

Model

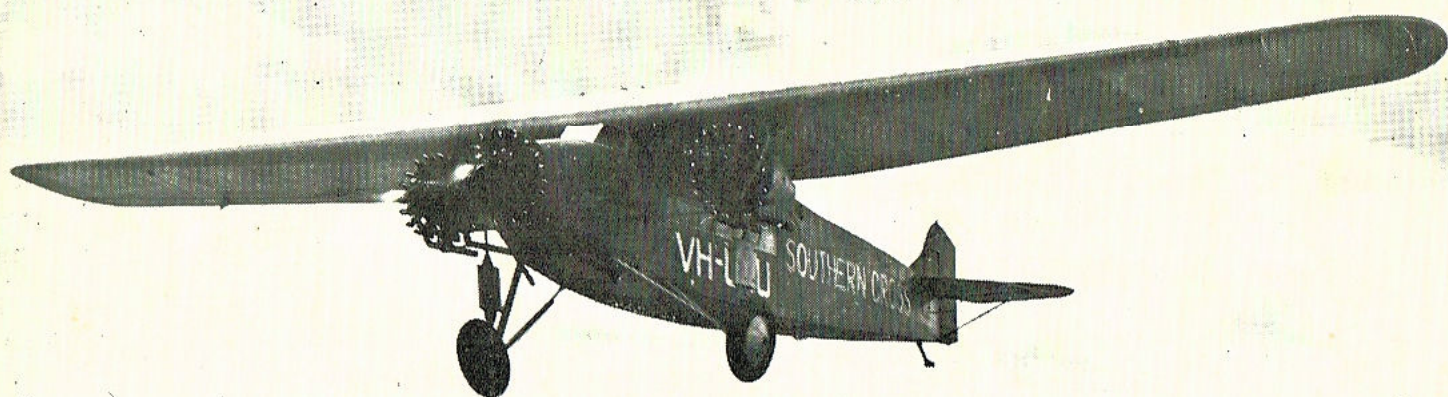
3/-

DECEMBER, 1959

REGISTERED AT THE G.P.O., SYDNEY, FOR
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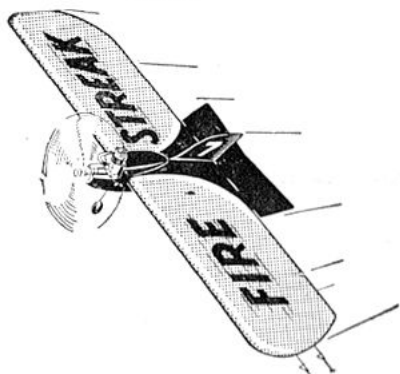
News

SPECIAL CHRISTMAS ISSUE



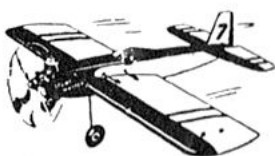
2 FULL SIZE PLANS - SOUTHERN CROSS 3 VIEW

Address all correspondence to the Editor, 206 High Street,
Coffs Harbour, N.S.W., Aust. Advertising rates on request.



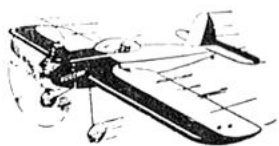
"FIRESTREAK"

Australia's Newest and Hottest
Combat Model!



"STUNT MASTER"

Rugged Super Stunter for 3.5cc.-6cc.
engines. Will fly the book with ease.

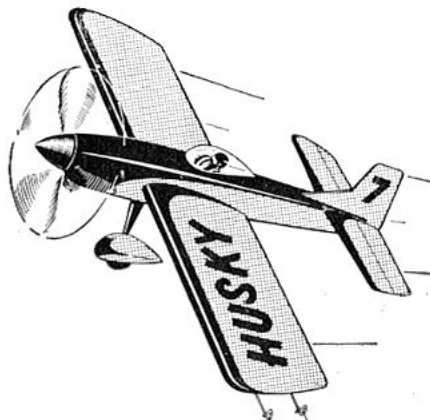


"VULCAN"

The greatest 2.5cc. Stunter Ever.
Simple rugged construction.

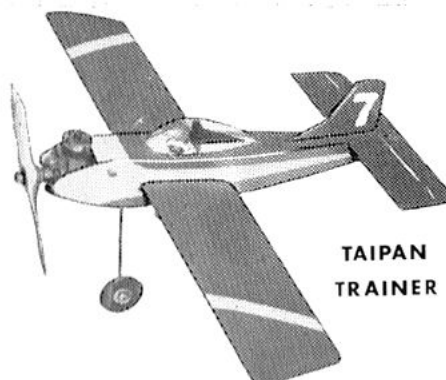
SOUTHERN MODEL SUPPLIES LTD.

63 Boothby St. Springbank, S.A.
'Phone UM 1721



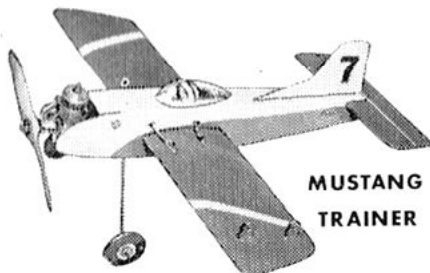
"HUSKY"

Sleek 1-1.5 cc. Stunt Trainer



TAIPAN
TRAINER

Completely pre-fabricated, featuring
moulded and diecut parts, ready made
undercarriage, etc. Great value. For 2.5
engines.



MUSTANG
TRAINER

A mighty beginners' kit, suitable for 1.5
cc. engines. Completely prefabricated.

ALSO :

BAMBI, 24in. rubber power
STRITE, 18in. rubber power
NIMBUS 30in. sail plane.
CIRRUS, 43in. sail plane.
FURY, 2.5 Team Race.
FLYING Scal Series (4 types), 24in.
rubber power.

"Whee! Look at 'em Fly!" SKY-HIGH DESIGN, "FLYABILITY" & VALUE! AUTHENTIC HI-IMPACT PLASTIC PRE-BUILT C/L GAS POWERED MODELS

DIRECT FROM UNITED STATES! READY TO FLY!



COMET

Complete with American "OK" Cub .149A (.8cc) Gas Engine with built-in Auto-Recoil Starter.

Here is the full, authentic range of "COMET" (Made in U.S.A.) Ready-to-Fly HI-IMPACT PLASTIC GAS MODELS. "U"-CONTROL

SABRE 44 £9/6/6
PIPER TRI-PACER £7/8/9
STAR FIGHTER £14/-/-
MUSTANG F51 (illus.) £12/2/6

Also FREE! Control Handle ("U-Control") and all Nylon Control Lines. Each model is most beautifully presented in strong, colourful gift box. All you require is the fuel! (We recommend "Airspeed" No. 1 Fuel for beginners or No. 3 for EXTRA Power for more experienced).

ASK YOUR DEALER FOR FULL DETAILS OF THIS BRAND NEW, FULLY-IMPORTED HI-IMPACT NEAR-UNBREAKABLE PLASTIC MODEL RANGE!

Retailers! Place your orders NOW! These will be really popular models.

AMERICAN DESIGNED Genuine STROMBECKER

Authentic Light Plastic Scale Model Assembly Kits made under licence from U.S.A. Selcol in GT. BRITAIN.

FLYING SCALE PLASTIC RUBBER POWERED MODEL KITS

All parts are completely pre-fabbed, made ready for quick, easy assembly—in fact, ALMOST READY-TO-FLY! Made from strong, polystyrene Flex-

ible (almost unbreakable) Plastic. Super detailed parts for engine, struts, gears, etc. add to the realism of the beautiful scale-flying models!

ASK YOUR DEALER NOW TO SHOW YOU THIS NEW EXCITING AND BEAUTIFULLY FINISHED RANGE OF RUBBER-POWERED FLYING SCALE (EASY TO ASSEMBLE) KITS!

Parts for these U.S.A. Flying Models are ALL MOULDED PLASTIC. Fuselage is two-tone in colour, where required, and wing and tail parts have correct airfoil for good flying. Many detail parts as shown, complete landing gear, tail wheel, radio antenna, etc., make these models LOOK LIKE REAL AEROPLANES!

American "STROMBECKER" range at present available.

Famous
C/LINE
British

MERCURY

3 Super Pre-Fabbed Masterpieces!

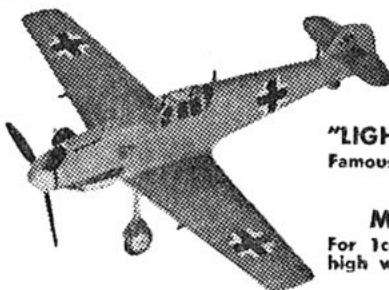
Fully Prefabbed! All Balsa construction. All True Flying Scale Models! Fully Pre-Shaped Wings, Tails and Fuselages!

Ultra Lightweight Plastic Moulded Engine Cowlings!

MERCURY MUSTANG (25in. w/s)

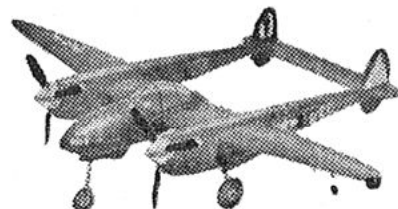
(Similar design as "COMET" "MUSTANG" above). For 1 cc. to 1.5 cc. engines. Same precision finish as all Mercury planes. Only 70/6 Retail

Leading
"LUXURY Finish" Pre-Fabbed Kits



LINDBERG'S "Spirit of St. Louis",

14in. w/s Retail 18/9
RYAN NY-P, 18in. w/s Retail 18/9
CESSNA L 19, 14in. w/s Retail 15/3
PIPER J3 CUB, 14in. w/s Retail 15/3
PIPER PACER, 14½in. w/s Retail 18/9



"LIGHTNING" (32in. w/s) (illus. above)
Famous U.S.A. Fighter Plane (for two 1 cc. to 1.5cc engines) PRICE 132/6 Retail

MERCURY M.E. 109 (w.s. 19½in.)

For 1cc to 1.5cc engines (as illus. left). Same high workmanship as other models in "Mercury" range. PRICE 63/- Retail



WORLD
LEADERS
in GLO-PLUG
& DIESEL
ENGINES



ENYA'S latest 15 1B (2.5cc) 97/-
Engine Range 19 111 (3.5 cc) .. 101/8
ENYA .06 GLO- "35" (6 cc) .. 152/3
PLUG (1 cc) "60" (10 cc) 112/-
With improved .09 (1.5cc) 87/9
"Easy" Engine Diesel 15D (2.5cc) 150/-
Starter! 53/6

ENYA TERRIFIC COMPETITION RECORD SUCCESSES. SEE FULL DETAILS ADVERTISEMENT PAGE 4.

RETAILERS—WE ARE WHOLESALE ONLY

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TERRIFIC COMPETITION SUCCESSES WITH ENYA!

READ ACTUAL REPORTS **PROOF OF ENYA**
From Independent Observers **WORLD SUPREMACY**



Record-Breaking Successes in A'lian Natl. Champs.
 1959
 FLOWN AT CAMDEN, N.S.W.

ENYA

WORLD'S BEST

VALUE/COMPETITION ENGINES.

1st & 4th CLASS B (11) TEAM SPEED (1st Wooty Penfold, S.A.) (4th Ken Lloyd, N.S.W.)
 ENYA "TYPHOON" (NEW ENYA 29 MK III)

Of number of
 Enya motors entered
 they obtained more
 firsts and placings
 than any other
 motor.

1st CLASS 3 FREE FLIGHT
 (Kevin Green, S.A.) (Flying Supa-Hyphen)
 (ENYA "TYPHOON") (NEW ENYA 29 MK III)

1st INTERSTATE ADVERTISER TROPHY TEAM
 SPEED (NEW RECORD)
 (W. Penfold, S.A.)
 (ENYA TYPHOON) (NEW ENYA 29 MK I.I)

2nd CLASS C III TEAM SPEED
 (B. SILVA, S.A.)
 ENYA 35(6 cc.)

AUSTRALIAN ALTITUDE RECORD
HOLDER ENYA 15D Diesel Engine
RECORD FOR MODEL PLANE!

... Held under auspices of Institute of Model Aeronautical Association (for "Radio, Television and Hobbies", April 9, 1959, COLIN STONES of Melbourne, soared his model to well over 14,000 ft. in flight at Berwick (30 miles from Melbourne).

REMEMBER! 1958-59 Aust. Champs. Only five competitors using ENYA scored three FIRSTS! two SECONDS! a THIRD and a FOURTH! (Placing against OVER 200 Competitors using other makes of engines. THIS RECORD HAS NEVER BEEN MATCHED!

2 FURTHER SUCCESSES!
 Enya 29
 N.S.W.
 Champs at
 Camden 1st
 (Class B) 2nd

SEE THEM AT YOUR DEALERS

Mr. Wilton Evans, in recent attempt on National record, says that THE ENYA SPEED IN A NATIONAL RECORD IN ITS CLASS! In actual fact, the record was not official owing to a technical rule application, BUT FACT REMAINS THAT THE ENYA DID ACHIEVE THE HIGHEST EVER SPEED!

PROOF OF THE WONDERFUL PERFORMANCE AND VALUE OF "ENYA"

WINNER OUTRIGHT OF QLD. ELIMINATION!

Toowoomba Miniature Race-Car Club, Stafford, Bris.
 against stiff opposition!

Untried car won in first event! Broke Queensland record (5 c.c. class) by 7 m.p.h. Using ENYA "Typhoon" on 21st March, 1959. This car won elimination prelim.

Champion Test-Run, using only 7.5 to 1 Compression head. This result obtained against all other leading makes

EASTERN DIST. (N.S.W.) CHAMP. VICTORY!
 (Eastern Dists. M.F.C.) (Class B Team Race Event.)
 1st. K. Lloyd (Enya 29 IIB). 2nd. Moleman (Enya 29 IIB).

METROPOLITAN TEAM SPEED CHAMPS.
 (Annual Pure Speed Race Fixture)
 NEW METROP. RECORD! 8 MINS. 32 SECS. (B Class Team Event)

BETTER THAN NATL. TIMES!
 1st & 2nd ENYA!
 1st. K. Lloyd. 2nd. J. Gallagher.

1st BLUE MOUNTAIN CHAMPS. KATOOMBA.
 JUNE '59
 (Was called Westerns Dists. Champs.)
 1st. ENYA! 2nd. Fox. 3rd. O.S. 4th. ENYA!
 Sam. Entries, all in identical order as in Natl. Finals!

ENYA TOP WORLD'S ENTRANTS AT 1959 (Latest)

ALL-JAPANESE MODEL AIRPLANE CONTESTS!

Terrific Defeat of All
 Comers!

Scale Model Outright
 Enya Victory.

1st Enya 29/3B, 2nd
 Enya 29/3B, 3rd Enya
 29/3B

More 1st and place wins
 than any make in
 Japan, including American and British makes.

ENYA OUTFLIES RIVALS! In PROSPECT STATE

(W/A) 'COMBAT' CHAMPS:

Nov. '59, ENYA 29 (5 c.c.) powered "Sniper"
 outflow new "Firestreak" which was powered by
 well-known 6 c.c. Comp. motor. "Sniper" much
 faster, more manoeuvrable.

"DESIGN DEVELOPMENT AT ITS BEST!"

Airplane News "first essential high-performance"

"high volumetric efficiency"

"Rectangular aperture gives more abrupt valve opening, larger effective intake period. Enlarged by 0.5 m.m. crankshaft passage, increases area by over 13 per cent.

