

# Model <sup>2½</sup> News

NOVEMBER-DECEMBER,  
1957



C/L Scale  
FOKKER TRIPLANE



Acrobat  
5 cc. Stunter  
By A. Gorrie



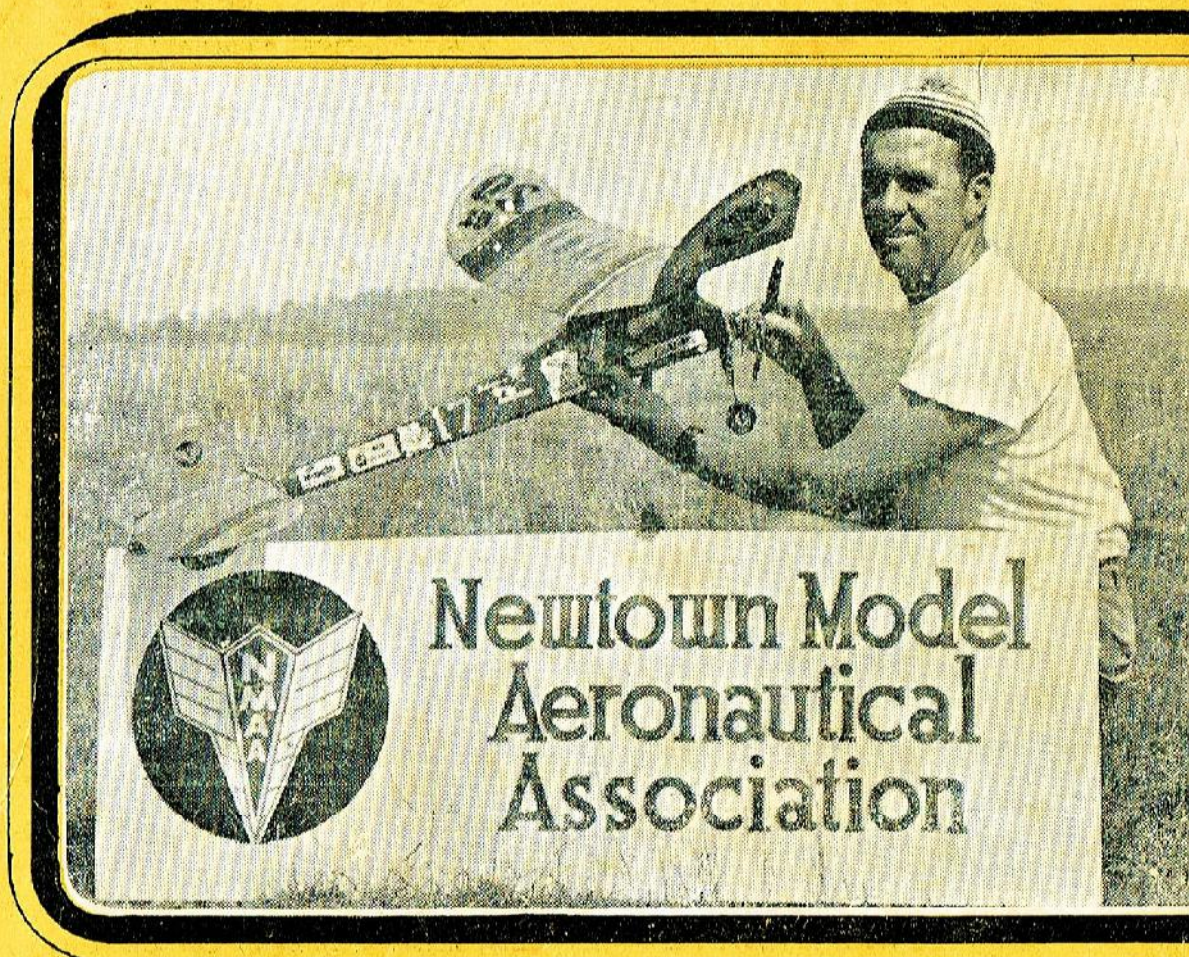
New Rule  
Wakefield  
By Paul Van Leuven



Introduction to  
Radio Control  
By Jim Palmer



Contest Results &  
Club News

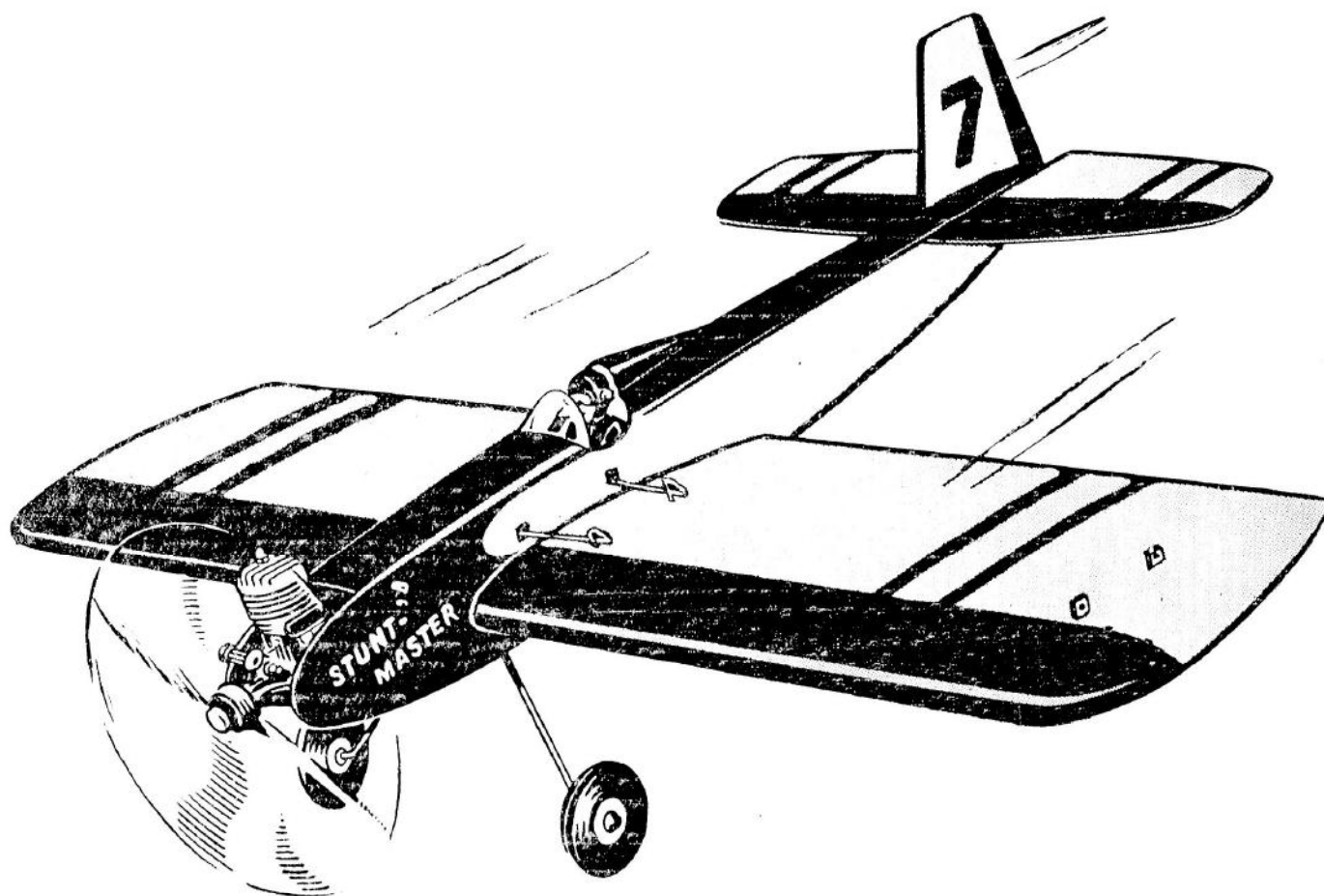


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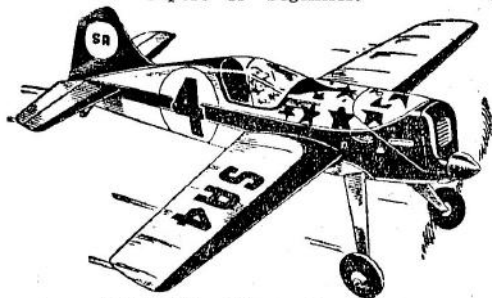
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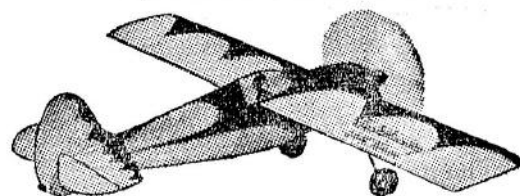
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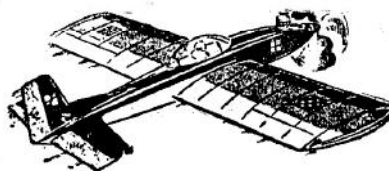
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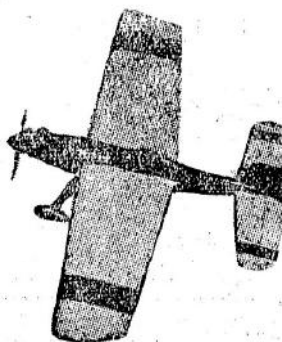


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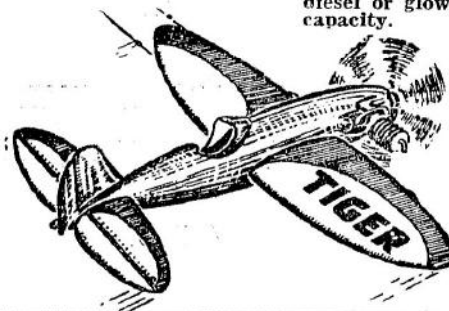


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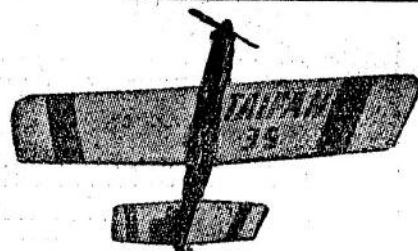
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This Kit has been placed in every stunt event it has been flown in since being produced.

Write for further particulars if required.

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BRISTOL BRITANNIA, 17½in. wing span ..... 35/-

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# MODEL NEWS

Volume 1, No. 6

NOVEMBER-DECEMBER, 1957

Edited by Adrian Bryant and Russell Hammond

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## COVER STORY

Arthur Gorrie, secretary of the highly successful Newtown Model Aeronautical Association, holding his equally successful O.S. 15 powered Mercury Mallard. Arthur is a well known Model Trader and the Mi-T combination he is holding is known as the Flying Billboard. Every model firm of note has a small add on it. This hasn't effected the performance. Model has won Qld. Free Flight championship. Has 3 wins and a second in 4 events.

## Editorial . . .

WITH THIS ISSUE "MODEL NEWS" HAS BEEN  
AROUND FOR A YEAR.

Not long, you say. Well, this is the first time that a Model Aircraft magazine has appeared regularly on the newstands in Australia for any length of time.

It is the Aeromodellers and Model dealers all over Australia that have made MODEL NEWS possible.

All those who have sent in articles, photographs, plans, news, etc., have all played their part.

All those firms who have advertised and all those who buy from the firms who advertise have helped.

Of all the Model Aircraft firms we are pleased to say the best appear from time to time in MODEL NEWS. These are the ones to support for good Gear and reliable service. They are the ones that are putting something back into the game.

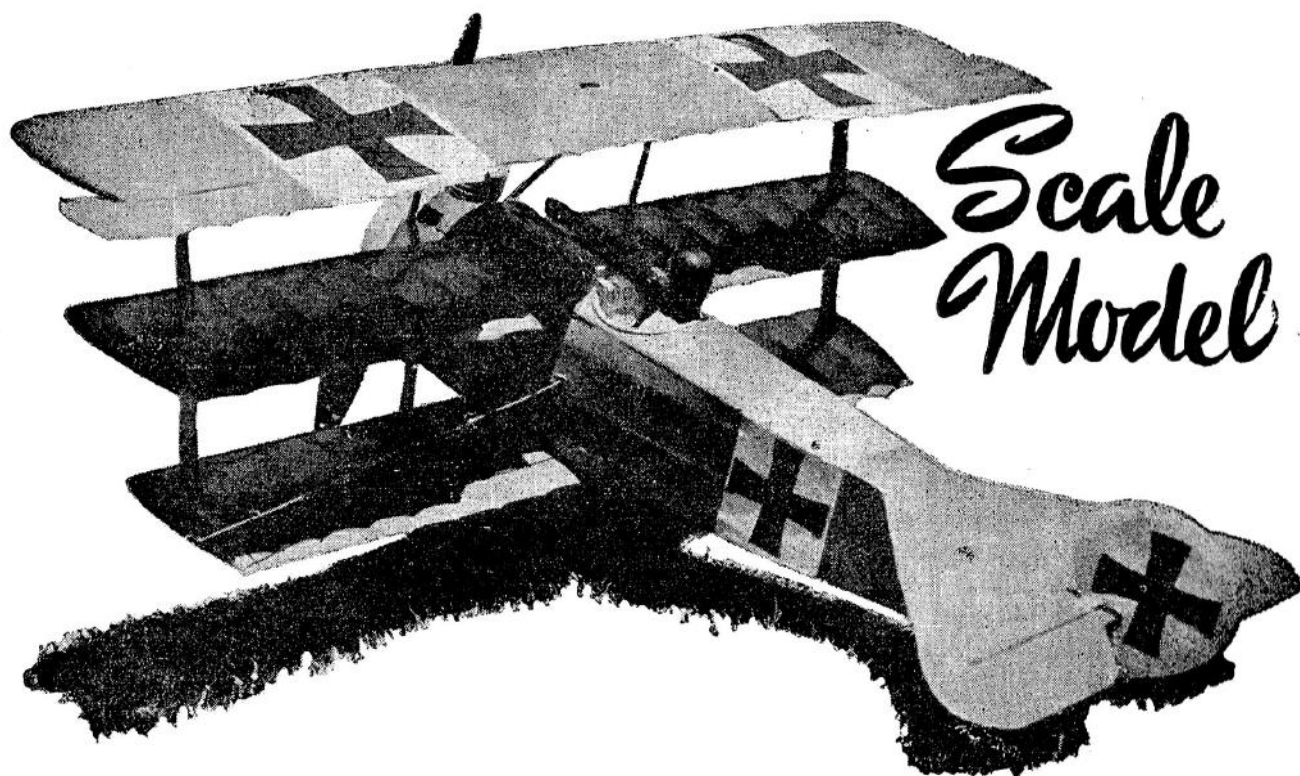
This year has seen great strides amongst the local manufacturers, everything the local modeller needs is now made here and in a lot of cases it is of a higher standard than imported stuff.

