

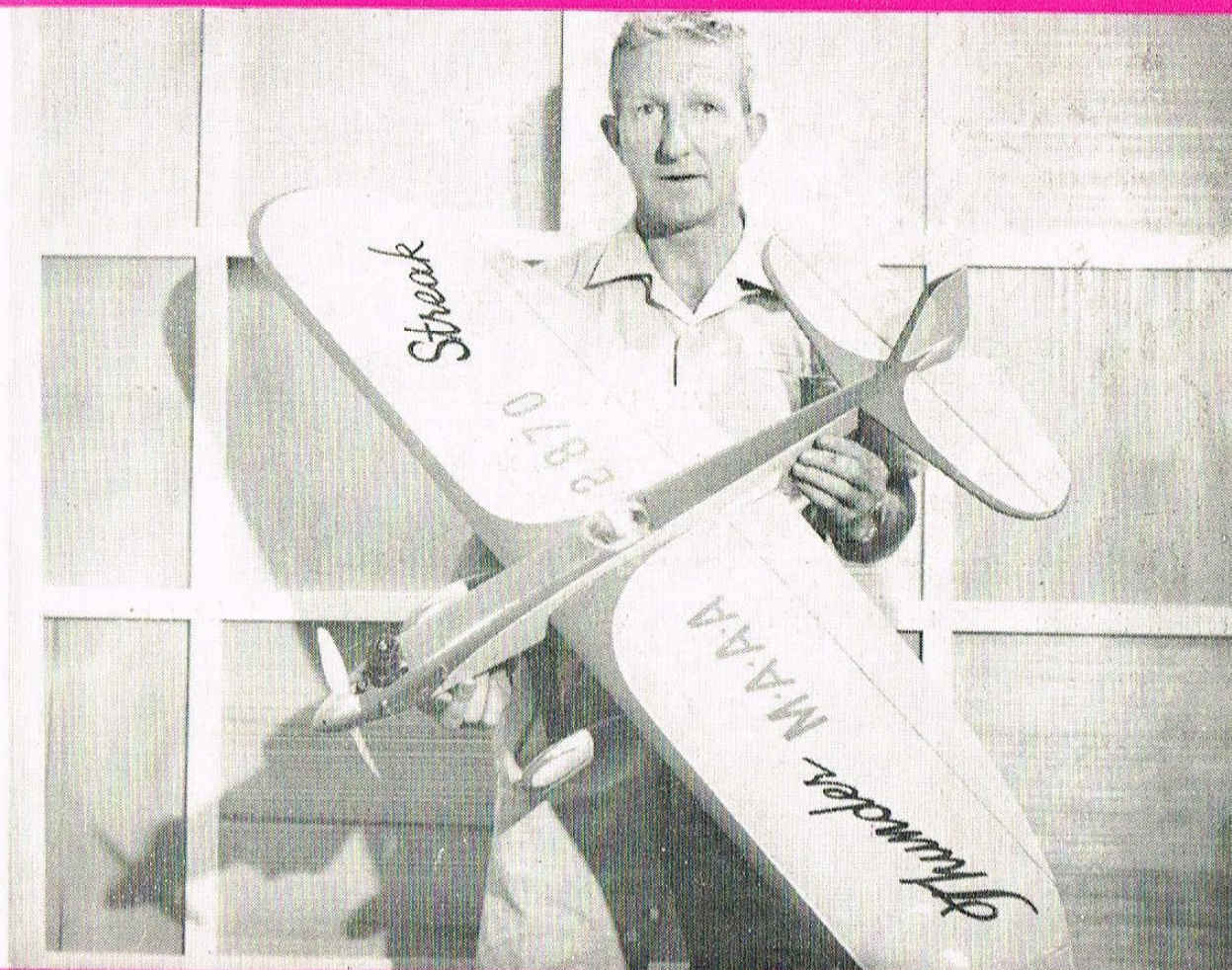
# Model 3/- News

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DECEMBER, 1960

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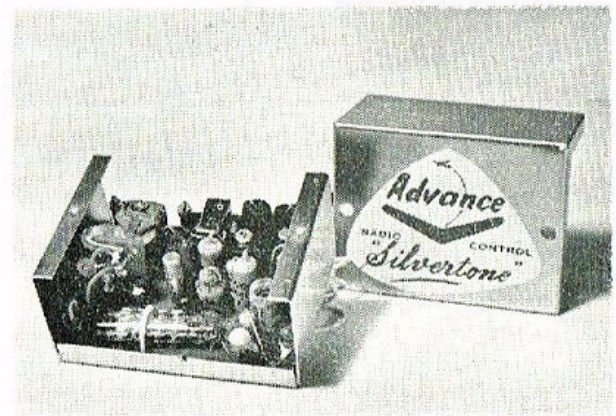


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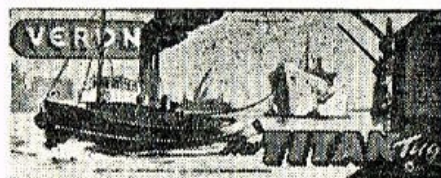
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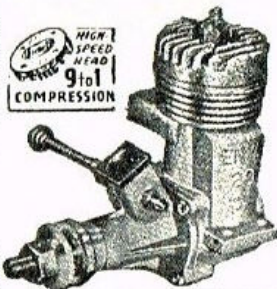
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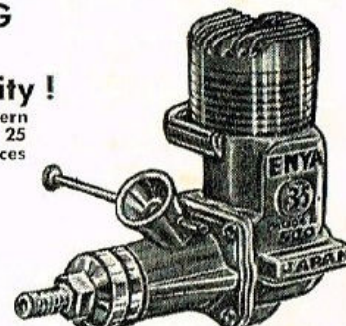
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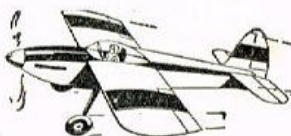
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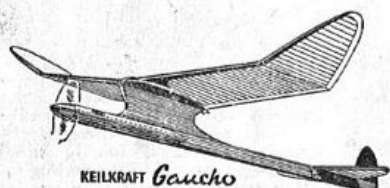
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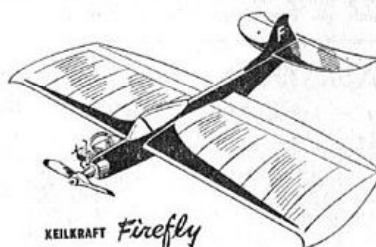
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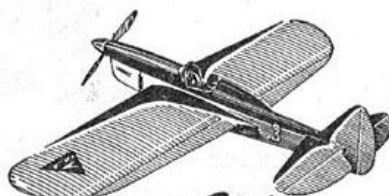
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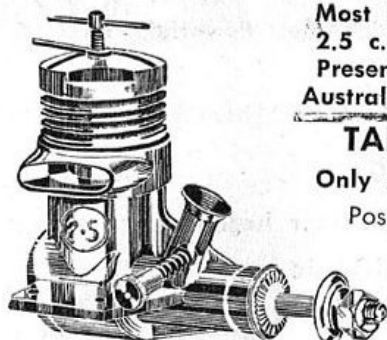
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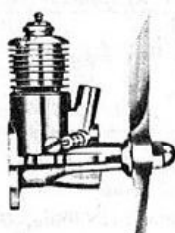
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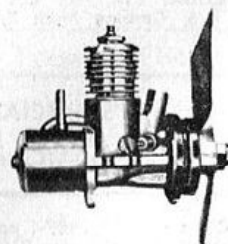
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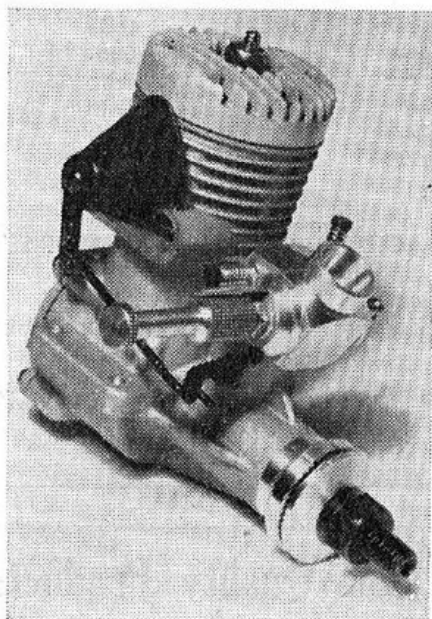
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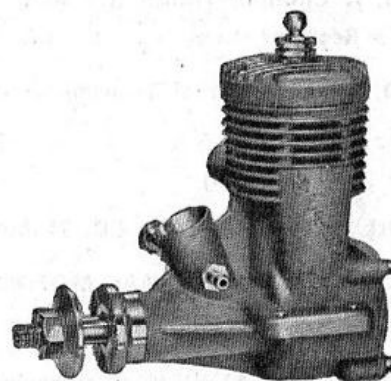
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# MODEL NEWS

Vol. 4. No. 6

Published Bi-Monthly

DECEMBER, 1960

Publishers Model News Publishing Co., 206 High Street, Coffs Harbour, N.S.W.  
 Managing Editor: Russ Hammond. Radio Editor: John Marquette.  
 Art Editors: Noel & Tony Shennan.

## News and Views . . .

With this issued, Model News is four years old. We are a little late, but hope that you will understand it's rather difficult trying to run a business and Model News in one's spare time. The greatest modelling event of the year, the 14th Australian Nationals at Rosewood in Queensland, commence on December 27 and continue till January 2, 1961. Come, one and all, and enjoy yourselves. Modelling is a sport and a hobby, so don't let us turn the "Nats" into a manufacturers' battleground.

