Register on 3/10/27 in the form as presented though the original registration certificate shows date of issue as 7/7/26. Constructor's Number was 5116. In between these dates it had square cut wingtips, a circular rudder and a 75 h.p. Armstrong Siddley Genet radial engine. Fuselage was silver with the wings being clear varnished.

In its first form it competed in the "Daily Mail"-sponsored two-seat light aeroplane trials and over the six trials run it gained second place in three of them. It then went on to win an air race sponsored by a British Motor concern.

Bert, who was a test pilot for the Avro concern, then gave the plane quite a face lift. The circular rudder was replaced with the one illustrated and a triangular fin was added. The span was increased to 30 feet by adding elliptical wing tips, additional centre section struts were added from tank to fuselage and the radial motor was replaced by an ADC Cirrus motor of 75 h.p. The plane was also equipped with a combination folding wing and under-carriage of Bert's design. With the wheels tucking back as the wings were folded it altered the C.G. for easy ground handling and also enabled a technician to work on the motor in a normal standing attitude without resorting to a trestle or bench. A 46 gallon fuel tank was installed in the front cockpit making a gross tankage of 66 gallons and a small double action pump in the rear cockpit allowed quick refuelling of the wing tanks from the fuselage as required. He also installed a device which allowed the propeller to be started single handed. Stouter valve springs and caps were fitted to the motor as a protection against the strain of prolonged flights and the tail skid was made steerable. She was then repainted all silver. During the modifications Bert flew it in the Bournemouth Air Races and it proved its worth by beating more potent machines from other manufacturers.

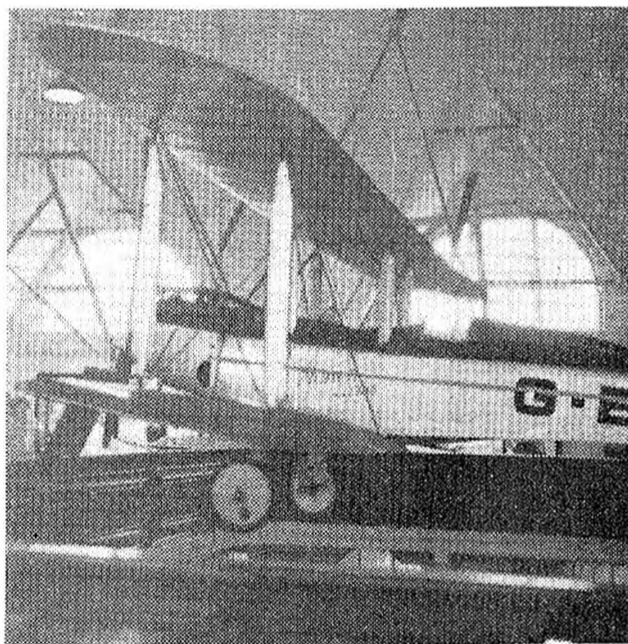
The first big flight of the modified Avian was in August, 1927, when he flew it non-stop from London to Riga in Latvia to fulfil test flying engagements with the Latvian Air Force. He left at 5.30 a.m. and arrived 10½ hours later. This flight was a new world record for a light plane on a non-stop distance record and incidentally broke a record he already held! (Sydney-Bundaberg in an Avro Baby six years earlier). He was awarded the Golden Eagle Decoration of the Latvian Air Force and whilst there greatly impressed the officials with aerobatic displays in the plane.

He then prepared it for an attempt on the first solo England-Australia flight as well as having the record for same in mind. For this flight it had another minor face lift. A long exhaust pipe was added to expel the fumes at the rear of the cockpit, a large dorsal headrest was installed on the turtleback and therein was contained an inflatable raft and paddles and this dorsal headrest and fuselage top were enamelled dark green right down to the fin. As nobody had the foresight to sponsor the attempt in spite of the London-Riga flight he started off with his own meagre capital and, it is said, the Avian was well loaded with Scotch Whisky and cigarettes and it is assumed this was used to supplement the finances en route! Bert didn't smoke and was an extremely moderate drinker so one can draw their own conclusions.

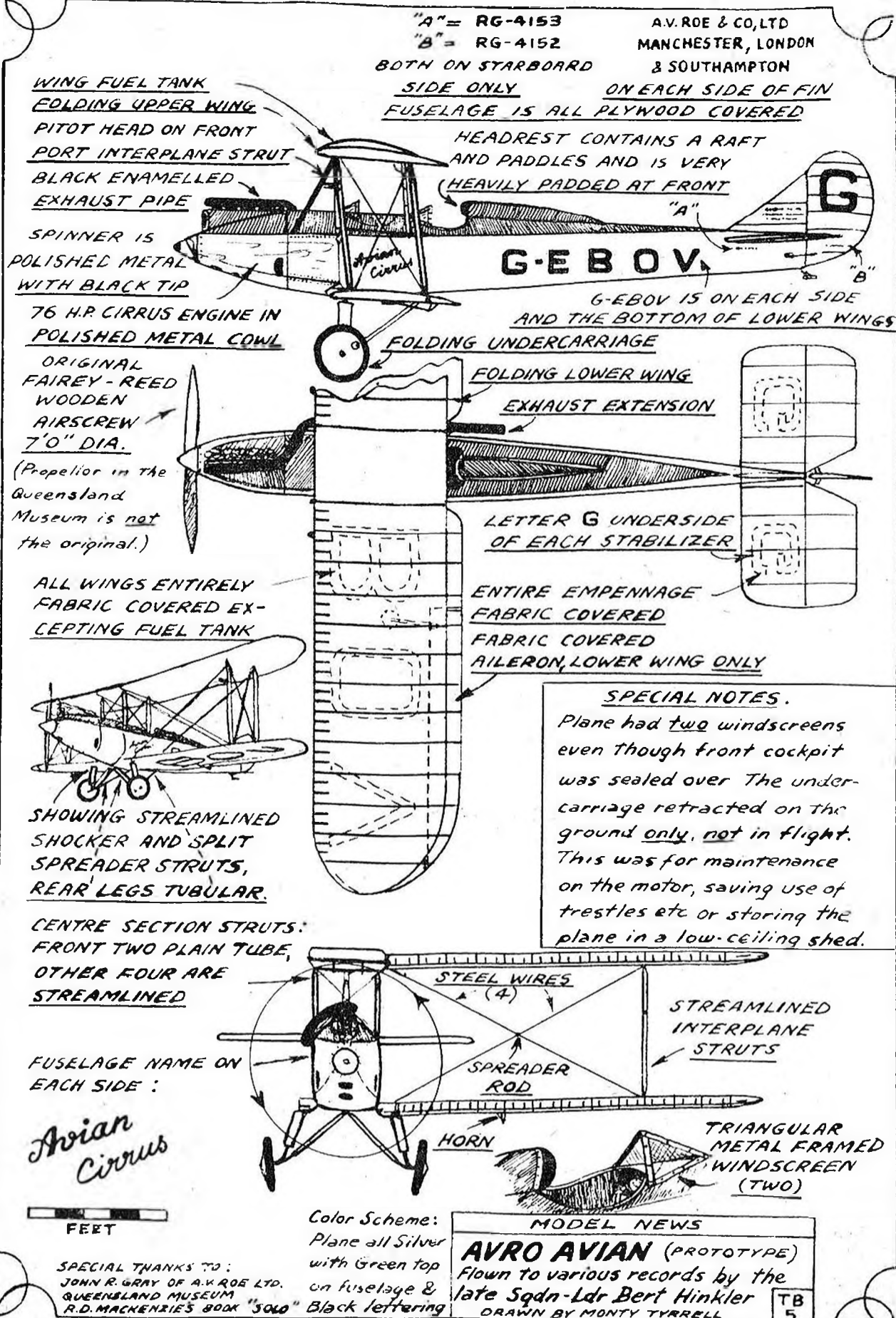
He took off in a thick ground mist on Tuesday, February 7th, 1928 and 12½ hours later made a night landing in Rome. He left there at nine the next morning and flew non stop to Malta. The following day saw him reach Benghazi in North Africa, where he made a quick refuelling stop and that night, as he couldn't find Tobruk in the dark he landed in the desert and spent the night sleeping under the plane. At dawn he took off, made a quick stop at Tobruk and again slept under the plane the next night in the desert near Palestine. He spent the Saturday, after a short flight, at the R.A.F. drome at Jaffa where he thoroughly checked things over. 9½ hours were spent in the air reaching Basra on the Sunday and by this time the world's Press were beginning to sit up and take notice with regular reports of his mammoth task. Two nights later he was in Karachi, India, racing against a leaking petrol tank.