Bore and stroke .735 in. and .704 in. 0.015 in. Max b.p. was 15,000 p.s.i. this performance obtained with easy starting, smooth running

DOUBLE ENYA SUCCESS AT TAMWORTH

Nov. 26. B Class Team Race.

1st. Leo Tost. Enya 29 III B.

2nd. Russ Hammond. Enya 29 III B.

3rd. B. Sampson. O.S. 29

SCIENTIFIC HOBBY DISTRIBUTORS

63-71 Birley Street (off Wickham Terrace) Brisbane. Phone 2-6580

SEE PAGE 3 FOR ENYA PRICES

TORNADO NYLONS!

ALL SIZES

5 x 4, 6 x 4 3/9; 7 x 4, 7 x 6 5/6; 8 x 4, 8 x 6, 8 x 8 8/6; 9 x 4, 9 x 6, 9 x 7 11/6; 9 x 8, 10 x 4, 10 x 6 11/6; 11 x 4, 11 x 6 13/6; 12 x 4 19/6.
 3-Blade 5 x 3, 6 x 3 6/9; Left Hand Pushers 6 x 4 3/9, 8 x 6 11/6, 9 x 6 13/6.

ALSO VECO Clunk Tanks, 4oz. 13/11

VECO 3 1/2 in. Super Air Wheels, pair 56/-

AND INTRODUCING For Three Line Control:

J. ROBERTS FLIGHT CONTROL HANDLE 78/6

J. ROBERTS BELLCRANK UNIT 26/9

The American "Roberts Flight Control" system is ideal for operating "O.S. Max. Multi Speed Engines in Scale or Carrier Deck Models.

All above immediately available.... Please include enough with remittance to cover postage.

FOR ANY AEROMODELLING PRODUCTS CONTACT

The Model Dockyard Pty. Ltd.

216 SWANSTON STREET, MELBOURNE. FB3505

WRIGHT COMES TO AUSTRALIA!

Direct from record-breaking performances on the other side of the Tasman! Take a look at the following world endurance records — all established by Kiwis flying with the WRIGHT system of remote control.

JANUARY, 1953: 1 hr. 9 mins. MAY, 1952: 2 hrs.

JANUARY, 1955: 3 hrs. 4 mins. APRIL, 1955: 3 hrs. 38 mins.

APRIL, 1956: 7 hrs. 37 mins. These outstanding results prove that YOU will fly better, longer—with the revolutionary WRIGHT system.

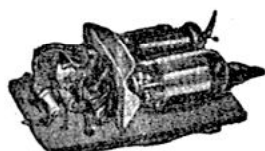
Wright equipment has now been developed for, and thoroughly tested in, Australian conditions. Also, Wright now offers full servicing in Australia.

Item: The Model II receiver keeps working when hot.



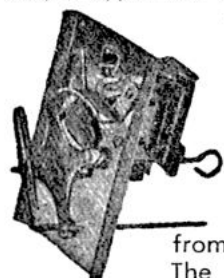
- This is the **WRIGHT TRANSMITTER**. In rugged steel case measuring 8in. x 7in. x 7in. with ample battery space. Batteries required are: two 482 EverReady or equivalent for 90v. H.T.; and one No. 6 cell for 1.5v. L.T. **Price £11/11/3**

This transmitter uses a particularly stable circuit, pre-tested by the Radio Licensing authorities. Under no conditions will it deviate from its allocated frequency bands of either 27.12 m/c. or 40.000 m/c. The external controls consist of an on-off battery switch, a remote control switch lead socket and a hand-held "key" or press switch connected by 7 feet of lead. Operational range of the transmitter is in excess of 1,700 yards.



- This is the **WRIGHT RECEIVER** Model II. It weighs 3oz. and measures 4½in. x 1½in. x 1½in. Complete with sturdy, protective case. **Price £9/9/-**

The Wright Receiver employs a stable and sensitive two-valve transformer-coupled circuit. The operating frequency is from less than 27 m/cs to higher than 40 m/cs. Controls consist of an on-off switch and a tuning control. Batteries required are a 950 torch cell, a type 455 or two 22.5v sections of types 467 or 490p.



- This is the **WRIGHT RELAYTOR**, which measures 2½in. x 1½in. and weighs 2½ ozs. **Price £5/18/3**

A combined relay and actuator escapement, operated directly from the power of the receiver batteries. The current change from the receiver triggers the release of the energy stored in a twisted rubber motor one quarter of a turn every time the transmitter key is depressed or released. The control spindle of the relaytor must be connected to the surface to be controlled through a suitable linkage.



Compare these features . . .

- ★ **Intensive Research** by leading aeromodellers Les Wright and Frank Bethwaite has eliminated many of the problems and inconsistencies that so often plague radio control enthusiasts.
- ★ **Sound Basic Design** guarantees you long-term trouble-free performance with a degree of control that is unexcelled in this or any country where aeromodelling is practised.
- ★ **Precision Construction** means maximum power strength on a minimum supply . . . and makes for compact, lightweight portability.
- ★ **The most complete and detailed instructions ever offered!** Written for beginners by the practical modellers who flew the records . . . and fully illustrated.
- ★ **Full Servicing available in Australia.** Eden Distributors Ltd., the Australian distributors, offer complete servicing facilities.
- ★ **The addition of Multi-Relaytors** to your basic Wright Mk. II units will later provide extra controls that offer the experienced aeromodeller multi-control radio flying.

KITSET MODELS

RECEIVER	£7/17/6
RELAYTOR	£4/14/6

EDEN DISTRIBUTORS PTY. LTD.

107 LIVERPOOL STREET, SYDNEY,

Available from all good Hobby Stores including:

- ★ Hobbyco, 561 George Street, Sydney.
- ★ Model Dockyard, 416 Swanston St., Melb.
- ★ Hobby Shop, 98 Gawler Place, Adelaide
- ★ Gt. Western Agencies, 487 Hay St., Perth

N.Z. modellers write to—

SCALE MODEL SUPPLIES LTD., P.O. Box 1966, Auckland, for the name of your nearest stockist



MODEL NEWS

Vol. 3. No. 6.

Published Bi-Monthly

DECEMBER, 1959

R. H. Hammond, Editor and Publisher

News and Views . . .

Christmas is with us once again and as usual finds us making last minute preparations for the forthcoming Australian Nationals.

The South Australians are to be our hosts this year. The venue chosen is Gawler, about 26 miles from Adelaide. All control line events will be flown here and free flight will be held on a thousand acres of treeless plain at Smithfield, about 5 miles from Gawler. Bush fires are particularly dangerous in this area, and as a precaution all models using D.T. fuse must be fitted with a snuffer tube.

This is really going to be a Nats to remember, if you miss out don't blame us, you've been warned.

Souvenir badges are now available at 7/6 each. Only 250 have been struck, so get your order in early.

A presentation dinner is being organised to wind up the Nats. This comes complete with floor show for only 15/- a head. Book now.

This is the Third Birthday of "Model News" and by way of celebration we present to you not one, but two, full size plans. We hope you like them, if so let's hear from you.

COVER STORY

The immortal Southern Cross takes off to play her part in "Smithy" Columbia Pictures first Australian production and will be well remembered in that outstanding film of a few years ago. The "old bus" is at present in a specially built memorial in Brisbane, Queensland.

"Binatang" has been designed for "Model News" by our friend from Campbelltown, Noel Shennan. This should prove popular sport flying with small motors. Incidentally "Binatang" is New Guinea (Fuzzy Wuzzy) for mosquito or insect.

"Ringtail" has been designed by myself and drawn by Tony Shennan to fill the need for an easy to build stunt ship for the popular 2.5 cc motors. Fit a Taipan 2.5, E.D. 2.46, or if you like glow motors, use an Enya .15 or any good 2.5. The

CONTINUED ON PAGE 20.

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Outright Winners in 1959!

Completely dominating All State Titles, Major Contests, and
setting more Australian records **THAN ALL OTHER BRANDS COMBINED**

These are the Facts based on open competition **HERE IN AUSTRALIA!**

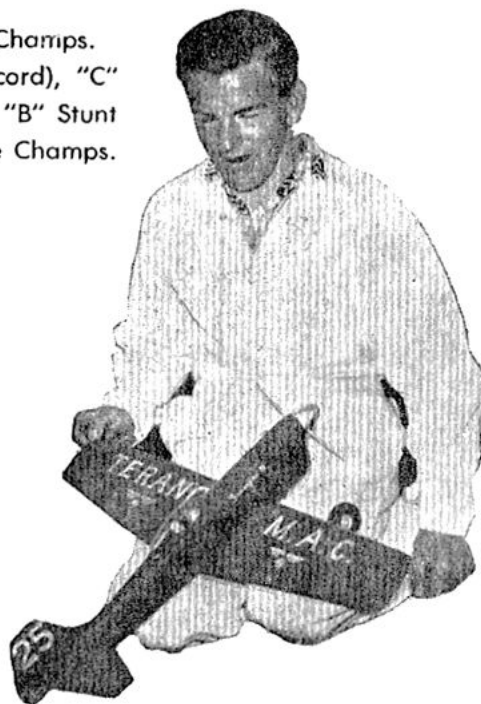
N.S.W. O.S. 1st "A" T/R Nth. Coast Champs., "B" T/R Nth. Coast Champs., "C" T/R State Champs., "C" T/R Nth. Coast Champs., Combat Nth. Coast Champs., Combat State Champs., Jnr. Combat State Champs., Stunt Nth. Coast Champs.

VIC. O.S. 1st "A" T/R State Champs. (Aust. record), "B" T/R State Champs. (Aust. record), "C" T/R State Champs., Stunt West. District Champs., "B" Stunt H/H Trophy Combat State Champs., 1 Speed State Champs.

QLD. O.S. 1st "B" T/R State Champs., Combat State Champs., Stunt State Champs., 1 Speed Cent. Champs., III Speed Cent. Champs., Scale Cent. Champs.

S.A. O.S. 1st "B" T/R State Champs., "C" T/R State Champs., III Speed State Champs., Combat State Champs.

**ACTUAL PERFORMANCES
PROVE O.S. SUPREMACY!**



O.S. Distributors
AUSTRALIA

Aust. Class II T/R Record
Holder L. Squires, Vic. Max .29
8 mins. 3 secs.

2 ERASMUS STREET, SURRY HILLS, MELBOURNE

SCRAPBOOK . . .

PICTURE NO. 1 is now the extinct P.L.7 Cropduster and Tanker once owned by Kingsford Smith Aviation Services, Bankstown. Aircraft was powered with Airspeed "Oxford" engine.....a "Cheetah" X. This Aircraft was destroyed in a hanger fire some years ago, but attempts are being made to start building P.L.7's again.

PICTURE NO 2: The diminutive Parnell "home-built" owned by Marshall Airways, Bankstown. Aircraft has no C. of A., and I believe was built from an American Kit.

PICTURE NO 3: Beechcraft. 17. One of the fastest cabin sports jobs in the air, even today. A wonderful subject for a control line Scale!

PICTURE NO. 4 Is a Royal Australian Navy "Sea Venom" photographed at Bankstown Aerodrome.

PICTURE NO. 5: Cessna 195. Photographed on an English airfield, English owned and sporting German Registration.

PICTURE NO. 6 is a Crislea "Skyjeep"..... 2 wheel version of the popular "Ace".

PICTURE NO. 7: Probably the last Fairey "Swordfish" left flying today in England.

This "Swordfish" has Aero Club emblem on fin and British Registration.

PICTURE NO. 8: The very popular sport plane of the middle '30's. "Aeronca" C. 3. Still flying today in England.

THE BOOKSHELF . . .

For those modellers who have an interest in full size aviation (and who hasn't) the advent of the cheap paperback edition of many popular books means that the average chap can build a good library and not exceed a maximum outlay of 5/- per book. The list that follows is a sample of many goods books available.

THE LONELY SKY by William Bridgeman (Panther) by the test pilot who flew the Douglas Skyrocket to mach 1.72 during investigation of high speed flight phenomena in the stratosphere.

INTO THE SILK by Ian Mackersey (W.D.L. Books). Stories of unusual escapes by parachute from stricken aircraft in war and peace.

DUEL UNDER THE STARS by Wilhelm Johnen (Kimber). Night fighting in German skies told by one of Germany's night fighter aces.

R.A.F. BIGGIN HILL by Graham Wallace (A Four Square Book). History of the R.A.F. fighter airfield whose fighters destroyed over 1,600 enemy aircraft.

NIGHT FIGHTER by C. F. Rawnsley and Robert Wright (Corgi). The trials and troubles in the development of airborne interception at night by John Cunningham's radar operator first in Beaufighters later in Mosquitoes.

THEY SHALL NOT PASS UNSEEN by Australian Autor Ivan Southall. (Panther). Stories of the Sunderland's patrolling the stormy U-Boat tracks across the Bay of Biscay.

FAITH, HOPE AND CHARITY by Kenneth Poolman (Kimber). Malta and three Gladiators against the Regia Aeronautica.

ILLUSTRIOUS by Kenneth Poolman (Kimber). Life aboard a British carrier, from the Mediterranean to the Pacific.

VAPOUR TRAILS. Edited by Mike Lithgow (Panther). Ten top test pilots relate their most unusual flying experiences.

WIND IN THE WIRES by Duncan Grinnell-Milne (Panther). The first world war from the cockpit of an SE-5A.

Available from the Technical Book and Magazine Co., 255-257-259 Swanston St., Melbourne.

Reviews on Model Boat Building next issue.

NEW HOBBY STORE OPENS!!

PARKER'S HOBBY STORE

130 SUMMER STREET, ORANGE

Announce that they have taken over the Model business of Alan Brown, of Orange, former State team speed champ., and are now enlarging their range of modelling equipment.

All types of kits, engines, balsa, glue, etc., in stock or available, and super service by Col. Parker, himself a modeller, is assured.

★

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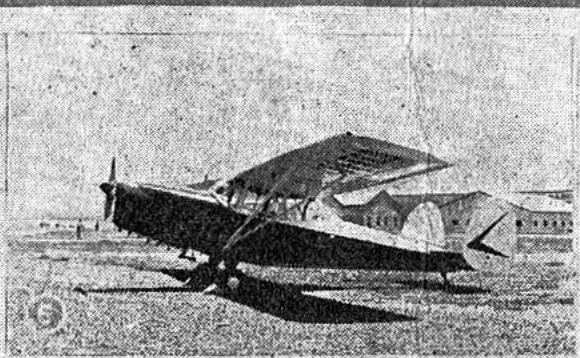
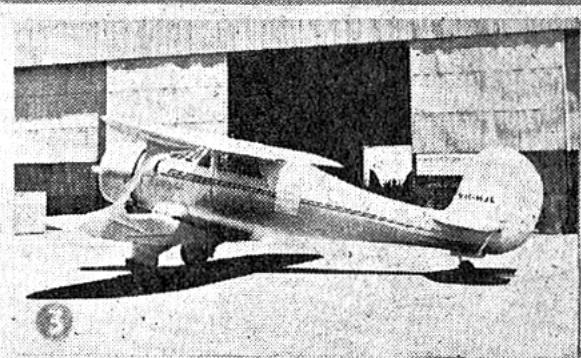
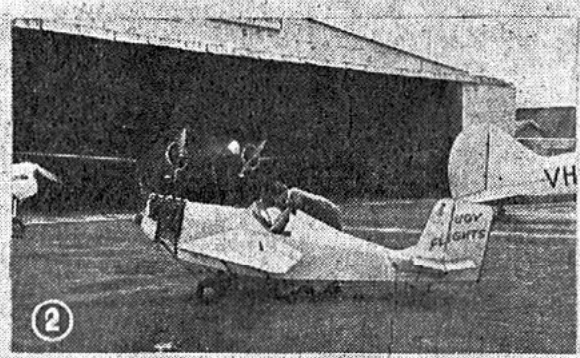
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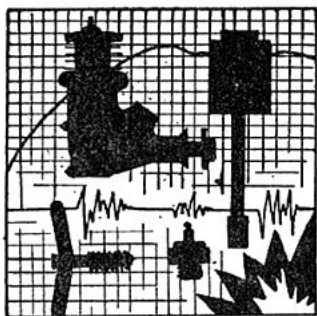
Southern Model Supplies, Burfords, O.S., Hearn's, Model Do-kyards, Central, Eden Distributors, Scientific Hobbies and all other leading suppliers.