No doubt you have all read the latest issue of "Aeromodeller" and "Model Aircraft" with the account of the World's Championship C/L contest. If this is a sample of sportsmanship and judging, I am pleased we live on the opposite side of the world. These accounts were undoubtedly "watered down", so one can imagine just how bad it must have been. Nothing approaching this has ever happened in this country, and for the sake of Aeromodelling let's hope it never will.

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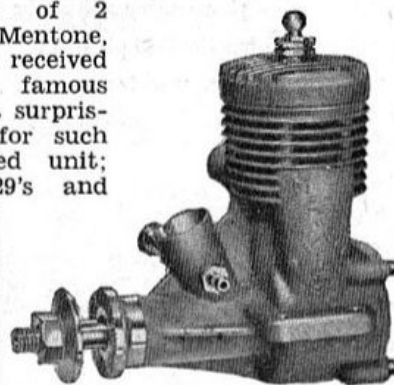
**MODEL NEWS**  
 206 HIGH ST., COFFS HARBOUR, N.S.W., AUST.

### TRADE ROUNDUP

Merco Motors, of 2 Johnston St., Mentone, Vic., have at last received stocks of the famous "Merco" and at a surprisingly low price for such a well engineered unit; the standard .29's and .35's are only £8/10/- retail.

The multi speed version is a revelation for smoothness and is ideal for carrier deck and radio control. Price of this unit is only £10/19/6, with full discounts to accredited retailers.

Also available: Tailor-made muffler for Merco .29 and .35—12/11 retail. Easily adaptable to other .29 and .35 engines.



### COVER STORY

Well-known Control Line flier, Harold Flanagan, of Coffs Harbour, with his beautifully finished Aeroflyte "Thunderstreak". Model is powered by a K. & B. .35. According to Harold, this is the best stunter he has ever flown.

★ ★

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The next item will be of interest to all modellers and particularly retailers. This is a new wholesale firm entitled "**Austral Hobbies**", of 45 Pymble Ave., Pymble, N.S.W. Practically every line available can be had from this progressive firm, plus an extra measure of service which is very important, especially to country dealers. It's nice to know the goods have been mailed the same day the order is received. Here are some of the lines available at the moment: A complete range of "Tornado" nylon props, Southern Models Aeroflyte kits and accessories, Artmil balsa, "Xacto" knives and saws, Jetex, O.S. Glow Chief, Taipan, Webra and E.D. Motors and all spares, not to mention American "Sterling" kits, "Performance" kits, all brands of R/C gear—in fact you name it, they've got it.

\* \* \* \*

**Parker & Son**, of Orange, have been making great progress lately, so much so that Col Parker is taking a trip overseas and will be writing to us at Model News with all the latest news and developments in the trade throughout Europe and England. Watch future issues for these exclusive articles.

\* \* \* \*



**Gordon Burford & Co. Ltd.** have just released the Glo Chief .19. Here is a motor that is bound to be extremely popular with both control line and R/C fliers. Available in both a standard and a throttle control version, at only £5/9/6 with throttle or 19/6 for throttle only. With

carrier deck becoming very popular there should be quite a demand for this powerful unit. Throttle characteristics are excellent.

\* \* \* \*

From **O.S. Distributors (Aust.)**, 2 Erasmus Street, Surrey Hills, Melbourne, we learn that O.S. Radio Gear is at last reaching Australian shopkeepers in quantity. The range now covers single channel carrier and tone sets, right through to ten channel simultaneous outfits. The O.S. 4A transistor tone receiver and 2AP crystal controlled transmitter is still the lowest priced tone gear on the Australian market.

Just being shipped from the O.S. factory is the long-awaited EC3 compound rubber driven escapement, which will retail for a very modest 60/-; approximately half the price of other imported units. By using two of these, elevator in addition to rudder and engine control is available off single channel sets of any variety. These will quickly help to improve the standard of R/C flying in this country.

Keep your eye open for the folding Wakefield propellers recently distributed by O.S.—they're terrific. Also arriving just after Xmas will be the new Acada six-minute dethermalizer timers.

These are a long awaited development on the old fashioned D/T fuse, and will make quick

trimming and safe flying of all free-fighters a simple operation.

O.S. No. 6 Idle Bar and No. 3 Competition Glo Plugs are available to all shopkeepers, and have been joined by a new Platinum Economy Plug, which sells for a mere 4/11. It should be mentioned that these Economy Plugs have a Platinum Coil and operate off 1½ volts.

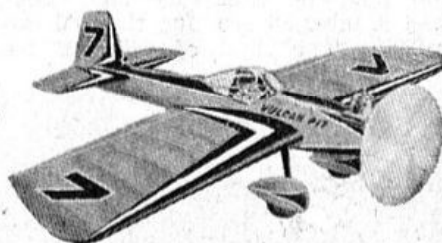
They can be used with a two-volt accumulator on long leads and glow brightly enough to overcome the most flooded engine.

The full range of O.S. engines is currently available from O.S. Distributors, together with most Radio Gear and other accessories.

A new 1961 Trade Price List is in circulation and available free to interested shopkeepers.

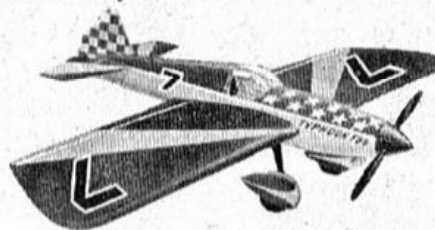
\* \* \* \*

**VULCAN P17**



**Southern Model Supplies** recently forwarded one each of their latest kits. These are: Vulcan P17 and Typhoon F86. Both the kits are for 1.5cc. to 2.5cc. motors and are fully flapped. Very well done.

The most important step forward is the clean and accurate die-cutting of both 1/16in. and 1/8in. balsa parts and I feel that this is the first time that any Australian manufacturer has successfully die-cut 1/8in. balsa sheet and at the risk of being doubted I would add that they are now die-cutting equally as well as the top overseas manufacturers. Also you will find moulded block tops, good quality canopies, plated undercarriages (ready formed) and ready-made wire control horns. Put all this together with a full size plan, plastic wheels, etc., and add a really colourful label and you have an outstanding kit, which I think they are.



**TYPHOON F86**

\* \* \* \*

**Ace Plan Service**, of 176 King Street, Newtown, sent us copies of their "Corroboree" and "Smoothie Junior" stunt designs. These are very well presented, and neatly drawn; anyone interested in a better class of stunts will find these ideal.

The "Corroboree" spans 51in., is fully flapped and takes all .29 to .35 inverted motors.

"Smoothie Junior" is a little easier to construct, and spans 42in. for upright .19 to .29 motors (the new Glo Chief .19 would be ideal).



# Central Provinces C/L Champs.

Palmerston North, October 23, 1960

Held this year in ideal, warm, sunny weather, the day's events got under way with Class A team heats of 160 laps. The overall standard of flying was fairly good, although one or two failed to finish in the allotted time, and several pilots were flying their models rather high. Majority of motors were Tigers and Enya 15Ds. The four finalists all used Olly's and the final outcome of the race was in the balance right up to the finish. Class B heats of 160 laps were under way just before lunch and although several didn't finish the heats in the allotted time those who did put up some very fast times. The fastest was 9 min. 36 sec. for the 160 laps (approx. 11½ miles). The final of Class B had the promise

of being a very fast one, but was not to be. A line tangle put one of the fastest models out and delayed another for about a minute. Motors used by the finalists were Fox, K. & B., O.S. and Eta. Control line scale saw about 6 models—the most interesting being a Piper Comanche featuring retracting undercarriage flaps and throttled motor. Unfortunately the throttle failed to work on test flight and resulted in a heavy pancake landing damaging the landing gear. Others were fairly old scale models, being a Lockheed Lightning (which was the winner), Corsair, Fokker D7, Loving Wayne and a Waco Biplane (2nd place). Aerobatics and speed entries were few and the flying standard fairly low, although



1. John Malkin's Dooling speed job, Monoline.
2. Russ Johnson's Scale Waco Biplane.
3. Phil Staples starting his very fast Class B model.
4. Bob Milne preparing O.S. .29 powered Class B racer.
5. Nicely built Comanche. Top view.
6. Laurie Ackroyd shows the underside of his Piper Comanche.
7. View of pit area.
8. Close-up of Phil Staples' Class B racer (K. & B. .29).
9. John Crombie holding his Class A team racer watched the starter.
10. John Malkin releasing his Class A racer, Oliver powered.
11. Bob Milne holding very popular T. Bird K. & B. .35.
12. Bob Milne with winning Class A model (Oliver).



the first two place getters in aerobatics used large models and turned on quite a good show.

Altogether an enjoyable day's flying with everyone going home quite happy with the day's events.

**Results were as under:—**

Class A team race, 160 laps: R. Milne, Hastings, 9:33.9, 1; R. Whale, Wanganui, 10:21.8, 2; R. Johnson, Palm. Nth., 10:33.8, 3; W. Choy, Wellington, 11:24.7, 4.

Class B team race, 160 laps: R. Johnson, Palm. Nth., 10:57.9, 1; J. Pearson, Palm. Nth., 13:42.1, 2; R. Milne, Hastings, 15:27.3, 3; P. Staples, Wanganui, 28 laps, 4.

Aerobatics: R. Milne, Hastings, 1; M. Kendrick, Wanganui, 2; D. Bradley, Palm. Nth., 3.

Scale: R. Milne, Hastings, Lightning, 1; R. Johnson, Palm. Nth., Waco, 2; M. Kendrick, Wanganui, Corsair, 3.

Speed, Class 1: J. Pearson, Palm. Nth., 84 m.p.h., 1; W. Cook, Upper Hutt., 83.5 m.p.h., 2.