At Karachi the R.A.F. men got to work and braced the tank and really entered into the spirit of the occasion as Bert had already set an England-India record. Next stop was Cawnpore, then Calcutta, then Rangoon, all uneventful days' flying. Two nights later, after a stop at Victoria Point, he was in Singapore. Within another two nights he was at Bima, on the island of Sumbava.

(CONTINUED ON PAGE 19)



Bert Hinkler's Avian suspended from the ceiling of the Queensland Museum. It is in the same condition as Bert left it. Any time you are in Brisbane it is a "must" to see.



AUSTRALIAN AEROMODELLING

Is there an Answer to Boost Activities?

Aeromodellers have never "had it so good" as far as materials are concerned. More kits, engines, accessories, etc., are readily available, and the prices are right, but activity in many areas has declined to leave only the few "hard core" enthusiasts.

The 1938 Nationals, Australia's first, saw well over 100 six to twelve foot wingspan free flight models competing in the power event. Hundreds of rubber powered models flew in the various events, even indoor flying, held in the Sydney Town Hall attracted dozens of competitors.

Enthusiasm was high, modellers from all States and New Zealand made their way to Sydney by boat and train, some travelling several thousand miles, with the big lumbering models of those days alongside them in cabins and carriages — few had the then luxury of interstate car travel available to them.

Whilst in Sydney the modellers were housed in boarding houses in the city, free of charge, the cost being met from funds supplied by the N.S.W. Government as part of the sesqui-centenary celebrations, and members of the Air Force Association arranged the social activities. The presentation dinner with Sir Keith Smith as guest of honour, was held in Marrickville Town Hall.

Aeromodelling had apparently matured into an accepted sporting hobby, with the respect and assistance being offered to it, that we all think it deserves.

What has happened? Have we progressed from this fine beginning on a National basis?

War delayed our progress for five years or more, but by 1948 we saw another fine attempt to stage the second National Championships. The venue was again Sydney, the enthusiasm was just as high, and the support on a reasonable level. Control line had come into the picture, and the number of events increased a great deal.

A truly National body was set up at these contests, and the Third Nationals planned for Melbourne. These were successfully conducted at Easter, 1950, and then came Adelaide's turn to conduct the Fourth Nationals at 50-51 Christmas-New Year's break.

The Fourth Nationals were the all-time high. The contests were under Vice Regal patronage, over 22,000 spectators watched the five days of flying, and again model flying enthusiasts felt they were part of a worthwhile organisation, respected and supported by the public.

What has happened?

Possibly, without realising that it is happening Nationals have almost continuously slipped back down the scale to almost an impromptu Sunday afternoon contest. Modellers have been forced to contribute more and more financially to conduct these contests, the glamour of public support has been lost, and enthusiasm of the general modeller has waned as modelling has been pushed into the backblocks.

Most of modelling's officialdom will say this could not be avoided, the novelty has worn off, noise dampened public support, etc. etc. To some degree this is correct, BUT ONLY TO A MINOR DEGREE. The major trouble has been "thinking small". Some years ago the late J. B. Scott arranged demonstrations at the Sydney Royal Show, before crowds of possibly 100,000 people, and in turn obtained the Sydney Showgrounds for Control Line Championships. What would happen today if this venue was suggested for a Nationals? It could most likely be obtained, but the cry of impossibility would go up before an attempt was made. Modellers are thinking small, they must deny themselves anything grand, and go fly in a paddock "Back-O-Bourke." Problems certainly do exist, but this small thinking with which we are saturated worsens our position immensely. We should think of starting at the top, for to begin at the bottom is an uphill climb, and climb few people will.

So far, we have considered the past, and an opinion of one of our faults. This is intended to give some background for thought, but criticism alone, even if intended to be constructive, is limited in its potential for improving matters. As the message must be effective and cause action to be taken, therefore, the following suggestions are added which, when considered, may give some lead to those responsible for leading our hobby back to the level where we are keen and proud to be a part.

One big factor in today's aeromodelling is the necessity for highly specialised knowledge, ability, and machines to successfully compete in major contests. Using the National Championships to support this argument, we see the same few experts dominating the winning places in most events each year, and on a smaller scale the same thing applies throughout all organised aeromodelling activities.

A modification of rules and events in the following manner may help overcome this domination of events by the "few", and attract more support from the average modeller.

- (a) **CONTROL LINE STUNT:** Divide into three classes, but restrict entry to one class only. This would mean that if a modeller cannot afford financially or has not the ability to compete against the large motored experts, there is still the opportunity to compete in one of the other motor classes. The prestige of the event drops off as the motor size reduces, and it is unlikely the experts will take themselves out of the top competition to win an alternative class. Even if this did happen, it could not be considered harmful. First placing only need be rewarded if trophies are scarce, and the three first place-getters — or all placegetters could fly off for an OPEN EVENT. The suggestion of stunt motor

classes does not mean more contests as actually, a modeller can enter one class only.

CLASSES: Up to 2.5 (.15), 2.501 - 5c.c. (.151-.30), 5.01-10c.c. (301-6).

- (b) **TEAM SPEED**: F.A.I. and Class II only be retained under the present rules, and a special sportster class of large muffler equipped type of model be evolved to attract the sport flyer. A Team Speed is a time consuming specialists event which has little merit, and certainly does not fulfill its planned intention of attracting Juniors. The specialists who concentrate on this event would be better occupied swelling the ranks of the F.A.I. or Class II flyers.
- (c) **FREE FLIGHT POWER**: All Australian Rules classes be dropped. Fly only F.A.I. and an Open Event, but a new "beginners" event be added limited to 1 c.c. motors and under, and models must be of solid balsa construction, wing and tail included; Another event which could be considered is the old Bowden Trophy type of contest which required a model to R.O.G. and make three flights the total of which in seconds need be as close as possible to 200. One point deducted for each second over or under 200. Three flights must be made. Minimum of 20 seconds. Motor run optional.
- (d) **SAILPLANE**: F.A.I. A2 and Open only. Possibly consideration could be given to a solid balsa class using rubber and line launch.

AEROMODELLER

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

Annual direct posted subscription, 27/6 sterling. 38 Clarendon Road, Watford, Hertfordshire, England.

Trailblazers ...

(CONTINUED FROM PAGE 16)

after an overnight stop at Batavia, now Jakarta. On leaving Bima he knew the first solo England-Australia flight, and a new record for same, were virtually in the bag as long as he safely negotiated the shark-infested Timor Sea. After 5 hours over the Timor he sighted Darwin and shortly after 6 p.m. landed to one of the biggest welcomes Darwin can remember. His time was 15½ days and total expenses in the region of £50. The whole thing was a crowning glory to his airmanship, Navigation ability and technical knowhow as he did the lot with little or no assistance.

His arrival created great enthusiasm in Australia and his progress across the Continent was a National triumph. The R.A.A.F. made him a Squadron-Leader and he was awarded the Air Force Cross and everywhere he went he and his plane were welcomed in a fashion befitting Royalty. Receptions were held for him in all capital cities, including Perth. There he met his wife who had come from England by ship and she flew back with him to Adelaide, Ballarat and Melbourne. Across the Nullabor desert Bert wryly remarked that to break the monotony his wife counted the telegraph poles and he counted the bottles.

In Melbourne some crackpot sabotaged the Avian by plugging an oil line with cotton waste. Fortunately it was discovered before he took off for Launceston. Hinkler calculated it was carefully done so the motor would seize halfway across Bass Strait. Another happening, but in lighter vein, was his landing late one afternoon, tired and thirsty, near a bore drain between Burnette Downs and Camooweal in Queensland. A thoughtless stockman did not warn Bert against drinking the water and from thereon he made several forced landings in the desert en route to Camooweal for reasons neither mechanical or navigational.

When he left Australia in the spring of 1928 he was richer by an estimated £10,000 as the Federal and State Governments waived tax on all monies presented to him. The Avro Avian was left with his people as a gift to the citizens of Queensland. Around 1930 the Hinkler family, through Bert's mother, presented the plane to the Queensland Museum.

BALSA

WONDER WOOD OF THE WORLD

For Model Planes, Gliders, Craft Work in School, Architect Models, Surfboards, Cores for Doors, Panels Partitions and other Industrial uses.

For all details contact:

**ARTHUR MILNER & CO.
PTY. LTD.**

4-8 JOYCE STREET, SPRINGVALE
VIC.