We still need a lot of overseas gear for different reasons, and the country now has a number of large importers who import the best of the overseas gear available.

MODEL NEWS needs the support of the Hobby and the Trade to keep growing. Help us to give Australia the kind of Model Aircraft magazine she needs.

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

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



*Scale  
Model*

## *Fokker Triplane . . .*

**Build this exact Scale Model of Leading German First War Ace, Richtofen's Famous Plane.**

The original of this model is in the National War Museum at Canberra. Barron Von Richtofen was shot down by Sergeant Evans and Sergeant Buie, of the 53rd Battery, Australian Field Artillery, from the ground. The plane was recovered by the Australian army and brought back to Australia.

The Fokker Tripe is a natural for a Control Line Scale model, fascinating in appearance, simple to build and ample opportunity for detail.

Almost any motor from .75 to 2.5 can be used. If a small light motor is used it will be necessary to add weight to the nose to bring the C.G. far enough forward for stable flight.

Extreme care must be taken when assembling the model, making sure that all three wings are mounted at the same neutral angle. The positive angle on the tailplane is unusual, but doesn't detract from the performance of the model.

Study the plans carefully while building this model. The three different size wings may cause a little confusion the way they are shown on the plan, but if studied carefully they should each be-

come apparent. On the plan the bottom wing is shown as the centre one. The bottom wing is the shortest and is parallel with no centre cut out.

Much of the shape in the wings depends on the correct use of sandpaper as a large leading edge and a wide trailing edge are used to get the airfoil section. Check plan for sheet inserts between ribs for interplane struts. Cover wings before fixing to the fuselage.

The interplane struts are made from very hard balsa or spruce and sanded to a streamline section. Fix middle and bottom wing in place first and allow to dry, then add top wing and bracing struts. Cover the model with tissue before assembling. The most important time during construction is the assembly of the model, for if this is not done correctly, no matter how well the model is built it could prove a failure in flight.

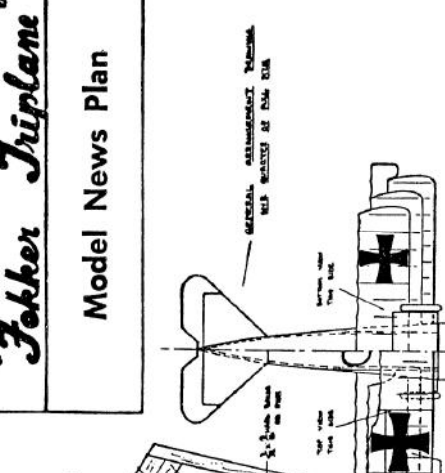
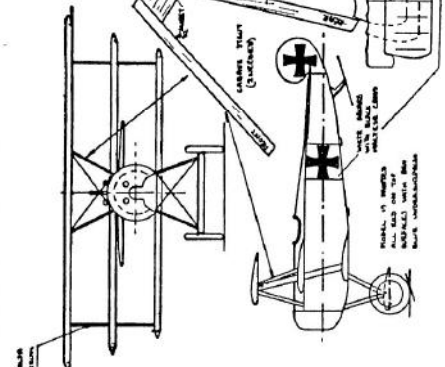
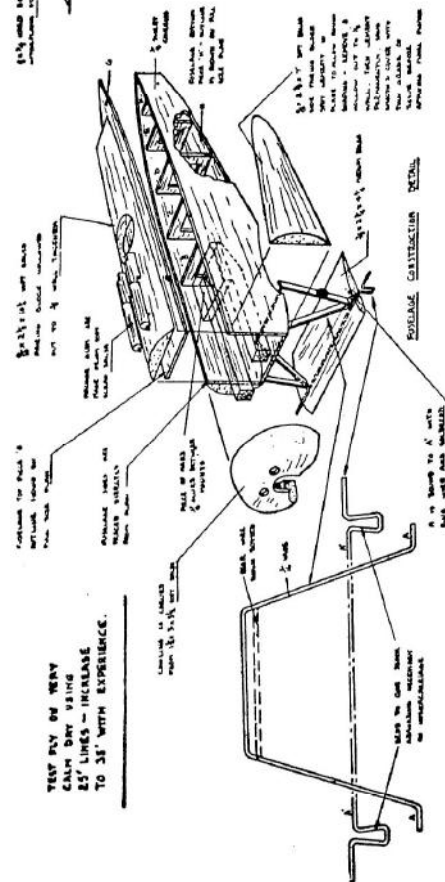
For those interested in painting their completed model in the same colour scheme as Baron Von Richtofen, his plane was painted: All upper surfaces red. All under surfaces light blue. Black Maltese crosses on white square backgrounds. Position of crosses indicated on GA. plan.



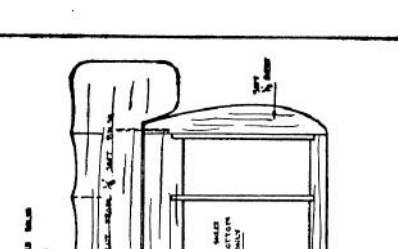
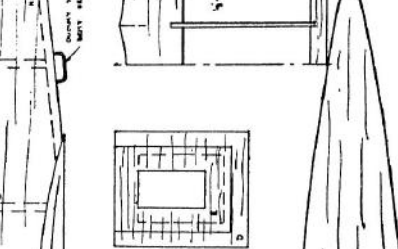
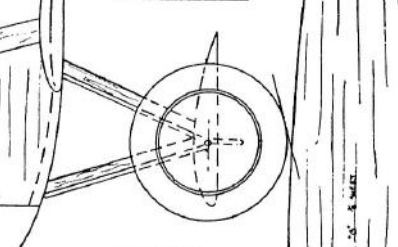
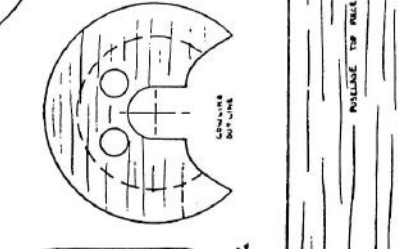
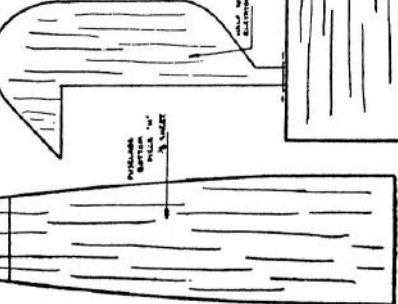
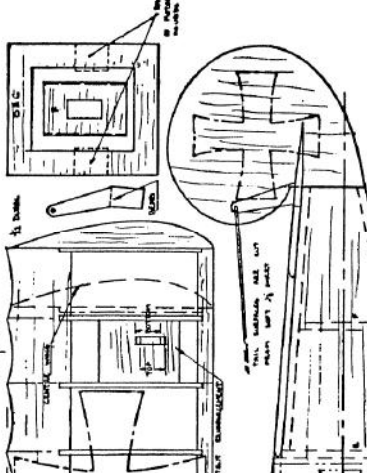
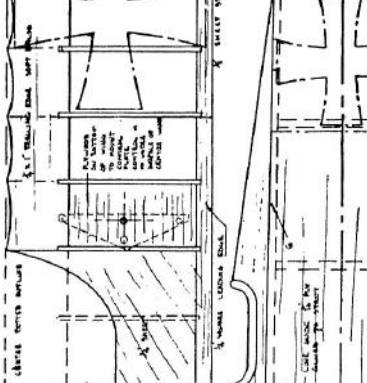
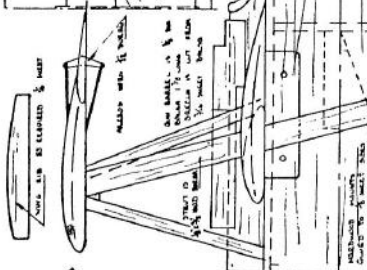
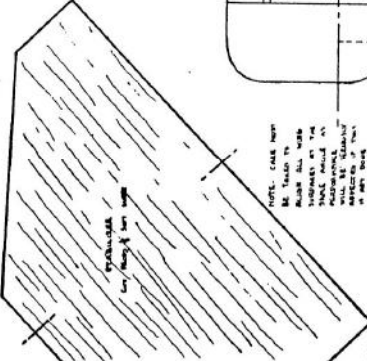
# Fokker Triplane

## Model News Plan

TEST FLY ON VERY  
CALM DAY USING  
85' LINES - INCREASE  
TO 35' WITH EXPERIENCE.



LANDING GEAR  
DETAIL



SCALE OF INCHES

# 1957 Open Australian Model Aeroplane Championships

Photographed and Reported by Wal. Kavanagh

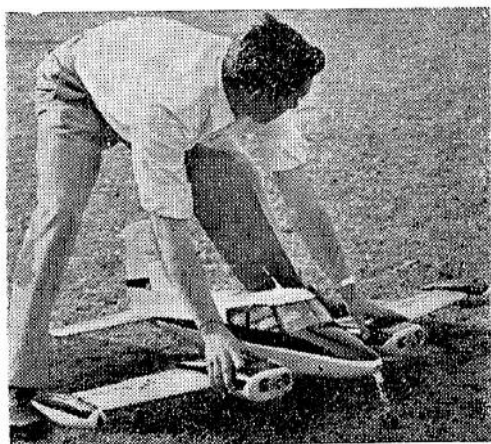
*The photographs which appear with this article won for Wal the MONTGOMERY PHOTOGRAPHIC CONTEST for this issue. Have you entered?*

The Model Flying Club of Australia held its annual championships at Schofields (Naval Air Base) and at Centennial Park on 6-hour weekend, and the weekend preceding. Free flight was flown off first, at Schofields, lasting two days.

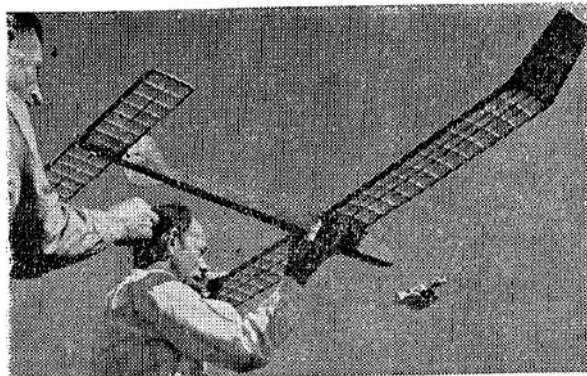
The weather was kind on both days and many maximums were scored. Les Fahey, flying Wakefield, put up some excellent times, recording four maximums out of a possible five. Not a bad effort. He won the event. Thermals were picked up with monotonous regularity on both days, a couple of models being lost. (Lost a Mills 1.3 "sport" job myself). D/T's were not particularly effective on many models. Quite a few D/T's did no more than stall the model in circles, and in some cases did not bring it out of the thermal. Reason apparently was insufficient elevator tip-up angle.

Yes Fahey won no less than 4 events (full results below), and placed second in three others. Les (a dyed-in-the-wool free flight man) then turned up at the control line events the next weekend and won Proto Speed and "A" class speed. Needless to say he was senior champion of champions, and a popular win.

F/F scale, as usual, "got the crowd in". A couple of Luton Minors (Mills .75's) puttered around the heads of the spectators, followed by many "oohs and ahhs", a couple of times making power-on landings with a sick motor.



A. Talbot just about to realise his beautiful scale Cessna. This model won the Concours event. Motors not quite powerful enough to keep model in the air.



About to light the D/T on Les Fahey's winning A2. Variable winds make launchings difficult. Les won Open Australian Champion of Champions at the M.F.C. open Australian championships.

The control line events were held on the Saturday and Sunday of 6-hour weekend, once again in fine weather. Team racing was held on the Saturday and provided the spectators with the usual thrills. One-flick starts were fairly common, and combined with a Le Mans start, sometimes made things a bit hectic.

In "B" class, Ron Jones with a very fast and consistent model, took out the event in the really good time of 9 minutes 16 seconds. He would have done it even faster but the motor cut, half a lap from the finish!

"A" class was won by B. James, once again with a very consistent model.

The speed events were marred by dolly trouble. Very few models could get off safely. Laurie Cantwell scored again this year. This time in B and C classes.

C/Line scale was fairly well catered for, with a beautifully built Cessna (twin engined-trike U/C) taking the concours event. Unfortunately the motors just wouldn't or couldn't support the model in the air and so the scale event went to Bede Boyle with his Westland Wyvern. Beautifully built, hydraulic U/C scored many points for this model. Two crowd pleasers were (P. Johnson and B. Robson) Catalinas. They looked and sounded very nice in the air, and were exceptionally stable.



I. Fenton was Junior Champion of Champions with a first in Junior Combat and third in Junior Stunt.

The trophy presentation dinner was held at Sherbrooke Lounge, where everyone thoroughly enjoyed themselves. On display were all the trophies—incidentally, the most valuable array of trophies belonging to any single sporting or other association in Australia! Once again, congratulations to Mr. Scott on another successful year in the aeromodeling game. We hope next year's championships to be bigger and better than ever.

An amusing sidelight at the presentation dinner was the trophy presented to Arthur (Coop) Cooper. He told Mr. Scott that he must have a pot, regardless of whether he won or not. "Scotty" had a special "pot" made for "Coop", standing about 2½ inches high and suitably engraved.

#### Results:

**FREE-FLIGHT:** Hand launched glider, K. Murray 1, L. Fahey 2, A. Cooper 3; Nordic A2, L. Fahey 1, G. Robb 2, K. Morcom 3; Wakefield, L. Fahey 1, A. Butler 2, K. Morcom 3; Jetex, K. Morcom 1, B. Healey 2, R. Summersby 3; ½A Gas, K. Murray 1, R. Summersby 2, B. Healey 3; A Gas, L. Fahey 1, K. Murray 2, J. Sheekey 3; B-C Gas, B. Healey 1, J. Sheekey 2, K. Murray 3; F.A.I. Gas, K. Murray 1, B. Healey 2, J. Sheekey 3; F/F Scale, L. Fahey 1, D. Ray 2, J. Sheekey 3; P.A.A., C. K. Napier 1, L. Fahey 2, K. Murray 3; Radio Control, B. Young 1, J. West 2, J. Marquette 3; Scramble, A. Cooper 1, 9 mins. 17.3 secs.; L. Fahey 2, B. Healey 3.