Speed, Class 3: P. Staples, Wanganui, 102.5 m.p.h., 1; J. Malkin, Upper Hutt., 88.0 m.p.h., 2.  
Champion Club: Palmerston North Aeroneers.

**FOR SALE:** 1 complete, brand new, never used E.D. Radio Control Unit, and 1 scale "Aeronca-Sedan" plane, £20 the lot. Replies to—

Mr. A. Cassidy, 17 Moss Street,  
West Ryde, N.S.W.



**RADIO CONTROL**

Just arrived from the U.S.A.

**STERLING KITS**

American Scout 50in. x 7in., Cargo Ship.  
Price £21/17/6.

U.S.S. Missouri 55½in. x 6½in. Battleship.  
Price £19/19/-.

45in. Cessna 180 ..... £5/9/-

48in. Mambo R/C Trainer ..... £5/9/-

54in. Piper J3 ..... £6/4/9

We also have stocks of Bonner Duramites and Varicomps Steerable Tail Wheel Brackets and Rigger Horns, Babcock Super Compounds, Ccbb Selector 4's and Micro Multis.

**SPECIALISING IN MAIL ORDERS**

**ALL ORDERS OVER £1 — POST FREE**

Tear off handy coupon on page 2 and rush it off for your big free catalogue.

**Advance Radio Control**

Conducted by John Marquette  
45 Pymble Avenue, Pymble, N.S.W.

**Colin Parker goes Overseas for You**

So as to be sure to obtain the very latest in model flying, model railroading and other hobby goods, Colin and Jacqueline Parker have gone overseas to visit the leading manufacturers in England and Europe.

Send in your name now to be placed on their mailing list for full details of all the latest kits, engines and accessories as they come to hand.

Be the most modern modeller in your group. Buy the most up-to-date equipment on the market from:

**PARKERS HOBBY STORE**

'Phone 4662

Opp. Coronet Theatre,

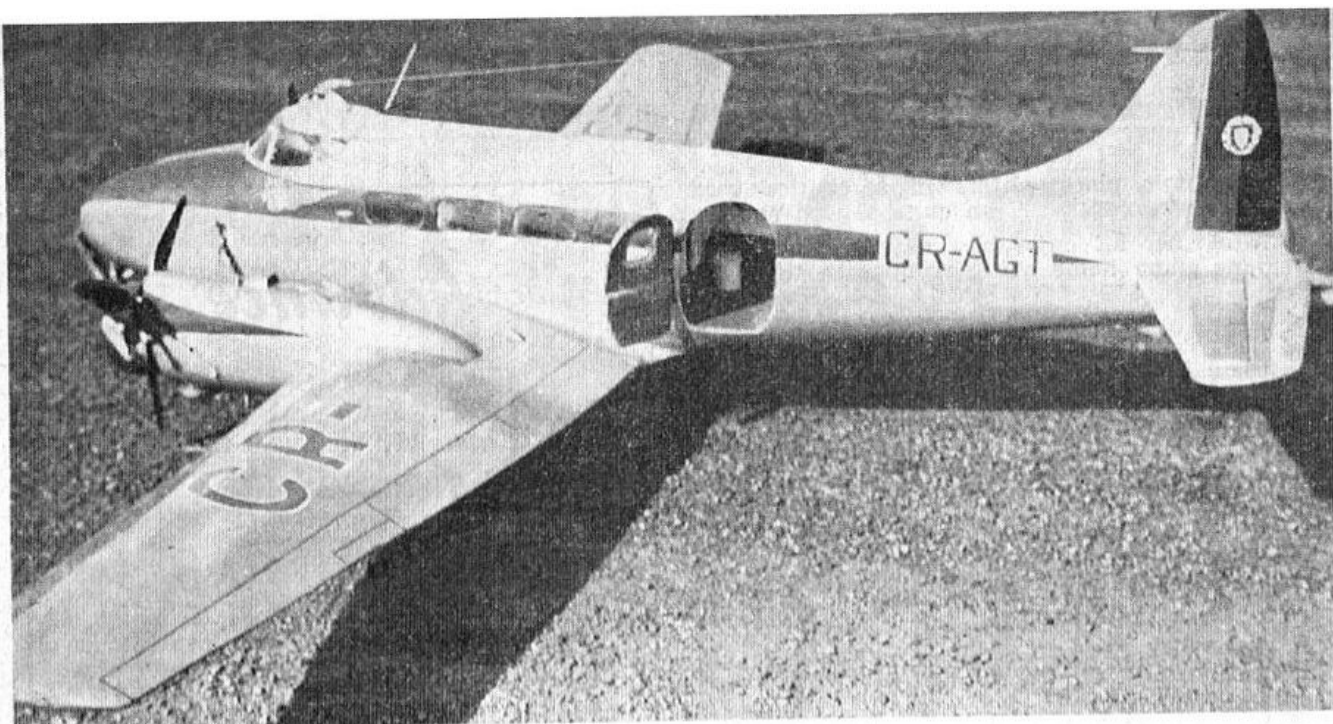
'Phone 4662

130 SUMMER STREET, ORANGE, N.S.W.

Return mail order service as usual during absence. American shipments actually arriving now!

**Parker's Hobby Store for Service**





# DE HAVILLAND 'DOVE'

## SERIES II

(By Alan Talbot)

Presented here for the first time in Australia is the twin-engined scale C/L model. This should be very popular among our scale enthusiasts, as it has been designed by an expert in the field.

### SPECIFICATION

#### Dimensions:—

SPAN: 57ft. 0in. LENGTH: 39ft. 6in.  
 HEIGHT: 13ft. 4in. WING AREA: 335 sq. ft.  
 WEIGHTS: Empty 5,625 lb.; loaded 8,500 lb.  
 POWER PLANTS: Two D.H. Gipsy "Queen's"

Series 70.



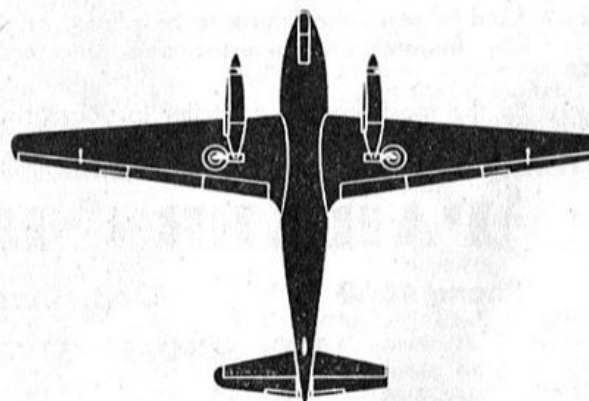
Early Version.—Series 2.

This gives you some idea of the terrific amount of detail put into the model by Alan Talbot, one of the best in the country. Alan also drew the plan on the opposite page.

The DE HAVILLAND DOVE has appeared in many versions through the years, and is at present up to Series 8. This version, having a simplified canopy (higher), modified exhaust cowlings containing thrust augmenting tubes. A prominent modification is the clipping off on one side of the tailplane.

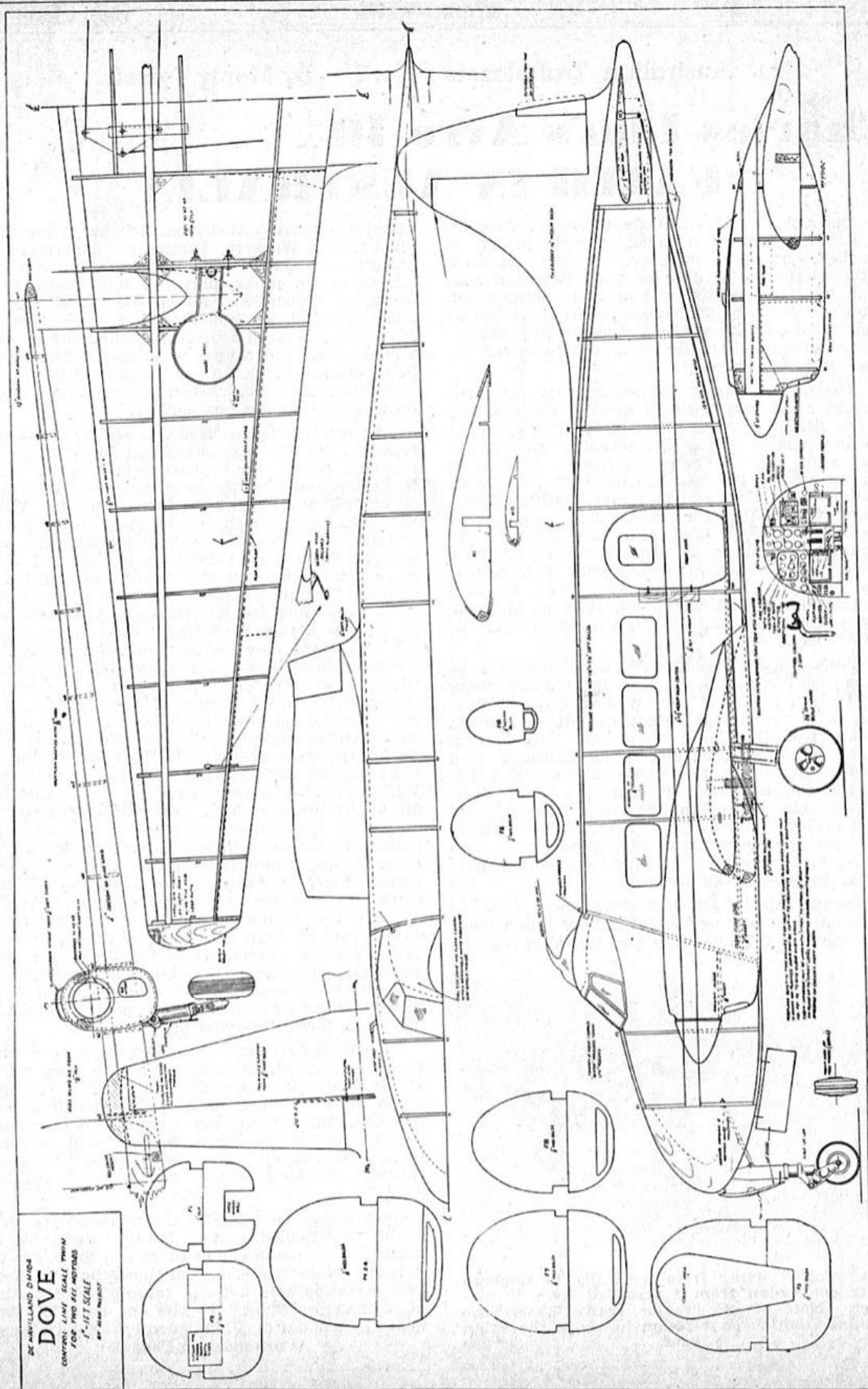
Modellers wishing to modify Allan Talbot's scale model to the later series 8 may be able to obtain these details by writing to DE HAVILLAND, Hatfield, England, as the Parent Company is most obliging and can provide quite a lot of useful information.