**ARTHUR MILNER & CO.
PTY. LTD.**

51 OCEAN AVENUE, DOUBLE BAY,
N.S.W.

MODEL SHIP SPECIALIST

ROBBE MODEL PRODUCTS

28 SPICER STREET, WOOLLAHRA

Kits, Plans, Engines, Shafts, Prop.

German "Telecont" R.C. Servos.

Mail Orders a Speciality.

AUDREY

— By Les Fay

N.S.W. A/I SAILPLANE CHAMPION

AUDREY is designed to the international A/I specifications. It is of very simple construction and is especially suited to the needs of junior aeromodellers.

Flown by its designer it won the recent N.S.W. State Championships and was third in the same event in 1962.

CONSTRUCTION:

First make a complete study of the plan until you are clear on the general layout and construction of the model. Cut the fuselage sides and formers out of sheet balsa as per plan. Cement formers and sides together.

Fit tow hook arrangement and cover top and bottom of fuselage with sheet balsa. Cut fin from sheet balsa, sand and fit. To complete fuselage add wing and tailplane seats, carve and fit the nose block.

FLYING SURFACES:

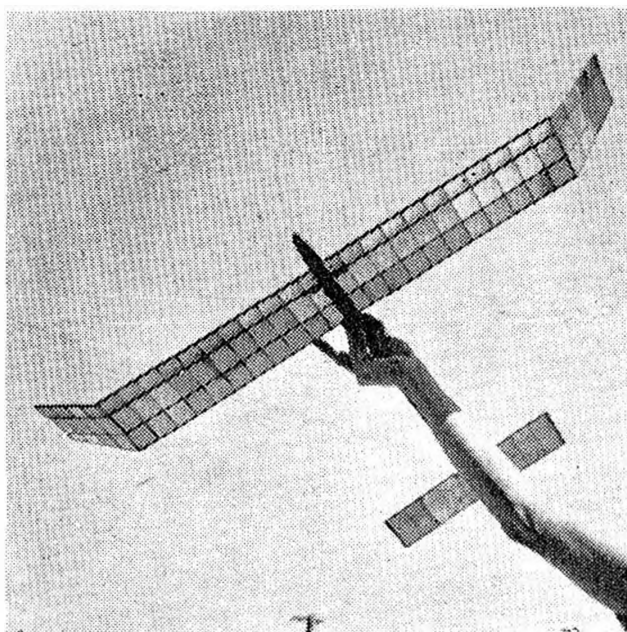
The wing and tailplane are of very conventional construction and as shown on the plan should present no problems.

COVERING:

Cover the wings, tailplane and fuselage with light weight modelspan. The original colour scheme was red wings and tailplane, black fuselage, red fin and rudder and red on the nose. The completed model should weigh in at between 5 and 6 ozs.

FLYING:

CHECK wings and tailplane for warps. Bring the C/G to the correct position by adding lead to the ballast box. Test glide and pack up leading

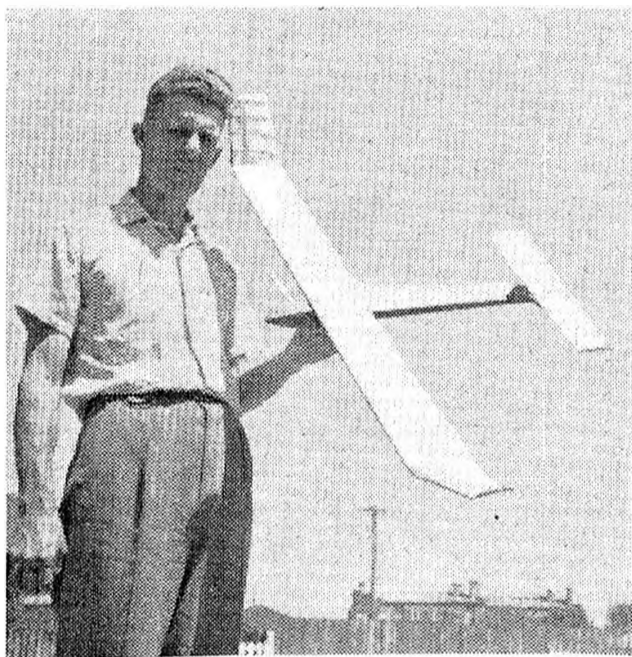


Clean, simple lines of this highly developed A/I sailplane are clearly seen in this photo. An ideal model for the newcomer to sailplanes.

edge or trailing edge of the tail plane until satisfactory glide is obtained. Test tow the model on about 50 ft. of line.

If the model spins off to one side the C/G is too far forward or there is a warp in the wing or tail.

Should the model weave from side to side the C/G is too far back. Add more weight to the ballast box and then retrim for glide. Once satisfactory tow and glide are established, discard short line for maximum length line allowable.



An outstanding Aeromodeller with an outstanding model, Les Fay and Audrey, winners of the N.S.W. State Championships.

BECOME A SUBSCRIBER TO "MODEL NEWS"

Yearly subscription, six issues.

Australia 15/- a year posted
N.Z. and Great Britain, 15/- (Aust.) a year posted.

International Money Order, please.

U.S.A. and Canada, 1 dollar 50 cents a year, posted.

NAME

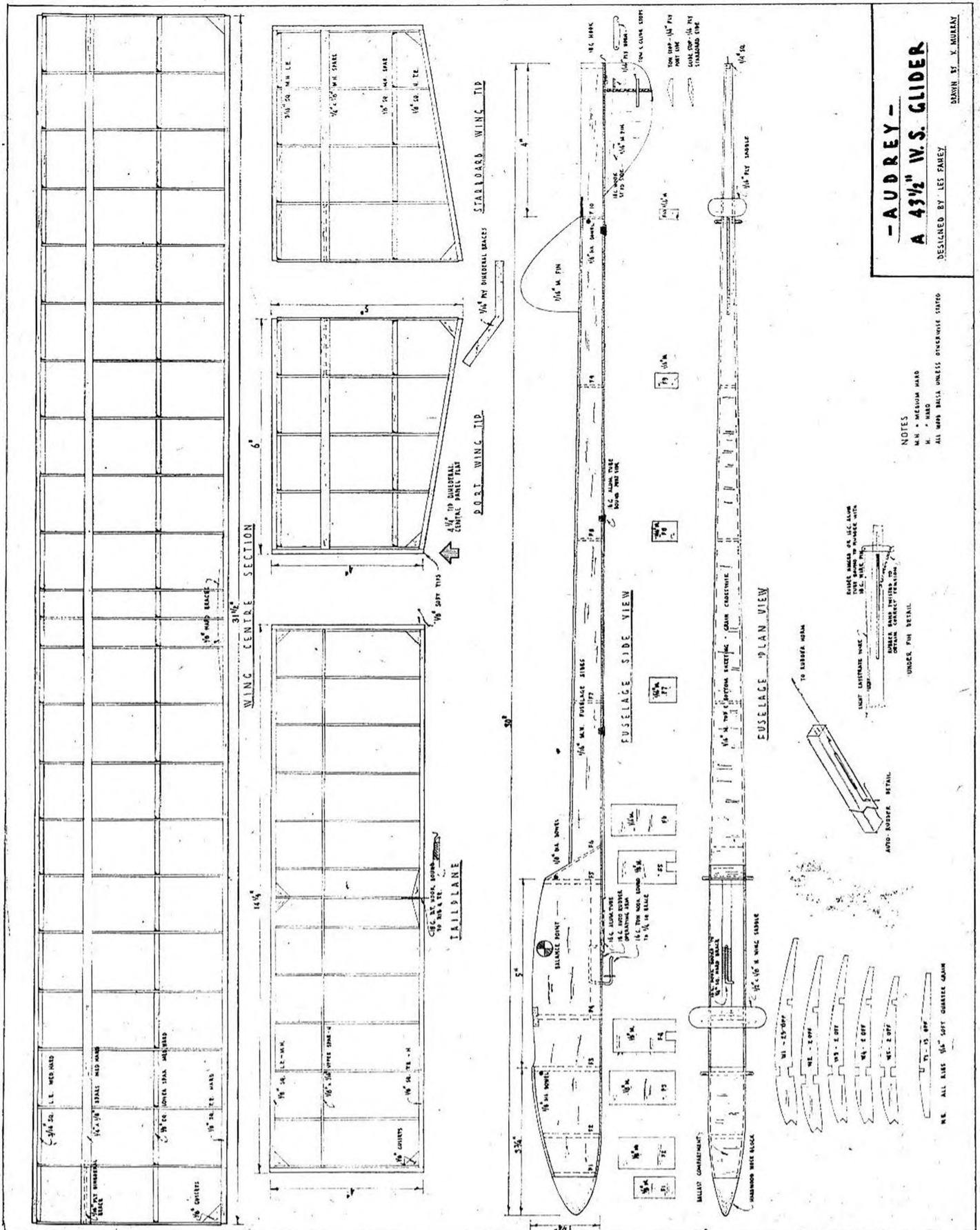
STREET

TOWN STATE

Address Subs. to :

MODEL NEWS

11 WEST KING STREET, SOUTHPORT,
QLD., AUST.



Model Engine News

By David Meany

There has been a steady swing towards speed flying and the production of racing engines overseas in the last few years. McCoy and Dooling Brothers put out small batches of their 60's over the last 10 years to satisfy the 10 c.c. speed demand. The Italians made the 10 c.c. Super Tiger and Pinno. Swiss the Amro, Dutch the Typhoon and French the Micron, whilst in other countries small numbers of racing 10c.c. engines were made.