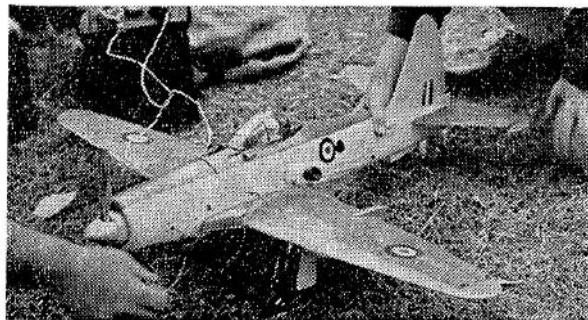
**CONTROL LINE:** Proto Speed, L. Fahey 1, 84 m.p.h.; L. Brown 2, K. Murray 3. A. Speed, L. Fahey, 79 m.p.h.; B. Speed, L. Cantwell, 117.5 m.p.h.; C. Speed, L. Cantwell, 120 m.p.h.; Jet Speed, J. Sutherland 1, 121 m.p.h.; A. Talbot 2, 120 m.p.h.



Arthur Cooper (Coop) putting on the turns during the Wakefield event at Schofields. Coop., last year's winner, was plagued by motor breakages this year.

C/Line Scale, B. Boyle 1, P. Johnson 2, B. Robson 3; Senior Stunt, B. James 1, A. Meadows 2, G. Gough 3; Junior Stunt, F. Henry 1, G. Bishop 2, I. Fenton 3; Teams Race, class B, R. Jones 1; Team Race, class A, B. James 1; Senior Combat, B. James; Junior Combat, I. Fenton 1.

Senior Champion of Champions, L. Fahey.  
Junior Champion of Champions, I. Fenton.



Bede Boyles preparing his winning C/Line Flying scale Westland Wyvern for flight. It's fully hydraulic U/C. helped to place it above two very nice Catalinas.

## "BETTA" MODEL AEROPLANE SUPPLY CO.

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E.D. Radio Units: Mk. II ..... £18/18/- (N.Z.)  
MK IV (Miniature) ..... £22/10/- (N.Z.)  
MK IV (Senior) ..... £25 (N.Z.)  
MK V Everest ..... £30 (N.Z.)

The Mk IV are three channel, MK V is 6 channel  
Dynajet Motors ..... £12/10/-  
M.E.W. Jet Motors ..... £6/10/-  
J.B. 1cc. Bomb Diesel ..... £3/2/6  
J.B. 1cc. Bomb Glow ..... £3/12/6  
J.B. 1.5cc. Atom Diesel ..... £3/7/6  
J.B. 1.5cc. Atom Glow ..... £3/17/6

The June Model Aircraft in their notes declared there is no better motor available in their class than the J.B. The above prices include the Plug with the Glow Motors, and airscrew, mounting bolts and 2oz. fuel with each motor.

The following BERKELEY Kits manufactured under licence, are available. Each equipped with Berkeley plan and decals. Parts block cut, near ready to assemble:

CESSNA 170, 72in. wing, R/C, FF, etc., 200 cut parts ..... £8/10/-  
SEA CAT, 68in. wing R/C FF. ROW, ROG, etc. .... £5/19/6  
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BIRD DOG, 36in. w, CL, FF. Rubber, £2/12/6

Australian add 25 per cent., plus post, to above prices.  
Our Catalogue, over 200 pages, is now ready for 3/- (N.Z.) or 3/9 (A.)

## 1957 North West Championships

Being centrally situated this year at Tamworth, the championships drew a representative section of N.S.W.'s best Aeromodellers. Tamworth, being only 300 miles from the Queensland border and the same distance from Sydney, the championships were within easy driving distance of anyone out to enjoy a good weekend flying.

The local pub says it's funny how things work out. Over that weekend Tamworth played host to an Alcoholic Anonymous convention and a Model Aeroplane Championships. No drop in sales.

The free flight championships were held on the old Tamworth 'drome, now overrun with sheep and wheat, which made recovery a bit difficult.



Left: Leo Toft, of Coffs Harbour, and winning smile after winning the A Class Team Race Championship. Model has factory tuned Oliver Tiger up front. Plans will appear in Model News shortly. Right: Temporary torment to Tamworth, John (Glow Plug) Sullivan, of Maitland. Model, a modified, Hobby powered Y-Bar. Built from a Aeromodeller plan.



### CLASS A POWER

Once again attracted the greatest number of free flight entries and with such names as Basil Healy (Sydney) "Coop" (Blacktown), Brian Potter (Tamworth), Norm Connley and John Sullivan (Maitland), competition was at its keenest.

AM.10's have dominated class A events since first appearing on the market, and Adrian Bryant used one to power his "Mish-Mash" on its winning ratio of 14.7. Brian Potter, second place winner, used a Mills .75 and the model was the ever popular A.P.S. Stomper.

A Taifun Hobby and a modified A.P.S. Y-Bar was used by Maitland flyer, John Sullivan, to take third place.

### CLASS B

A day out for Elfin Motors. Art Cooper (Blacktown), BR. Elfin 2.49, with a Healy design, took off this event from Adrian Bryant (Kyogle), Elfin radial 2.49, and Maitland school teacher, John Sullivan, Eliminator Elfin 1.49, in third place. Times were close—"Coop" 9-1, Bryant 8.7-1, Sullivan 8-1.



Young Malcolm Darby, from Armidale, worked long and hard to produce this attractive Grumman Gulf Hawk in time for the championships. Built from an Aeromodeller plan and powered by a Frog 500, the model flew smoothly to take second place in the scale.

### OPEN SAILPLANE

Sydney flier, Basil Healy, took the sailplane championship, as usual. Only the D/T cutting in early on last flight prevented him from gaining three maximums. Brian Potter, Mercury Marauder, second, and Dick Medhurst, flying in his first contest with a "Model News" Lift Sifter, was third.

The Control Line Championships were held at Surry Park, West Tamworth, on the Sunday. The Coffs Harbour boys made a clean sweep of the Control Line Championships.

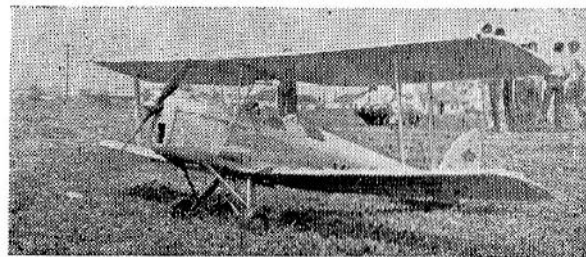
### STUNT

Kit Hacking, of Coffs Harbour, having his first fly for about a year, took this one off. He flew his Sabre powered stunter in the morning and was the only one to complete the pattern. An afternoon gale crashed the remainder of the field or they had their wings torn off them in mid-air. No fewer than six models had their outside wings reefed off while trying to complete the pattern. Ron Sampson, Gunnedah, and Leo Toft, Coffs, filled in the minor places.

### COMBAT

Those that had planes left for the combat were very few, but the finalists, Fred Sampson and Kev Randall, put on a terrific display, which was well applauded by the crowd. Kev came out winner.

CONTINUED ON PAGE 28



It's not the real thing! A classy CL/ Tiger Moth built by Norm Pearse, of Attunga club. Model featured complete cockpit details, moveable controls. Sabre .29 powered. First place in scale.



## Control Systems, Rigging and Procedure

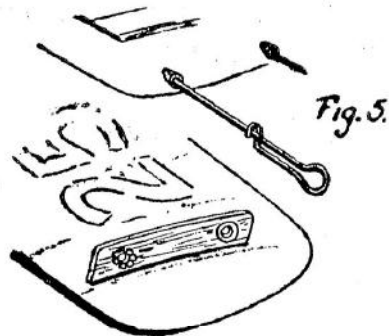
By Monty Tyrrell



(Continued from last issue)

Before we leave the plane let's look at the hinge department. I have always found good, thick linen tape about  $\frac{1}{4}$  in. to  $\frac{1}{2}$  in. wide ideal. Silk should always be avoided, as should any material that tends to be on the thin side like the average shirt-making material. Metal tubing and wire are good and make for free working, but suffer the disadvantage of harder fabrication and mounting. When you use linen or thick material hinges a useful hint is to drop a light coating of castor oil into the slots. The effect of the dope and paint stiffening the works is cut considerably.

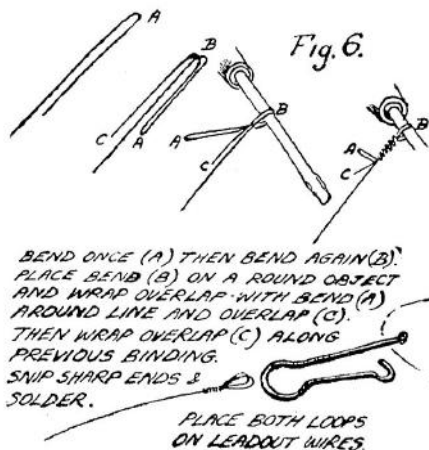
Now you should have in theory, as you are reading to learn I hope, a ukie control system that is completely on the ball. Off the record it really is as the general points are adhered to by most of the fellers who never have control problems.



SHOWING LEAD-OUTS THRU METAL TUBES IN WINGTIP AND SAFETY LOCKS ON ALL LEAD-OUTS. RADIUS ALL BENDS IN WIRE OR METAL BELLGRANK OR HORNS. SHOE EYELETS ARE USED ON PLY PLATE.

So let's top it off with the wires themselves. Steel wire of most types as available at the hobby retailers never goes amiss and a quick reference to the rules will inform you of the length and diameter needed for your dream dodo with self-drooping controls. I am sick of reading and writing they should be free of twists, rust spots and kinds, but it is worth mentioning I am given to understand. The ends should be bound and soldered. It says so in the rules. Anyhow, the only point I'd like to mention that has helped me keep a model a few times by following a practice that isn't in the rule book is this. Have a double loop at both ends of each wire as, like all of us, they fail with age. The method of doing so is covered in the diagram, too.

DOUBLE SAFETY LOOPS ON THE CONTROL WIRES.



Handles are up to the individual choice. Some like a flying handle with a separate reel, some like the combination. Thank the Lord for combinations. Finally, make a habit of painting the line length on each reel and you are sure to reel out the right set if you do so. I have seen a team race lost through an alleged expert rolling out speed lines which are a different length to those of team racing. A U-Reely control is the easiest way for fooling around with assorted line lengths, but in the heat of a contest can be unwieldy to use, unless, of course, you are quite used to them. As some contest directors use their discretion and prohibit them in team speed (the fools) it is better to have the reels, marked, Class for use of.

(Reference to living persons is not intended. I still want to meet the man who can fly a team racer with several others up and manage to successfully wind it in without crashing whilst galloping around an oil drum and, to top it off, do so without being noticed).

# ACROBAT

A 5cc. 6cc. Stunter by Qld. Model Dealer, Arthur Gorrie



Here it is—the nicest stunter since Mike Ware's "Carioca". Arthur Gorrie's Acrobat. Wide track undercarriage gives you landings like you dream about and never achieve.

This model is the outcome of Arthur's eight years' stunting. It contains a number of novel features, such as the airfoil section sanded into the fin to help maintain line tension, and the wide spread scale like undercarriage. This wide track undercarriage helps towards very realistic takeoffs and landings.

## WINGS

Study plane carefully before starting work, as the wide spread undercarriage is a little unusual. Cut 17 ribs from 1/16in. hard sheet, notch for spars. The L.E. is 3/4in. S.Q. the 1/2in. by 1/2in. T.E. cut and sand to shape. Cut from 1/2in. aircraft ply the rib, undercarriage leg, and spat shown as one piece on the side elevation of the fuselage. Bend wire undercarriage leg to shape, cut to length and fit as shown on plan. Position each rib to L.E. slide onto spars, check for square, affix trailing edge. Study plan for method of fitting control platform and plate. Add centre section sheeting, tips, lead-outs, gussets, etc. Sand smooth.

## FLAPS

Do not fit till after wing has been mounted in the fuselage. Cut hardwood insert to length, fit control horn. Cut flaps from 3/16in. medium sheet

and sand to taper. Fit hardwood insert in fuselage, fix flaps to it and attach flaps to wing T/E with tape hinges as for elevators.

## TAILPLANE

Cut the stabiliser in one piece and the elevators in two pieces and sand to a streamline section. Join the two elevators together with the 3/16in. by 1/2in. hardwood dowel. Fit an Aero Flyte control horn. Attach the elevators to stabiliser with tape hinges and several coats of cement. Put a couple of drops of castor oil on each hinge to ensure free movement.

## FUSELAGE

Cut all plywood formers to shape and slot carefully for 1/2in. by 1/2in. hardwood engine bearers. Make these pieces up as a single unit and set aside to dry. Cut fuselage sides from 1/2in. hard balsa. Glue 1/2in. by 1/2in. stiffeners in position. Be sure that you end up with a left and right hand side. Glue sides in position on engine mounting unit. Draw fuselage together at rear and cement, add all cross braces. Fit 1/2in. ply tail skid. Cut out fuselage sides for wing. Mount stabiliser wings and flaps. Fix all control rods. Cover bottom of fuselage with 1/16in. sheet running cross grain. Fit all soft balsa blocks and cowling blocks (after fitting tank). Carve and sand to shape. Cut fin to shape, sand and fit. Sand down completed framework and cover with tissue. Finish in accordance with instructions on plan.