Scrapbook..

AROUND THE AIRFIELDS

By Noel Shennan





Engine Report

At Last . . .

THE O.S. MAX .15D

For several years now, the Oliver Tiger, has reigned supreme as the World's most powerful 2.5 cc diesel engine. Now a serious challenge has been issued, by the arrival in Australia (the first country to receive stocks), of the much heralded O.S. MAX .15D.

Unlike the reversed flow systems used on Olivers and most other diesels, the Max .15D is loop-scavenged and in many respects is the most elaborate development seen so far in competition diesel design. Unlike the one or two loop-scavenged engines already on the market, using a normal conical piston head shape, the O.S. has taken things a stage or two further and employs a deflected-type piston having a baffle on the transfer side in the manner of glo engines of the loop-scavenged type. The difficulty of using a baffle piston in a diesel is that the contra piston must, like a fixed cylinder head, be recessed to accept the baffle, in order to maintain a sufficiently small combustion space. Also, having done this, the contra piston must be so fitted that it can only move up and down and cannot rotate. In the Max .15 D, this latter has been neatly achieved by cutting a slot, 2mm. deep, in the upper rim of the contra piston which engages a peg formed in the underside of the pressure-cast alloy cylinder head. Apart from an overall increase in power, the deflector-type piston with baffle provides far more economical running, a point which will be quickly realised by keen team race enthusiasts. The piston itself, is extremely light and made especially from a new anti-oblivation meehanite. The cylinder wall has been made extremely thick, the two combining to form a long wearing unit not troubled by expansion, thus giving instant starts, hot or cold. Whilst running in, and they do take over an hour, it was found that a small prime in the exhaust, was a sure means of two flick starts.

From a design standpoint, the Max .15D is certainly one of the most interesting and advanced diesels to appear in the last decade. Apart from its baffle type piston, it is unique among diesels in that it also uses a Desaxe cylinder—i.e., the cylinder is offset to the exhaust side, relative to the crankshaft axis. It is clear that, instead of copying existing diesel features, the manufacturer has made a commendable effort to break fresh ground in diesel design. Not surprising, perhaps is that the basic layout and appearance is quite similar to the O.S. Max Glo engines. Integral cooling fins on the cylinder

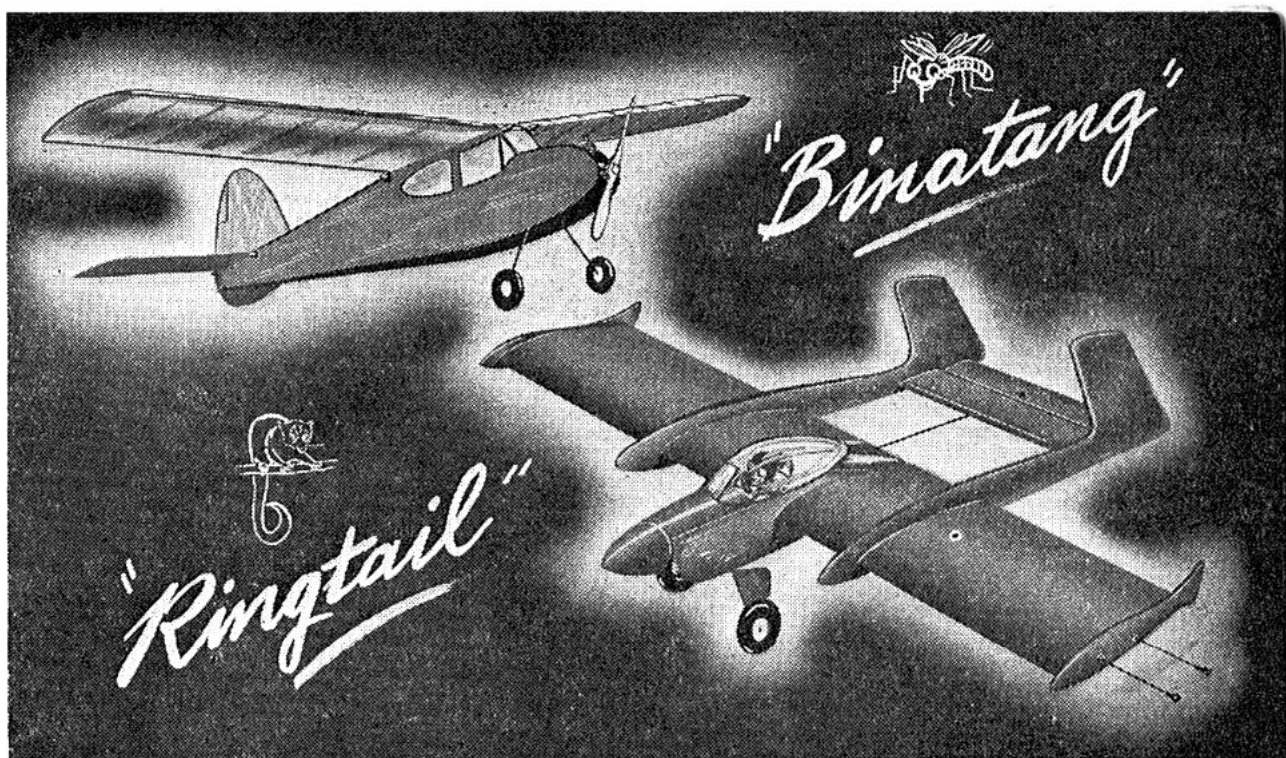


replace the separate alloy barrel usually found on diesels, and even the Max skirt transfer ports in the piston and liner are retained.

One of the best features of the Max .15D is the crankshaft and bearing assembly. This has an oversized journal, made possible by the use of a special 10.5 mm. i.d. inner ball-bearing, and results in an extremely robust shaft (actually world's largest), which would be proof against breakage across the induction port, a frequent source of trouble with high performance shaft valve B.B. 2.5 diesels. Actual porting is quite conservative and gives a shaft wall thickness of 2.5 mm.—approximately 1/10 in.—and only about 17 per cent. of the shaft circumference is taken up by the elongated valve port. The shaft, which has the wet flanks milled away each side of the crank-pin to provide counterbalancing, is of heat-treated nickel-chromium steel and is highly finished. Actually the standard of workmanship is equal to the best yet seen on any competition engine, and with a performance when fully run in of over .3 b.h.p. on nitrated fuel, this engine will certainly make its mark in Australian competitions.

A rather interesting feature, is the fact that a special multi-speed throttle will soon be available for radio control enthusiasts who prefer the power and performance of a diesel. Australian selling price of the O.S. Max .15D is £9/17/6, being more than £4 cheaper than the highly fancied Oliver. This lower price, plus the fact that all spares are immediately available in Australia, will perhaps influence many enthusiasts. Our verdict..... "an advanced modern design, extremely powerful, and possessing amazing economy." In fact it runs on the bench half a minute longer than the Oliver Tiger with the same tank and prop.

FOR SALE: 1 Brand New WRIGHT R/C Unit Complete. Has been fitted but never used. £20.
Reply K. Lindsay, Bellmere Rd., Caboolture, Qld.



(BY NOEL, TONY AND RUSS)

A Christmas Double Treat—This month we have pleasure in presenting two pleasant little aircraft, catering for those modellers who own, or intend to own, 2.5 cc or under .75 cc motors—(O.S. 15 or Cox "Peewee" for example).

The free-flight ship is named "Binatang"—which is New Guinea Pidgeon English for "Insect".

The "Binatang" is ideally suited to the new Cox "Pee Wee" now coming into this country in good numbers. For this motor, the aircraft should be kept light. If you intend powering with a larger engine, say a Mills .75 or similar, then extra area should be used—increase span by one rib each tip.

SPECIAL NOTE: "Binatang" is recommended for the smaller motors, up to .5 cc, but if a Mills .75 or similar motor is used, **do not rev high.**

Building "Binatang" is very simple, and few construction notes should be necessary. Trimming should be done (after glide testing) on low engine revs until the aircraft climbs and glides in right hand circles—tight under power, wide in the glide.

When covering the aircraft, use lightweight tissue and give two coats of dope, and one of fuel proofer. Do not paper the sheet tail surfaces, but these can be given one coat of dope during construction. Try and keep the weight to a minimum but do not sacrifice strength in the process. Choose good quality wood for construction, free of weak spots or short grain.

"Ringtail" is an out-of-the-rut stunter which should be suited for general stunt work, or in simplified form as a combat ship. We recommend the popular O.S. .15 glo, or any similar engine.

"Ringtail" is fairly simple to build, and can be built in a few nights—certainly from one weekend to the next.

NOTE: All left wing ribs have lead-in holes cut in.

Commence building by cutting out all wings ribs from material stated, taking note of the thicker ribs under booms. Build wing in one piece by cutting off bottoms of all ribs first. When

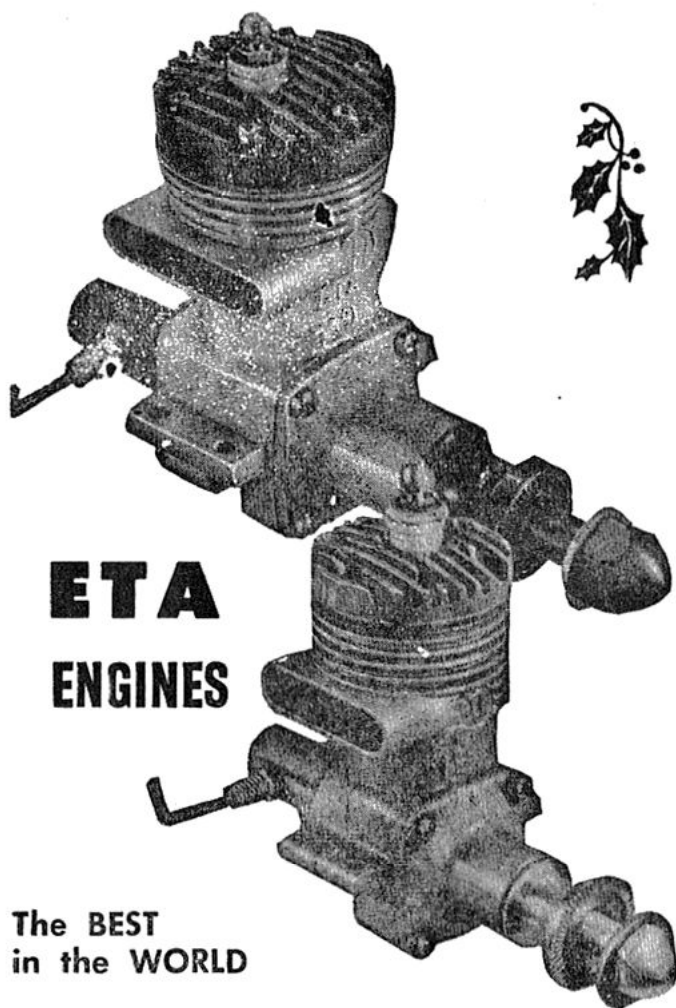
leading and trailing edges are in place, lift wing from plan and cement other segments of ribs in place. Allow to dry and then finish bottom half with other spar, trailing edge sheet, and then fit bellcrank and wire connectors, threading push rod in through trailing edge slot. The leading edge can now be sheeted with 1/16" and the whole wing sanded smooth.

Cut out formers, fuselage sides and assemble, spacing bearers in formers to suit the motor you intend to use. Slide fuselage over wing and cement in place. Cut tail surfaces and booms, sand to shape and assemble elevator and control horn. Cut tip plates and sand to shape. Dope all these parts with clear dope and talcum powder to a smooth finish. Mount undercarriage to former "A" through holes previously drilled—(when cutting bearer slots) mount tank, motor and block top; sheet bottom with 1/16" (across the fuselage) not along. Do not mount canopy yet; assemble booms and tail surfaces; fit tail skids, weight right wingtip with small lead weight, and then give all parts of aircraft a good sanding. Paper wing and fuselage too, give three coats of clear dope only, and then mount booms to wing. Lock booms to ribs with pins driven deep from the top. If possible, without slackening paper, scrape through paper in places over the rib so that cement can bond rib to boom. Cement on tip plates, stabiliser and elevator, and lacquer and/or enamel to your favourite colour scheme.

Mount pilot and canopy, wheels and fairings, prop and spinner. Use silk to bind fairings to L.G. legs, and dope heavily. When "Ringtail" is painted, give entire plane a coat of fuel proofing clear enamel.

Original aircraft was designed around K & B .15 and O.S. .15, but from 1.5 cc to 2.5 cc should prove capable of carrying "Ringtail".

YOUR CHRISTMAS PRESENT



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Gadgets . . .

Gadget No. 2 this month, comes from Max Feltham, of Newcastle. Max dislikes seeing non scale flaps on scale type aircraft, so has made the normal ailerons into flaps, by interconnecting them with dowel to a normal flap movement, so that both go up and both go down together.

No. 1 also from Max, is perhaps not new, but of interest.....an exhaust duct for stunt and T.R. A channel is formed in bottom of nose to conduct hot gases away from engine. Note opening cut in bulkhead and that lower fuselage is left open to channel, which is lined with sheet balsa and fuel proofed.

No. 3 is a trick from Mr. A. Kenny of Box Hill, Victoria.....a method of rejuvenating a Mills .75 or 1.3 spinner which has stripped its thread.....just cut off a section with hacksaw and presto! The spinner screws on a few more threads, and is restored to a useful existence.

No. 4 is a method of making Townend Ring cowlings for types like the Boeing F4B-4. Six pieces of flat balsa, edge on, fitted, cemented, and then carved to shape.

No. 5 is the method of fitting this cowl to aircraft, where a radial mounted engine is used. Mount is tinfoil.....old jam tin. Nuts are soldered to arms, and 4 countersunk screws hold cowl to mount. Cowl should be silk covered on completion. This idea from Noel Shennan, of Campbelltown.

No. 6 is Basil Healy's (Chester Hill of N.S.W.) idea for making the removal of microfilm from the top of water easier. No sinking and lifting on side for Basil, he uses a tray filled to overflowing, so that the water level is higher than edge of tray. (It can be done!) Immerse microfilm solution in water till it is same temperature, then pour out.

Collect when dry with wire frame, and just slide over edge of tray.....Basil warns that this method should be done in laundry or outside—very splashy!

Well that wraps it up. Hope our readers find a few useful hints here to help them on their way.