In Italy last year the Rossi Brothers made and improved version of the Mac, called the Rossi 60. A number of these have now found their way to Australia. Price £17 sterling. The Americans usually were satisfied to rework their 60's and a number of firms, e.g., Joyner Engineering and Fanny's Chrome Service offered rework and hooped up parts for Mac and Dooling 60's. Now a new 60 has appeared in the States called the Scout 61 and 65, made by Garfield Progressive Die Corp., 101 Hudson St., Garfield, New Jersey.

Bore x stroke of 61 is .950 x .860 and 65 is .980 x .860. It looks like a Mac but has $\frac{1}{2}$ " intake.

The Americans are very progressive and a large number of home-made engines are built and raced in speed. If they are good they are usually used as a basis of design by the big manufacturers, e.g., K. & B. and Fox. At the moment the speed experts in the States are trying hard to develop a lapped piston 60 and Shelton and Harris of Baton Rouge, Louisiana, have been said to have hit an inconsistent 180 m.p.h. with their own engine. Another beautiful engine by Doug Ward turned 166 m.p.h., May this year—whilst a hand-built Dooling-Yellow 61 by Don Yearout turned 168 m.p.h. Has 3 rings, home-made front, back and head—turns 20,000 r.p.m. on the ground.

Speed results at the April 28th meeting, Los Angeles were: 1A. (.049) 89, 89, 87, A (.15) 148, 138, 134. FAI. (.15) 134, 130, 125. B. (.29) 160 (Bill Wisniewski with K. & B. 29R.) 149, 146. C. (.60-) 155, 147, 146.

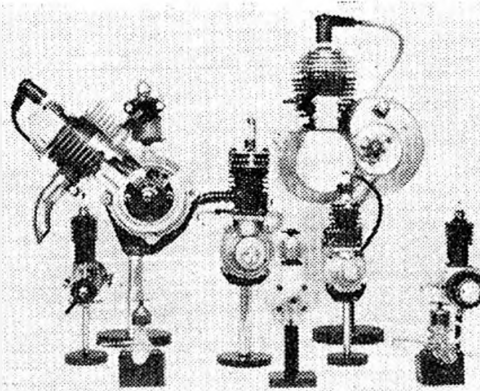
The K. & B. 15 R is the best for A. because it goes well on nitro whilst the Super Tiger beats it. in FAI on plain fuel. The K. & B. 29 R series 61 is the top for 29, but the boys are watching out for the new fox disc valve, ball bearing 29. The trend in home-made engines is towards lapped pistons. Although Australian practice has shown that the lapped piston is critical on temperature and tends to seize on a hot day.

The latest on fuels in the States is:—

1.—Cool days, high humidity and/or low atmospheric pressure. Propylene Oxide 10% Nitrated Castor Oil 10%, Steen C or Polyoxyde Oil 10%, Nitromethane 55%, Methanol 15%. Use cooler plugs than normally and don't use Propylene Oxide when temperature is over 80 de. F.

2.—Standard Speed formula and adequate for all weather, Nitromethane 55%, Oil 20%, Nitrobenzene 10%, Methanol 15% and 3 to 5% Propylene Oxide.

3.—Fuel for .15, .29, etc.: Nitromethane 60%, Oil 18%, Nitrobenzene 7%, Methanol 15%. K. & B. have put out a special oil that increases engine r.p.m. by 500 to 6,000.



Some model engines from the collection of B. H. Kratzsch, of the German Democratic Republic. He has over 200, many made by himself.

K. & B. have struck trouble with their 29R as Andy Kerr found here in Sydney when his 29 blew up. The firm has redesigned the engine with thicker cylinder and changed bore and stroke but has not yet released this new model called the K. & B. 29P. series 61.

Although formulas for fuels as quoted in the States, cannot always be obtained here in Australia, there are some things we should try. A synthetic oil put out by C.S.R. chemicals and used as an oil in turbo jets is Di-Butyl Sebasate. I found it so good I could cut oil percentage in half. Other things worth trying are Di-nitro Methane, Toluol, and more heavily Nitrated Benzenes. Stewart Cobcroft used an oil put out by Du Pont and found it to be very good. Only trouble is, it is no longer made.

Some people think we have come a long way in engine design. A look at the early Hornet engines will prove you wrong. The Hornet 60 was made prewar by Victory Tool Co., and after the war was used as a basis for McCoy and Dooling engine. Before they went out of production they offered a hooped up kit consisting of a new top half similar to a Dooling 61. Victory Tool and Die Co. made up two special crankcases that look a cross between a Mac and Dooling and sent them to Wayne Mathews who machined one up and achieved 150 plus in 1950. Just before the firm packed up they made a 19, which has been called a speed modeller's dream. Although more than 12 years old, it could still be used as a model for a racing .15's. Australians copied the 60 and there are still castings around to make your own engine.

GORRIE'S FOR O.S.

604 Stanley Street, W'gabba

TRADE NOTES

PIKE & CO. have just landed a shipment of the new Johnson .32 Sports motor. This motor is made up from .36 B/B crankcase and shaft with plain bearing. Shaft is 5/8" dia. with 15/32" gas passage.

The cylinder is new, being slightly larger than the 29R, giving it a displacement of .322. The motor can be pressure fed.

A feature common to all Johnson Motors; the A.M.I. Automix carb. just drops in which means that the Radio blokes can have a good multi speed engine for 12 pounds.

SOUTHERN MODEL SUPPLIES now manufacture the largest range of Model accessories in Australia and these accessories have been designed with a thorough knowledge of the local modellers' requirements.

Any dealer who hasn't a copy of Southern's current price list should send for one without delay.

Southern's new kits for the year should be out in a few weeks. These new Aero-flyte kits will follow Southern's policy of low price, high quality and designed to suit Australian conditions.

THE MCCOY 60 is out of production and they don't know when it will be produced again.

DOOLING 29's will not be available until about Christmas. Dooling Bros. advise they are busy on full size work.

MODEL DOCKYARD advise Proto Speed fans that they now have a supply of Speed Pans in both Class I and Class II. These pans will fit almost any .15 or .29 motor on the market. They are keenly priced at 13/- for Class I and 15/- for Class II.

J. Roberts handles are again available at 85/- each and the bell cranks for suspended units are in stock at 26/9 and 28/9 for the upright model.

TAURUS R/C KITS.—The North Coast Hobby Centre has these available at £22/5/6 each. The first kit went to Tom Prosser, whose comments on the kit will be of interest to R/C modellers as most fellows want to know what they are getting when they buy a kit at this price. "The kit is of a high standard with many moulded parts such as full span ailerons, leading edges, elevators, etc. The hardware includes ready formed U/C steerable nose wheel assembly and nylon control horns. In fact there is nothing left out for the completion of the model. The spar timbers were too soft. The wing ribs and ply parts were beautiful. It was a fast model to build."

THE ETA line of motors are available from the Chermiside Hobby Centre, who specialise in Mail Orders. They would also be pleased to handle any enquiries you may have regarding photographic equipment.

FOR SALE

10 Channel O.S., R.X. and T.X.
5 Bonner Duramites and Cannon Plugs.

Any reasonable offer accepted.

J. PALMER
72 Magellan Street, Lismore, 4C.

ENGINES FOR SALE

McCoy 60 Series, 20's	£12, £14, £16 each
McCoy 60, old model	£11
McCoy 55, Sportsman, 9 c.c.	£10
McCoy 19 B.B.	£5
Eta Mk. V. 29	£7
New McCoy 29	£5
K. & B. 35	£4
O.S. Max. 1 .29	£4
O.S. Max. 1 .35	£4
Super Tigre G20 S., 2.5 c.c.	£3 1/2
Super Tigre G24, 10 c.c., brand new	£16
Nordic 60, 10 c.c., brand new	£14
Dooling 29 (less backplate)	£6
McCoy .049 Diesel	£1 1/2

add Postage and Package.