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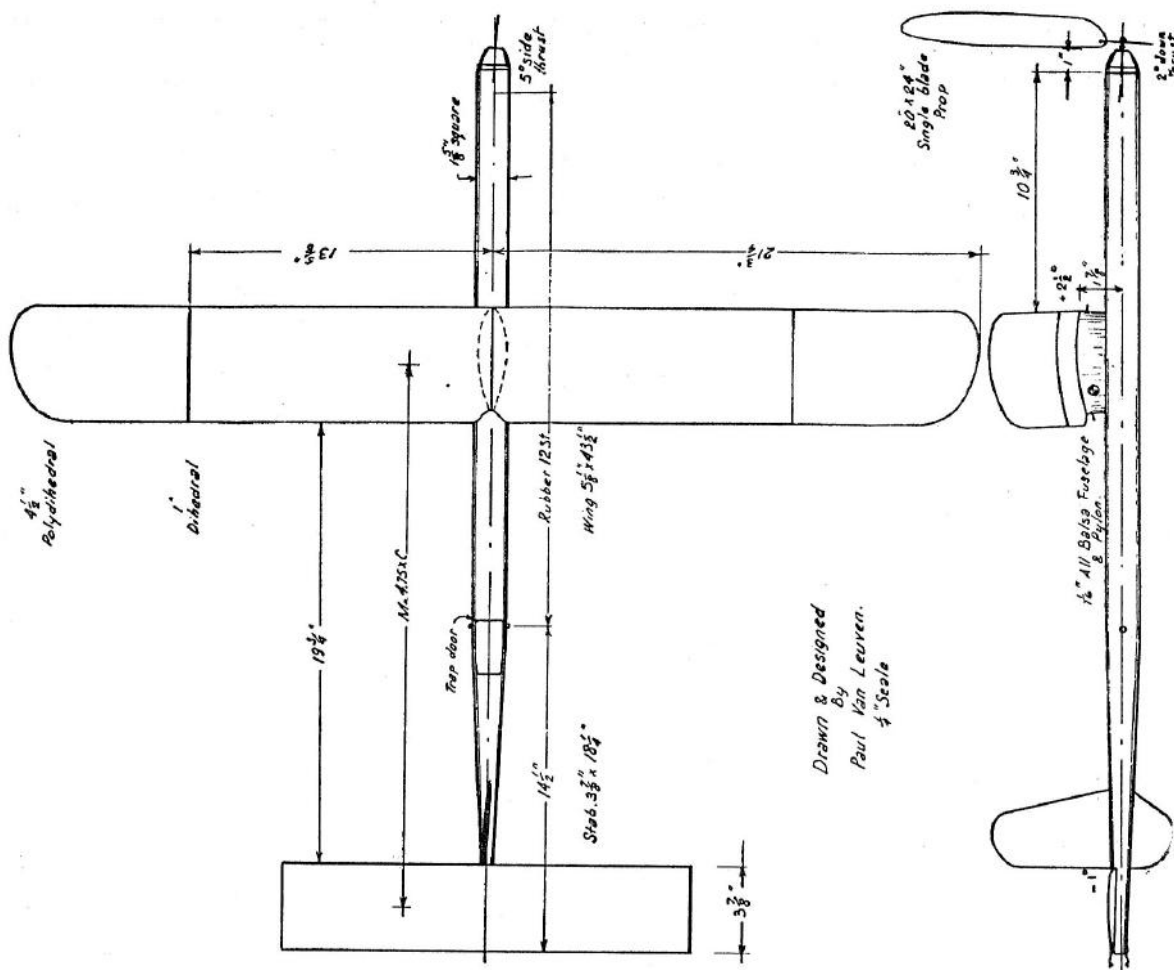
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## THE 50 GRAM WAKEFIELD

**Paul Van Leuven, Australian Wakefield Champion, tells how to tackle the New Wakefield Rules**

A study of all winning models over the last four years indicates that winning was 75 per cent. good design, building, flying and the rest was luck—good luck. By luck, I mean weather conditions at the time of the flight, and good design means the right setup of the C.G. and Neutral point in relation to all components.

The 50 Gms. of rubber is best made up in 12 strands. Tests have shown that with an 18in. by 24in. propeller and 80 per cent. full turns the motor run was 50 secs. approx. The power flight being less than a minute your model should skyrocket to at least 150 ft. in that time; for only then could you get 2 minutes plus out of the glide to score a maximum.

This means that you have to build a model with a very short nose of about 9in. to 10in. Use a high pitch prop like a constant effective pitch

prop of 18in. by 29in. as used by Vic Dubery's "Wild Goose", England 1954 "Nats" winner. A short span of 42in. to 44in. with an Aspect Ratio of 8 or 8.5. Wing mounted on a narrow pylon is good, with a shoulder wing design reduce the wing chord where it meets the fuselage. This reduces drag. You will need to have sufficient side areas to have a Weathercock stability effect, which you will need on the glide. For this you will need a fuselage length of 39in. to 41in., which allows the use of a small fin and stab., again reducing drag.

The airfoil doesn't need to have much under-camber. I found the best airfoil one with the thickest part in front of 40 per cent. of the chord and the highest camber of the centre line 6 per cent. above the base line and at 60 per cent. of the cord. Such an airfoil needs 1 to 2 1/2 dgs. incidence with the C.G. at 60 per cent. to 65 per cent., again to reduce drag.



Rubber should be taut between hooks, without slack at all. This gives a smoother power runout. Single bladed props are best. With two-blade one always comes into the wake of the other and slip is doubled here.

Rubber motors should be used only once to get the most out of them. I use castor oil for lube, and have never had any trouble. I always run the motor in, never wind beyond 80 per cent. turns and keep it out of the sun. Cover fuselage with some kind of light reflecting paper—helps the timer keep it in sight longer.

Study the two designs featured with this article, they will help you to plan and design your next model.

### DO'S AND DON'TS

1. Don't work to max. rubber weight. 1.6 ozs. is sufficient.

2. Don't work to max. total flying surface areas. It doesn't pay off.

1955 Wakefield winner used 284 sq. ins. total area.

1956 Wakefield winner used 285 sq. ins. total area.

3. Use a simple design layout and make a neat job of it.

4. Use rectangular wing and tailplane. Wing 75 per cent. to 80 per cent. total area.

5. Keep C.G. within 1 in. of centre of the rubber.

6. Build model slightly under weight and correct it by adding weight at the C.G. to bring it up to the weight rule.

7. 42 in. span model climbed at 150 ft. min.

44 in. span model climbed at 100 ft. min.

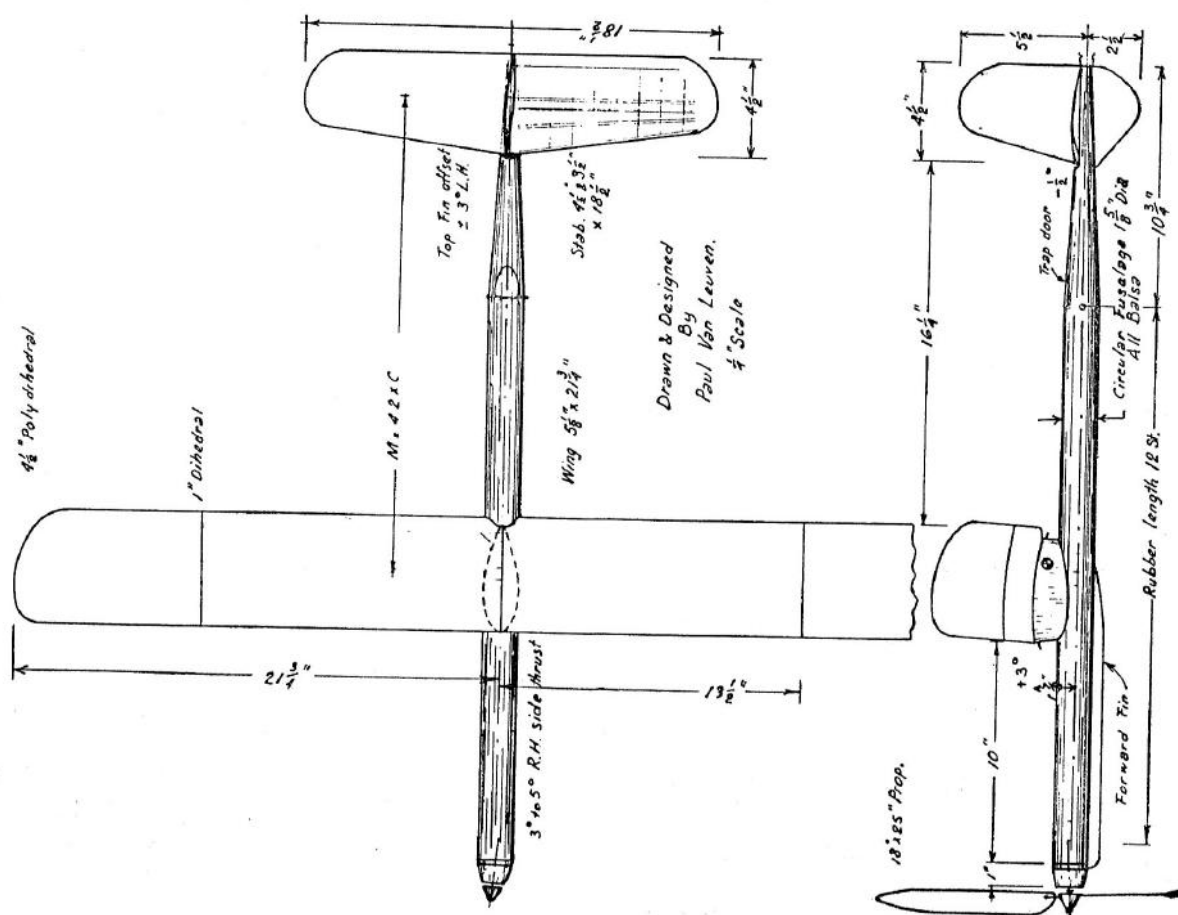
Both models had same areas and airfoil sections.

8. Stab. area  
% wing

M—from centre wing to  
centre stab.

28%	27 in. 1955 Wakefield winner
29%	26 in.
30%	25 in. 1956 Wakefield winner
34%	21 in. "Santa Maria" 1

Finally, it doesn't pay to rush through your new Wakefield or to be happy about its performance too soon. On my last year's winning model I spent 80 hours on calculations, 140 hours on building and 20 hours on trimming. Hope to see you all at the Tassie Nats.





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### FROG

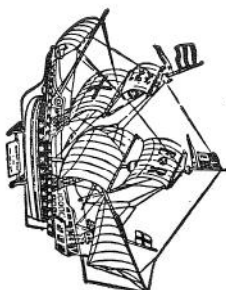
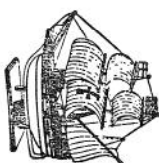
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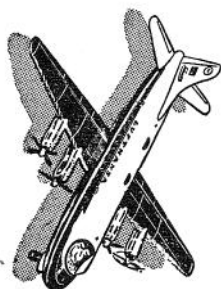
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# My Introduction to Radio Control

BY JIM PALMER

*Not the most technical article ever published on R/C, but one that will encourage many doubtful starters.*

For some time I had given a lot of thought to going in for Radio Control as a bit of diversion from the usual cross-country chasing of high performance free fighters. I finally made the plunge.

There are quite a few questions which one has to answer about this branch of aeromodeling such as: Is Radio too technical? Will all this wiring and batteries confuse me? If I buy commercial equipment will it be reliable? Or is there a risk that it won't give satisfactory results? Then there is the question of cost—we all need assurance here, that is until our first Radio Control flight. After having weighed all these points and many more I secured for myself a complete set of O.S. Radio gear. Choice of equipment is a matter for the individual as most commercially produced Radio is reliable.



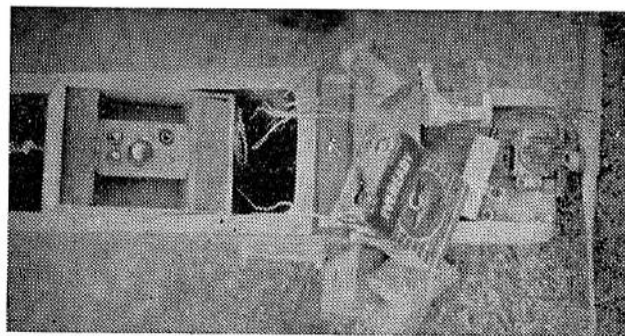
**Jim Palmer, from the North Coast Hobby Centre, Lismore, with his first radio controlled model. K. & B. 15 powered 10/6 nylon prop, with some pitch removed.**

I then proceeded to build the model, not having a plan on hand nor sufficient patience to wait for one to arrive I set to and built my model, using what I considered to be some of the ideas from flight-proven designs. The model is of typical sheet balsa construction with plenty of block around the nose for strength and the entire model is covered with nylon. This model has dropped 30 feet out of a tree on to its nose without major damage to the fuselage. Fabric covering is a must if you want your model to last. This model has had some twenty odd flights and has hit the ground hard and the most damage it has sustained is a damaged wing through flying into a barbed wire fence. Radio troubles have been practically nil, the most being caused

by failure to switch off receiver for a couple of days and so flattened the batteries. I would like to say that it is better to build a flight-proven design rather than one of your own—my present model is not without faults. The nose could have been longer for more forward C.G. I also now know why the experts mount stabilizers under the fuselage. Wing loading was not found to be critical as the span was reduced from 73in. to 64in. with little apparent effect on the flight characteristics of the model, which weighed around 5½ lbs. Originally it was powered with a Forster 29 on ignition, which was replaced later with a K & B 19 due to a broken spark plug. The .19 appears to be adequate for the beginner in this size model.

In town here we have two High School boys, Ron Tayles and Peter Johnston, who have built their own Hill receiver and have it mounted in an Electra. I have seen this model fly and in consideration of Radio I have personally witnessed at State and national events these boys have attained quite a high standard for their first model.

Finally, a word of encouragement to those who are considering branching out into Radio Control. You have my assurance that you are heading for a gratifying and rewarding experience.



**Here's what makes it go. All this is what confuses the new comer to radio. Read this article and attack radio with confidence.**

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FROG SPARES A SPECIALTY

# What is an Aeromodeller ?

Compiled by the V.M.A.A. Official Film Unit

In the life of every male there comes, at some age, the urge to submit to a creative desire. The most incredible of the creative creatures thus evolved is a complex and hard to predict character known as an aeromodeller.

What are these bods made up of? Baseball caps, the latest prefabbed kits, sun-glasses, Yankee motors, late nights, messy bedrooms, hot fuels, loud shirts and, when they invoke the wrath of the family, mentally retarded nit wits.

Nobody can arrive so late for meals or contests with so many alibis, and who else would sit in a public place and bite glue off his fingers? And all aeromodellers have one creed in common. To argue with every line in every rule in every rule book that a contest director may have the temerity to quote, even before a contest.

An aeromodeller is a managing director asking a kid for advice, an office clerk reading plans, a labourer judging a work of art and a man's man with a toy plane in his hand.

When you want one of these bods they can usually be found engrossed in modelling magazines, up in trees, hobby shops, on top of roofs, looking for pins, in workshops, public parks, under cars or frequently in hot water or in debt.

No matter how ill or poorly you feel a bod will always make you feel worse by running a Dooling in the next room or smelling the house out with dope fumes. And who else could confine a girl to her room because of a Wakefield motor stretched down the corridor or a bath tub full of half set microfilm?

The really keen type is a composite of many factors: The curiosity of a model for a tree, the stubbornness of a diesel with a hydraulic lock and the temper of a too far provoked contest director. Nobody can spend as much time lubricating rubber, running in motors, sanding propellers, mixing fuels, untangling control line wire and still stay in bed contest day because it looks like rain.

And who else would drive hundreds of miles for a week of arguing plus the destruction of many months work and return saying, I had a wonderful time? And who else could fit into the hip pocket of a pair of jeans four propellers, a raffle ticket for a car, two glo plugs (one useless), key to the tool box in the workshop, a socket spanner, eighteen inches of plastic tubing, a screwdriver, and then find he's left his needle valve at home.

He is a magical creature. He can make Mother's best knife and supply of pins, plus Dad's best chisel and special paint brush, disappear just when they want them.

To avoid getting involved with one is the natural instinct of a female and the prime purpose of the aeromodeller is to win an impossible prize—a female who is interested enough to build a model and follow the same path.

And when the visitors come, the tough, lousy, bad-tempered, noisy, uncouth, uncivilised nuisance can at last take pride when the parents or spouse say with the air of deserving some credit: "He won all these items with his model aircraft, which I think is a really constructive and educational pastime for any boy." Look how many less delinquents the community would have if . . .