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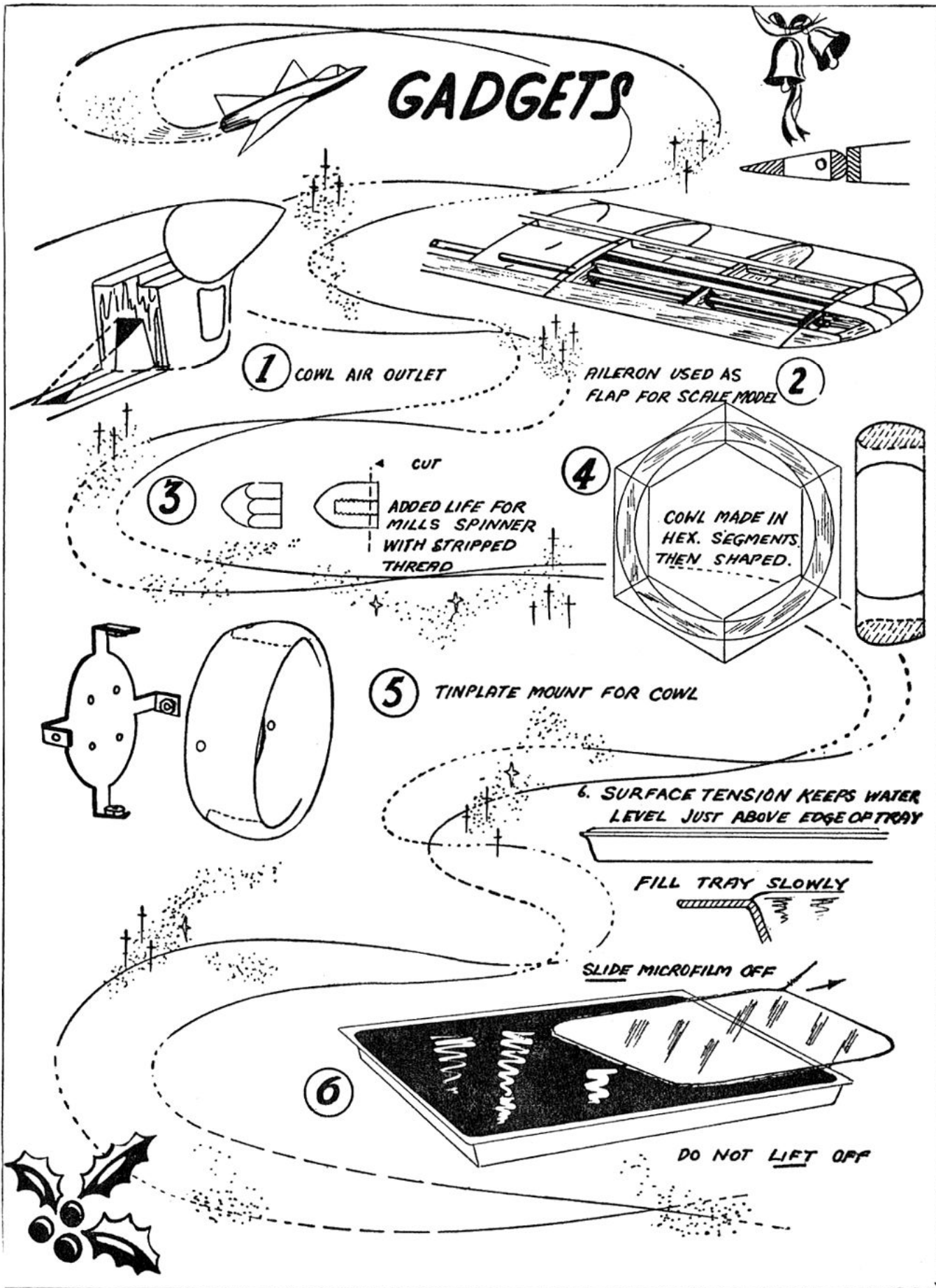
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GADGETS





Dear Sir,

We Japanese modellers are always astonished to see articles about modelling activities in Aussie. In Japan we have many obstacles to overcome in enjoying our hobby.

First the population of our islands puts a severe strain on every available piece of level ground and we are lucky if we can fly in a school yard. School yards are dirt and stone and are very tough on motors and props.

Secondly, very few can afford it in this land where a man's wages are good if he can do better than £15 a month. This financial obstacle keeps us in the class of modellers who must nurse his motor and model if he is to fly at all. One stunt prang may result in our having to save for one year or longer in order to build a new model.

Third and last is the lack of contest arrangements. There is no national event and contests are limited to inter-school or inter-university affairs arranged by our school sports committees. On rare occasions there are model displays at public functions or festivals.

I shall describe one such contest to you and you shall be able to see how poorly our modellers fare in comparison to displays by Aussie clubs.

September the 20th is celebrated in both our countries as a date in our "Air Force Week". Some friends and I took a trip by rail (special excursion fare) to Osaka, Japan's second largest city and the home of the famous O.S. motors. Our destination was Osaka Airport where we were to see a display of both full size and model aircraft.

It was a fine day and there was a large crowd of spectators. There were no jet planes among the big fellows and we had to be satisfied in watching the full size planes of such types as the Beechcraft twin Bonanza, Piper Appatche, Auster, Cessna, etc. The best turn was a stunt display by a glider.

Then came the models. Mr. Kato of Toyonaka City gave a great display with his radio control models, the best of which was an O.S. .35 powered "Astro Hog" which had speed control and fascinated us with its realistic response to the commands of the pilot. After a little taxiing it accelerated very fast but had a very poor rate of climb. There was no wind and we watched it for 20 minutes and it was wonderful to see it loop, vertical dive and spiral.

Next came a poor effort which failed to leave the ground so I shall not bother describing its virtues, if any.

A jet speed model was the next event and most of us had never heard a pulse jet before. It got airborne very quickly and reached a very high speed which it maintained only for a few laps until flame-out. The landing was very spectacular because the still red hot jet started a grass fire

which rapidly spread across the drome but gave our fire fighters a chance to show off their nice new equipment. I think the fire truck was a more popular event than the pulse jet which was thoroughly burned out.

To make amends, the combat boys had a try with their two models. One was a flying wing but this advantage was offset by the other model having a weak motor. After few close calls and a mid-air bump one of them finally tried to sink a well and that was the end of combat.

The final act was carried along by an old stunt model in the hands of an old stunt modeller. This model capped the day by giving a good flight free from mishaps. Suddenly a cloud of red smoke poured from the model as it did a little skywriting amid the thunderous applause of our surprised group.

We voted that it was a good day and our few coppers had been well spent. We travelled home again with dreams of what we would do with our own models next Sunday if we could dodge homework in time. This model bug is a tough disease and even if we wanted to give it up I'm sure we couldn't. Watching the old hands is fun but there's nothing like getting back to our own dilapidated and often repaired bombs, and feeling that control handle in our own hands as our kites stagger round their few possible stunts. We envy you Aussies with your big parks and nylon props, the two items we need most and haven't got, but we are aeromodellers all, wherever we are so next time you need a shovel, just remember you ain't alone and that we are just as good at digging wells as you are.

Wishing you all good flying.
Shigeru Nonaka.

MODEL AIRCRAFT SUPPLIES THE GREATEST RANGE EVER SEEN AT THE HOBBY CENTRE

(Merv. Howard)
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We would like to take this opportunity of congratulating those teams who this year again established ALL THE AUSTRALIAN TEAM RACE RECORDS, with O.S. Engines. The fact that in most cases they were lowering times already set by Max motors, is conclusive proof of the increased power of the various new series. Similarly, we must congratulate all those enthusiasts who, with Max Engines, helped to dominate all State Titles and major contests throughout Australia during 1959. See Page 7.



Australian Trailblazers No. 1

Kingsford-Smith's "Southern Cross"

(BY MONTY TYRRELL)

The Southern Cross legend began in 1925 when the great Australian explorer, Sir Hubert Wilkins, had the misfortune to crash the two aeroplanes he was using for Arctic survey work. One was a Fokker F-7 light transport with an inline 400 h.p. Liberty motor and the other was a three motored Fokker plane with a large area wing, the first built. The wreckages were shipped back to the United States and the large area wing was wedded to the F-7 fuselage by engineers of the Boeing company and the hybrid thus developed needed an original empennage, so, as one writer so aptly put it and I quote: "In the glow of the midnight sun, with a mass of wreckage as the father, with necessity as the mother, and Sir Hubert Wilkins as the midwife, the Southern Cross was born."

Shortly after this unorthodox endeavour was completed the airframe was purchased by Kingsford-Smith and Ulm, less motors and instruments, for a Pacific flight they were planning. As the Wright company were way behind with orders the U.S. Army sportingly released three motors so the two Australians could put their plan into effect. Then the completed plane was equipped with the finest instruments and radio gear obtainable. This ran Smithy and Ulm into considerable debt so, to raise the wind as it were, Smithy linked up with an American sponsor to shatter the world's endurance record. Along with George Pond, a U.S. Navy test pilot, Smithy made five attempts in the plane, now re-christened the "Fageol Flyer" and "Spirit of California" (in consideration for the sponsors). Additional tankage necessitated specially

constructed wheels and axles to cater for the load and a redesign of the rudder for more control. This work was done by the Douglas company. At this time the plane also carried an American registration, 1985. With 1,522 gallons the best attempt yielded 50 hours 4 mins., still short of the record.

However, the plane had proved its worth and under the sponsorship of Capt. Alan Hancock, who took over the financial aspects, the two Australians took off on May 31st, 1928, from San Francisco in the Fokker, once again called Southern Cross, accompanied by Harry Lyon as navigator and James Warner as radio operator. One June 9th she arrived in Brisbane, via Honolulu and Fiji, after 83hrs. 38 mins. flying time, to be the first across the Pacific. After a short time here she was re-registered G-AUSU and in August of that year she made the first non-stop flight across Australia from Point Cook to Perth taking just on 25 hrs. As Lyon and Warner had returned to the U.S.A. her crew on this occasion were Smithy, Ulm, H. Litchfield and T. McWilliam. The return flight was made via Adelaide to Sydney and the same crew then prepared her for the Tasman Ocean flight, still unconquered by air.

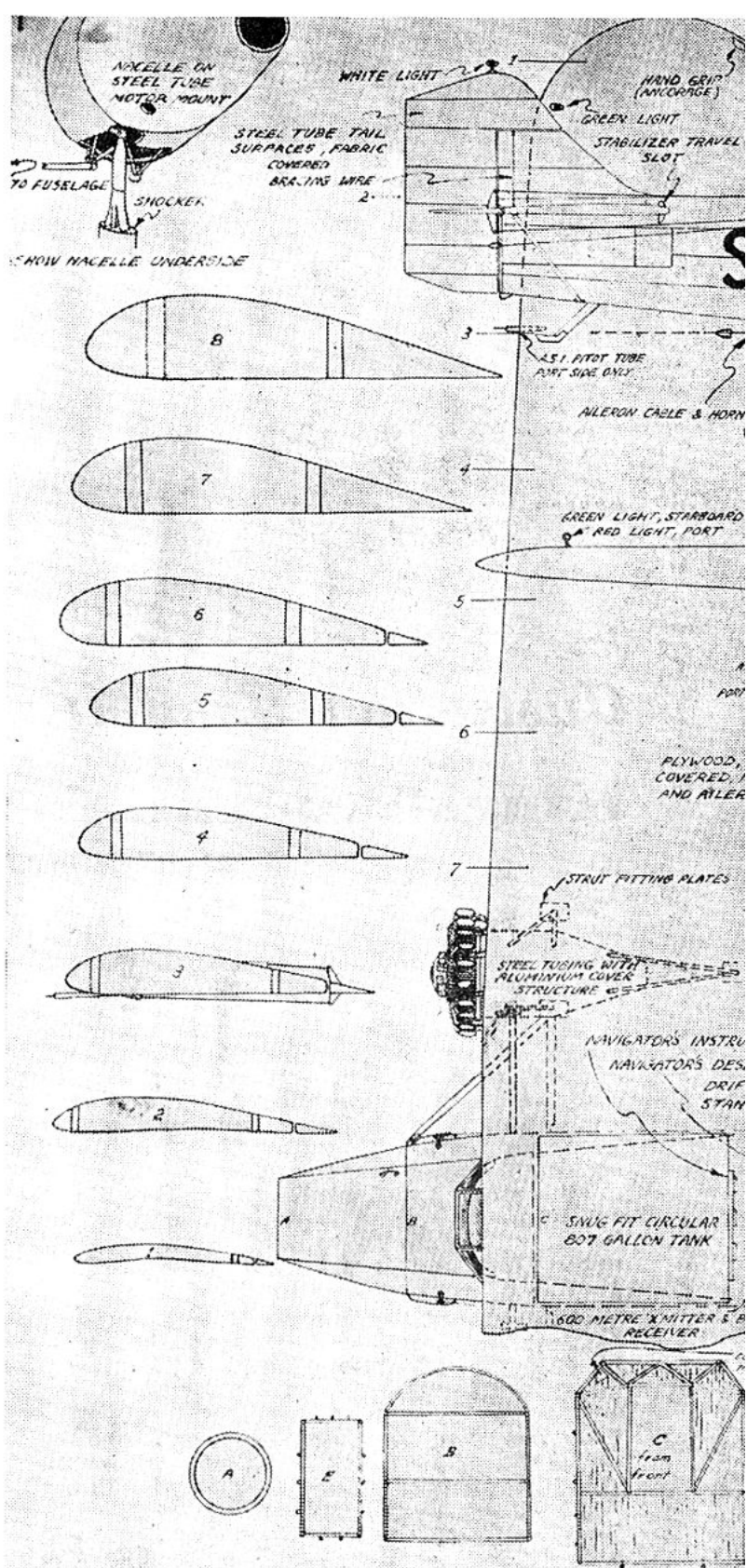
On September 10th she left Richmond and 14 hrs. 12 mins later landed at Christchurch to chalk up another first. On October 7th another first was added to the score when she made the first New Zealand-Australia flight from Blenheim to Sydney in 23 hrs. On March 31st, 1929, she left Sydney to attack the Australia-England record but had to force land, almost out of petrol, near Wyndham in Western Australia. They were found

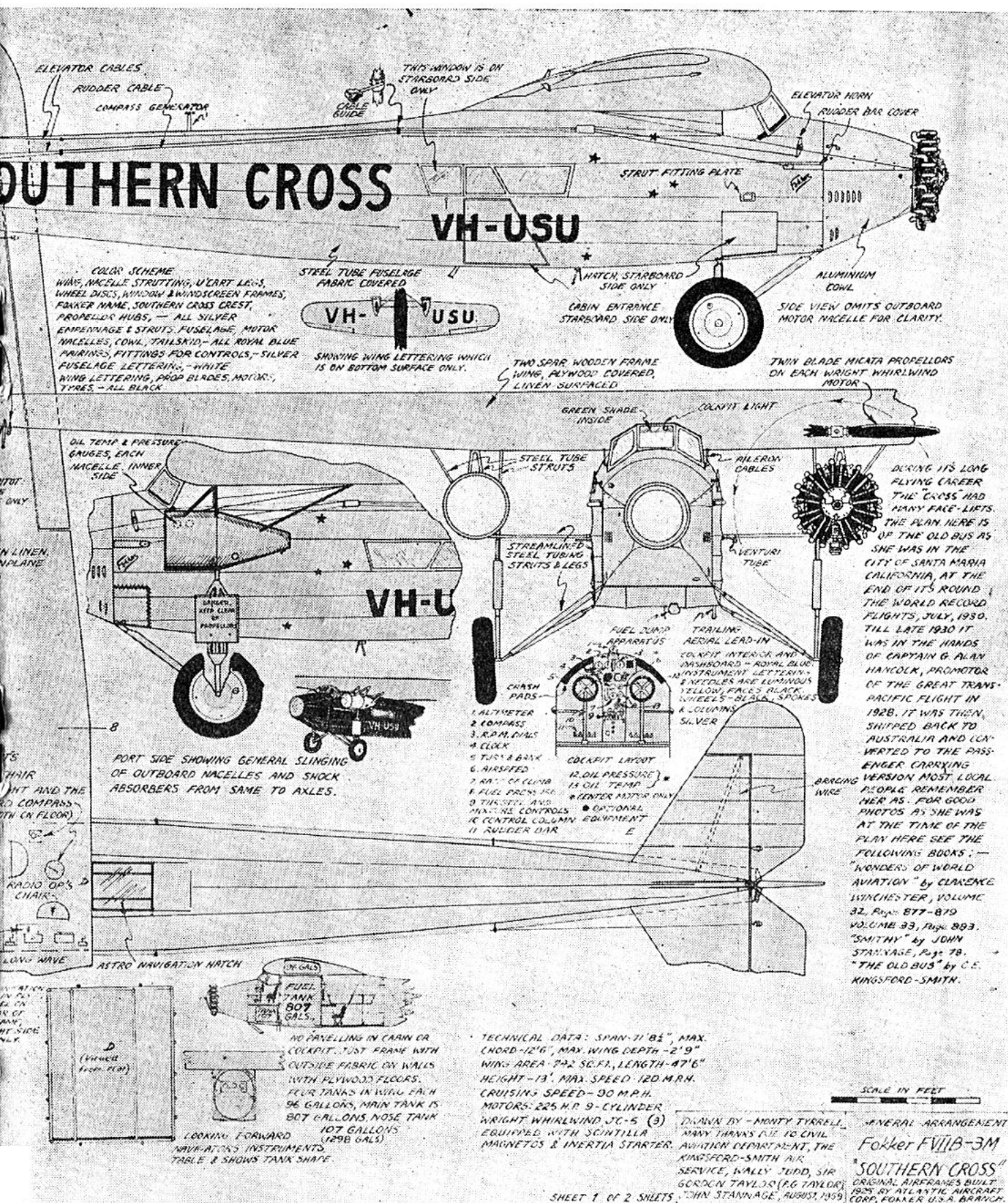
twelve days later so she was flown back to Sydney, somewhat the worse for wear, and renovated for another attack on the record. By this she was re-registered VH-USU and had blue scalloping along the wing's leading edge. Prior to this she had a mid blue fuselage and empannage with a silver wing. The wheel mudguards had been discarded before the Pacific flight. On June 25th the Southern Cross left Sydney once more and after 12 days 18 hrs. landed in England to set another record.