D. MEANY

16 LIGHTCLIFFE AVENUE, LINDFIELD, SYDNEY.

Book Review

MODEL RAILWAYS — 1839-1939

(By Hamilton Ellis)

F.R.S.A., A.I. LOCO E.

Mr. Ellis, who is eminently capable of doing so, has written this most interesting book of its type. Undoubtedly Mr. Ellis has a vast knowledge of his subject, but beyond those with an inborn interest in things historical, this book can have but a limited appeal. True, the book is unusual and very different from the numerous works produced under some variant of the name "Model Railways", but the number of model railway enthusiasts who seek reading matter on their pet subject greatly outnumber those interested in a purely historical treatise. This work may be likened to a text book with the same general dullness of reading. It is by no means the author's first attempt at producing railway histories and the pity of this present book lies in the fact that the author has put together a great number of interesting facts without much attempt at a reasonably clear order of assembly. The bulk of the book covers the period of the late nineteenth century to 1914, with a very sketchy coverage from that year to 1939. Unfortunately there are far too many printer's errors in this book, which by no means is intended to be a cheaply produced edition.—W.P.W.

Publisher: Allen & Unwin Ltd., London. Price in Aust.: 41/6, Post and Packing 1/6. Our copy from: Technical Book & Magazine Co. Pty. Ltd., 295-299 Swanston Street, Melbourne.

CORRESPONDENTS WANTED

The following Polish Aeromodellers would like to correspond with Australian Aeromodellers and exchange details and magazines:—

Jan Stachurski, ul. Konopacka 8 m. 14, Warszawa, Poland; Marian Piekarz, Strzyzow n/W, Rynek 29, woj. Rzeszow, Poland; Hellmut Kanetzki, Halleschestrass 18, Merseburg/Saale, D.D.R., East Germany.

CLUB NOTES

17th AUSTRALIAN NATIONALS

LOCATION: Strathalbyn, approximately 35 miles south-east of Adelaide.

Dates: ...Processing 28th of December.

C/Line: 30th December; 1st January; 3rd January.

F/Flight: 29th December; 31st December; 2nd January.

ACCOMMODATION: Four Hotels in Strathalbyn. Bookings through S.A.A.A. Accommodation officer.

Camping and caravan facilities available; hot and cold showers. Meals on the ground both for Control Line and Free Flight.

CONTROL LINE: Strathalbyn Oval.

FREE FLIGHT: Approximately 7 miles out of Strathalbyn.

SOCIAL PROGRAMME: The best ever — at the moment in progress. Model News will publish all details as they come to hand.

QUEENSLAND NOTES

The M.A.A.Q. insurance policy has gone up to 50,000 pounds. Fees will be increased 2/- per year. Prize presentation evening to be arranged after State Champs.

M.A.A.Q. seeking advice from F.A.I. on possibility of necessity of seeking affiliation through another country since it cannot be obtained in Australia without going through another State. M.A.A.Q. has been most active and approx. 50 per cent. of members have renewed their fees for the 1963-64 period. Copies of public risk policy available to all clubs wishing one.

Frank Hetrich, pres. of the M.A.A.Q., has written to the R.A.A.F. at Amberley with a view to renewing championships on this fabulous field.

Toowoomba radio flyers paid a visit to the B.B.R.C.S. in Brisbane.

N.M.A.A. members out at Beenleigh testing for Champs. Gil Simpkins building up experience with his Radio Control, scale Fairy Delta. If bringing it back to the transmitter means hitting the transmitter, then Gil brings it back to the transmitter.

M.A.A.Q. considering the publication of a contest calendar for 1964 to be determined before the end of 1963.

STARDUSTERS' M.A.C.

(L. Searle)

Annual election of officers resulted in the following members gaining office: Secretary, E. Nicol; treasurer, E. Masters; president, L. Searle; contest director, H. Dottie; assistant contest director, R. Cook; public relations officer, L. Searle.

Members eagerly awaiting Q. champs due to begin in June. Several new models are ready, including Wakes, sailplanes, Jetex, etc.

Ralph McKellar's new sailplane has several new innovations, including torsion bar rudder, built-in timer and a pylon-mounted wing, which dispenses with rubber bands. We are all interested to see how it performs.

We recently held a precision control line contest and a free-flight half hour scramble, which was very successful. Contest rules state "that no

runner is allowed in a half hour scramble". This news was very disturbing to the older bods. However, this was no burden to the "ageing" Ron de Chastel, who won with an incredible 1,300 seconds.

Is this a record?

PROGRAMME

QUEENSLAND CHAMPIONSHIPS

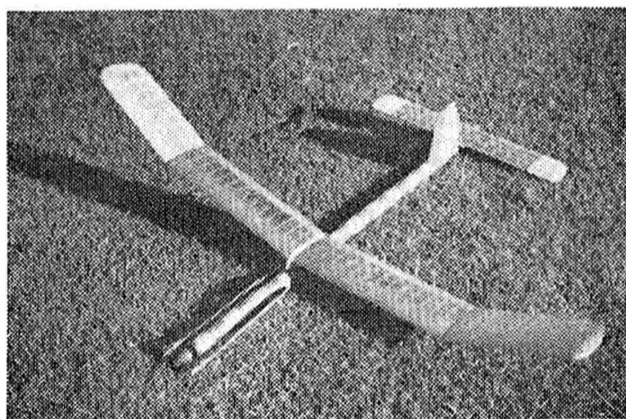
(Control Line)

JULY 14: Combat, scale 2.5 combat. At Sandgate.

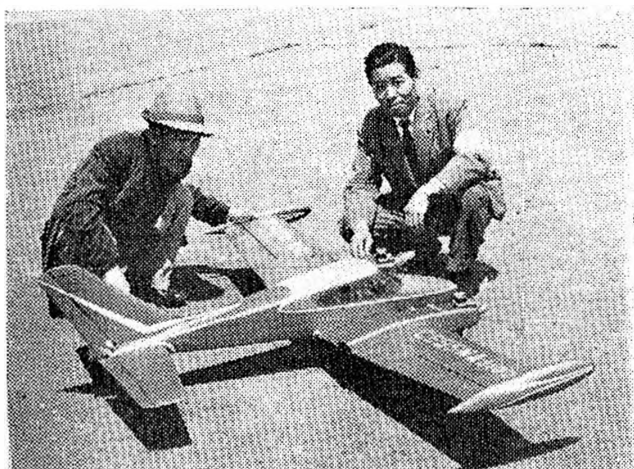
JULY 28: Stunt. Jnr. Stunt, Speed, F.A.I., 11. 111. At Kaperra.

AUGUST 11: Team Race F.A.I., 1A. B. At Petrie Paper Mills.

AUGUST 25: T/R C. Proto Speed A. B. At Petrie Paper Mills.



Warana (Blue Skys). A Wakefield by Les Searle and Ralph McKellar of the Stardusters Club, Qld. Model has a rolled fuselage and a laminated prop., 22" dia. and 27" pitch. Good performance.



**A Multi from Japan, Mr. Ogawa and his Katos
20 channel Cessna.**

Rain washed out last intended contest which was chuck glider and balloon bursting. New date will be finalised at next meeting. Next contest after Q. champs will be a one design towline glider for both Juniors and Seniors. Silver cups will be the prizes for both divisions.

Members will be taking the ladies to a barbecue held at a popular picnic spot. Hope they (the ladies) don't mind eating burnt steak as we (the males) have to do the cooking.

Members saddened by the demise of Mrs. Cook, wife of our Assistant Contest Director, Bob Cook. Glad to see Bob has remained with our club and still offering encouragement and advice to the Juniors.

Ron de Chastel thrilled with his win in the scramble at the N.S.W. champs last Easter. This model also won recent club scramble. Plans of this easy to build model will be forwarded to Model News. In four contests this model has won two firsts and two seconds.

Ron reckons he has a motor to outperform the mighty Mills. I noticed at our last scramble every contestant used a Mills .75. Nuff said!

This year's Q. free flight scramble looks like being the toughest ever, with several top-line flyers entered.

New member, Mr. Ball, very keen free-flyer and I predict him to be a real "menace" in future contests.

Mark McCarthy building a Garter Knight rubber model for Q. champs with extra rubber in it. He will be serious opposition in the open rubber event. He also has a new A. 2 which has raised the eyebrows of several members. His Gaucho with extra wing area has fabulous glide and should do well in power ratio.