What is an Aeromodeller? Jack Leggett, of the Eastern Suburbs M.A.C., snapped by Mac Munro, in the midst of mess and misery after crashing his scale Lightning.

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## MODEL NEWS TRADE REVIEW

Latest additions to a rapidly expanding range of equipment handled by O.S. DISTRIBUTORS (Aust.), are Ball Bearing Thrust Races, Competition Stunt Tanks, Multi Meters and a new super-fine grade of silk.

The thrust races feature enclosed ball bearings and will be popular with rubber model enthusiasts because of their low price. Stunt and combat enthusiasts will admire the workmanship and performance of the 5/6 c.c. polished fine gauge brass tanks, which are rectangular in shape with a slightly curved outside wall. They feature side vents and will operate a Max 29 for just on eight minutes without the slightest surge and through any manoeuvre, bar a crash.

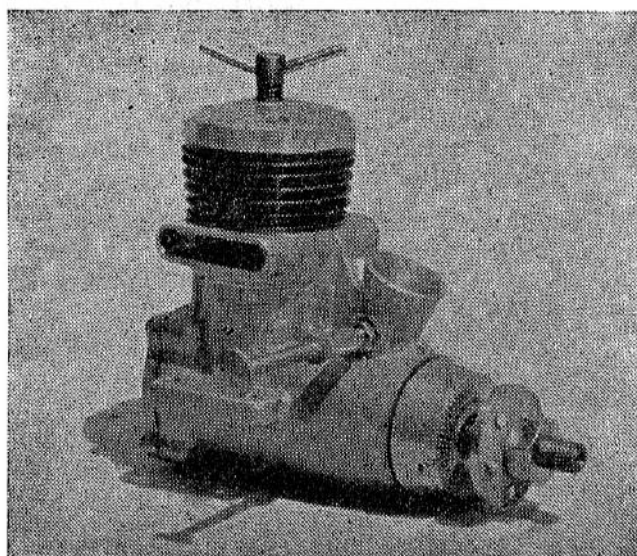
Radio control fans have already been snapping up the H 20 Multi Meters which are only slightly dearer than the Standard 0-5 Millampere meter also distributed by O.S. The Multi Meter reads A.C. or D.C. volts up to 1,000, also 0-10, 0-50, 0-250 Millampres and various resistance readings by means of internal batteries. These are standard pen cells which can be checked by the meter itself and replaced when necessary.

This meter represents an excellent purchase for the radio control followers, as it is capable of checking any part of their gear.

Keep your eyes open soon after this issue reaches the stores for a few of the new type Max 29's and 35's. Tony Farnan and Arthur Gorrie have been testing them lately, and preliminary reports all state that they are really hot. We heard Arthur almost lost his arm down the intake of the .35. All we can say after looking at the results of the present models is that they will have to be put in a class by themselves.

The Model Dockyard (Wholesale) Pty. Ltd., of 216 Swanston Street, Melbourne, have forwarded to us their latest six page catalogue, covering model aircraft, ship and train accessories. This comprehensive coverage of essential materials should be of great help to dealers throughout Australia, and can be obtained by contacting the firm at the above address. Just glancing through the list, we notice several items of interest. One of these, namely, fuel filler squeeze bottles in ½ and ¼ pint sizes, should be quite popular. Also, the appearance of Bob Hyde's Class "B" Team Racer, "The Accelerator", in kit form, will at last cater for those looking for a top competition racer. Other kits distributed by The Model Dockyard (Wholesale) Pty. Ltd., include those manufactured by Aero-Flyte, Montgomery, Super Kits, Modernair, Central and Aerocraft. Gorrie's "Mi-T" props also appear on the list and are selling really well to the Victorian fanatics.

CARIOCA an ACROBAT, plans are available. These 5 to 6c.c. Stunters are two of the most successful ever to appear on the Australian market.



Hot news from the O.S. Manufacturers is that its new Max 2½ cc. B/B diesel will be available in this country in the new year. The factory claim it to be the most powerful 2.5 in production.

Get yours from Gorrie, Brisbane, or the North Coast Hobby Centre, Keen Street, Lismore. Ask for their complete plan list.

Gorrie (the Mi-T Man) has gone mad again. . . . Again.

Now seeing STARS (in transfer sheet form) in 6 different colours. Available in every State. SHARK'S TEETH (FLYING TIGER Style) EYES. EXPLOSIONS, CLUB BADGES, SQUADRON TYPE TRANSFERS for fuselage side and he promises even more. Soon won't need to paint a model. Dealers may procure from Mi-T Man in Queensland. Eden (not the Garden of) in Sydney. Dockyard in Melbourne and that Aero Flyte crowd in S.A. They will have seen to it that YOUR favourite model supplier already has some of these on his shelf. (A great stack he hopes Mi-T PROPS now have a new 9 x 8, American type 9 x 7 and a 6 x 3 for Thimble Dromes or worn out Stunt Motors. Gorrie says he likes to eat and if you're winning contests (that is using Mi-T props) then he eats better. (Then he EATS). He is human?

Queensland fast becoming a Mi-T O.S., AERO FLYTE State. Always was a MIGHTY State.

Looks like Australia will soon be a Mi-T country.

### SUPERKIT'S STARBOMB

About 1951 the Starbomb first appeared on the Australian market and was a direct decendent of the Firecracker and Starcracker. It quickly went to the front as Australia's No. 1 Team racer. This model, designed by one of Australia's best all-rounders, Bill Evans, has won dozens of races from one end of the country to the other. Amongst its many successes was the Australian B class Team Speed Championship.

During 1954 while the writer was in America he saw the STARBOMB on sale at a model shop in Los Angeles, California.

California, is the birth place of Team Racing and it says a lot for the Starbomb to be able to sell there (and was the only overseas kit on sale) amongst America's best.

We received four Kits from Superkits recently and it was with great interest we examined our first Starbomb of the new series. The only big change is the alternate engine mounting shown. With the new inverted nose the looks of the model have been improved 100 per cent.

All balsa is first class and the whole kit is completely pre-cut with the exception of a few ribs. The undercarriage is ready bent. All metal fittings are supplied including aluminium for the cowl. A complete full size plan and an instruction leaflet tell you all that you want to know about the building.

Other models from Super are the Starshell, Stuntstar and Starfire. They also have four new kits out which will be on sale for Christmas.

The NORTH COAST HOBBY CENTRE, KEEN ST., LISMORE, are offering a 12 months free subscription to anyone ordering over £5 worth of modelling gear. You can order by mail from the HOBBY CENTRE and benefit from their years of experience in handling mail order customers.

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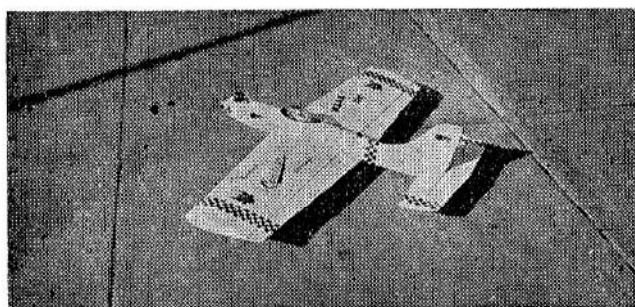
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Neat 5 cc. stunter is the new Central Centaur, built by well known Victorian, Ken Taylor. Model is available in kit form.

## NATS NATTER

We kept this page to one side for late news regarding the Australian and New Zealand Nationals. Unfortunately we have had no New Zealand news.

We have been waiting for the Australian Nationals News, but it hadn't arrived by the time we went to press, but we did hear that :

Battery charging equipment will be available on the ground. There are over 3,000 ozs. of Keogh fuel stored there ready. The flying field looks a picture. 2 O.S. motors have been donated for some special prize? Don't be frightened of fall off the side. Paddock is 80 miles from the sea? There will be a midnight power scramble? First rounds of all free flight events BEFORE BREAKFAST. So many competitors that all meals will be held in two sittings. Decals will be available as in former years. With Ken de Bomford and Keith Lennord in charge of the entertainment, well ! ! Sorry, but that's all the Nationals news we received before going to press. Full details in the last issue.

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The winner of the last month's Montgomery Models picture award was Wal Kavanagh, of Woolahra. Each month Montgomery Models will donate £10 worth of Montgomery kits and accessories for the best photograph appearing in "Model news". Modellers, keep your camera handy wherever you go. A good post card size snap could win for you that generous prize.

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If you are going to the Nats. and want a free Prop., write to Gorrie., Stanley Street, Brisbane. He is giving a free Mi-T prop. to every competitor at the Nats. A Mi-T gesture.

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The article on the '38 Nationals promised for this issue has been held over to a future issue due to lack of space.

\* \* \*

Don't forget to keep Easter free for the next North Coast Championships. Full free flight and control line programme. Full details in next issue.



# NEWS OF CLUBS AND MODELLERS

Conducted by Arthur Gorrie

## N.M.A.A. ACTIVITIES

Keen interest is now developing in the N.M.A.A. championships. Three events are now over.

**FLYING SAUCER** was won by **MIKE WARE**, who scored nearly an eight minute flight during the third elimination. Amusing thing about the model was that, after dropping him off at the end of the day, I asked him who designed it and he informed me that I did. It transpired that whilst endeavouring to trap Mike into being in the event I made a rough sketch of what I reckoned Bond Baker's looked like. Mike took the piece of paper and built it. (Wish I'd kept the piece of paper 'cause I built one from a sketch some other bloke made of what he thought some other saucer looked like.)

Geoff Higham (once a rubber fanatic) was getting some good flights and managed a maximum to come second in the third elimination.

Ray Fairfield, who really got us onto the idea of saucers, made the fatal mistake of building a new one. Gad, what a fool. Made it too well—should have been solid scale. Later gave an entertaining display of a nicely built and coloured Frog Firefly bi-plane which I assured him a Dart wouldn't fly. (Not the first time I've been wrong.) Be advocating a Bipe Day before Christmas, I suppose. Ray came second in the Championships for Flying Saucer with a first and second. Scale was taken off by Bill Drew, who has now won the event twice, firstly with a Tiger Moth and secondly with a Stinson. Henry J. should be pleased about that.

Power Scramble is now finished with Arthur Gorrie and Bill Kennedy sharing the first place. Bill scored a first, second and third, scoring 6 points, and I (who didn't even get a flight in the first elimination) resorted to a Mills 1.3 and won the second two. This last elimination was a treat, with nearly every model managing to get into the scrub. Treed models cut the time down and the winning time was 17 mins. 18 secs. With my own model going further than previously and having to replace the wing and bands three times (affix to the model only), valuable time was lost. For a club event it was one of the most active scrambles we have had. The old Mills getting the first three places with 1.3 and .75 sharing the result. Ted Crouch builds a nice model but doesn't know how to look after it. Just before the Scramble Ted flies it half way to Southport and enters it in the Scramble as soon as he gets back. The event ends, the day ends, and where is Ted—in the bush half way to Brisbane. You know how it is with that last flight. It's always the one you lose the model on.

George Pickers conveniently won the Sailplane elimination again and is all set for the third elimination on the 29th September. Pete Scott got mixed up in the events and entered his Pelican in the altitude tests and we think Pete's Pelican might have gone to—"where the pelican builds its nest". Still I always say Sailplanes are like Jetex jobs. If you can't lose them they're not good enough to keep, and if you can they are.

**STUNT CHAMPIONSHIP:** Marc. Fraser, 1st O.S. 29 Ramrod Mi-T 10 x 6; Mike Ware, 2nd O.S. 35 Carioca, Nylon ART MIL; Roger Adams, 3rd O.S. 35 Ramrod, Mi-T 10 x 6.

Following week was the second elimination of the "C" Class Team Race.

Frank Blades, own design, K & B, Mi-T 9 x 8; Mike Ware, own Design, O.S. 35, Mi-T 9 x 8.

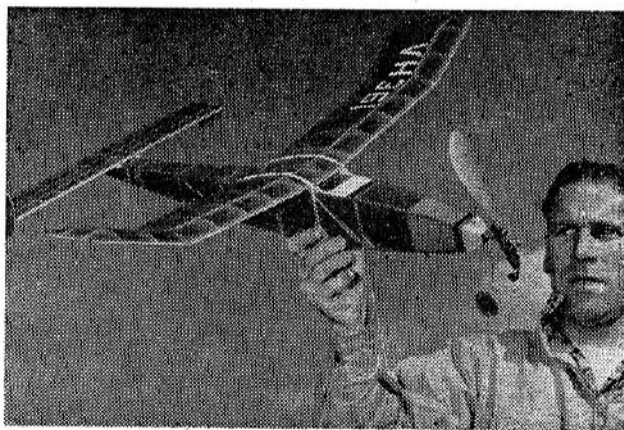
Second elimination of the B Class: Jack Simpson (Gorrie design), K & B, new Mi-T 9 x 7; Mike Ware, Hoofmark, O.S. 29, new Mi-T 9 x 8.

Mike's starts were good, but the new motor didn't give him the lappage. The tarmac at Amberley cracked the crankcase on a crash with inverted motor; didn't do Mike's old favourite motor much good.

The model Jack Simpson used (ably assisted by "Great" Scott) belonged to the foolish writer who loaned it one year previously when it won, but I was in the same event with another model. Fool.

Marc. Fraser had a bad landing with his O.S. 29 powered racer and he was having no end of trouble to make ends meet. That is both wing tips.

Last Free Flight day at Beenleigh for the Chuck Glider and Jetex Rubber and Radio.



Winner of the Garnham Trophy in '47, George Mallett, of Central Aircraft, testing his entry for this year's event. The contest is held annually for rubber powered models of up to 30in.

**GLIDER:** A. Bettens, total best 3, 149.2 secs.; F. Blades, total best 3, 89 secs.; A. Gorrie, total best 3. SHHHHH!!!!

**JETEX:** A. Bettens, total of 3, 302.8 secs. (a menace); T. Crouch, total of 3, 126.8 secs.

**RUBBER:** R. Porter, total of 3, 140.4 secs.; G. Higham, total of 3, 139 secs. (close); G. Pickers, total of 3, 27.6 secs. (a matter of a few explosions).

The 3rd Class A Elimination of the N.M.A.A. was won by Arthur Gorrie, which now makes him the winner of the N.M.A.A. Class A Team Race Championship, using Oliver Tiger 8 x 8 Mi-T.

Using Mills .75, Bill Drew has won the Free Flight Scale.

Arthur Gorrie and Bill Kennedy, equal winners of One Hour Power Scramble Championship, using Mills 1.3 and .75 respectively.

Arthur Gorrie, winner of the Free Flight Power Championship, having won this event twice and gaining one second, using Mallard O.S. 15 Mi-T 8 x 3½. The Old Billboard.

Alan Bettens has won the Chuck Glider event twice and is now the outright winner.

Mike Ware has won the Flying Saucer Championship.

George Pickers has won the Sailplane by winning two events outright.