(Continued on Page 38)



MK 8 "Dove". Note exhaust augmenters, higher cab'n.







## Australian Trailblazers No. 3 — By Monty Tyrrell

# Charles Ulm's Avro 10 . . . "FAITH IN AUSTRALIA"

One day in 1945, at Garbutt Field, Townsville, an R.A.A.F. demolition squad moved in on a bleached and torn wreckage. It stood as mute testimony to the scourge of vandalism and souvenir hunters. Within a half hour nothing but ashes and twisted metal remained, the sole monument to one of the nation's most historic aircraft whose twilight glory was active service in the defence of its homeland.

The story began in September, 1929, when the original Australian National Airways took delivery of the first five Avro 10 airliners built by A. V. Roe in England. Altogether seven of the fourteen built were sold to Australian firms. These first five were the Southern Cloud, Southern Sun, Southern Sky, Southern Star and Southern Moon. This last aircraft is the subject of our story. She was registered VH-UMI and was utilized with remarkable efficiency on the Brisbane, Sydney, Melbourne and Launceston runs until 1932. During this period in its career it was flown by such aviation greats as Kingsford-Smith, Ulm, Mollison, Taylor, Chaseling and others, all members of the A.N.A. team.

When the depression forced the airline to cease operations the Moon was due for reconditioning and for some months she lay dormant, collecting dust, in a hangar at Mascot Airport in Sydney. In late 1932 the Government called for tenders on a Singapore-Australia mail contract and amongst those who tendered was the old A.N.A. director, Charles Ulm. He immediately set about acquiring the plane from the liquidators and once more making it airworthy. His intention was to fly it around the world to give publicity to Australia's right in general and his own right in particular to operate the service.

During April-May, 1933, Ulm spent close to £6,000 on transforming the old airliner into a long-distance record plane. On the technical side he

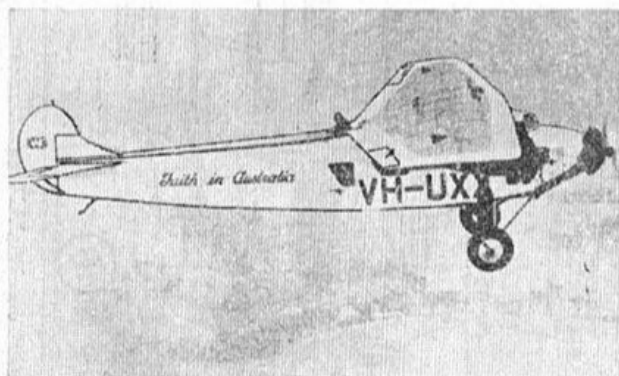
called in the great Australian designer, Wing Commander L. J. Wackett. Under their supervision the project took shape. The wing was removed and ten 60 gallon tanks, plus two large capacity oil tanks, were installed between the spars. To give more lift and accommodate the large load the span was increased four feet. When the covering was replaced the wing was sprayed silver with a large orange patch on the upper surface. The motor nacelles were polished natural aluminium in preparation for the new engines.

Meanwhile the fuselage was getting a thorough face lift. All the upholstery and furnishings were removed and in their place went two 260 gallon fuel tanks and beneath the cockpit floor was placed an additional tank of 110 gallons capacity. Where the cabin and freight doors once were, welders installed extra bracing. A built-up cabin assembly was placed on the cockpit in lieu of the old three-piece windscreen and the technicians fitted a wealth of extra instruments. As the cabin was filled with tanks the windows, except for the rear ones on each side, were sealed over on recovering, but two extra observation windows were cut for the navigator. The fuselage and tail were painted silver. When the wing was welded to the fuselage, streamlining fillets completed the joint, and to cater for the extra shock absorbers, larger fairings were fixed to the undercarriage, then painted grey. The engineers took over and in place of the old Lynx engines she was fitted with three new Wright Whirlwind J-6 motors sporting new propellers, 8ft. 4in. in diameter with a 5ft. pitch. The cowling of the centre motor was polished to match the outboard nacelles and the Wakefield trademark put on each side. She was christened with her famous name, "Faith in Australia", and on June 7, 1933, came on to the register as VH-UXX, type Avrofox 3E. On test flights she proved her ability to lift 16,000 pounds, way above her previous gross of 10,212 pounds. Preparations for the world flight were hurried along and on June 21st she left Sydney under the command of Ulm, who had G. U. "Scotty" Allen as co-pilot/radio operator, and P. G. Taylor as navigator-relief pilot.

Their hopes were dashed early in the piece through fuel pump troubles and on arrival in Derby, Western Australia, they were a sick and sorry crew through fumes. The troubles were rectified and the journey to Singapore was uneventful but, from there on, they had so many motor troubles en route the hope of setting an Australia-England record was taken from their grasp.

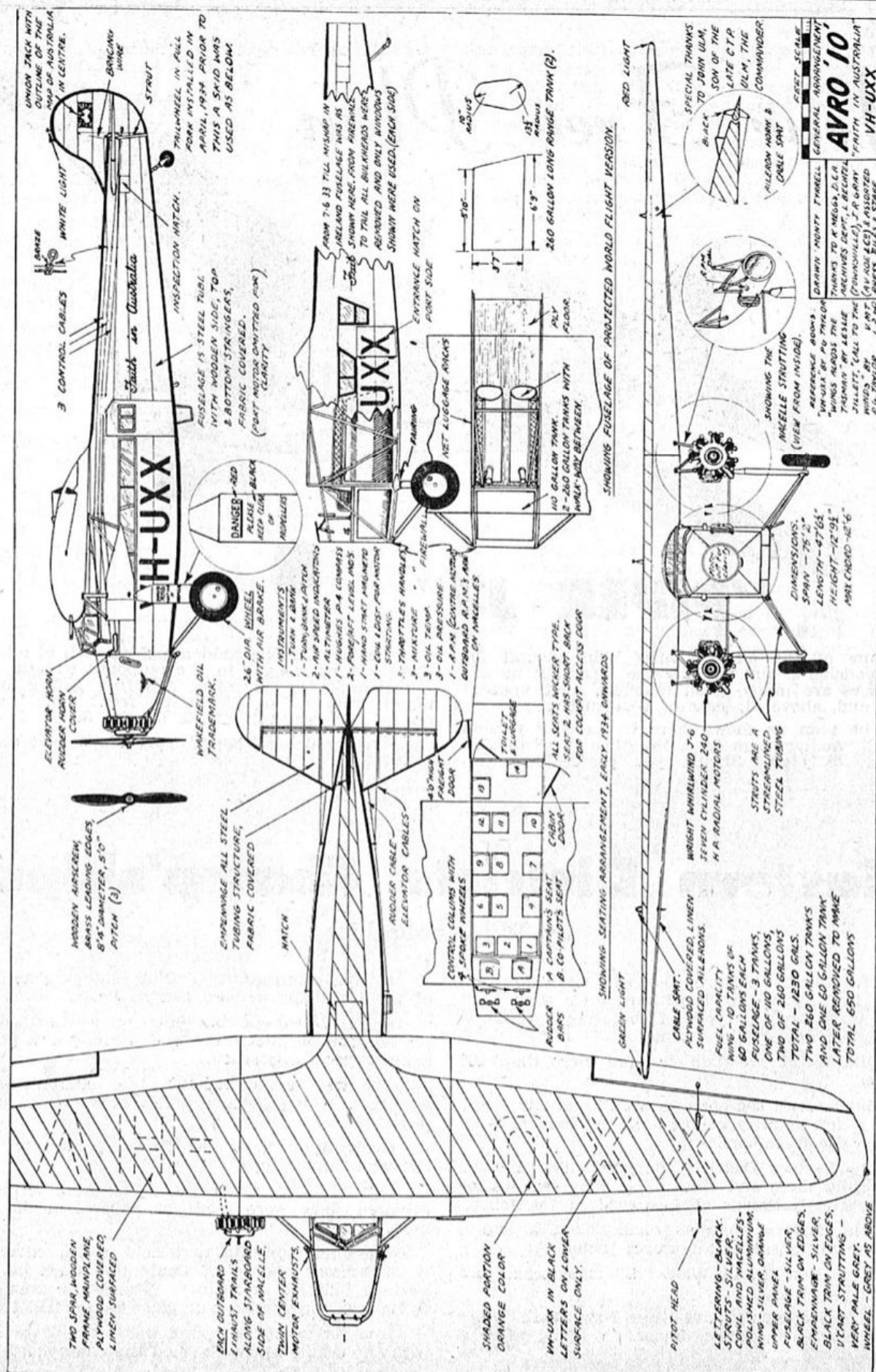
On arrival in England the motors were thoroughly overhauled and a faulty wing tank removed. This made things more shipshape for the Atlantic crossing ahead as in those times an East-West crossing was not the recommended method of making the flight. To give the crew full freedom in their duties, Ulm signed on an extra mem-

(Continued on Page 36)



The "Faith" flying from Australia to England after conversion from a standard Avro 10 airliner. Note.—P. G. Taylor ready to use the sextant from the navigation hatch in the cabin roof.