Dennis McKellar has new A. 2 and has just finished his first Wake. Previously, rubber powered models were unknown in this club until Ralph McKellar and the writer perfected an easy-making laminated prop. process. Prop. making has always been a deterrent to would-be Wakefield flyers and this process has eliminated any apprehension a modeller had of making a prop.

Writer has just completed a room under his house which will serve as a model making and if necessary a doghouse!

Junior members of our club happy with new (Junior only) sailplanes A.I. contest arranged by M.A.A.Q. to encourage youngsters to enter Q. champs.

Recent political upheaval has done more to encourage modellers to attend M.A.A.Q. meetings than could be imagined. Result — more ideas from delegates for bigger and brighter contests.

Modelling without competition is uninspiring, and my advice to modellers is to become competition minded — you'll find contests great fun and educational, too!

Noticed E. Masters neglecting his stunts and tossing a chuck glider about.

Hope to arrange a trip to the country at a later date. Our members derive great pleasure from flying in country areas. Who will ever forget our trip to Pomona.

Happy landings and thermal hunting.

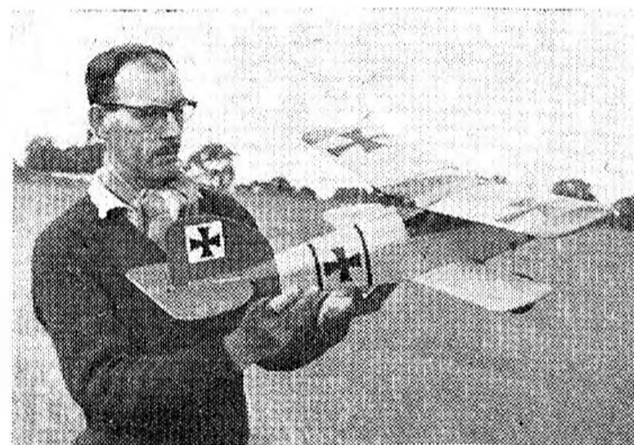
TAMWORTH M.A.C.

(Bill Burke, Box 125 P.O., Tamworth 4N)

After a considerable break, the boys around Tamworth are beginning to stretch their wings once more, and it is certain that within the not too far distant future Radio will be king once more.

Dave Eckersley, after his two marathon walking attempts, has decided that it is much easier to build models again and at the moment has two beauties ready to take the air. The first is a "Blister", built from "Aeromodeller" plans and looks really hot. The other is a really nice 6 ft. P.T. 19. Rather ambitious for single channel, but after his earlier successes with s/c it wouldn't surprise to see this model outlast a lot of others. The gear is interesting as it consists of cascaded Vari-comps — one for rudder with quick blip motor control and the other triggering off a Duramite for elevator.

Don Farrell has resurrected his G. String after finding that nose on the "Sultan" is not meant to land on. Incidentally, the "Sultan" would be one of the prettiest models both on the ground and in the air that the writer has seen. The "G. String" is equipped with F. & M. Midas Superhet and Transmities and is controlled by a "Matador" Tx. as was the "Sultan". Shouldn't be long before the "Sultan" is in the air again.



**Noel Shennan with his semi-scale Albatross D111
powered by O.S. Pet. Kraft Radio. O.S. 2 claw
escapement. Now owned by Dick Everett.**

A newcomer to our ranks is Max Breen, who, among other things, owns a full size Cessna 172. Max has been bitten by the R/C bug and as a first effort tried to encourage a "Mambo" around the sky on ancient E.D. gear. After continually finding that his efforts were only glorified free flight he has switched to "Silverstone" with much more rewarding results.

Our "Arty" type, Morris Oxford, has forsaken flying at the moment for a stint at the designing board and is soon coming out with a new single channel gull wing job. After seeing his modified "Parakeet" fly so well we are all looking forward to seeing this creation. Even though it may be horribly overweight, it is sure to fly.

Bill Burke is still sporting his very battered "White Cloud". It seems to survive in spite of him. However, much interest is being shown in his latest creation, a rather modified version of the old faithful "Astro Hog" which sports, among other things, a set of full span ailerons stolen direct from Don Farrell's "Sultan" plan. Only a short burst of energy is required to finish this model so maybe sometime this year it will take the air. It will be controlled by the gear from the "White Cloud" which is a F. & M. Midas Superhet, and Bonner Transmities and, of all things, an O.S. 35.

Allan Wall has added to his stable of receivers a C.G. Mercury superhet, with a matching Venus Tx. This makes the third Superhet in the district, all on different frequencies and by the time this is printed there will be another Midas-Matador combo, here.



Ralph McKellar and his own design A/2. Has won the N.S.W. and the Qld. A/2 titles. 85" span, 15 to 1 aspect ratio. Total area 525 sq. ins.

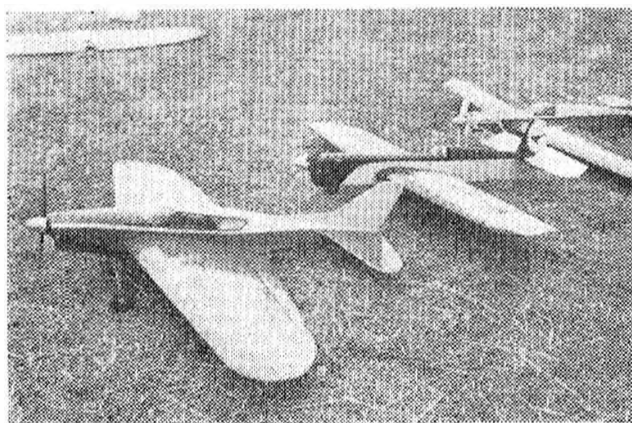
As can be seen from the above, interest is again appearing around here and once we start to get together again, maybe some more of the old hands who have drifted away may feel inclined to return to this fascinating hobby. We hope so.

Finally, if there is anyone elsewhere in the north of the State trying to get started in R/C

THIS IS YOUR MAGAZINE

Allan is still flying his faithful "Charger" and has a powered sailplane ready to take the air as soon as his C.G. Pioneer arrives. On top of all this, he is eagerly awaiting his R.C.S. pulse gear from England. Sure helps to be an E.W.A. pilot.

Whisper has it that Charlie Willis, who pioneered R/C in Tamworth, has been eagerly pawing over a plan of a R.C.S. "Swallow". May see Charlie back in action again soon.



Paul Turner's semi-scale Comanche, powered with O.S. 35. Paul is N.S.W. Stunt Champion.

please get in touch with us and we may be able to arrange to get together sometime for a flying day.

THINGS SOUTH AUSTRALIAN

The 17th Nationals are the big thing here at the moment. We have the full co-operation of the Strathalbyn Council and the Town Clerk and Mayor have suggested holding a Civic Reception. Sounds promising, doesn't it.

On the flying side, the Multi boys are having their share of trouble. Doug Saxby had the misfortune to lose a wing in a dive. It's rather scary to see 5 1/2 lb. of radio model screaming towards you. Not sure what gear he uses but it is now built into a Taurus. Much grumbling from Doug, about tapered wings.

Bob Thompson wrote off his Gee String about four weeks back. Brian Horrocks is flying Radio now, with a design of his own, using R.E.P. equipment. Flies well. Host of fellows flying radio at the moment, including Roger Duance, Peter Tamblin, Graham Ward, Don Wood, Keith Jolly, Bruce Bartholomaeus and Harry Weeks.

Malcolm Pring has a new F.A.I. Team Racer coming up; the old one took five firsts and a second in six contests. New motor will be a Dowling modified Enya 15D 11. Trevor Dowling is noted for his super-tuned diesels.



Two fine scale models by R.A.A.F. member, Barry Coe, from Richmond, N.S.W. A Vought Corsair and a Fairey Gannet.

GRIFFITH MODEL AERO CLUB (Warwick Gregory)

At present the club has 28 financial members. Of this number there is a hard core of about six senior members, the rest being junior members. The main interest at present is control line flying with four of the seniors interested in radio control.

BENDIGO MODEL AERO CLUB BULLETIN

(By John L. Power)

Well, chaps, things are going great guns up to date; the big event for March was on the third day of the month. This being the fourth annual Air Pageant held at Jarkland, approx. 40 miles north-west of Bendigo, which held a combat competition with prize money to the value of £10/10/-. Entries came from Rochester and Bendigo totalling in all 9.