Prizes presentation will be at the B.A.F.S. Hall in George Street on the evening of the 29th November. Wives (wife), girl friends and parents are welcome providing they bring food. Nothing stronger than tonic water welcomed.

A "Smithy" collection was undertaken in the N.M.A.A. and a cheque was handed to the newspaper.

Dr. V. McGregor Lowndes and Glen Butler must get the most use out of the club flying field as these two characters are up and down all day. The Doc. was aggressive enough to frighten Arthur Gorrie and Ray Fairfield in the 3rd Elimination, but the trim slipped as it did for all of us in the gusty conditions.

Ewen McGregor Lowndes, a keen youngster, taking to sailplanes like a duck to water, came second in his first contest. Not bad. Just mix with the right blokes Ewen and you'll pick up a few clues that will be helpful, although Dad seems to know a thing or two.

Ted Crouch tossed his "Corsair" up and did it go to clock off a maximum without a test flight. Ted brought his model back too, which is odd. Usually leaves it in the bush.

Ted Fletcher built himself a "Hot Rod" Model News plan. Installed a Mills .75, with Gorrie Mi-T 7 x 4. It must have been a mighty motor and propeller, that's all I can say. Gosh, I know the bloke who designed the "Hot Rod" and I tried to warn Ted but he wouldn't be told. For someone new to the game, Ted really helped that "Hot Rod". It looked really good and on the test flights which I had the honour of having it flew like a charm. Ted flew the daylight out of it all morning and to him "Hot Rods" are the thing for scrambles and Mills .75s.

Brian Murphy had his new hot AM 10 powered free fighter out and after a long spell away from models is really wrapped up. However, since the family increased by one aeromodeller the day before, Brian might be able to do lots of building at night now. Longer nights.

Geoff Higham poured the specifications of a Cardinal and Ballerina into the melting pot, stirred in a few ideas of his own and came out with a Merlin powered Charcoal and Pink sports job that is virtually indestructible and of most pleasing appearance.

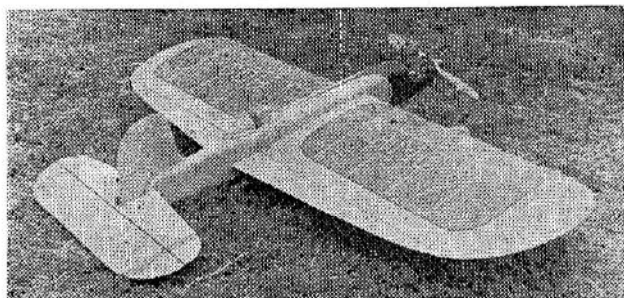
With a financial membership of 70 the N.M.A.A. has proved to itself in any case that these regular contests—held frequently—are attracting a good class of member and are forming a good strong cog in the Australian aeromodelling wheel. The club encourages potential new members to come to meetings—talking and flying—before parting up with any money. Since the club makes no gain from membership fees there is no point in attracting ornamental members. The club has been going for eight years and contests have been the basis of its success. Trophies are given as prizes, cash awards being frowned upon. Arthur Gorrie, Hon. Sec., without any prejudice towards either C/L or F/F, encourages members in the preparation of contest programmes to include an equal number of contests for all types. As best he can, he participates in as many events for which he still has models. It has been known for Secretaries to influence the type of contests to suit the type in which they are personally interested.

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#### VICTORIAN NEWS

Since the last report in this column, the following events have taken place in Australia's number one aeromodelling State.

The Hearn's Hobbies Stunt Trophy was decided at Surrey Park in perfect conditions, which



Most popular plan in the Model News plan range is the "CARIOCA". This fine example was built by Fred Sampson, of Gunnedah. Powered by a Glow Chief 29.

were only marred by the irritating and penetrating noise of those home gardeners with the various motor mowers. Some were so bad that the contestants found it difficult to tune their engines!

Bob Hyde brought down what he called a practice model and scored top honours with 311 points. Bob goes for the spray paint job done by the local garage, and he really ends up with a beautiful finish. Says the duco dries quickly, and he can have several colours on in a fraction of the time taken with ordinary enamels. Needs proofing, of course.

Tony Farnan notched second place with 308 points, flying a Ramrod powered with the latest O.S. Max 35. This plane was really fast before, but now it's hopelessly overpowered. It pleased the crowd but will need slowing down to record pattern points in top competition. Other places were filled by Mark Wise with a Sabre Stunter, and Ian Wright, in senior company at last, flying a Ramrod. Cliff McIver, a young flier from the Sandringham Club, flew very well for his first competition, and was unlucky to break an "up" line. Ken Taylor, with his fabulous "Kismet", although strongly fancied for this event, used too rich a setting and finished down the list. All the entrants used Max 29's or 35's.

A charity display and contest in aid of the local Scouts was put on by the Elsternwick-Caulfield Club at the Moorabbin Airport recently.

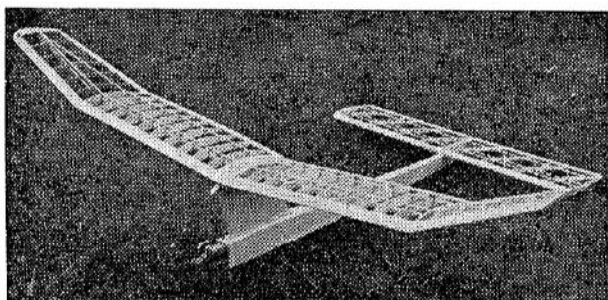
A really good roll-up of participants watched a small collection of various shaped Scouts raise a flag on a portable pole to commemorate the occasion. After that the usual bedlam broke loose in the form combat and Team Racing. The very busy programme kept the large number of spectators interested until rain in the form of floods arrived in the middle of the rat race at four-thirty. Several amusing incidents happened, as they usually do in Victorian shows, not the least of which was the young combat flier who, as soon as he signalled his plane to be released, found his motor, tank and wheels had taken off without the remainder of the craft. The model was a sister ship to the "Ruff but Onest" featured in this magazine recently, but sported two wings and was a bit "Ruffer". John Pfeffer is always good fun to watch at Combat and after colliding with and wrecking all his opponents, found his way into the final. At one stage in this, his model was gliding some fifty feet above the centre of the circle with the motor screeching on the spinner. Still later, with half a wing and still flying, he managed to engage (actually collide) with Farnan's model; but this time his glue gave way. Tony Farnan later flew a Max 29 and 15 combat ship in each hand and managed to score several cuts against himself without mishap.

This now opens up new possibilities for combat and ruins the present rules. The Class B race was won by the specialists from Geelong, who also came second in this event. These boys won again

at Coleraine a few weeks later, and their teamwork, particularly pit stops, is something to see. A stunt display in the form of one flight only, and "Do what you like" was won by Ian Wright with his Ramrod. This flight was particularly good, all the manoeuvres being very precise.

The other events in Victoria recently, namely the shows at Coleraine and Terang, will probably be reported elsewhere in this issue by their organisers. However the most notable achievement was the flight by Lennie Buck of 152.7 m.p.h. with his McCoy 60 ship on Monoline.

Notes by "NITRO".



Here is a Swiss Miss with a difference. Can you spot it? It wasn't till all the parts went back to the work bench after this pose that builder, Phil Ramsay, of New Zealand, noted the fin missing. O.S. 15 powered.

#### STANTHORPE M.F.C.

With the entrance of the warmer weather has come a better turnout of fliers at the weekends. Most regular flyer is club Champ. Stan Barlow, who, in any weather, can be heard churning up the thermals with his large range of models. Stan was the only local successful competitor at the Granite Belt Championships held during Apple Blossom Week.

Second in B Class Team Speed and second in Open Combat.

Brother Keith has switched completely over to stunting, forsaking team racing and combat.

The club's most promising up and coming flyer is David Norton, who showed his ability during the Apple Blossom Week after a long layoff swatting for his coming exams.

It was unfortunate that the North-West Champs. at Tamworth clashed with our own, otherwise Stanthorpe would have been there to contest the U/C. events. However, you Tamworth Bods, will be seeing us next time.

With the Club's Stunt Championships only a month away and the Club's point score trophy over four events within the next two months, all modellers are flat out.

This month the club gained a keen and persistent flyer in Eric Bennett. Welcome to the Stanthorpe M.F.C., Eric

Club Secretary Alex Mathieson has stopped pottering around with models and attacked stunting with a vengeance.

The terrible two, Kenny Scott and John Dalton, are shopping around for suitable models after a long layoff. Once they were the club's leading stunters, and it won't be long before they are up among the leaders again.

While on the subject of pottering, I hear that Neil Crisp and Harvey Boyd will soon have an addition to their Radio Control stable. What about that—you desk jockey.

.... CRISP NOTES.

#### IPSWICH TEAM SPEED DAY

The Ipswich folk put a lot of work into preparations for these events and it was unfortunate that the gusty day and the hard, pimply bitumen (which was called other names during the day) accounted for seven or eight team racers and a few engine parts.

**CLASS B:** Five guineas for each race was good prize money. Neat flags, flight sheets and willing clerks and genial starter, Keith Molloy, made for smooth operation of the events.

Contestants themselves contributed to a lot of the damage. One starter, by holding his model in the air to start, fouled two models with his lines, completely wrecking one. Another, by attending to his model inside the circle, assisted in the neat removal of the outboard wing of the fastest model in the race. However, in typical Oriental style, he sought forgiveness by crashing into the bitumen and bursting into flames.

Ron Morrison arrived with his "B" Racer, which closely resembled a Sabre fighter and was beautifully finished. On its second test flight this little model, on an Air Force Station, really soaked up "atmosphere". Reminded me of those "Flick" series on the wireless. The Model shed lines as soon as it could and you could imagine it saying, "look, I can fly", but a hundred yards later it proved to be so wrong. Wop. Two in a week, Ron. Same ending. Exhibitionist!

Jack Black, Doug Christensen and Herb Dotti struggled on with bolts out, tyre off, cowl bashed off, to win the B Class Race.

**THE CLASS A** was even more expensive. Pete Hiddins, on take-off, fouled a set of lines on a model being started waist high, about which fact he wasn't too happy. Apart from wrecking a team racer, he didn't fancy ploughing a furrow with his Oliver Tiger.

A certain white Oliver Tiger powered model owned by the writer ploughed in when the model in front soared up in a gust of wind. While the young pilot sportingly apologised later, it was actually no fault of any person, which makes it easier to take. Gusts of wind were fierce at times. Pete Scott bit the dust later because of a gust; a wing dropped off. Pins and rubber bands did the job for a tank full, but the next pit stop was the end. Controls froze and Tom Browning happened to be in the right place at the wrong time.

Pete Scott's starts were absolutely amazing and in the final he and Tom Browning started simultaneously, with Tom in first position for take-off. It was obviously between these two at the start of the race but like all races "it is not won until it's over".

T. McIntyre, of Ipswich, with an Elfin 2.49 B.B. powered Swift, won the race.

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#### CAPTAIN FORTUNE GLIDER CONTEST

This contest was run off in Centennial Park for Chuck gliders only, with good prizes to encourage youngsters. All competitors were under 17.

The open section was won by Ivor Stowe with 88 secs. He wasn't allowed to accept the prize. Who are you foolin', Stowie? I must be 17 years since you were 17.

The prizes were given out on T.V. ATN Channel 7.

Results:—

**OPEN:** J. Wallace, 72 secs., prize E.D. 2.46; S. Bowles, 68 secs., Montgomery Kit.

**UNDER 17:** B. Uphill, 80.8 secs., Frog Motor from Super Models; R. Summersley, 70.6 secs., Apache Kit, Johnson & Johnson.

**UNDER 15:** N. Bowles, 52.9 secs., Taipan Motor from Hobbyco; R. Lowell, 42.8 secs., Montgomery Kit.





It is with regret that we record the passing of another of the country's well known and respected builders, Ron Chalk, of Gunnedah. Ron is shown here with his Chicadee built from a pre-war plan.

UNDER 13: J. Wallace (Jnr.), 53.2 secs., Sabre Motor; Brenda Bowles, 44.8 secs., Montgomery Kit.

UNDER 11: A. Bowles, 39.9 secs., Montgomery Kit; A. Calcutt, 27.5 secs., Super Models Sailplane.

UNDER 9: K. Wallace, 58.7 secs., Super Models Kit; S. Boyd.

All winners and placegetters also received a Tube of Bostik and a tin of Ovaltine.

Results from JOHN E. SEGOL.

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#### STARDUSTERS MODEL AERO CLUB

Early this year it was rumoured that the Stardusters had had it and were breaking up. We are stronger now and have more members than at any time since the writer joined up with the Stardusters six years ago.

The Stardusters hope to hold an open Stunt contest on the 24th of Nov. Arrangements are under way now.

The S.M.A.C. has been busy for some time. In a demonstration at Samford, strong winds made flying a bit difficult but this didn't stop the spectators from enjoying the display.

The balloon busting contest for the Arthur Gorrie trophy was run off over four weekends. The S.M.A.C. has a paddock on the Samford Road, near Terry Grove, for Sunday flying.

The contest was a great success as all youngsters and beginners were able to take part. Some good scores resulted: R. Cogzell, 19, 18, 13, total 50; K. Fletcher 15, 11, 17, total 43; B. Cook 16, 7, 15, total 38; J. Parrot 13, 13, 12, total 38.

The winner, Cogzell, has been putting in a lot of practice at the balloons. We will be hearing a lot more of him in the future.

The club has wisely changed its meeting place to Bob Cook's home at Mitchell, which is more central. We now get a good roll-up at meetings and a sprinkling of visitors and intending members.

Notes from POP WARD.

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#### SOUTH COAST MODEL FLYING CLUB

S.C.M.F.C.: Flown in September.

A CLASS TEAM SPEED: Was won by H. Tompson (Taifun Tornado).

JUNIOR STUNT: Ian Fenton, Sabre .35 powered Mars.

52' RAT RACE: J. Abbott, Sabre 250, Cadet.

Contest was abandoned later in the day due to gales.

Ian Fenton took out second place at the junior stunt at the Guildford Stunt Champs.; also second at the M.F.C. of A. open junior combat.

Our club field has been resumed for the inner Port Kembla Harbour project but local council has approved another field.

Display for Sub-Normal Children at Beaton Park attracted many fliers. Smooth flying displays by Fred and Johnny's Ramrods, secretary Clyde Mac's Warhawk, warmly applauded.

As a result many Ramrods are a-building. Johnny Abbott's O.S. 29 Sev. Rat Racer circulating monotonously at 82 m.p.h. for 70 laps.

Junior Jim Curry's Taipan 259 Combateer closely beaten by president's Sabre 250 "Cadet" in the Rat Race.

Peter Buckley had a mighty day. He learned inverted flying, outside loops, horizontal eights, and his baby son walked—all in the one afternoon. Ian Fenton had a day off—busted all his props and his "Brians Combat" (a Model News Plan). Jim Williams demolished his Demon while inverted.