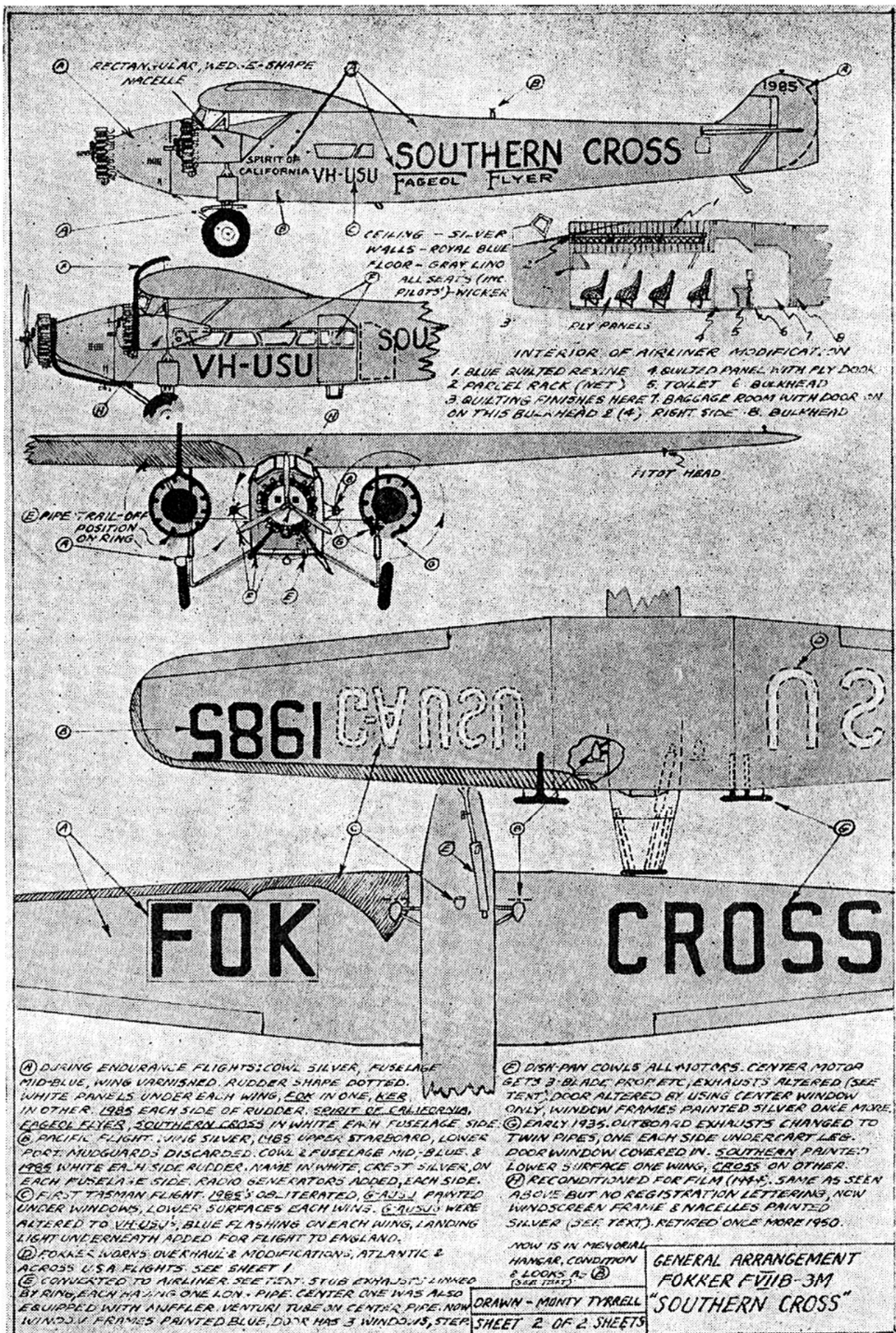
Smithy then flew her over to Holland where, under the orders of Anthony Fokker himself, she was dismantled and completely overhauled at his works free of charge. By June, 1930, she'd been restored to first class condition and was collected by Smithy, recovered and repainted in a new dark royal blue and silver colour scheme and she had also been re-equipped with a new tear drop motor nacelles. Prior to this the nacelles had been a wedge shape. She was flown back to England and there equipped with a new 600 metre transmitter and B.G.E. long wave receiver. So, in a virtually new plane, with Evert Van Dyk as co-pilot, John Stannage as radio operator and Capt. Paddy Saul as navigator, Smithy took off from Portmarnock, Ireland, to tackle the first east-west crossing of the Atlantic to actually finish in America. One June 24th after 30½ hrs. in the air, fuel shortage forced them to land in Newfoundland when it became evident range for New York was out of the question. On July 2nd with the same crew, the Southern Cross left New York and after crossing the American Continent landed in San Francisco on July 4th. to be the first plane to completely circumnavigate the world. She was then flown down to Capt. Hancock's flying school in Santa Maria and left in his care. In January, 1931, as deck cargo on the tramp steamer "Golden Bear" she ingloriously arrived back in Australia.

At the workshops of General Aircraft in Mascot she was refitted as an airliner and became the flagship of the original Australian National Airways. The cabin fuel tank, navigator and radio operator's positions were replaced with eight wicker chairs. The walls were covered with dark blue quilted rexine, a type of artificial leather, grey lino was placed on the floor, the ceiling was silver fabric, a door was added on the left side aft of the side windows for passenger entrance and these windows were made run right up to the rear of the cockpit. A door for access to the baggage compartment was also provided on the starboard side. This compartment was at the rear of the cabin. Before this, cabin access was via the small flapped door on the starboard side as shown on the plan. The registration letters were repainted under the cabin windows in a larger size.

In April and May, 1931, flown by Smithy and G. U. Allen, the Southern Cross made some quick assistance mail flights from Sydney to Koepang, back to Darwin, then from Darwin to Akyab, India, thence back to Sydney. Shortly after this, till late 1932, Smithy took her barnstorming around Australia giving joy rides to people who still regarded flying as a novelty. During these "10/- flip" tours she initiated thousands to the air and it would be no exaggeration to say she contributed largely to the air-minded attitude that prevails in Australia. Late in 1932 she suffered extreme damage







when landing gear collapsed, resulting in half the port wing being torn off and the fuselage being severely buckled. She was taken to Cockatoo Dockyard, completely rebuilt, and once more took the air. This time she had another face lift. The micata propellers had been replaced by 2-blade wooden ones on the outboard motors, the centre motor sported a 3-bladed Hamilton metal propeller, each motor had dish-pan cowlings with cut-outs for the magnetos, and wing over exhaust pipes replaced the stub ones on the outboard engines. Later the name Southern Cross was written in huge letters right across the lower surfaces of the wing. Thus modified she left Gerringong Beach, N.S.W. in January, 1933 and 14 hrs. 10 mins. later landed at New Plymouth, New Zealand. Crew on this occasion was Smithy, P. G. Taylor and John Stannage, and two passengers were carried. About a month later, during these joy-ride tours of New Zealand, the wheels sank in soft ground and the port wing was once again damaged. She was repaired in four weeks and on March 26th she made another Tasman crossing by flying back to Australia crewed by Smith, P. G. Taylor (co-pilot/navigator), John Stannage operating radio and Tommy Pethybridge, flight engineer. One passenger was carried on this flight.

Smithy made another New Zealand and return flight in 1934. With the same aforementioned crew and two passengers the Southern Cross left Richmond on January 13th and once more landed at New Plymouth. On March 29th Smithy and Taylor, with the same complement plus 22,000 letters as freight, made a return journey via Lord Howe Island. Even though it had been another barnstorming tour the main object was to organise services to New Zealand. In those days it was too early to expect consistent passenger support. Also by this time Smithy was, at heart, sick of proving what aviation could do and all his efforts were aimed at inaugurating a regular Tasman service.

Further to this vision the Southern Cross once more left Richmond for New Zealand crewed by Smithy, P. G. Taylor and John Stannage. By now (May 14th, 1935), she'd had another face lift as the cowlings and wing-over exhausts had been discarded. They were replaced by two long pipes extending from a ring terminating beneath each motor. She was by this time really elderly and obsolete.

After 4½ hrs. flying the centre motor's exhaust flew off and shattered the starboard propeller. Smithy at once ordered all freight, tools and excess fuel to be jettisoned, everything except the mails which consisted of some 34,000 letters. Full throttle was needed on the old motors to maintain flying speed and the drag of the shattered, useless propeller further complicated things. After five hours of flying on a razor's edge the port motor began to fail under the strain and the old Cross, virtually a powered glider now, began a slow descent towards the sea. P. G. Taylor then climbed out along the starboard strutting and began handing oil by the thermos-full to Stannage as he realised they were all doomed unless oil from the useless motor could be transferred to the failing port motor. Stannage transferred the oil into a suitcase that somehow had not been dumped and when it was full Taylor repeated his heroic act on the port side.

Taylor repeated this performance six times till the Cross was within thirty miles of Sydney. By then it had been necessary to dump a major portion of the mail as well. Due to Taylor's courage the plane finally limped into Sydney and taxied to her hanger. At the entrance she faltered on the almost imperceptible rise on the tarmac. Her motors had been thrashed to death. Smithy tried again and she faltered. On the edge of her nest she was too spent to crawl in after suffering what should have been fatal punishment but carried on. A lesser man would have forced her. However, Smithy cut the motors and his beloved Old Bus was pushed the last few feet. Taylor was subsequently awarded the George Cross for his heroic deed.

Smithy realised his grand old skywaggon was now nothing but a museum piece. So to further the development of his Trans-Tasman Airline interests he reluctantly advertised the plane for sale. The Commonwealth Government felt its conscience pricked and when it was rumoured a foreign power was interested in what was now the world's most historic aircraft they tendered, and Smithy accepted, £3,000. The only graceful aspect of the transaction was the undertaking stipulated by Smithy, and granted by the Government, that never again would the Southern Cross be flown.

The Southern Cross was therefore prettied up and the outboard propellers were replaced with new wooden ones that were for some reason painted with stripes. The motors were restored and on July 18th Smithy took her up for the last time, from Mascot to Richmond, where there was to be an official handing-over ceremony. He was accompanied by John Ulm (son of the Pacific co-pilot), P. G. Taylor, John Stannage, Flying-Officer Beau Shiel and C. Scrymgeour, an old friend. After the ceremony Smithy left Australia that night and, by a touch of fate, he was never to return but that's another story.

Awaiting a permanent home the Cross was dismantled by the R.A.A.F. and put into storage where it fell into neglect until 1944. The Government was then approached by an American film company, which was making a film of Smithy's life, for use of the old plane. It was explained that the actual aircraft would add authenticity to the production. The request posed a problem as a promise had been given to Smithy that never again would the Southern Cross be flown. To resolve all doubts Smithy's family was approached and they gave their permission on the condition that the pilot be P. G. Taylor, who had been co-pilot for so many years in the old days and hero of the old plane's last Trans-Tasman attempt. She was therefore dragged out of storage and rebuilt by the R.A.A.F. The cost (several thousands) was stood by the Commonwealth Government. As a point of interest tyres to suit the especially built wheels were unobtainable and tractor tyres were modified and utilised. She then once more piled up quite a few hours as 1985 for the earlier sequences and VH-USU for the rest of the movie. P. G. Taylor and John Stannage re-enacted their real life roles in the production.

Up until 1950, when she took the air for the last time definitely, flown by Harry Purvis, she seemed to alternate between Canberra and Sydney and turned up at the odd N.S.W. air pageant for

static display and historical interest. During this period she was examined by the author at Mascot in 1948. She was then once more dismantled and stored by the Civil Aviation Department in a building just out of Sydney. The years and half-hearted attention took a toll.

By 1958 the citizens of Smithy's home town, Brisbane, had raised a considerable amount of money towards a memorial hangar for the old Fokker at Eagle Farm Airport where she had touched down into world history thirty years before. She was therefore trucked to Brisbane in preference to reassembling and flying and restored to first class condition by the R.A.A.F. who, in addition, did the job so she looked as near as possible as she did on the Great Trans-Pacific flight of 1928.

On August 17th, 1958, the £31,000 memorial hangar, enshrining the famous aircraft, was opened by the then Federal Treasurer, Sir Arthur Fadden. Men who had known Smithy and flew with him, mechanics who had worked for him, people who had seen and remembered him were all there in their scores and the large crowd had an especially warm welcome for the two surviving Pacific flight pioneers, Harry Lyon and James Warner, also John Ulm (Charles Ulm's son) who had all flown out from America for the occasion.

There, she now reposes to remind visitors to the airport of her magnificent achievements and pioneering work on all the world's air routes. She really deserves such rest and reverence.

NEWS & VIEWS (Continued)

original sports an O.S. .15 up front with a 7" x 6" "Tornado" nylon. Build your "Ringtail" now and watch their eyes pop when you fly this out of the rut model. There's a prize of 10/- for the best picture of either model before the 14th January, 1960.

A former well-known official of the N.S.W. model movement, Mr. Thompson, has opened a Hobby shop at 1st Floor, Concourse Building, Wynard, Sydney. The shop is stocked with every modelling need and even if you don't require anything at the moment, drop in for a yarn anyway.

Everyone has heard of Hobbyco George Street, Sydney, but I'll bet you didn't know the 10th edition of their catalogue has just been printed and can be had for the asking. It's the biggest in Australia and lists thousands of items. Australian agents for E. D., Walter A. Cox, of 193 Clarence St., Sydney, have just received a shipment of George Fullar's highly successful "Dixielander". This is quite a hot design and suitable for keen contest work. In the new year Cox's will have available the very latest E.D. Black Prince transistorized radio gear. Special features are, light weight, tone operation, exceptional range and extremely reliable operation using the new hand held transmitters.