# Your Free Plan



## "PIPER J3"

One of the most popular light aircraft for the modeller is undoubtedly the Piper J3; its advantages are many, good stability, neat appearance and, above all, ease of construction.

The plan as shown here is the F/F version for all small motors from the "Pee Wee" to .8cc. (Mills .75, etc.) Should you prefer a control

line version give the rudder half an inch of offset, place a  $\frac{1}{2}$  oz. weight in the outboard wingtip, fit a bellcrank and moveable elevators and with a motor from 1.5 to 2.5 cc. up front you'll have one of the prettiest models on the field.

When you build your "Piper", let's have some pictures.

## Eastern Districts Champ'ships

By Wil Montgolfier

The fourth Eastern Districts championships gave the Sydney metropolitan area their best preview so far this year of the coming national championships in Queensland.

Officials of the club received more than 100 entries.

But most of the entrants were from city areas. Only a few country competitors travelled to Sydney for the championships.

The Eastern Districts championships gave the competing fliers and clubs their first real warm-up for the Nationals at Rosewood in December.

The Eastern Districts championships had a number of sensational features including:

- A New South Wales "B" class team race record.

- The return of five times New South Wales State champion, Brian James, to flying after a long absence.

- Newly formed Ryde Club emerging as one of the top clubs in New South Wales.

- A 13-year-old boy entering a stunt competition for the first time—and winning first place against good opposition.

The weather throughout the championship was good. Some light rain fell early on the first day.

Competition kept two circles going for the entire championships.

Officials had roped the flying area off and coloured flags were used for decoration of the area.

The championships were held in the extremely picturesque setting of Centennial Park in the Eastern Suburbs of Sydney. The whole area for flying was surrounded with huge lawns and trees.

Another unofficial record was probably broken with the crowd which watched the championships.

Thousands of people who visited Centennial Park stopped and watched the flying.

#### "B" CLASS TEAM RACE:

One of the top fliers of New South Wales, Ken Lloyd (Eastern Districts) won a sensation packed "B" class team race in 8 minutes and 2 seconds. The time for this event is a New South Wales record.

Eastern Districts officials have submitted the time to the New South Wales Association for official ratification as a record time.

With this time Ken looks set to offer strong competition for the "B" class event at Rosewood.

Ken's plane, powered with an Enya 29 engine, proved too good for his four club members in the final of the "B" class team race. His mechanics, Roger Lloyd and Bruce Howard, were able to get

the engine started on each pit stop with the first flick of the propeller.

Ken's plane was also very economical, being able to last for several more laps than the competition and with a greater speed. Ken, in the second heat of the "B" class event, was in trouble after his plane crashed. Cowling was badly damaged and a propeller broken. But he was able to make emergency repairs to the plane and go on and set a record.

An interesting point in the "B" class was that the next three places, Andy Kerr (Eastern Districts), David Moleman (Eastern Districts) and Jim Ward (Eastern Districts) also used Enya 29 engines in their models.

#### "C" CLASS TEAM RACE:

Ken completed a double after he won the "C" class team race in 8 minutes and 52 seconds. This time Ken's plane had an O.S. Max 35 engine.

Jim Ward, who was fourth in the "B" class race, took second honours in the "C" class team race.

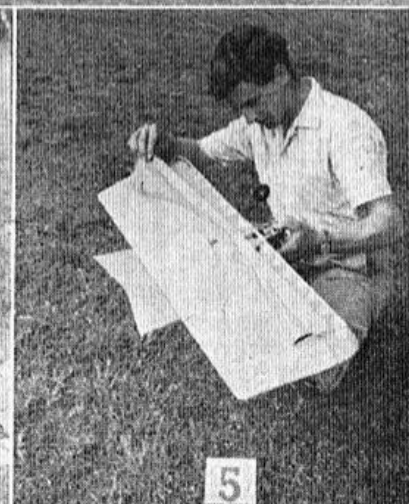
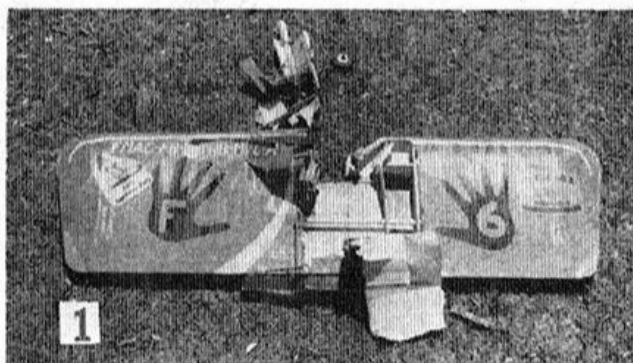
#### SCALE EVENT:

Jim also took third place in the scale event with a model of the British first world war fighter, an S.E. 5a. But Jim's scale plane later crashed and was wrecked when the engine cut out in a loop.

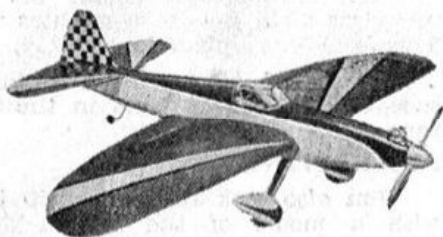
R. Woodcock (Epping) had a worthy victory in the scale with an immaculate model of a Catalina. This plane, with a wing span of about 6 feet, included furnishings inside. Woodcock is the present New South Wales champion scale modeller.

(Continued on Page 22)

1. The fate of combat. A "Firestreak" after it had collided in mid-air with another plane during a combat heat.
2. The rat race in progress. Part of the huge crowd which watched the championships can be seen in the background.
3. Two juniors from L. to R., Robert Wright and Ian Howard, prepare to do battle in the combat. A third junior, Peter Boughton, looks on.
4. An enraptured young spectator can't get any closer at the Championships without being on the wrong side of the ropes.
5. Combat champion, Andy Kerr, looks at a competitor's plane after it came to grief in the combat.

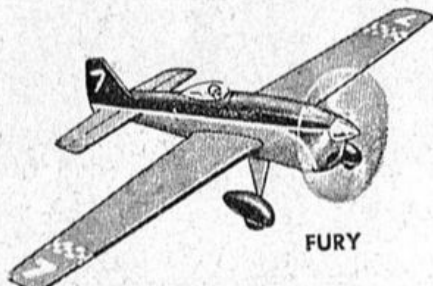






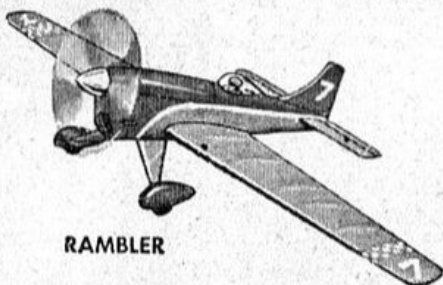
### THUNDERSTREAK

The greatest stunt design ever. Giant 54in. wing span, with wing flaps and the smoothest, prettiest design you'll ever fly. Kit is fully pre-cut and contains rubber wheels, ready formed undercarriage, fully die-cut ribs, etc., and a colossal full size plan, which is the largest ever put into an Australian made kit. The **THUNDERSTREAK** is a must for all stunt flyers.



FURY

The model that took a 1st place in the 1960 Nationals. A great little model.

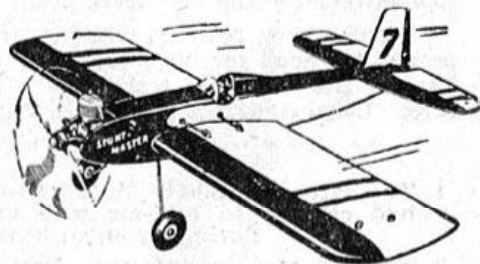


RAMBLER

100 m.p.h. Advertiser Trophy Record holder. Simple to build and a dream to fly.

## AUSTRALIA'S GREATEST NAME IN MODEL AIRCRAFT

### STUNT-MASTER



Simple, rugged 5 cc. Stunt and Combat model, which is made to take the hard knocks of Stunt and Combat Training.



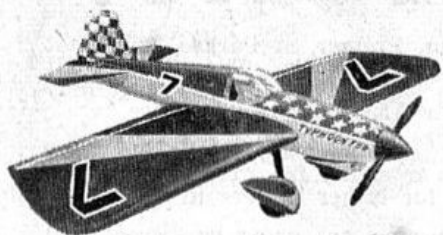
### FIRESTREAK

The greatest Combat design ever; Winner of Nationals Combat, 1960, and last five Victorian State Champs. Flies at 95 m.p.h. and does not mush around turns.



### HUSKY

A wonderful 1.5 cc. Stunt model. Easy to build and fly and one of the neatest looking 1.5 Stunt Trainers yet produced



### TYPHOON F86

The sleekest 2.5 cc. stunt design ever produced and with a performance to match its appearance. Fully prefabricated and containing full size plan, which cuts building time to a few hours. If you fly 2.5 cc. stunt and combat, then the **TYPHOON F86** is the next model for you.