Junior point score winner, Sid Webb, flew his old Sabre .29 powered Thunderbolt slowly and safely.

Former M.F.C. and M.A.A. junior stunt champion, Kev. Cass, made a welcome return with a 56in. wing which lost its Forster .29 doing consecutive DOUBLE vertical eights.

Novice point score winner, Jim Webb, spent the day flying a pretty Elfin 1.49 Stunter.

Popular George Fenton didn't win a single event during the last quarter, but pulled off the senior point score on attendance alone.

Notes from JOHNNY ABBOTT.

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#### LONGREACH CHAMPIONSHIPS

OPEN COMBAT: 1st, A Westbrook, Longreach, O.D. "Falcon" Flying Wing, O.S. 35 M.T. 10 x 5; 2nd, M. Bradney, Mt. Isa, O.D. "Foxie", Fox 35; 3rd, C. Schoermer, Longreach, "Kutlass", K & B .35 and Artmill 10 x 6.

2½ c.c. COMBAT: 1st, T. Larsen, Rockhampton, "Kombat Kaper" Sabre 2½; 2nd, B. Puie, Bundaberg, "Bluepants" K & B 15; 3rd, M. Bradney, Mt. Isa, K.K. "Champ" (!!) O.S. 15.

NOVICE STUNT: 1st, B. Maddicks, Mt. Isa, Own design with Sabre .35 and M.T. 10 x 6, 55 pts.; equal 2nd, A. Wells, Longreach, A.P.S. "Shrike" O.S. 29 and Nylon 10 x 6; B. Frederickson, Rockhampton, unknown model with Sabre 2½, both 41 pts.

OPEN STUNT: 1st, M. Bradney, Mt. Isa, 394 pts., O.D. "Foxie", Fox .35; 2nd, T. Larsen, Rockhampton, 353 pts., A.P.S. "Thunderbolt" O.S. 29; 3rd, A. Westbrook, Longreach, 322 pts., "Stuntmaster" O.S. 35 & M.T. 10 x 6.

CLASS "A" T/R: 1st, Maddicks & Irwin, Mt. Isa, "Swift" and Elfin B.R. 2.49; 2nd, Westbrook & Fowles, Longreach, "Minibuster" O.S. 15 M.T. 7 x 6; 3rd, Brown & Larsen, Rockhampton, O.D. with E.D. 2.46.

CLASS "B" T/R: 1st, Schoermer & Ryan, Longreach, "Pacer" O.S. 29; 2nd, Brown & Larsen, Rockhampton, "Philbuster" O.S. 29; 3rd, Westbrook & Fowles, Longreach, "Philbuster" O.S. 29.

BALLOON BUSTING: 1st, B. Frederickson, Rockhampton, 120 pts.; 2nd, B. Maddicks, Mt. Isa, 105 pts.; 2nd, B. Puie, Bundaberg, 105 pts.

Most Deserving Junior: Barry Frederickson, Rockhampton.

Most Deserving Local Junior: D. Alcock, Longreach.

Generous trophies donated by Gorrie Cycle & Sports Depot and Scientific Hobby Distributors.

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#### THE BANANA FESTIVAL CHAMPIONSHIPS, MURWILLUMBAH

Models lined the barbed wire fence while their owners wriggled, giggled, wrestled and punctuated every hour of before. The only ones that slept were those over in the caravan park. Contest held on a nice park; green grass and soft earth, just like the jet strip at Amberley.





**Doug. Christensen, manager of Scientific's Valley Store, Brisbane, wildly flicking his power scramble model, assisted by Bob Fowler.**

**STUNT:** Marc Frazer with O.S. .29 powered RAMROD took this one out. Keeps this model in a safe deposit box.

Mike Ware (of Hoofmark Fame) with the same combination took off second place.

Pete Scott, with his Thunderbird (Palmer type) gave a stunt demonstration which would have made Palmer take up chuck gliders. Anyone can do square eights with a sick motor, but Pete was doing square sevens, eights and nines and was all set to do tens when the model appeared to come into the centre for future instructions.

Must have misunderstood 'cause it did a roll, one hamburger and then a marshmallow (I mean a grass wallow). The judges were in quite a flap for a while but it was ruled that since the other fliers were not up to this standard points could not be given for the manoeuvres and also none of the manoeuvres were consecutive. Pete was so mad at this unfair treatment that when I picked him for the final combat round he took all my streamer and then came back and undid the knot on the string. It was only this lucky strike, and the fact that he had more appearance points than I had, which made him the winner. Nice work, Pete.

Ron Morrison won the Class A Team Race in 13 mins. 5 secs. with K & B 15 from Pete Scott, Pete Hiddins and Tom Browning (Everton Park). A bit of confusion in this race upset the chances of the two Petes, who both have (had) two hot jobs with Oliver Tigers. Tom Browning also in the Tiger stable and no mean advertisement either.

Mike (In Everything) Ware won the "B" Class with an O.S. 29 powered Plutoised Hoofmark in 9 mins. 7 secs. This was a colossal race to watch. Fabulous start, one flick pit stops, high speeds. Clean. Ron Morrison broke the monotony and both wings on his B Class when battery leads caught on his tailplane.

The model shot across the circle and dived into the grass and there she "stood like a dart, lad". There is a big dent in the ground where Ron said "dash it" and struck the turf with palm.

Strange, when I think of it, that I should draw Ron in the heat of the combat shortly afterwards, during which heat he demonstrated to me quite forcibly the value of asymmetrical stability by "properly" reducing the area of my outboard wing. I seem to have a flock of models that have suffered this fate when I look around at home.

Tom Browning flew his twin O.S. 35 powered stunter on its maiden flight and it really looked something. Not to be outdone, the two black and white checkered, straw hatted, black trousered, red socked Dotti Brothers shattered the atmosphere from Murwillubah to Bass Strait with their stove pipe.

Brian Symons reckoned one judge was plenty in the stunt and endeavoured to eliminate Frank Blades (the outside judge) with his take-off. He looked like taking everything off. However, Frank quickly donned his Brown or Yellow belt and did a smart back-somersault and Brian got top points. This Half Caste design won the Junior Stunt at the Qld. Champs. and with the O.S. 35 is an ideal slow stunter, except it just doesn't fly slowly. By breaking the up line, Brian was able to do some neat little outsides, but keep the model. All agreed it was a mighty weekend.

#### ALBURY M.F.C.

Last month we held a very successful stunt contest. This was the first successful contest of any size run by our club and things were run off quite smoothly. The weather was excellent, but hot.

Results: 1st, John Schneider, Glo Chief .29, Flapjack; 2nd, Ken Woodward, A.P.S. Thunderbolt, Glo Chief .29; 3rd, Neil Sharpe, O.S. .29, Ramrod.

The Combat trophy is to be fought out at a later date. There wasn't enough models left after the stunt contest to run it on the same day as intended. The contest was such a success that we hope to hold more in the near future. Probably an A. & B. Class Team race.

Neil Sharpe has been working on a new speed job for his McCoy .29; might be better off putting it into a Team Speedster.

Notes from KEN WOODWARD.

#### QUEENSLAND RADIO CONTROL NOTES

M.A.A.Q. fliers and others gave a demonstration of flying of various forms at the Capalaba Drive-In Theatre, Brisbane, over four nights during the showing of "Smithy."

A radio demonstration by Greg. Mullins, Noel Phillips and Alan Smith, in the confined area bounded by trees and cars and a great high wire fence, was a bit hazardous but went over O.K.

Greg was flying a design by Noel Phillips named "Leader", powered by a Manxman 3.5 diesel. Radio gear cosmopolitan if ever there was. E.D. Transmitter, Alan Smith Receiver, O.S. compound escapement and motor control escapement. Flight of approx. 7 mins. duration terminated by operating motor control to cut out so as to determine aircraft position for the landing. Anyone who saw the site would realise just how important it would be to know where the motor was cut.

Greg gave his recently acquired O.S. crystal controlled transmitter a try-out and after flying away for an estimated 1 mile he brought it back O.K. and was perfectly satisfied.

Greg, Noel and Alan are more or less "three lone wolves", if that isn't too Irish, and they fly radio every week.

Practically every radio man in Brisbane who has enjoyed any success regardless of whether gear is home made or not uses O.S. compounds and motor control escapements. It's a revelation to hear these fellows describe their slow runs in and off again on motor control. No point in mentioning that odd barbed wire fence which causes "model interference."

Sam Holmes, Jim Herlihan, Jim Mulcahy, Ron Wilson, Bill Drew, Don Cooper, Stan Pullen, Nev. Anderson and three newcomers, John Brennan, Jack Simpson and Allan Smith, all using O.S. accessories, switches, jacks and 7-pin plugs, are looked upon like jewels.

Nev. Anderson, who some time ago resurrected an old Eros modified to float plane and converted to a complete O.S. outfit. The works—O.S. 35, receiver and escapements. This great "heap", for it weighs a ton, has the audacity to take off the Pacific Ocean under its own power.



**Solid model Vickers Viscount, by Leo Murphy, of Bryndwr, Christchurch, N.Z. Built from a Betailor. Model has revolving props.**

Using a Mi-T 12 x 4, which strangely enough seems to suit any kind of motor so long as it's in a radio model.

Nev. got himself another O.S. receiver and .35 motor for another "Skimmer" scheme he has. Take care, chaps. Nev's got himself talked into a full size one now, but I'm sorry, O.S. won't be able to supply the power for it.

The R/C boys in the N.M.A.A. have been getting in some useful practice for the Club eliminations and some commando training as well. Jim Mulcahy and Sam Holmes have been trying the hand at getting through barbed wire but haven't perfected the technique. Jim Herlihin has a Phoenix with an Oliver Tiger with O.S. motor control and these blokes would drive you mad to see their grinning faces, raving about circuits and bumps accompanied by sound effects. The most amusing thing I think I have ever heard is the discussion between a Class A enthusiast with an Oliver Tiger and an R/C flier with an Oliver Tiger. Each one reckons the other doesn't deserve to own such a motor if he doesn't know how to use it. Fancy wasting it on . . . \*

#### BRISBANE

Noel Phillips and Greg Mullins put on a radio display for an R.A.A.F. V.I.P. and nearly decapitated the gentleman, who isn't too sure yet if it was accidental or not. Those of us who are old enough know only too well that Brass or Braid usually has little chance of seeing anything other than "The Mess" and we must give full marks to this gentleman for keeping his appointment and meeting them on a "gin" of a day in an open paddock to see a private display of Radio Control by two ordinary fellows. Seems he was quite impressed by the display.

New M.A.A.Q. Hon. Secretary, Mr. Godfrey Ball, has reversed the popular argument we offer about fellows getting interested and eventually becoming pilots, etc., etc., by starting at the other end of the ladder. At the time of publication we won't know for sure whether he flies for A.N.A. or ANSETT, but at the moment he is a Captain with A.N.A. Without "blowing down this gentleman's ear" we are pleased to have a man of his position take on the job and to take an interest in model flying, which he admits isn't as easy as it looks. We need people such as Mr. Ball to take an interest, as too many are likely to consider our models as toys and it's nice to hear someone who can fly something in the DC6 line say flying models isn't easy. You never know, we might get a section of Eagle Farm between take-offs.

Bob Cook, of the Stardusters, has been cooking up a scheme to encourage some of their youngsters in a series of balloon bursting contests for a small trophy donated by Gorrie's.

The idea was to provide a contest wherein anyone had a chance and the trophy just provides that little incentive for these lads.

Tom Browning, of Everton Park, been loafing on the job since the Championships, but managed to get something together for the "Banana Festival" at Murwillumbah.

Fred Dotti went down with his Class A racer and Jet. What do we care if the locals can't ever fly in that park again. We do care, really, but with the big time festival on, perhaps someone will even think it's good.

Doug Christensen and Barry Campbell building a Fokker Friendship between them which they hope to power with two O.S. 29's. This is a secret project, so keep it to yourself. Have seen Doug's jobs in the past and I'd say the old Fokker won't look like any D.8 when it's finished.

**MURWILLUMBAH.**—A big crowd of "foreign" fliers invaded Murwillumbah from Brisbane, Stanthorpe, Lismore and a few other places for the four event programme of Class A, B, Stunt and Combat. Good to see such a small club as this putting on an event to be in the swim with the Banana Festival. May there be many more. Rely on us fellows from Brisbane to be there. You pick up the scrap balsa off the field afterwards. A few "madmen" I know should have enjoyed themselves.

**LONGREACH.**—This out of the way place has just put on a programme which would rival many State Championships and attracted contestants from Bundaberg, Mt. Isa, Rockhampton, Isisford and Mackay. Colossal prizes with free air trips thrown in. From the impressive dodger before me it's a wonder they got through the entries. From what I have heard so far, Alan Westbrook won the Combat, Maurice Bradney, from Mt. Isa, won the Stunt, but other results aren't available yet. All in all it was supposed to have been a mighty show. Good on the West. Must congratulate Alan Westbrook as I believe he did a mighty job of organising. Keep us informed of any "do" like this as most city folk imagine the West as some dry, dusty, sleepy joint, where everyone sleeps of an afternoon.

**MT. ISA.**—Maurice Bradney reckons the trip put a bit of sting back into the club up there after some of the bruises faded. They went overland to Longreach.

**BUNDABERG.**—Is livening up thanks to that livewire, "Phooey" Puie, who they reckon would put the Scarlet Pimpernel to shame.

**ROCKHAMPTON.**—Getting ready for end of the year contests and getting over the trip. Swain's have a good man in Terry Phillipson, who is handling model gear for them, as we know Terry is trying to steer the youngsters along the right lines. One day some of us might get up there, Terry.



**Crack Victorian race team holding models (L. to R.): Barry Whitford, McLaren, Bob Hyde. Model "Woow Charlie Wow", built by Steven Halloran (top left).**



**MACKAY.**—Some young chaps have been put in charge at Michelmore & Co. to dispense model gear and this should help the local club along. No good having the urge with no "Stuff" to work on.

**MARYBOROUGH.**—Is getting back into the swing of things and it is rumoured that an Open contest might be forthcoming. Any influx of outsiders always provides a shot in the arm to the local enthusiasts. Mr. McLeod, of McLeod's Sports Store, will help all he can to keep chaps up to date.

**THURSDAY ISLAND.**—Have these fellows got the clues! With half the population now flying models—half radio, half control line—no room for free flight, no risk of the local gendarme "moving them along" 'cause he's too busy flying his O.S. 29 powered MK.I Team Racer. Hope you fellows have some spare room there, 'cause we look like coming up there soon (but only for the Saturday afternoon). After spending several Saturdays mowing, levelling, chipping, etc., on the local reserve to make the area usable we are in strife again. Strange no responsible officer ever comes out to check the noise. Strange, also, that we ask for Saturday—the Council tells the Press we can have it, Sundays too—then the locals scream. Everyone would have been happy with Saturday in this area. We reckon fair is fair. Since one of our members was "buffaloed" by an irate local recently, who merely said: "Who's car is that?" Wop and the bloke who answered was on the ground. They talk about "Juvenile" delinquents. Constable Hughes, you have a ready-made job in Brisbane any time you transfer.