Shipments of the latest Eta. M.K. 6 c will be available about the end of the year. It will be interesting to see what Tom Prosser (of Parkes, N.S.W.) can do with one of these motors. With

the latest Eta he managed up to 112 m.p.h. and up to 50 laps with a secret fuel, the formulate of which he refused to divulge.

Bettair of New Zealand are offering a special prize to any modeller winning a National event either side of the Tasman with an Enya .15D or a Rivers Silver Streak.

Speaking of Enyas reminds me of our local star Leo Toft with his 15D. In an A class racer its been clocking 84.8 p.m. for over 40 laps turning a thinned "Strato" 7" x 8".

If you live in the north of the Sunshine State, say anywhere near Rockhampton, write to Terry Phillipson at Swains of 31 William Street. Haven't seen Terry since '53 but remember he's an expert modeller and can give you the clues.

Southern Model Supplies are continually bringing out new kits. The latest one is a little beauty for small motors. "Husky" is the name. Haven't had time to build mine yet, so see page 2, and then have a look for yourself at your local Hobby shop.

While on the subject of Hobby shops I must tell you about the one at Orange. This was owned by Alan Brown until recently when Mr. A. E. Parker and his brother bought out the business and now plan to enlarge the model section to cater for every need. Both are young, keen and experienced modellers so drop in and have a look and a yarn at Summer Street, Orange.

H. G. Timms claims to be the biggest model suppliers in the west judging by the number of "Model News" they sell, this is no idle boast. If you live in West Australia contact them for model supplies. "Model News" plans and "Model Airplane News" plans.

Want to trade that worn donk on a new one? Then send it off to the Doonside Aeromodellers Supplies and you can get up to £3 for it. The address is Kildare Rd., Blacktown N.S.W. They have quite a Club up that way (Pedashenko, Stowe, Coop, Baaasil, etc.) In fact only a few months ago they bought an ex-army hut, pulled it down and rebuilt it to make excellent Club rooms 34' x 18' and what's more it's all their own. Can any other Club match this?

Jim Palmer of the North Coast Hobby Centre, Keen St., Lismore had a stock of "Tornado" nylons, but not many left now. Can't seem to get enough "Model News" and American "Model Airplane News" either, so get your order in early.

Due to pressure of business the North Coast Hobby Centre Catalogue will not be available until February.

The biggest shipment of O.S. radio gear yet to arrive in Australia is due at the Hobby Centre soon. You know how scarce this is so mail your order now and don't miss out. A complete range is arriving right up to 10 channel sets, but remember all orders in rotation. Also arriving in the new year, the E. D. Black Prince transistorized receiver and Babcock escapements. Specialising in Radio, Jim has the lot, E.D., Wright, O.S., etc.

In the new year plans are being made for inter club, and we hope, interstate competitions on a decentralised basis. This will be open to all affiliated clubs, all will fly on a day to be chosen

and their times will be sent to a central point. From the times the winners will be chosen. In this way a modeller can win an event without leaving his home ground. All events can be decided in this way except those where judges are required, such as Combat, Stunt, Scale and Radio. However, Radio is not completely ruled out as a spot landing competition can still be held, the winner being decided from the greatest number of spots in a day or over a period.

This is just the type of thing that's needed to boost country clubs and should provide lots of interest.

Arthur Milner & Co., of Joyce St., Springvale, Vic., turn out a range of surfboards in all sizes and can be bought complete with fibre glass and resin if desired. As this is the summer season you may be interested in making your own board. As an example the cost of balsa for a 10' by 2' by 3½" board would be Panel and Fin cost, £13/15/-, Fibre Glass cost £4, Resin and Catalyst £5, 12½% Sales Tax 12/6, Complete Kit cost £23/7/6, plus freight. These kits are available in all sizes down to a 3ft. board, the price of complete kit for this size being £10/6/9 with Fibre Glass and Resin, plus freight.

The publishers of "Aeromodeller" will be printing a new magazine devoted entirely to Radio Control. This will be welcomed by the many enthusiasts throughout the world and will be a welcome addition to an already impressive array of magazines available to the modeller. April 1960 is the publication date for the first issue. Same size as "Model News" with the same number of pages and a price tag of 2/- sterling or about 3/3 Australian.

Belgium has had its own model magazine for almost 2 years now. This is a monthly publication entitled "Model Avia" written in French. Commencing with 16 pages and selling for 10 francs, this magazine has progressed to a very slick effort of 32 pages on a gloss paper and sells for 20 francs. This is a spare time publication (like "Model News"), and judging by the quality of the articles it has some really expert modellers at the helm. Interested! Mail your inquiries to "Model Avia", Mr. P. Delfield, 67 Avenue, Victor Emmanuel II, Uccle-Bruxelles.

Woody Blanchard oft-times U.S. National Champion, completely dominated the American Eliminations for the World F.A.I. Power Championships, by scoring ten successive maximums using an O.S. Max .15 Glo, in a really hot high-thrustline F.A.I. model, and an O.S. Max .35 R/C powered the winning radio model at the recent International Radio Contest at Hirzenhain, Germany.

From O.S. DISTRIBUTORS (AUST.), 2 Erasmus Street, Surrey Hills, Melbourne, we learn that apart from the special MAX III .29 and MAX III .35 Engines, the outstanding O.S. Max .15D's have just been delivered to Australian shopkeepers. The diesel, has been under development for more than two years, and its unique design coupled with a performance of over .3 b.h.p., will undoubtedly set new standards for other manufacturers to aim for in the sphere of F.A.I. 2½ cc Engines. Australian price is £9/17/6, being

pounds cheaper than earlier type special diesels, by other manufacturers.

Recent tests in Australia on the Max III .29 and .35 Engines show them to be exactly 1,500 r.p.m. faster than the Australian record-breaking large shaft Max II series. This alone, is an indication of the tremendous power developed by the Max III types. Aust. prices £7/14/6 each.

O.S. NO. 6 IDLE BAR GLO PLUGS have recently been introduced to shopkeepers in all States, and are the first of such plugs to be available commercially in this country. Retailing at 12s. 6d. each, they represent exceptional value for stunt, team race and R/C flyers. Apart from a platinum element, they have two platinum bars across the mouth of the plug. This helps to dissipate fuel and when red hot gives a solid firing characteristic especially suited to engines operating under extremes of speed changes. Thus apart from radio and stunt, they are particularly suitable for team racing where the enthusiast requires a hot plug which will not burn out.

We regret the delay in delivery of radio requirements at present, the lapse being due to the fantastically heavy demand on the factory. Such conditions are proof of the overwhelming popularity of O.S. radio equipment, and many large shipments are already on the way from the factory completely covering all orders. When these arrive, there will be ample stocks to introduce the modern low price O.S. R/C range, to even the most one-eyed control line enthusiast.

Coming soon O.S. PET WITH MULTI-SPEED THROTTLE £3/18/9, Throttle Units separately 11s. 6d. O.S. VARICOMP ESCAPEMENT, for rudder, engine, and elevator control, price to be advised. Variable intake throttle control for O.S. Max .15D.

Col. Stones of Victoria has replaced the Enya 15D in his altitude model with a new O.S. Max .15D which fits the same mounting holes. Reasons given were: Extra power, greater economy, but mainly the fact that the baffle piston scavenges the fuel completely. The Enya has black carbonising marks right down the inside of the transfer showing bad combustion cycle. Col had actually written to the Enya firm asking them to produce a baffle piston design to rectify the fault. He will be using the O.S. Max .15D in a new attempt on the World altitude record, early in the New Year.

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A Merry Christmas  
and a Happy New Year  
from  
Model News

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RADIO ROUNDABOUT

Radio-Controlled Models Club of N.S.W.

First of all just a brief run through on the October round of our Point Score Contest. In the R.C.M.C. we have our own newsletter, which every member receives each two months and all results and club doings are published, but we thought it may be of interest to other R/Cers to know how we Sydneysiders are scoring, so that if for no other reason, they may compare their flying efforts with ours.

Only six entries were received and the event was flown off quite smoothly with the exception of a performance put on by Johnny Eyre, who after getting half way through the pattern lost contact with the model and had to stand helplessly by and watch it go walkabout in a southerly direction. This model flies very efficiently and when last seen was gliding beautifully and gaining height. A search party was sent out and although they had a good look around for a couple of hours they finally came back empty handed. This one we figure will only come home in the hands of a bounty hunter. The reason for this episode — flat Tx batteries—Shame on you Johnny.

The results of the contest went like this:

1. J. Marquette, Cicada, O.S.4a/Varicoms, K.&B.19, 105 Points.
2. K. Hollingworth, Cicada, Wright/Varicoms O.S.15, 95 Points.
3. Bill Eyre, Chatterbox, Wright, Sabre 2.5, 66 Points.
4. John Eyre, Chatterbox, Wright, Taipan 2.5, 34 Points.
5. E. Baker, Rainbow, Airtol/O.S.3pn, E.D.2.46, 25 Points.
6. J. Gainey, Auster, Wright, E.D.2.46, 0 points.

For the record Johnny Eyre's model was found a week later at Doonside some 5 miles away in a straight line, in dense scrub and apart from a slightly busted wing was undamaged. A young lad on a bird nesting expedition found it and now we have to take back what we said about bounty hunters, for he didn't want to accept a reward. It renews your faith in the human race when you find people who don't want to be paid to be honest. Unfortunately our experience has been that these are all too few, when it comes to returning models anyway.

We have recently, through the efforts of the N.S.W.A.R., been granted the use of Schofields Aerodrome by the Dept. of Navy. This is a modellers paradise, some 25 miles from Sydney, and is a great tree free expanse with bags of beautiful bitumen runways for take off and landings. We haven't had much opportunity to make a great deal of use of this field to date for bad weather has followed us whenever we've had a meet there. We did have one good session a short

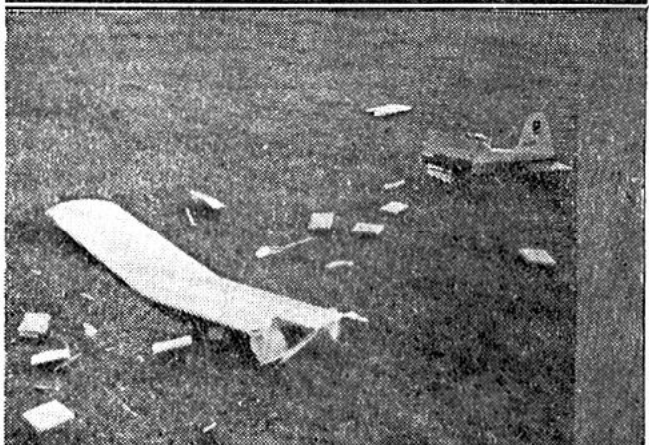
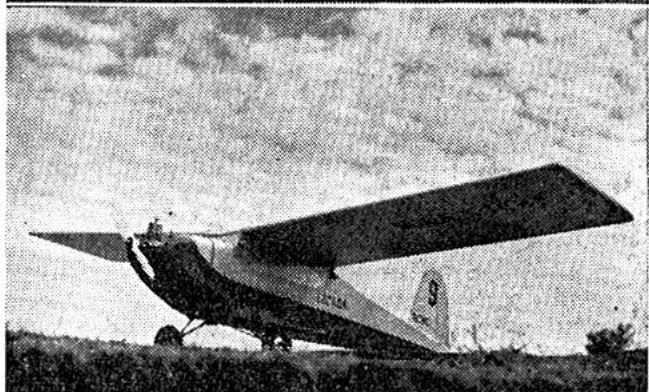
time ago though and of all the models present on that occasion by far the prettiest to watch was Jack Gainey's scale Auster, powered by an E.D.2.46, with Wright R/C it was really a pleasure to see it fly. As well as scale dimensions this model has scale performance, especially the landings. One would swear there was a pilot aboard making corrections by the way it just greases onto the runway.

Whilst on the subject of scale models, Richard Shaw and Ted Baker have a joint project in hand, they are building and have just completed a couple of Cessna 180s. We look forward to seeing these models take the air, they should be beauties. They are 72" span and will have O.S.29 M/S motors. The electronic department of Richard's will be a Walt. Good Dual Proportional. So far Ted hasn't decided on his R/C gear, but he is giving an O.S. 8 channel rig a fair amount of thought.

One of the greatest pleasures in this game, we think, is to see a beautifully built and finished model brought to the field, assembled and checked by its owner and then take off and make a first class flight, first go. This is just what happened at Riverstone last Sunday. Keith Hollingworth was the man responsible and his model a biplane version of the Cicada. Keith has really put some work into this model and it certainly is a credit to him. This lad is well known for his well built models and beautiful paint jobs, but we think he really excelled on this one. It is in ivory and blue with red trim and has a smoothness and high gloss like porcelain. On the design side it is a standard Cicada, which has a 62" wing span, with a 48" span lower wing set in at slightly less incidence. This gives a total wing area of 7½ sq. ft. and with an all up weight of 5 lbs. makes a very manoeuvrable loading of just over 10 oz. per sq. ft. The R/C side is an O.S.4a operating dual Varicoms on rudder, elevator and motor, which is an O.S.35 M/S.

We flew this model off on her maiden flight just after lunch. We, is the correct term here for it was a club effort, everyone stopped whatever they were doing to witness this flight. Keith, in spite of a severe attack of the shakes, caused by the awful tension of letting a model go for the first time, managed to get the O.S. started and tuned the needle to full revs. He believes as we do, that if a machine is properly built and trimmed you don't have to waste time glide testing it. This theory proved correct, for upon release the model screamed across the grass for about 100ft., whereupon Keith hit up elevator and she rose like a bird and settled into a nice steady climb. At a couple of hundred feet Keith decided to see what the control response was. First he hit up and the model went into a vertical climb for about 50ft, then he blipped down and she levelled out immediately with no stall or sink tendency. The next was a couple of loops from level flight—no dive to gain speed—she went over in perfect lazy circles. By this time the fuel was all used and we

N.S.W. Radio Personalities . . .



LEFT TO RIGHT:

Keith Hollingworth and the Cicada Bipe.

Richard Shaw tunes the veteran Lackey, built 1937 by Ted Baker, holding wing, Johnny Eyre looks on.

Maybe you don't like before and after shots. John Marquette certainly doesn't. This is one of his Cicada as new.

John Marquette's Cicada as it was 10 seconds after a stick on.—Pics.: J. Marquette.

Bill Eyre and son John two ardent Sydney R/Cers with their modified Chatterboxes.

President, Noel Hill, Treasurer and Keith Hollingworth, Assistant Secretary.

all wondered just how the glide would be, well it was perfect, like the rest of the flight. She came in nice and flat and slow to make a perfect grease on landing. Now that the machine was safely back on the deck Keith's knees rebelled at the tension and he collapsed in a trembling heap to the ground.

Bob Burgess, who has been our Secretary-Treasurer for many years, recently had to resign. We were all very sorry to see Bob go, for he has done a wonderful job for the Club almost since its inception. This meant a Special General Meeting had to be called, which was duly done and as a result we now have Ted Baker, who was Vice-President, as Secretary, Richard Shaw is Vice-

President, Noel Hill, Treasurer and Keith Hollingworth, Assistant Secretary.