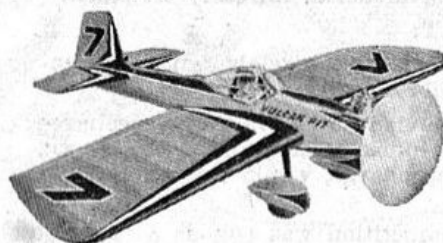
**MUSTANG  
TRAINER**

The simplest model to build and fly! Moulded wing, ready formed under-carriage and die cut parts make this the best 1.5 cc. Trainer Plane ever.



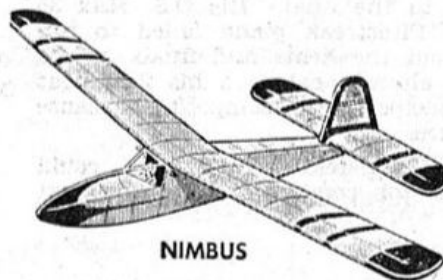
**TAIPAN  
TRAINER**

The best 2.5 cc. Trainer available. Simple to build and fly and the ideal introduction to aeromodelling.



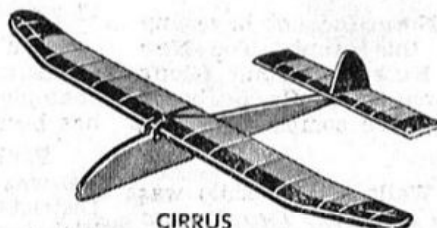
### VULCAN P17

A new version of this famous 2.5 cc. stunt design, which is already Australia's largest selling 2.5 stunter. The new design features sleeker fuselage, with moulded block tap and canopy, and fully pre-cut and diecut parts. The **NEW VULCAN P17** is a great performer and an ideal stunt trainer.



**NIMBUS**

30 inch Sailplane, ideal for beginners. Easy to build and a good flyer.



**CIRRUS**

Contest winning 43 inch Sailplane. Simple to build and a wonderful performer.

### REMEMBER !

Aero-Flyte produce the largest range of model kits available in Australia and every kit has been carefully tested and proved before being introduced to the market. That is why when you buy an Aero-Flyte kit you know you are getting the best in design, the best in performance and the best in value. Look also for the huge range of Aero-Flyte accessories and the new Aero-Flyte fuel in the attractive yellow and red can. Your dealer has it !





(Continued from Page 19)

A freelance entry, T. Shannon, was second in the scale with a model of an early tri-plane.

#### JUNIOR COMBAT:

Headaches began for officials when 24 entered for the junior combat.

They had intended to have a repechage event but after a quick calculation it was found the event, with repechage, would take more than 90 hours.

The junior competition was run as a "knock-out" event.

In this event some of the junior talent of different clubs came to light. Winners and place-getters could easily be State and National champions in the next few years.

First in the junior combat was B. McGregor, giving the Manly-Wahringah Club their first victory in the championships. McGregor fought a close final against Ken Brooks (Eastern Districts).

The final result of the event may have been different if Ken could have got his engine to function properly in the final. His O.S. Max 35 Mark II powered Firestreak plane failed to run smoothly throughout the heats and finals of the combat. He was almost beaten in his first heat by a relatively inexperienced competitor because of the engine failure.

Ken, despite his defeat in the final, could become one of the top combat fliers in the next few years.

#### F.A.I. EVENT:

The F.A.I. event went to Eastern Districts entrant, Norman King. Norm, using an Oliver Tiger engine, had an easy victory over R. Carroll (Doonside). Norm only a few weeks before the championships took first place in an F.A.I. race restricted to club members. Norm's time for the F.A.I. race was 7 minutes and 40.1 seconds.

Despite his good win, Norm did not have any first class competition in this event. Top New South Wales F.A.I. men, Russ Hammond (Coffs Harbour) and Harold Flanagan (Coffs Harbour) did not come to Sydney for the competition.

#### HALF A EVENT:

In the half A race, J. Wallace (Doonside) was first in 6 minutes and 13.7 seconds. Two Eastern District competitors, Robert Wright and Peter Boughton, were second and third.

#### JUNIOR STUNT:

Ryde Club dominated the stunt events, taking first places in both the junior and senior stunt events.

One of the highlights of the championships was the victory by Ryde junior, Garry Lynch, in the junior stunt. Garry, using an O.S. Max 35 II powered Thunderbird, won the event from Glen Williams (Eastern Districts) and G. Andrews (Eastern Districts).

Garry gave a wonderful display of precision flying with his big plane. His black and red Thunderbird had one of the best finishes to be seen at the championships.

Garry has only been flying about 12 months. The Eastern Districts competition was the first

## GADGETS!

1. First from Tom Prosser, of Parkes, is a neat method of fastening cowls. The hook is cut from tin (jam tin variety). The spring may be wound from .1500 control line wire.
2. Max Feltham, of Newcastle, sends No. 2, a variable pitch propeller from old blades. Not recommended for larger motors in this form.
3. No. 3 is an idea we are using ourselves. 3rd line control to motor is also used to operate flaps, and opens canopy in flight.
4. Going through Coles recently, we discovered these nifty hair curlers in plastic. By replacing the elastic with wire, and wrapping the curler in celluloid, we have a neat glo plug holder (holds 3 plugs cosily). No dust or dirt, either!
5. From John Morgan, of E.D.M.F.C., showed us his latest muffler on a Fox .29. Not designed to completely muffle, only to take the sharp "crackle" out. Works, too. John says he has a better one coming up soon. N.B.—Silver solder all joints over a gas flame. Ordinary solder may not withstand exhaust heat.
6. No. 6 is a combined rigging wire tightener and turnbuckle for scale models and self-explanatory. Use tang of file or similar to open tubing slot.

competitive event he had taken part in. Garry, at 13 years old, must be reckoned as a major threat to the long-standing stunt champions. He will undoubtedly improve with more competitive experience and by the time he becomes senior he could be well in the running for a national title.

#### SENIOR STUNT:

Another Ryde threat to the stunt world is 17-year-old Paul Turner.

Paul is the present New South Wales State junior stunt champion. However, since he became champion he has passed the junior age limit and has been competing in senior competitions.

Paul has had phenomenal success as a senior. He was able to take first place in the Eastern Districts championships from N. Carlos (Manly-Wahringah) and Ken Lloyd (Eastern Districts). Paul, first at the Eastern Districts championships, was only one of a string of first place honours in competitions in the last few months.

Paul's victory with a Thunderbird plane with an O.S. Max 35 engine was a well-deserved effort.

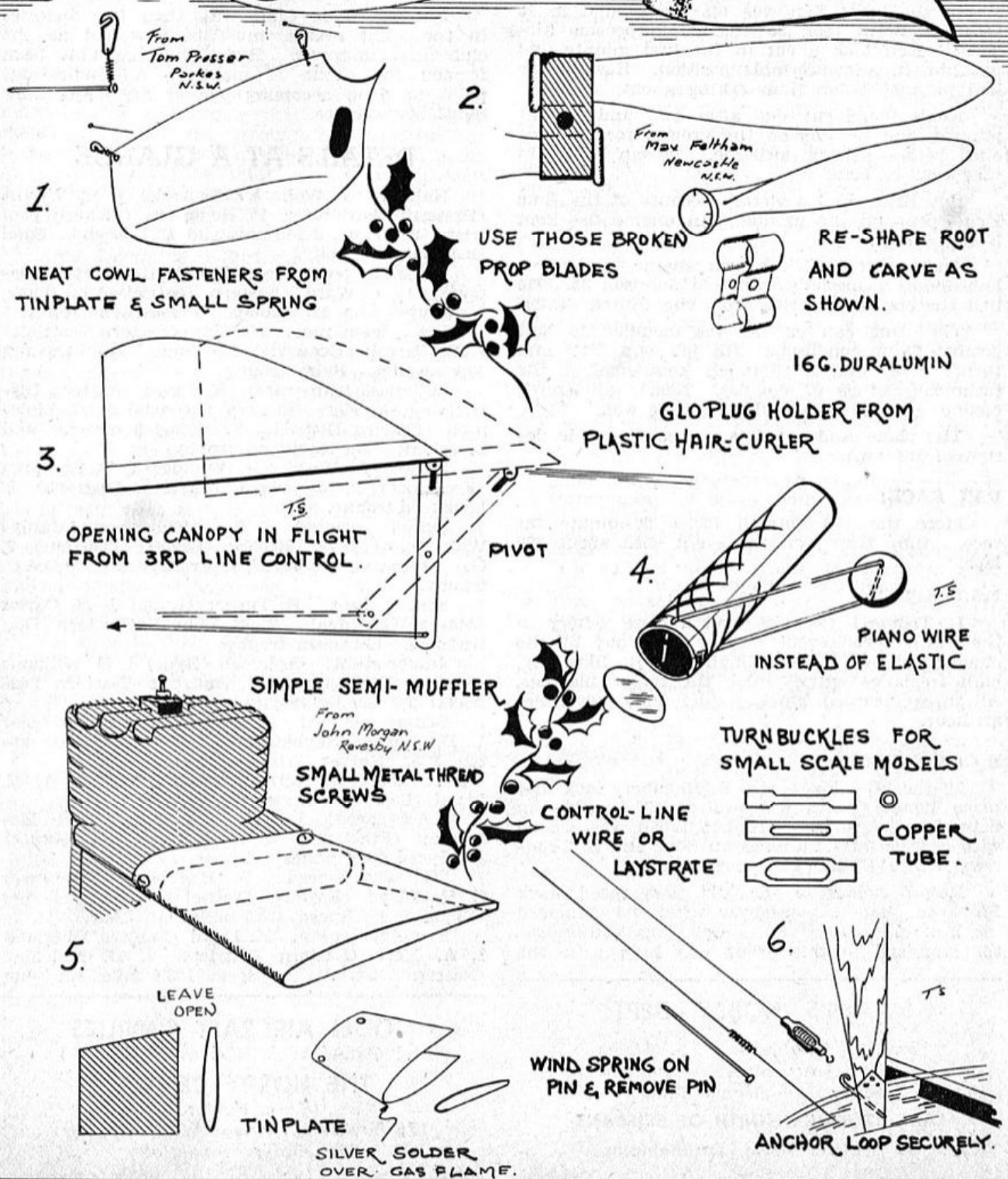
Paul has been with the Ryde Club for about 12 months. He previously flew for Orange. In the April, 1960, issue of Model News, Paul was predicted for a top position at the Nationals. With his recent victories, looks more than a prediction, but a certainty for a place at Rosewood.