Flying commenced at 12 noon sharp. W. Powsland and P. Gallagher opened the day with some very good flying, resulting in P. Gallagher 419 pts. defeating W. Powsland 208 pts. R. Mitchell, of Rochester, met Peter Brown of Bendigo, who defeated R. Mitchell, 425 to 195 pts. Next draw was B. Deason and K. Webster. Looked like being a good heat, but K. Webster was a little slow getting started and not getting a cut. Result was B. Deason 446 pts. K. Webster 96 pts. Final draw for heats was N. Vains and P. McCartney. This heat showed some very good form for a beginner in P. McCartney, for the performance he put up against N. Vains, who is a really top-notch at this caper. Result was N. Vains 260 pts. and P. McCartney 118 pts. P. Mylon had the bye.

The recharge show followed with the draw as follows:

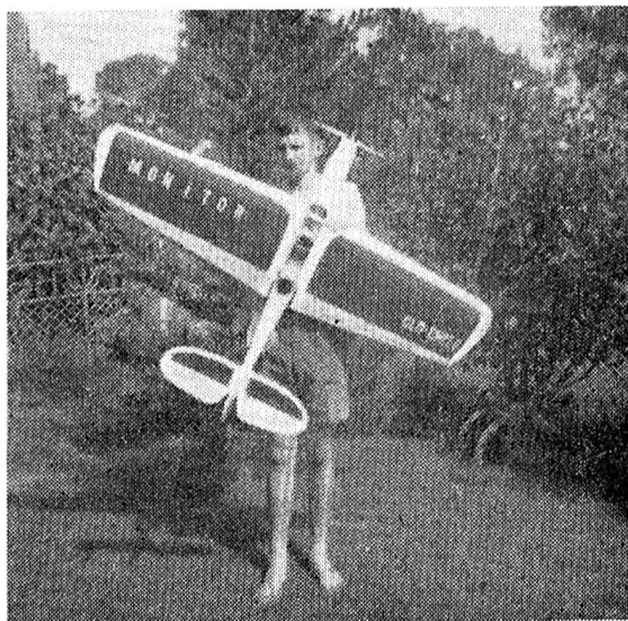
P. McCartney and K. Webster: What a heat! McCartney was stooging around counting off the minutes while K. Webster was busy wearing out his finger and his vocabulary. Result, P. McCartney 349, K. Webster 0. W. Powsland got the bye.

READ IT - WRITE FOR IT

Every month the club has held a rat race limited to 2.5 c.c. engines to help stimulate interest. This has seemed to work well and flying in general has started to show considerable improvement. An indication of this is that the first rat race was won with less than 200 laps in a half hour, but the last race was won with 350 laps for the half hour. Col Campbell and Graeme Flood seem to have just built themselves a fast pair of rat racers, being sick of seeing other people's castor oil fumes, but young Keith Millard seems all set to put up some very strong opposition with his O.S. 15 model. One thing that has been brought home, strongly, is that it is not necessarily the faster model that wins.

In radio control Peter Rangott and Graeme Flood would seem to be the old hands. Peter, with his O.S. single channel, seems to build and fly Invaders at a very rapid rate, and Graeme, with his perennial Waveguide with Hill R.X. Dean De-Bortolis has just started and completed a number of successful flights with his Invader Silver-tone equipment, and I myself have just started flight tests with a Square Hare (American Modeler) with Aeromodeller transistor R.X.

WANTED TO BUY: The plans only of the STERLING "SPITFIRE" and "MUSTANG". Even on loan if not for sale. Guarantee perfect condition return. Details to 106 Diagonal Road, SOMERTON, South Australia.



Fifteen-year-old Bernard Wills with his Monitor powered with a Glo Chief 49. Built from an Aeromodeller plan. Bernard comes from Tweed Heads, where there is an active club and all members at the moment are under 16.

The finals draw was Peter Brown 532 and P. McCartney 233 pts., B. Deason 397 and N. Vains 302, W. Powsland 319, P. Gallagher with 420 pts. At the beginning of the finals it was decided that only the two with the highest score would go into the finals owing to the time limit we had. This gave Peter Brown and Peter Gallagher the fly-off. On the 30 sec. count-down, Brown was all set when the whistle blew the blast-off. Peter gave bash on prop. and engine was racing, out to handle and away, all in 6 seconds. Very good, what! All this time, Peter Gallagher was working overtime with a growing case of flick finger. Airborne at last and into the play. Both pilots having a hard job getting the other in position. Then suddenly both planes were jockeying for the cut, for only half a lap and only inches between them they flew then . . .

"Whoomp", locked together in the kill, both planes came down in a flutter of bits and pieces. The cry went out, "Where's the spare kite, quick, the spare kite, you nitwit. Hurry up!. Struth, I could have had a 4-minute ride in the Cessna while you goons play with a piece of rag. Hurry up with the plug! Squeeze it man, that's it. Flick, boom! Hurray, we're off again!" Both pilots scoring cuts. Result, Peter Brown first with 199 pts. and Peter Gallagher 109. Congratulations, fellows, for a good performance for a grand cause.

Prizemoney — £7/7/- and £3/3/-. Also held in conjunction with the Air Pageant was a radio control event which carried prizemoney of £3/3/-. This was one of the best flights for the day scheme. Bill McMahon put up a good show with some aerobatics which pleased the crowd tremendously. Other flights did not compare with this one of Bill's. Results were: Bill McMahon first from Bruce Cutting, Keith Hill and Lance Langborne.

Air pageant went off with a big bang with plenty of thrills for everyone. Plenty of Cessnas, Pipers, Beechcraft, Tiger Moths, Victor Air Tourer. The Luton Minor, the smallest aircraft in Australia, built entirely in a back garden. Nesland Widgeon, which flew for the last time, the oldest registered plane in Australia and not forgetting

Jack McDonald and his Mustang, who gave a terrific show of precision flying, and showed the power available from engine by doing a vertical climbing roll quite a long way up. Well, that's it for this time, chaps! Cheerio.



30" and 40" Vipers. These two hot combat models by E. Bellby are powered by O.S. pressure motors.

THE STUNTMASTERS' CLUB

In Melbourne recently a group of current and ex-State and National Stunt winners got together and formed the Stuntmasters' Club. Even though the list of members reads like a stunt "Who's Who", the group is open to anybody interested in this modelling sphere. As quite a few members have been and are connected with the retail and wholesale trade, they can appreciate the average lad's approach to controline, namely a trainer or stunt trainer type. They can also appreciate that most forms of controline contests nowadays are a foregone conclusion as far as the first six places.

Therefore, as the main idea is to encourage controline generally and stunt in particular, the first event to be run will be a Freshmen's Stunt Championship early in July. Entry will be limited to people who haven't placed in a controline event before and the entrants will be screened by the group. An entrant can be either a member of a club or a non-member just coming into the game. There will be senior and junior sections and a simple stunt pattern is the schedule for both flights allowed. Valuable prizes like motors, kits, balsa packs, paint, etc., have been donated by the members or trade. Final venue will be notified to the hobby shops locally a few weeks prior to the event.

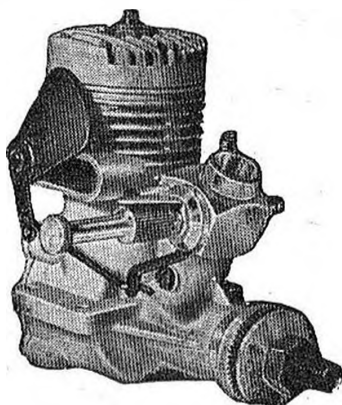
For the experienced types, stunt judge classes and stricter flight patterns in private contests will be amongst the items scheduled. Also the exploration into the possibility of sponsorship of an overseas team, streamlining of the Victorian State Championships and such like. Most members will also be encouraging the use of mufflers in situations where it would be prudent to use same.



"Houdini", a very stable R/C model. Rudder only. Dave Whitehead launching.

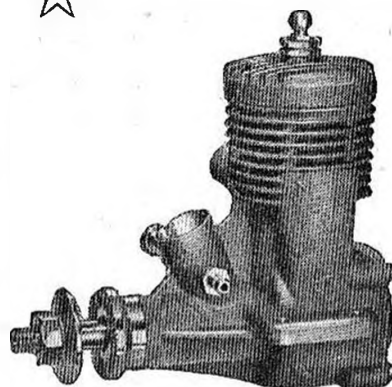
Match what you get for what you pay and in the 29-35-49 class you'll . . .

GO WITH MERCO



FEATURE AFTER FEATURE the Merco range is the most for your modelling money. No other motor, irrespective of price or factory of origin, can match the smooth responsive power, superb British craftsmanship and built-in performance and design experience of the Merco 29-35-49. Whether you fly stunt, free flight, radio control or for fun, remember that it takes another Merco to beat a Merco.