Now that the Nats are awfully close our boys are feverishly making last minute checks and adjustments to their gear, preparatory to the trek to South Aussie. This year should be the greatest yet for the R/C event, even greater than Camden, which was an all time high. The disappointment at the 12th Nats was, although there were quite a lot of multi ships there none got into the air. This year the story should be vastly different for now the boys have had another year of practice and another year to develop their equipment. So far at least six of our lads will be going down, all with new models especially built for the event, most of which will be multis. Tom Prosser of Parkes is the dark horse that will bear watching. He

CONTINUED ON PAGE 29.

NEW ZEALAND NOTES

C.P.M.A.A. RADIO CONTROL RALLY Palmerston North, N.Z.

This was held on Palmerston North airport, and although the weather was not very kind to us (rained for nearly 24 hours non stop) the enthusiasm of those present was not dampened at all. Radio modellers came from Wellington, Levin, Wanganui as well as those from Palmerston North, totalling 18 active R.C. modellers with 25 models. Saturday morning saw some testing of new models, namely of new delta design from Ian Barbar of Wellington, and a 50" "Gasser" (M.A.N. design) belonging to Russ Johnson, Palmerston North, and an own design by Brian McElwaine of Wellington.

Saturday afternoon the rain set in, but did not deter Hoppy Richardson and Les Wright from making attempts to fly, Hoppy being quite successful until he hit an iron stake on landing and damaged the wing of his "Junior 60". Les Wright was not quite so fortunate—knocking half an elevator off his R.6B when he made a false launch.

Saturday evening was devoted to a discussion with Les Wright of Wellington, the main topics were on new R.C. equipment here in N.Z. and overseas, specially multi control, N.Z. competition rules, transmitter frequencies, and concluded with a trouble shooting session on Wright equipment. Films were then shown on R.C. flying, and the most interesting dealt with slope soaring at Paraparaumu, the flying of an Astro Hog with 8 Channel Orbit equipment, and a full sized radio controlled tractor.

Sunday morning still raining. This caused a cancellation of the contest scheduled for 9 a.m.

Palmerston North 'Aeroneers' Club member Charlie Holder with his 54" Ascender Wright R/C equipment K. & B. 19 power, fine performer.

Close up of R. Johnson's 'Gasser' Colour Black, Green and White, has full Symmetrical Wing Section. Several successful flights to date. Very fast.

—Pics.: B. McElwaine.

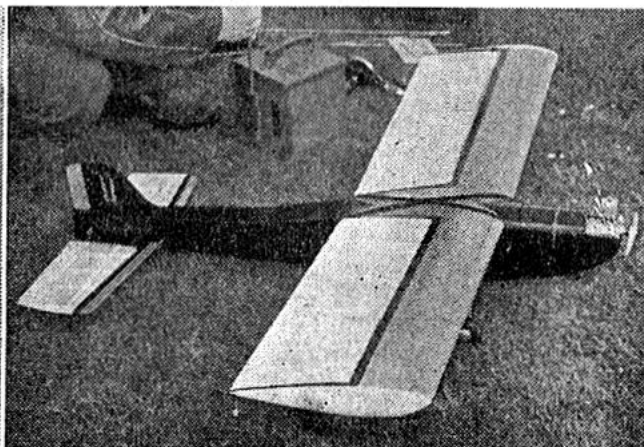
However, the rain did stop about 11 a.m., and it was quite a sight to see all these models out on the 'drome with Transmitter aerials everywhere, as most endeavoured to get a flight or two in. We have only two frequencies 27 and 35, so its two at a time. Only 2 fly-aways were seen. One was D. McPherson's Triple Threat which hit the roof of a house and was a total write off. This model was the only multi control one present, using a Wright receiver and O.S. compound escapements giving left and right rudder, up and down elevator and motor control (Mickey Mouse system on single channel). Other designs which performed exceedingly well were a $\frac{3}{4}$ size Ascender built by C. Holder, Palmerston North, using K.&B. 19 power and Wright radio equipment. Another was Arnold Morley's flying boat (Wright equipment), Stewart McLaughlin's semi-scale bi-plane (Wright equipment)—just looks like an S.E.5 Les Wright had a 9ft. sailplane which was a real pleasure to behold flying. Of the 25 models present, 20 had Wright equipment, I had CG. American light weight gear (didn't see this one flying), another a Hill receiver, and the rest were tone receivers based on Redleitch outfits.

It was generally felt that these radio control rallies are an excellent opportunity for R.C. modellers to meet and exchange ideas and compare designs, etc. Next year there definitely will be another rally on the same lines.

R. JOHNSON,
Club Captain,
P.N. "Aeroneers"

NOTES FROM WELLY CHOY

The 1959-60 N.Z. Nationals will be held at Weedon's Airfield, an R.N.Z.A.F. station some 12 miles south of Christchurch, the largest town in the South Island of N.Z. (South Islanders like to call it a city, but to us civilised North Islanders, it's a "Town". South loves North here like Sydney-siders love Melbourneites).



Control-line contests will take place in the Station grounds, and the free-flight events are being held over the Stations' back fence, with the kind acquiescence of the local farmers. When they see hordes of harrassed F/F modellers leaping through their paddocks, praying for the D.T. to pop, they may change their minds! Host Club is the Christchurch M.A.C., and we hope that the fruits of their efforts, with the assistance of the R.N.Z.A.F., the American "Deep Freeze" authorities whose huts we will be sleeping in, and the N.Z.M.A.A. will result in another excellent Nats.

Full accommodation and meals for 5 days—£4/17/6.

The flying programme is as follows:

Sunday 27th December: Arrival and registration.

Monday 28th December: Nordic A.2 morning. H. L. Glider afternoon.

Tuesday 29th December: Wakefield, morning. Class A Team Race afternoon.

Wednesday 30th December: FAI Power morning. Class B Team Race afternoon.

Thursday 31st December: Early morning F/F Scale. All day: Speed, Aerobatics and possibly Combat.

Friday 1st January: Payload morning. Nordic A.1. afternoon.

Radio will be flown all day on Wednesday, 30th December.

N.Z. RECORDS.

This year's Junior, Senior and Speed Champ, Johnny Winn from Auckland has racked up four new N.Z. records:

FAI Power Junior 13 min. 8.3 sec. out of a possible of 15 minutes.

Class A Team Race (2.5cc) Junior 9 min. 48.7.

Class B Team Race (5cc) Junior 10 min. 2.9.

Class 3 Speed Junior (10cc) Junior 124.1 m.p.h.

N.Z. DECENTRALISED TEAM RACE CONTEST

Last month N.Z.M.A.A. held decentralised Team Race contests, and the weather throughout New Zealand was windy—20 to 25 knots being reported from Palmerston North. Results in Class B were:

Class B. 5cc, 30cc tank, 60' lines, 160 laps.

1. Bruce Keegan, Auckland 9.58.8.
2. Johnny Winn, Auckland, 10.02.9.
3. Russ Johnson, Palmerston North, 10.17.0.

The N.Z. record for Class B is 9.11.4, set by Bob Milne of Hastings M.A.C.

Class A. 2.5cc, 15cc tank, 52'6" lines, 160 laps.

1. John Crombie, Wellington, 8.15.5.
2. W. Stockley, Auckland, 9.15.5.
3. Peter Wheeler, Kaiapoi, 9.46.0.

The winning time by John Crombie is actually faster than the N.Z. record of 8.28.7 put up by Allen Clarke of Tamaki, but John cannot claim the record as under N.Z. rules, for record purposes

two models must finish the race, and when John put up his time, the other model failed to last the distance.

I think that I had mentioned John's model before—I can now speak with more authority on the subject, as I've built a similar kite for my ancient Oliver Tiger. The fuselage is all fibre-glass, with the engine and tank mounted in an aluminium pan. Wings are balsa, with a Rhode St. Genese (yep!) section, tailplane and fin of eighth ply, elevators of balsa. The models are virtually prang-proof, but heavy at 23 oz. My kite has a stock Tiger, and it has a job chugging around, they need Modded Olly's to really go. When I get a roll of colour finished in my camera, I'll send over a picture of it. (Promises, promises, nuthin' but promises !!)

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WESTERN AUSTRALIA

History of GEEMAC

Following upon your request for news pertaining to the formation of the Glenelg M.A.C. I have delved into the deep, dark, dirty, dank depths of my hitherto unexplored unconscious, and come up—for the third time—grasping the following facts.

On or about the muddle of Febrewery, nineteen umpty six, a bunch of benighted crashers were seen to scratch their eggs in consternated con-flabulation—such ejaculations as “Ther flippin thing ain’t meant to go”, and “B——er it there goes my last b——y finger” escaped from them.

The birth of the glorious Geemac was under way and the fate of many as yet unborn was sealed.

Since which the glorious Geemac Aero Club (with apologies to A. B. Patterson and all that) has kerfooly led its way through a number of heated situations, caused immemorial upheavals in the core of an august body known to all and sundry as the “Vee Emm Dubble Ay”, spent literally thousands of luvverly greenbacks at Jim Widd’s Hall Of Vice, and come up with some of the most unairworthy monstrosities ever viewed by a gullible public—all in the name of aviation.

However, not satisfied with this, the Prickers of Public Prestige are now bent on making the Rundobbin Flats untenable to all save those of their own ilk. By many and devious paths that slope down to their paddock they arrive on Sundy arvos, collecting about their chief priest known as “SeeDee” and perform mysterious rights with their mobile yo-yo’s, accompanied by such demonaic chants as “more prime”, “gotta nate ate” and “more up, yer clot”.

Those wet behind the ears, consider that the mobs got bumbles in their think tanks, and who knows.

Never saying die, but often other things less acceptable, the Fly Krash Klan flick on, gaining inestimable training in patience for their latter years when their grand-children, already contaminated by the Martian good-tubes, shall climb upon their knee, clamouring “What’s a nairplane, Grandad?”

THE NORTH COAST CHAMPIONSHIPS

N.S.W. The North Coast Championships held at Lismore, Easter, 1960. Complete programme as in other years. Accommodation available. Bring your own stretcher and blankets. Further news in the next issue of “Model News”. Venue will possibly be the aerodrome at Evans Head with accommodation and meals in the hangar.

Ah! But let us not overlook the gooks that fathered space patrol. Our glorious Geemac boys are today pioneering per pulse jet, a fuel wasting precedent which can never be paralleled by the most able pated boffins of Cape Canaveral.

Even the gut-busting racket of four ratracing O.S. donks shall be as a slight zephyr by comparison to the clamouring of the masses when our glorious Geemac bods—suitably encased in space cocoons—shall use the moon for balloon bursting practice.

Let all who come after gaze with awe upon that spot of hallowed ground on the banks of the Glenelg river where, in their youth, and prime those old contentibles of the Glorious Geemac—Fell (only to rise again) Upward, Onward, Ever encompassing the mystic Circle, Hold high your heads, aerobods, for whilst ever lives the Geemac Aero Club the spirits of aeromodeling shall be quaffed from the battle—er—bottle—er, that is they shall not die. Hooray for Casterton.

Humble apologies to Shakespeare and all the rest.

Submitted by the oldest and most Contemptible

5th WESTERN DISTRICT CHAMPIONSHIPS

RED OVAL — WARRNAMBOOL

EASTER 1960

Closing date for Entries: 14th March

FAR WESTERN DISTRICT ASSOC. OF
AEROMODELLERS

ENTRY FEES: 5/- Administration, 2/6 per event
for M.A.A.A. Members

15/- Administration, 2/6 per event
for non-members
(Double above for late entries)

All Entry Fees must be enclosed with entry form
Accommodation is available. Flyers must supply
own stretcher and bedding. All meals will be
available every day.

Please advise if meals and/or accommodation
required.

Events:

SATURDAY: Class 1 Team Race, Class 2 Team
Race, Class 3 Team Race, Combat (Open),
Stunt (Open), Stunt (Junior).

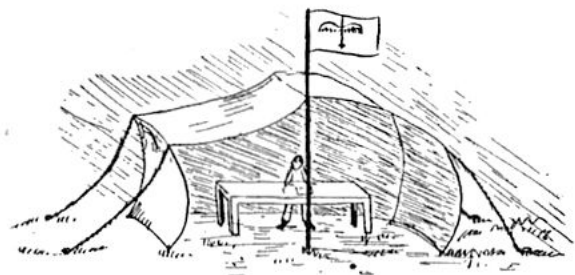
Saturday Night there will be films and
Social Evening

SUNDAY: Open Power Ratio, Power Scramble (1
hour), Radio Control, Chuck Glider, West-
ern District Shield Class 2 Team Race
(Open to Western District clubs only)

NEWS OF CLUBS AND MODELLERS

THE METROPOLITAN TEAM RACE CHAMPIONSHIPS

After a week with some of the heaviest rain-fall on record, including a fall of 10½ inches on Friday, which put two feet depth of water on the Freelance Oval, Sunday the 1st of November, was cloudy and cool with a steady breeze from the south-east. The ground was a picture with the grass newly cut and the white circles freshly marked that morning by the invaluable Corporal Charlie and his volunteers. All day the Freelance pennant on the control tent stood out stiffly in the breeze, looking a bit like one of Sir Ed. Hillary's Antarctic depots as it squatted and bulged on the far side of the field, and it was not until late afternoon, in the C class final, that the breeze eased sufficiently for restarts to be made away from the fixed pit positions. The progressive improvement in time during the day kept pace with the gradually diminishing blow and culminated in Ken and Roger Lloyd's C class time of 7 mins. 50.8 secs. for which an Australian record is to be claimed. This thrilling performance by the Lloyd Brothers topped off an excellent day in which the biggest yet Metropolitan field of many of the State's best team racing men provided ultra keen competition.



"... it squatted and bulged on the far side of the field -"

In the 1A event, the distance covered in the final was 5 miles (100 laps), and surprising speeds up to 62 m.p.h. were recorded in the heats. Results: first, John Gallagher (Olds) in 9 mins. 3 secs.; second, John Wallace (Doonside).

The A class was completed before lunch, with Darcy Peck (Skyhawks) first in 10 mins. 9 secs.; Warren Shumer (Doonside) second, Adrian Coggins (Skyhawks) third. This event had the crowd on its toes, but the spectacular highlight was undoubtedly one of the elimination heats which with four simultaneous crashes provided the always fascinating spectacle of a sky full of falling aircraft.

The B class showed us the vastly improved Lloyd Brothers team (Milperra and Eastern Dists.) working harmoniously and smoothly to win in the excellent time of 8 mins. 32 secs. from John Gallagher (Olds) second, and Bruce McIntyre (Epping) third. This is record time for the Metropolitan and the Freelance ground, and although later overshadowed by the Lloyds' great C class time, was itself enough to make the day memorable. Alan Brown (Orange) whose Moir-Fox had already given him two Metropolitans in a row, had the bad luck to break a spray-bar needle; this gave Brian Davies the opportunity to demonstrate conclusively that the uses of chewing gum as a repair material, are limited.

Then came the great C class final with Ken and Roger Lloyd doing the course with a single pit-stop in the amazing 7 mins. 50.8 secs.; closely

followed by Bill Cook and Alan Orr (Olds) second, and Darcy Peck in third place.

While the winner was being re-processed, Club President Ray Singleton attended to the presentation of prizes, including a trophy to the club with the highest aggregate points scored by members at the championships. Skyhawks with 77 points were the winners from Olds with 75 points, Eastern Districts 58 were third.

None of the Freelance Club members enter the Metropolitan events and being old hands at the Team Racing game, the club puts on a smoothly run contest, essentially for connoisseurs and for the enjoyment of the contestants.



"None of the Freelance Club members enter the Metropolitan events..."

TAMWORTH CHAMPIONSHIPS.

Quite an enjoyable weekend was had by all who made the long trip (some 400 miles each way).