#### SENIOR COMBAT:

Glamour event of the championships was the senior combat. Two of Australia's top fliers, Andy Kerr and Brian James, fought out the final.

Andy was second in the last national championships and second in the last New South Wales

# Gadgets





championships in the combat. Brian has won the New South Wales combat championship five times.

Brian "retired" from flying after he won the combat at the Eastern District championships in 1959. He had not flown a plane for more than 12 months until the last Eastern Districts championships.

Ken Lloyd (Eastern District) was unlucky to be beaten by Brian in a heat of the combat.

In the heat, Ken was off the ground in 15 seconds; Brian took 36 seconds to become airborne. Ken took a cut in the first minute and put him in a comfortable position. However he had to fight Brian from taking a cut.

Ken's plane cut out after two and a half minutes and he was on the ground for 216 seconds before getting airborne. Brian failed to take a cut on Ken.

But Brian had a victory because of the time Ken spent on the ground. An engine fire kept Ken grounded.

Andy used a little-known engine to Australian fliers, a specially imported Johnson 35. He had the engine imported from the United States.

The American engine was modified to suit combat flying conditions. His job as a fitter and turner gives him a thorough knowledge of the technical aspects of engines. Nearly all Andy's engines have been modified in some way.

The plane Andy used is a specially made design of his own.

#### RAT RACE:

More than 20 entered for a 20-minute rat race. Andy Kerr won the event with about 300 laps.

#### F.A.I. SPEED:

L. Trimmer (Epping) had a close victory in the F.A.I. speed event on the final day of the championships. R. McLennan and R. Blombery, both freelance entries, took the minor placings. All three recorded times of just under 100 miles an hour.

#### B CLASS SPEED:

In the "B" class speed, R. Blombery took first place honours with a speed of 125.7 miles an hour for the 10 laps. Robert Lloyd was second with a speed of 123.6 miles an hour and L. Trimmer, with 114.7 miles an hour, third.

Record holder in the "B" class speed, Jack Finneran, had to withdraw after he damaged his Fox 29 engine. But despite his withdrawal, the standard in this event was high with the

first three placegetters recording speeds over the 100 miles an hour mark.

#### PROTOTYPE EVENT:

The proto event was a repeat of the "B" class race with all fliers using "B" class models. Ken Lloyd won the event with a speed of 100.6 miles an hour. Andy Kerr was second.

Results of the Eastern Districts championships indicated that the home club was very much on the top in an overall picture.

But the Ryde Club, with their two victories in the stunt events, must be reckoned as the club most improved. Ryde Club has only been formed for about 12 months. All indications point to them becoming one of the major New South Wales clubs.

### DETAILS AT A GLANCE

Half A: J. Wallace (Doonside) 1, R. Wright (Eastern Districts) 2, P. Boughton (Eastern Districts) 3. Time, 6 minutes and 13.7 seconds. Eden Distributors trophy.

"C" class team race: K. Lloyd (Eastern Districts) 1, J. Ward (Eastern Districts) 2. Time, 8 minutes and 52 seconds. President's trophy.

F.A.I. team race: N. King (Eastern Districts) 1, R. Carroll (Doonside) 2. Time, 7 minutes and 40.1 seconds. Balm trophy.

"B" class team race: K. Lloyd (Eastern Districts) 1, A. Kerr (Eastern Districts) 2, D. Moleman (Eastern Districts) 3. Time, 8 minutes and 2 seconds. De Havilland trophy.

Scale: R. Woodcock (Epping) 1, T. Shennan (Freelance) 2, J. Ward (Eastern Districts) 3. Lockheed trophy.

Junior combat: B. McGregor (Manly-Wahringah) 1, K. Brooks (Eastern Districts) 2, G. Andrews (Eastern Districts) 3. B.O.A.C. trophy.

Senior stunt: P. Turner (Ryde) 1, N. Carlos (Manly-Wahringah) 2, K. Lloyd (Eastern Districts) 3. Levenson trophy.

Junior stunt: G. Lynch (Ryde) 1, G. Williams (Eastern Districts) 2, G. Andrews (Eastern Districts) 3. Boeing trophy.

Senior combat: A. Kerr (Eastern Districts) 1, B. James (Skyhawkes) 2, B. Millen (Banks-town) 3. Harvey Trinder trophy.

Rat race: A. Kerr (Eastern Districts) 1, K. Lloyd (Eastern Districts) 2. Ladies' trophy.

F.A.I. speed: L. Trinder (Epping) 1, R. McLennan (Freelance) 2, R. Blombery (Freelance) 3. Speed 99.87 miles an hour.

"B" class speed: R. Blombery (Freelance) 1, R. Lloyd (Eastern Districts) 2, L. Trimmer (Epping) 3. Speed 125.7 miles an hour.

Prototype speed: K. Lloyd (Eastern Districts) 1, A. Kerr (Eastern Districts) 2, D. Moleman (Eastern Districts) 3. Speed 100.6 miles an hour.

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## R.C.M.C. NEWS

(By John Marquette)

It is going to be awfully hard to give you much gen on flying activities in the above Club since our last issue, because the weather has been so bad there just has not been much going on. There has been quite a few new models produced, however, some of which are quite interesting, so we will give you a run-down on these.

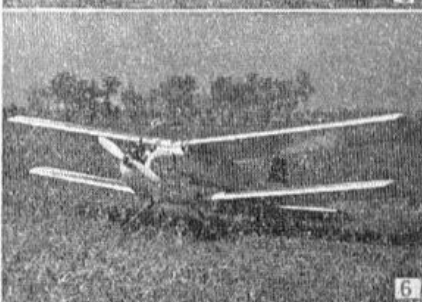
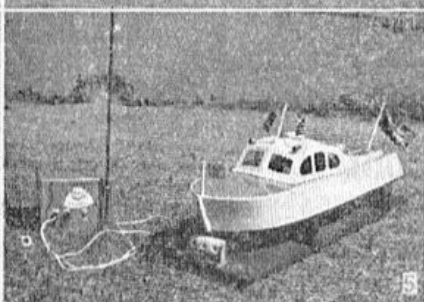
From Delungra in Northern N.S.W. comes Ray Erinshaw, who is an R.C.M.C. member. He called on us at Riverstone recently; was down having a holiday in the big smoke. Ray produced a "Smog Hog", all shiny and new and fitted with a Hills Rx., operating an O.S. Compound on rudder, cascading to an E.D. Clockwork for Elevators. This could be an awfully dicey combination as the E.D. is not selective or self neutralising. Ray has realised this now and figures dual Varicomp or some other cascading and self-neutralising set-up will be much easier on the nervous system. Seeing the success the boys are having with tone rigs, he also figured maybe the Hills has had its day, so he looks like switching over. The motor in the Hog by the way was an O.S. 35, which should handle it very nicely when it finally gets airborne.

Talking about tone sets, maybe the problems John Alcroft has had and overcome recently will be a help to others. This gets over to the boat- ing side. John has a 36in. Marlin driven by an Electric Motor and the trouble has been get-

ting a Receiver that would operate successfully alongside the driving motor. Previously he had installed a carrier type which, no matter what he did, just would not operate satisfactorily with the motor going. He finally decided to try out a tone set and accordingly installed a Silvertone. This rig, operating an E.D. Clockwork Escapement, worked perfectly, and now John, with a large-size grin on his face, is really stirring up the foam.

Another interesting new machine was a large 7-footer by George Randall, and the story behind it, although not new, is one that is rarely carried out to a successful conclusion. Radio to George is a piece of cake, for he is a licensed amateur, but modelling is a different story as this is his first attempt back into the game since rubber models in his early boyhood. Now at first glance one could be pardoned for thinking that a guy who breaks into radio modelling with a huge 7ft. ship, and that an own design to boot, is just a little bit nutty and really asking for balsa splattering trouble. Well, there is an exception that proves every rule, and in this case George is it. Not only did he make a beautiful job of building and finishing the machine but the darn thing flew exceptionally well too. On the initial flight after peeking the Fuji 35, we let her go and off she went down the runway to

1. John Marquette's "Cicada" landing. Fantastic runaway in background. Schofield's Airfield near Sydney.
2. John Marquette's "Cicada" takes off.
3. John Marquette readying his O.S. 8 equipped "Cicada" for flight. Keith Hollingworth and "Wasp" Biplane in background.
4. Tom Prosser and his outstanding "Pegasus" design built from American Modeller plans. Glo Chief 49, O.S. 8 channel R/X & T/X. Bonner Duramite Servos.
5. John Alcroft's 36in. Marlin mentioned in text.
6. Keith Hollingworth's "Wasp" Biplane O.S. .15 M/S. Silvertone and dual vari-comps.





do a perfect hands-off take-off and then settled into a nice steady climb to height, at around 300ft. some steep turns, spirals and a bit of general chucking about was performed and she handled beautifully, finally coming in for a nice smooth landing right alongside the Tx. Quite an amazing effort for a chap who is virtually a beginner; lets hope he can keep it up. A bit of gen on the model. Span 7ft., area approximately 8 sq. ft., 6lb. weight, Silvertone Rx, driving a Varicomp on rudder only.