## 1957 NORTH-WEST CHAMPIONSHIPS

Continued from Page 10

### CLASS A TEAM SPEED

Coffs ate up the opposition in the heats and had three fliers in the final four. Harold Flanagan (Coffs), Oliver, 1; Kit Hacking (Coffs), New Taipan, 2. diesel, 2nd; and Ted Apthorpe (Gunnadah) 3rd. First time the Coffs boys have used their new Taipan in competition and they are more than pleased with it.

### CLASS B TEAM SPEED

Again, Coffs had three in the final, Toft, Flanagan and Hacking. They finished in that order. The Coffs club work their O.S.'s harder and faster than anyone else and everyone expected them to break eight minutes in the final, but for some unknown reason the motors of all finalists cut every lap for the first six to eight laps, much to the amusement of the crowd.

### FLYING SCALE

Highlight of the whole contest and the greatest crowd pleaser. People waited through a dust storm to see these models put in their qualifying flights. Final placings were Norm Pearce, Sabre 29 powered Tiger Moth; Malcome Darby, Frog 500 powered Gulf Hawk; John Simons, Sabre 29 powered Chipmunk.

## COMPLETE RESULTS VICTORIAN STATE CHAMPIONSHIPS COMPILED BY ALMA MUNRO

Trophy	Event	Winner	Club
Qantas .....	Class II,	M. Nicol	West Preston
Myer .....	Hurl Glider	B. Amey	E.C.M.A.C.
Central Aircraft .....	Nordic A/2	J. Lee	West Preston
M.S.D. Shield .....	Jetex	G. Sinclair	E.C.M.A.C.
Hearn's Hobbies .....	Radio Control	N. Ablethorpe	E.C.M.A.C.
V.M.A.A. Cup .....	Junior Open	I. Wright	P.A.D.M.A.C.
White .....	Class I	R. Ellis	E.C.M.A.C.
Hoadley .....	F.A.I. Sailplane	D. Whitely	West Preston
Chaseling .....	Wakefield	J. Fullarton	E.S.M.A.C.
V.M.A.A. Cup .....	Junior Sailplane	M. Patterson	E.S.M.A.C.
Aero Club .....	Class I Team Race	R. McLaren	Terang
V.M.A.A. & Myer .....	Open Stunt	R. Hyde	Ballarat
Milner .....	Class II Team Race	L. Squires	Terang
V.M.A.A. ....	Junior Class II Team Race	M. Tucker W. Drew	Geelong Windsor
V.M.A.A. Rose Bowl .....	Class III Team Race	R. Ellis	E.C.M.A.C.
B.O.A.C. Model .....	Control Line Scale	R. Daynes	Macleod
V.M.A.A. ....	Class III	D. Boughton	E.C.M.A.C.
M. Tyrrell .....	F.A.I. Power	G. Pentland	Dandenong
Peter Issacson .....	1 Hr. Power Scramble	N. Ablethorpe	E.C.M.A.C.
V.M.A.A. ....	½ Hr. Hurl Glider	T. Clarke	E.C.M.A.C.
Hoyts .....	Class I Speed	R. Ellis	E.C.M.A.C.
Hartley .....	Class II Speed	D. Whitely	West Preston
R.A. & D. Rose .....	Class III Speed	I. Wright	P.A.D.M.A.C.
Sun News Pictorial .....	Combat	R. Hyde T. Farnam (Draw)	Ballarat E.S.M.A.C.
Boy Magazine .....	Junior Combat	I. Wright	P.A.D.M.A.C.
Peters Ice Cream .....	Junior Stunt	I. Wright	P.A.D.M.A.C.

Sun News Pictorial Shield for the highest point Club won by Elsternwick-Caulfield Model Aero Club. Testor Plaque given for the best finished model of the Championships won by G. Pentland from Dandenong Club.

Senior Champion of Champions won by R. Ellis from Elsternwick-Caulfield Model Aero Club. Junior Champion of Champions won by I. Wright from Parkdale and Districts M.A.C.



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**AERO FLYTE.**—This stuff would make a saint swear. When it arrives the place is filled with empty cases for weeks. I heave a sigh when I see it neatly stacked (well stacked, anyway). Boy, that will last me a while. What Rot. Some of these country dealers must be handing out STUNTMASTERS and Vulcans with every tube of AERO FLYTE CEMENT. They don't have to do that as our customers say, "They're worth the dough". Haven't got a STUNTMASER or a VULCAN in the place. Look up the excuse book again. Yeah, here it is. They're now being die cut and printed instead of being sawn. There that's original. Never used it before. It says on the next page, "These are expected before Xmas and if you are a bright dealer you'll order your Christmas kits now. This isn't high pressure. When the run starts on these kits THEY'RE GONE. All I had to do with the last shipment was unwrap them, write the invoices, pack the kits and send them away. I don't even get the chance to own them.

**AEROFlyTE CEMENT.**—This goes out in Gross Lots. In fact, I have the idea that we sell the stuff faster than the Aeroflyte crowd make it. I'll check up on that one. Bob Thompson asks me, "What do you do with all that cement?" You just keep filling those tubes, Bob, 'cause we have a lot of delinquents (not all juvenile) up here who have a hobby and that OBNOXIOUS SMELLING GOOEY LOOKING STUFF we peddle up here for you is holding a lot of fellows back. Just because it's Fast Drying and Firmer Sticking doesn't help me to eat if we ain't got the stuff to sell. Calm down. I know we just got 25 gross. Dealers and Builders, buy early, my Xmas Dinner depends on you. The demand for AERO FLYTE IS FACT not FICTION. Be wise, order early. Order NOW. Delivery from batch DUE very soon. Get your requirements into your shop.

**Mi-T PROPS. ARE AVAILABLE IN YOUR STATE.**—All States are stocking up with Gorrie Mi-T competition props for the big contests at Xmas. Don't miss out on your favourite size. Pick up from your dealer—NOW. Mi-T props will soon be more fashionable than ladies' shoes. Fractional sizes—no less. See the new 8/7, 8/8, and 8/8½. If you are a good flyer, have a good model and a good motor, with a good brew. You, more than anyone else, needs a Goorie Mi-T Prop. My Xmas dinner depends on you. Your local dealer can get them and he likes to eat, too. If you can win without Mi-T props, then that extra performance will be good insurance.

**Mi-T MODEL MOTIFS.**—Available in your State. Stars, Stripes, Shark's Teeth, Squadron Markings.

More new types on the way. If they're advertised then they are in existence. The simple application of these artistic and colourful Motifs will enhance the appearance of your model and will convert a plain, simple colour scheme into an original pattern to please anyone. Get out of the old "Red and Yellow" rut—we've been in it for years. There are other colours. I saw some yesterday.

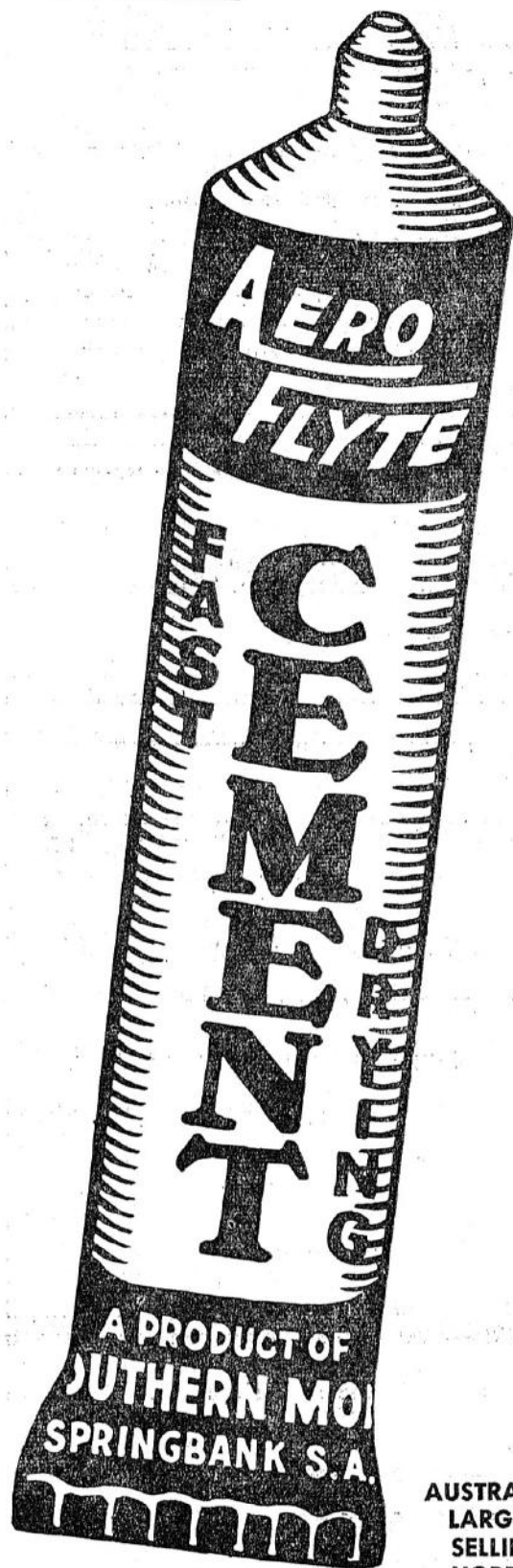
**O.S. MOTORS.**—The Curse of mankind. The only way to keep these on the shelf is to nail them there. We'll look into the old excuse book again. O.S. 15, well, since it's the greatest little free flight motor of its size how can we keep them. With ships running onto reefs and things (yeah, I know it was going the other way, but it was nearly a good excuse). 15's will be soon and that's only an approx. date. Dealers please note—Don't order these by the doz. They'll be making more and we want them to go around. O.S. 29—even worse, how can you keep a motor that wins everything it goes in for. The stack goes down like a Snowman in the desert. O.S. 35, these are all right for a little while, but they will suffer in the next shipment. You were warned.

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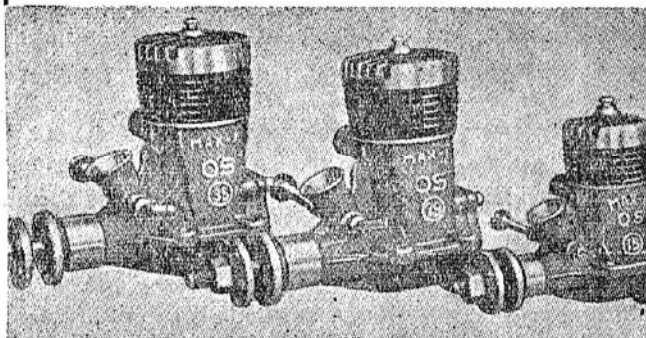
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" " "	Class II F/Flight	1st
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West. Dist. Champs., Vic.	Combat	1st
" " "	Stunt	1st
" " "	"B" Team Race	2nd
Hamilton Gala Disp., Vic.	Combat	1st
" " "	Stunt	1st
" " "	"B" Team Race	1st
Geelong Open Champs.	Combat	1st
" " "	Stunt	1st
" " "	"B" Team Race	1st



North Coast Champs.	Combat	1st
" " "	Senior Stunt	2nd
" " "	Junior Stunt	1st
" " "	"B" Team Race	1st
" " "	F/Flight Power	1st
" " "	C/L Scale	2nd
Gippsland Champs., Vic.	Combat	1st
" " "	"B" Team Race	1st
Tasmanian Champs.	"B" Team Race	1st
" " "	"A" Team Race	1st
" " "	F/Flight Power	1st
Queensland Champs.	"B" Team Race	1st
" " "	Class III Speed	1st
" " "	Senior Stunt	1st
" " "	Junior Stunt	1st
" " "	Combat	1st
" " "	F.A.I. Power	1st

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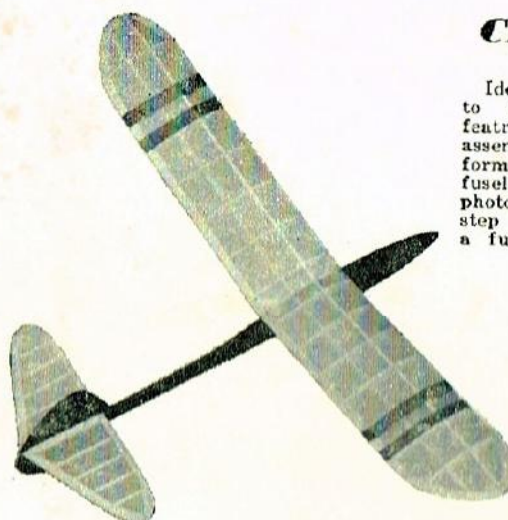
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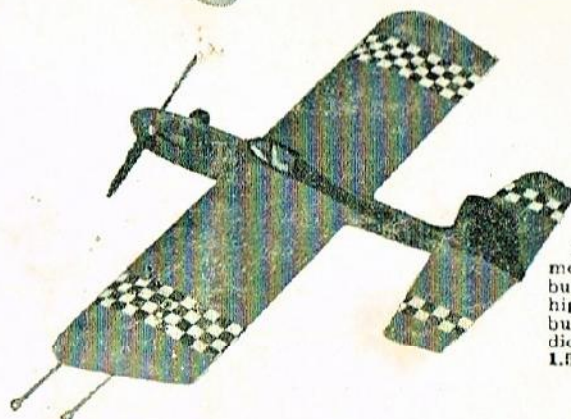
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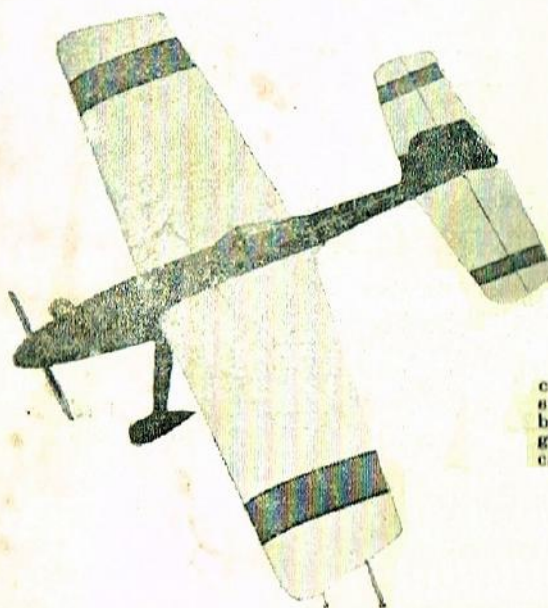
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