SATURDAY F.F. Temperature was terrific, even the locals were severely scorched. Most outstanding flight of the day was Basil Healy's nicely finished scaled up "Snoopy" ("Model News" plan) with a Mills 1.3. Model went walkabout and failed to return. Best Sailplane was sported by John Sullivan (Maitland) who left the line at home!

SUNDAY C.L. The Sampson brothers were there in force with their well-finished models and gave the other visitors something to beat. Tom Prosser made the long trip from Parkes to win Radio, Combat, Stunt and pilot Russ Hammond's B. Class into 2nd place. Tom's stunter was a beauty and one of his own designs with an O.S. up front. His Combat model was very fast, powered by an old model Sabre .29.

Most thrilling event was the B class team race. It was a close finish as can be seen by the times. Many will remember John French as the editor of "Hobbies Illustrated". John is now living in Tamworth and taking a keen interest in modelling.

A. CLASS: 1st L. Shaw 10 mins. 8.7 secs. O. Tiger; 2nd, L. Toft, H. Flanagan, 13 mins. 23.0 secs. Enya 15D.

B. CLASS: 1st L. Toft, 9 mins. 31.6 secs. Enya .29 IIIB; 2nd, R. Hammond, 9 mins. 43.4 secs. Enya .29 IIIB; 3rd, G. Sampson 10 mins. 2.5 secs. O.S. .29.

STUNT: 1st T. Prosser 329.5 points; 2nd, F. Sampson 159 points; 3rd H. Flanagan 155.5 points.
COMBAT: 1st T. Prosser; 2nd N. Elphick.
SAILPLANE: None flown.
C/L SCALE: No entries.
RAT RACE: No time.

Bob Fowler has moved up that way and will be remembered as an ex Lismore modeller from way back. Glad to see you Bob, how about flying at the next meet?

RESULTS:

FREE FLIGHT UP TO 1 c.c.: 1st, B. Healey 201.5 secs; 2nd, W. Agnew 304 secs.

OVER 1 c.c.: 1st B. Healey 281.4 secs; 2nd, A. Pedashenko 207.3 secs; 3rd, B. Greentree 141.5 secs.

CHUCK GLIDER: 1st, B. Healey 77.9 secs; 2nd, B. Potter 71.9 secs; 3rd, J. French 63.5 secs.

SEMI-SCALE: 1st, B. Healey; 2nd, C. Willis, B. Healey.

RADIO CONTROL: 1st T. Prosser 122 pts.; 2nd, C. Willis 30 pts.

SCRAMBLE: 1st, M. Smythe 936 secs; 2nd, B. Healey 897 secs; 3rd, J. Simmons 802 secs.

* * *

MACKAY MODEL FLYING CLUB

The Mackay Model Flying Club held their annual general meeting on August 7 and the following office bearers were elected. Patron, Capt. J. Tilse, President, L. Buckeridge, Vice-Presidents, J. Watters, E. Homan, Dr. I. Chenoweth, A. B. Milne, Secretary, J. Coughlan, Time keepers, R. Thompson, G. Strange, M. Moller.

The Club has 25 active members who fly every Sunday at Queen's Park, where there is ample space for five circles on good level lawn. The club owns and operates O.S. pulse-jet model and also hopes to procure two Club owned motors for the benefit of junior members. Club also provides starting batteries, and battery operated soldering iron for on the spot repair jobs. All members flying control line stunt and combat by far the most popular at present. We are all getting planes ready for Trades and Industry Fair to be held in September and hope to put on big display. Had a visit from Jack Dunkerton recently and hope to arrange contest with far North Queensland Clubs.

Notes from the Secretary,
J. COUGHLAN.

* * *

ROCKHAMPTON MODEL AERO CLUB

The end of another year, and by the time this issue of Model News hits the shops, our club will be conducting the last two contests of a five monthly series started in August, covering free flight and control line. They will be all-day affairs, held on December 13th and 20th. Among the top point leaders are Brian Harris, Neale Oswald, Ross Sollet, and yours truly (of course I'm an official, so I must get a leg in).

The A Class Team Race was a failure, with Neale Oswald the only competitor to finish—Les Neihl made 3½ laps.....I didn't start. Les scored a surprise win in B Class, using a "Star-bomb" and Glow Chief .29, with Neale Oswald second andI didn't finish! Last scramble day saw two O.O.S. flights, Blair Weaver's "Gossamer" and Laurie Georgensen's "Chatterbox"....."Gossamer" turned up a week later. Brian Harris won this event, with Barry Dent second. Latest attraction in the club is a "Tiger Jet MK II" owned by Brian Harris.....not much success, the plug packing it up the first day.

Our club is hoping to hold what will be known as the "Central Queensland Championships" next EASTER. We are just starting to get things moving and appeal to all clubs in the Central District to write to the secretary (address below) and advise if you can attend and what events and type of flying—control line only or free flight included.....give us an idea on what you would like. All letters must be in by at least the end of January.

The Club is right behind the idea of Zones in Queensland.....and hope to see this put into effect early next year. The trouble with Queensland is that it is too big for successful competitive flying in one championships each year. So would other Queensland Clubs write to the M.A.A.Q. Secretary, giving their ideas on the matter. The sooner we get it started, the better.

Have news from Emerald.....successful R.C. flights at last and plenty of control line. The Higgins brothers have made their debut to R.C. with a Junior 60 and O.S. .29 (slow?). They have an O.S. outfit. Kev Bridges and Ron Otti the main types.....Kev and Ron dabble in control line with "Noblers" and "T/Birds", but have also got tangled up with radio, too.

Information from Jack Dunkerton reveals plenty of modelling up north, with quite a bit of R.C. in Ingham, Mareeba, Townsville. How about some Club news?

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CONTINUED FROM PAGE 23

hasn't been down for a fly with us for a few months now, but we know he has been practising vigorously at home. We also know he has some pretty hot models and gear. Anyway time will tell, but if N.S.W. doesn't bring home the pot, by crikey it won't be from the lack of trying.

The R.C.M. wishes all modellers a merry Christmas, happy new year and a most successful and enjoyable Nationals.

JOHN MARQUETTE.

RADIO CONTROL IN VICTORIA

Slope soaring is the latest craze developed by the boys of the M.A.R.C.S. Group, and Sunday, November 1st saw them crawling up the steep slopes of extinct volcano, Mt. Fraser, 26 miles out of Melbourne, on the Hume Highway. Object of the day's flying was the deciding of the Society's third and final contest of this year's series.

Rules were simple, merely points for time in the air up to 15 minutes, plus extra for spot landing. All the planes, were standard powered R/C ships, converted to sail planes for the day, by merely removing the propeller. With the steady breeze, good flights were soon being recorded, although pilot error usually in the form of a down wind turn, spoilt several potentially long flights. Lindsay Edwards had his model trimmed perfectly and was first to show how easy it was, and soon Des Williams with his R6B turned on some very smooth soaring. Fred Harris, after a promising start, turned down wind and ran into the 60 degrees slope, almost forming a new crater. Similarly, Percy Mealmaker's "Gasser" did some spectacular dives before it was trimmed. Ian Watts also flew a "Gasser" which like Percy's was a stable performer, but did not have the correct wing section for long soaring flights. Ian was using an O.S. 4a Receiver, with Bonner Varicomp working a 4 Claw Escapement. Jim Sumsion had numerous flights, without causing any damage to the countryside or his plane, however, his times were not particularly high. Jim was using an O.S. 4a Receiver outfit, as was the eventual winner, Geoff Tuck. Geoff, after a slow start, managed to fly big "Bertha" in close weaving runs across the hill face, to record well deserved points. His plane did not glide as well as some of the others, but flying skill which gave him the Australian title, evidently helped on the volcano. Second place-getter Norm Ablethorpe, finished the day flying his sportster in very confident style. Actually, his last flight after the contest was over, was the best recorded, and Norm on the next occasion should be capable of very long flights.

R/C enthusiasts reading this, can perhaps picture twenty or so bobs, sitting on the side of the gigantic slope, drinking "lemonade", and watching various models weaving back and forth just in front of them. The fact that they all had engines, and yet not one motor was started all day will give you some idea of the perfect sight. Even the snake that Ian Watts stood on with his fourteen stone, seemed fascinated by the planes,

and just refused to bight the fat leg. Actually having seen Ian's "undercarriage", I don't blame it. Special mention must go to Ford Lloyd and Noel Brown who were brave enough to launch one or two free flight gliders. These craft held their nose into the wind quite well, and was fascinating to watch them penetrating or veering off slightly, still up hundreds of feet, and out over the fields at least a mile! The keen owners would scramble down the hill and be away for an hour or so, only to stagger exhausted back again, and after a short rest, repeat the same marathon performance. Another funny sight, was the feat of several radio jobs gliding into a young tall crop at the bottom of the hill. These planes skimmed along the top of the lush green, and sank gracefully..... completely out of sight! It was fascinating to sit on the top of the hill, glass in hand, and watch these unfortunates groping through chest high foliage, looking for seven foot radio models which had been swallowed up. The alternative to this procedure, was to land the plane just behind the crest of the hill out of the lift, or spectacularly do a 60 m.p.h. down wind run over the summit, and way out over the fields beyond.

Results:

- 1st. G. Tuck, "Bertha", O.S.4a Receiver, 3AP X-mitter, 3PN Servo.
- 2nd. N. Ablethorpe, O.S.4a Receiver, 3AP X-mitter, 2 Claw Esc.
- 3rd. J. Sumison, O.S.4a Receiver, 3AP X-mitter, 2 Claw Esc.
- 4th. D. Williams, Hills Receiver, Own X-mitter, 3PN Servo.

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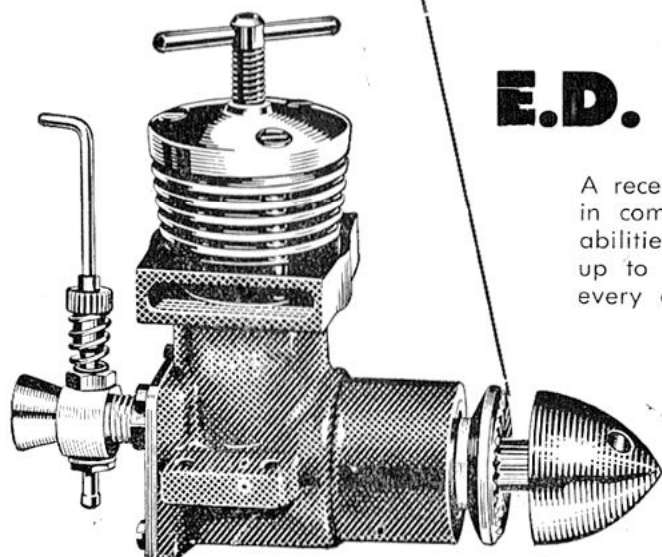
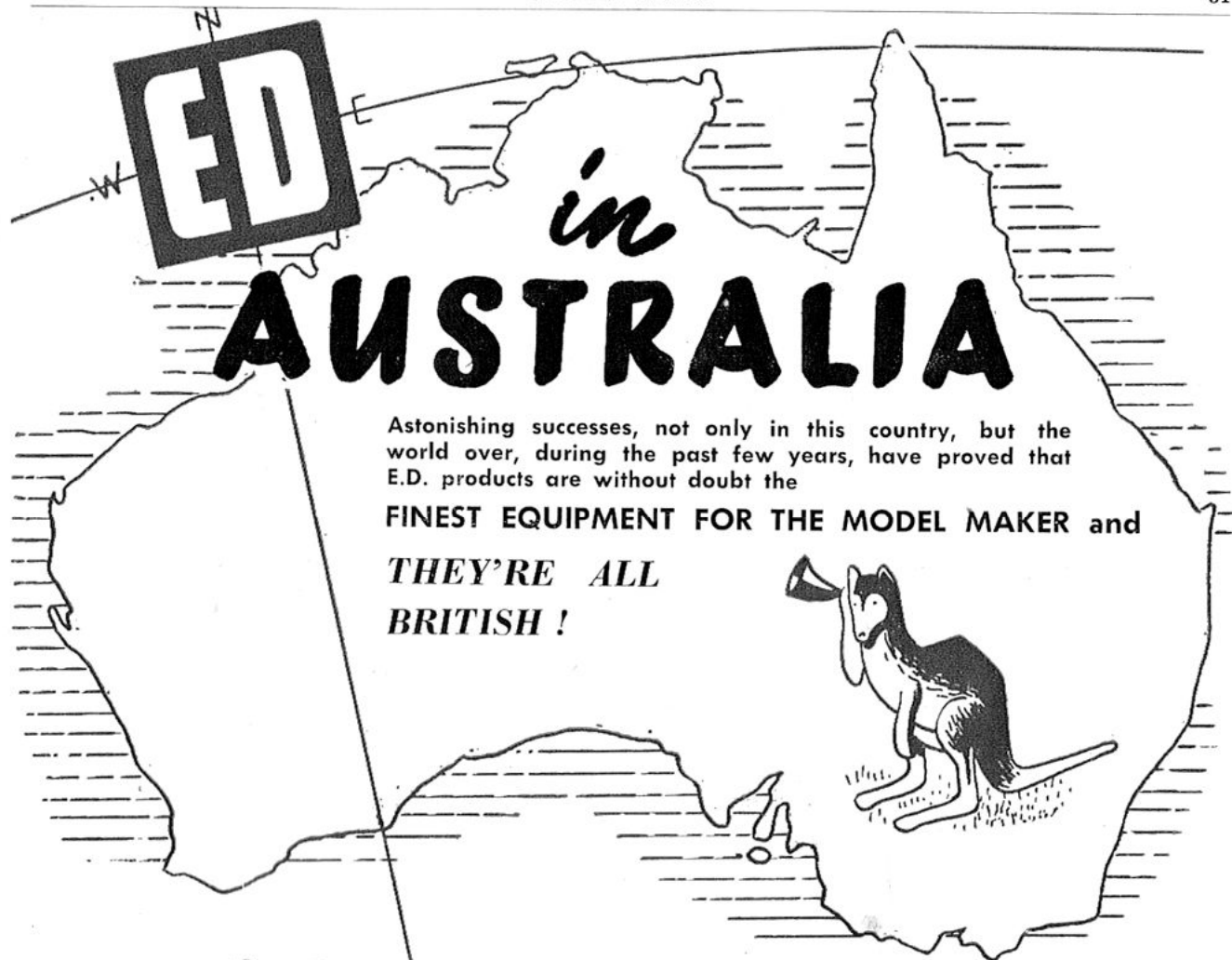
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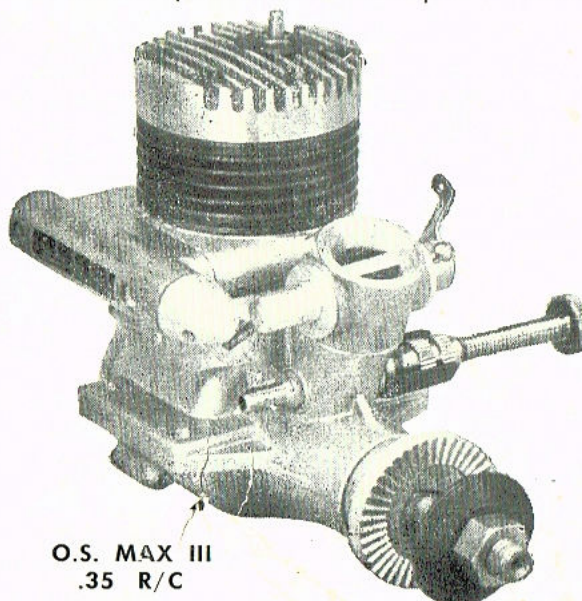
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