THE MERCO STUNT ENGINES are designed as such and therefore you have no more fuel feed worries, loss of power, etc. So don't be at a disadvantage by using the other engines that are designed as all purpose products. Use the motor that was created and proven for stunt. Incidentally, your Merco will run well on ALL mufflers with no power loss.



Your nearest dealer can get these fabulous engines for you. Sometimes, as with all things worth waiting for and not just mass produced, there is a delay in delivery, so lodge your order now with your nearest hobby supplier, who will be glad to get for you these well produced and proven model airplane motors.

They are available to all dealers from the authorised distributors . . .

MERCO MOTORS

2 Johnston Street
Mentone, SII
VICTORIA



K. W. GREEN

78 Springbank Road,
Col. Light Gardens
SOUTH AUSTRALIA

North Coast Hobby Centre

HOBBY AND TOY SPECIALISTS

72 MAGELLAN STREET, LISMORE — Telephone 3956

ENGINES, KITS & ACCESSORIES

New Johnson Sport Special .32 CT Twin Ball
Race Motor, readily converted to R/C
use £8/19/6
Johnson Automix Carburettor £4/7/11
Dynamic Glo Heads, to suits Cox .049
Motors 8/6
Dynamic Control Horns, just solder wire into
brass bush for R/C and CL use, 8/6
Johnson Glo Plugs, 2 volt 8/6
Shielded for R/C use 9/6
2½" Veco Air Trap Wheels 19/3
Dubro Kwik Links 6/9
Bonner Servo Mounting Sets 5/9
Perfect Glo Clip and Lead 6/6
Top Flite Tauri Multi Trainer Kit, £12/13/11
Sterling Mambo R/C Trainer £5/9/-
Bonner Transmites Neutralising, £18/11/3
Trim £17/6/6

SPECIAL COMBO OFFER

Johnson 36 R/C Motor £19/10/-
Johnson Auto Pitch Prop £7/3/6
The Two for £19
Multi Models are getting lighter, .35
and .36 motors are becoming the ideal
Power Plants.

DON'T MISS THIS OFFER

COX THIMBLEDROME MOTORS

.020 PEE WEE	£3 9 6
.049 BABE BEE	£3 9 6
.049 MEDALLION	£5 15 0
.09 "	£7 15 0
.15 "	£8 19 6
.010 TEE DEE	£6 9 6
.020 "	£5 15 0
.049 "	£6 9 6
.051 "	£6 9 6
.09 "	£8 10 6
GLO CLIPS	6 9
GLO PLUGS	10 6
GLO HEADS FOR .010 & SPEED	£15 13 6

AUSTRALIA'S LARGEST SUPPLIER OF AMERICAN KITS
AND ACCESSORIES

The Model Dockyard Pty. Ltd.

Outstanding range of Scale and Semi-Scale
Kits for Multi-Radio Control

- STERLING SPITFIRE
- STERLING MUSTANG
- STERLING PIPER CRUISER
- TOP FLITE ORION
- VECO. SMOG HOG
- DE BOLT COSMIC WIND

Write for details of Kits and Accessories

The Model Dockyard Pty. Ltd.

216 SWANSON STREET, MELBOURNE

PLANES — TRAINS — SHIPS — CARS — ALLIED EQUIPMENT

KEILKRAFT



THE KITS THE EXPERTS CHOOSE !

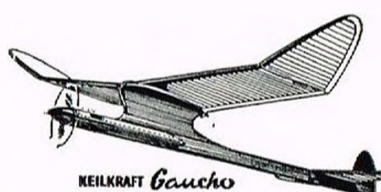
Designed for durability as well as easy handling, Keilkraft models continue to prove themselves allround champions in every field. Careful selection of materials ensures success in the building and flying of every Keilkraft kit.

THERE ARE OVER 100 MODELS
IN THE KEILKRAFT RANGE



FIREFLY 20" SPAN

Control Line Stunt Model with a "profile" type fuselage, specially designed for engines under 1 cc. A fully aerobatic model.



GAUCHO 44" SPAN

Free flight contest model of the 'pylon' type for 1 to 1.5 cc. motors. Has a wonderful performance !

Sole Agents and Distributors

GEORGE WILLS & CO. LTD.

49 CLARENCE STREET, SYDNEY, N.S.W.

203 KING STREET, MELBOURNE, C1.

146-160 MARY STREET, BRISBANE.

GILBERT HOUSE, GILBERT PLACE, ADELAIDE.

133 ST. GEORGE TERRACE, PERTH.

**BRITAIN'S FAVOURITE
MODEL KITS**

KEILKRAFT

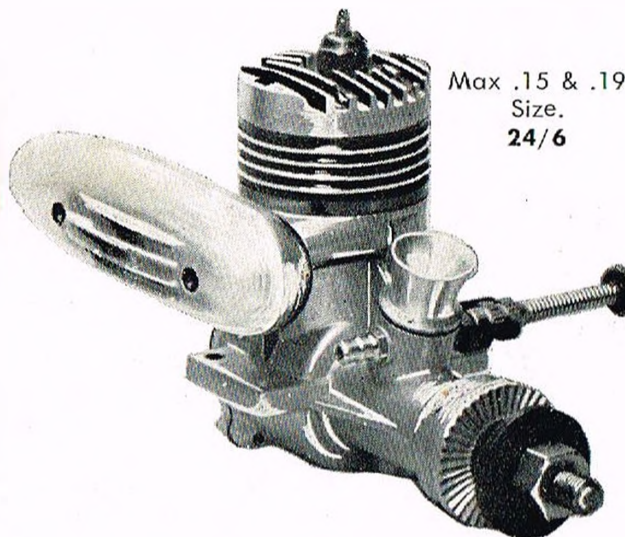
Just released ...

O.S. JETSTREAM SILENCERS

FOR ALL MAX III ENGINES

Reducing sound to a 'buzz'
which does not carry out
of the flying area !

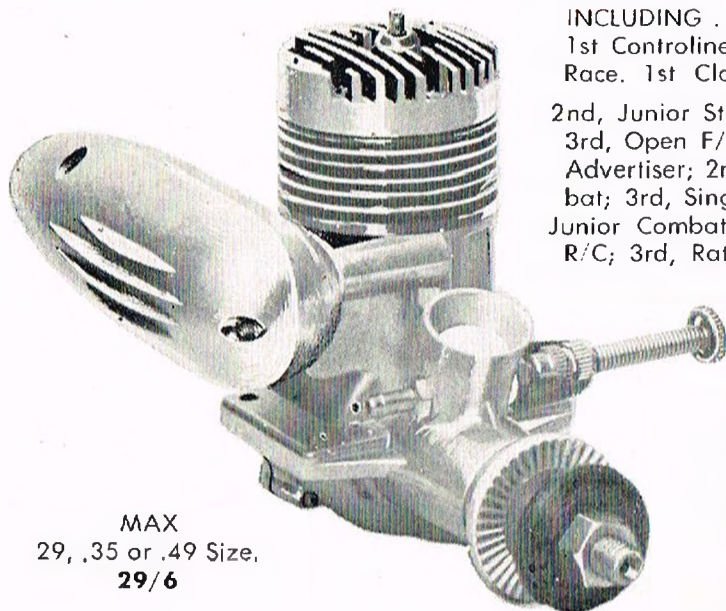
- ★ Scientifically designed and engineered for minimum noise and maximum efficiency.
- ★ Negligible power loss, compensated by the exclusive Jetstream Silencer exhaust thrust design.
- ★ Special internal adjustments for noise and power rating.
- ★ Separate adaptor available for fitting outside cowl.
- ★ Patented exhaust priming system and ultra light weight.
- ★ Already approved by Councils where planes were once banned !



Max .15 & .19
Size.
24/6

MAX ENGINES NATIONAL CHAMPIONS FOR 1963

16 wins and places – more than any other brand



MAX
29, .35 or .49 Size.
29/6

INCLUDING . . 1st and 2nd Open Stunt.
1st Controlline Scale. 1st Class III Team
Race. 1st Class III F/F Power.

2nd, Junior Stunt; 2nd, C/L Scale; 2nd,
3rd, Open F/F Power; 3rd, Open Com-
Advertiser; 2nd, Intermediate R/C; 2nd,
bat; 3rd, Single R/C; 3rd, Intermediate
Junior Combat; 3rd, Class II Team Race;
R/C; 3rd, Rat Race.

CONGRATULATIONS

. . . To the Australian
Champion Modellers
who used O.S. Max
engines to win their
National Titles and
place in the above
events.

O.S. SOLD AND SERVICED THROUGHOUT AUSTRALIA