Club secretary, Tom Hingerty, has gone in for whispering flight; came to the field the other day sporting a new sail plane, own design, but with a little Bethwaite flavour. It is a very sleek, graceful affair. Primarily built for slope soaring, it was brought to the field for trimming flights and taken aloft by tow line. Tom was on the line and son Rod on the button. This procedure is bound to be reversed next time for, after a couple of tows, the awful realisation that the years have taken their toll was brought to Tom and—pant, pant, next time Rod will be on the line. The R/C rig in this ship is a Silvertone and O.S. Compound Escapement.

As for the Multis, we have had a few newbies in this line too. Charlie Peek has a new job, same design as his last, a modified Smog Hog (the main mod. being a Clark Y Section). Radio is Charlie's own design 8 channel simultaneous outfit, which drives four Duramites on rudder, elevator, ailerons and motor. Weight is around 6½lb. and with a K. & B. Torp. 45 up front she surely gets cracking. Aerobats quite nicely too, in spite of the Clark Y Wing.

I did not think it would be long before we saw an Orion in the area. One has been built

by Tom Prosser and was constructed exactly to plan, which has consequently brought the weight out right on the button, 6lb. This, coupled with the power from a Glow Chief 49, which has fitted a Veco throttle, would be the hottest ship we have seen around these parts. It is certainly no beginner's model. As an illustration of just how touchy this machine is, on its first flight after getting airborne and gaining about 20ft. altitude, it dropped a wing, Tom hit opposite aileron to correct, and the next thing she did a perfect flick roll and continued on as though nothing had happened. Tom, of course, was visibly shaken and is now very much more delicate on the controls. The model is beautifully built and really a credit to its owner.

The R/C rig is an O.S. 8 with Duramites on rudder elevator and aileron and a Hillcrest Servo on throttle. Later on in this column I have done a review on the 8 channel O.S., so perhaps here a little history on the one Tom is using would be of interest to those of you who may be contemplating purchasing this equipment. It has, at the time of writing, logged over 200 flights. Right now, heaven knows what it has done; could be 600 by the way Tom flies. It has survived three total write-off prangs and the only replacement to date has been a valve (smashed in one of the prangs). This is a fantastic performance, especially when you consider that today its performance and stability is just as good as when it was new.

#### THE NATIONALS

With the 14th Nationals now only days off, perhaps you would like to hear some of the news I have from the grapevine on who is going and what they will be flying. By the look of things, this promises to be the greatest Radio event ever at an Australian Nationals. This will be the first year the new F.A.I. rules have been used, which means now there are two events—Single Function and Multi.

There will be many more entrants than those enumerated here. These are only just a few I know of. Probably the most spectacular model will be Steve Vraný's Goliath, a 9ft. span semi-scale Auster. This will fly in the Single Event, as too will Bill, John and Brian Eyre, all with Cicadas. Yours truly will also be having a crack with a Cicada, and Russ, Les Fowler and a strong representation from Coffs Harbour, all with their own design ships.

The multi event should be really hot this year and well worth going to see. There will be Tom Prosser, flying an Orion with O.S. 8; Harry Mortlock, a Live Wire Champion with Orbitt 8; Keith Hearn, with his large 8ft. span O.S. 5 channel job; Tony Farnan, a Pegasus with O.S. 10; Ian Watts, Pegasus and O.S. 10; Jim Palmer, don't know what model but O.S. 5 gear; Russ with a new own design ship; and your slave with an O.S. 8 equipped Cicada.

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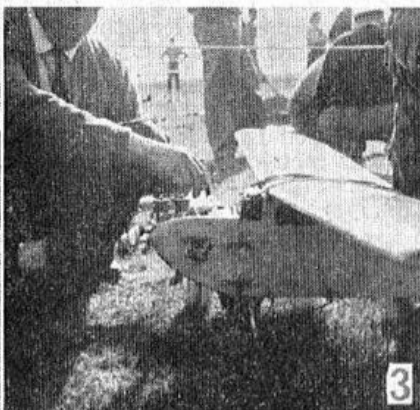
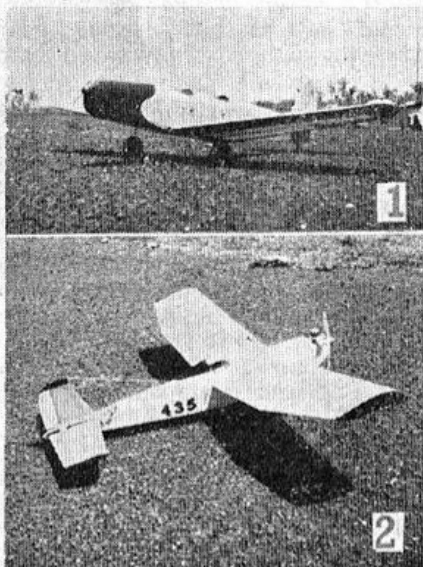
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## Advance Radio Control

Conducted by John Marquette

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### VICTORIAN RADIO CONTROL NEWS

For the latter part of this year one of the main aeromodelling activities in this State has been the very rapid growth of R/C flying. Multi channel operation has suddenly blossomed, and at the moment there are at least four 10 channel and four 8 channel outfits being used by the Melbourne M.A.R.C.S. Group. These, of course, added to numbers of single channel Tone sets working all sorts of servos and escapements.

Norm Bell has flown his new "Pegasus" on several days, with 100 per cent. perfect operation and is attempting to become used to the very fast flying speed of this advanced design. His 7½lb. model, which is powered by an O.S. Max III .35 R/C engine, seems to take only a matter of seconds to cover long distances, and he is at present experimenting with different props, in order to subdue its performance. Radio Gear is the latest O.S. 10 channel simultaneous type operating Bonner and New Kato Multi Servos.

Fibre glass is used extensively on this aircraft, and also the same strengthening material is employed by Ian Watts on his new "Smog Hog".

Ian is really flying his 8 channel rig well through loops, eights, inverted flight, etc. He uses ailerons instead of rudder for most of the pattern and the 7½lb. plane is pulled by an O.S. Max III .35 R/C Engine, with O.S. simultaneous gear.

Keith Hearn, who uses the same equipment, has an original high wing design, approximately 8 feet in span, and although not having ailerons at all, performs well inverted and is very smooth through other manoeuvres. Has a beautiful glide. Keith flew in a small suburban field for a charity show recently, and put on a polished exhibition of skilful flying in breezy conditions. Bob Hyde, who has switched entirely to R/C flying, is practising with his new "Smog Hog", whilst building an "Orion" and finishing an "Astro Hog". Bob would be probably the most prolific builder in Australia, and steers these various craft with an O.S.

1. Photo from Ron Wilson, of Brisbane. Close-up of P.T. 19 and the "excellent" surface of the landing strip guaranteed to grind through fibre glass as if it were tissue paper. This ship was too hot for comfort; lack of ailerons eventually wrote it off.
2. Ron Wilson's "Ascender". Hill transistor 22 V.H.T. Babcock II Rudder. O.S. 4 claw. Engine speed (3 speed). Home built elevator escapement. Max .35 Multispeed.
3. Anthony Walsham's "Waveguide" with his Dad getting a cold drink from the thermos.
4. Bruce Robinson (right) and cobbler inspecting Bruce's

10 channel simultaneous set. It is interesting to note that several of the boys are having difficulty in coping with the power of .35 engines, in American design plans, which originally used .45 motors.

Jim Sumsion has nearly finished his "Pegasus" and Jack Bone has jig built the parts for three "Smog Hogs". Both have bought O.S. 10 channel outfits recently, and hope to operate over Xmas. Tony Farnan has nearly painted a new "Pegasus" for an 8 channel set, and hopes the plane will fly as well as his present "Bi-Fly", which does the book on single channel. Bob Langley should be nearly ready to roll his Canadian designed "Dice" after recent disasters, and many of the boys would like to see him log a few hours flying as a fitting reward for his perseverance after much bad luck. His low wing Multi ship has to be flown on power all the time, as there is no glide to speak of.

### CLUB NOTES — From Anthony Walsham

November 6 was the date for the second competition in the second series of six to be flown for the M.A.R.C.S. Trophy. The day dawned fine and clear (at home), but with a mild gale blowing at the flying field. (The day before the average wind speed was 25 m.p.h., with gusts up to 40 m.p.h.) Later in the day, when the Comp. was over and a shower of rain had passed, the wind eased considerably. The M.A.R.C.S. Group intended to hold two competitions—one in the morning for single and one in the afternoon for Multi. However, the Multi was cancelled because of lack of entries.

### RESULTS FOR SINGLE:

1, 108 pts., Anthony Walsham's "Waveguide", Taplin Twin 7cc. O.S. 4A R/X, O.S. 3AP. T/X, O.S. 2 claw escapement.

2, 52½ pts., Percy Mealmaker's "Sportster" (Modified). E.D. Racer, Kraft R/X, own T/X, O.S. 2 claw escapement.



3, 22½ pts., Fred Harris' "Sportster" (modified) Taipan 2.5 diesel, O.S. 4 A.P. R/X, own T/X, O.S. Compound.

First place getter in single was Anthony Walsham, who flew his old "Waveguide" powered by a Taplin Twin 7cc. motor. Tony Farnan reckons it sounds like a Cadillac Convertible as it purrs overhead. Anthony has changed to O.S. Tone and finds it completely reliable. On his last flight for the day he made a turn too close to the ground and stacked the old wagon. The fuselage was a complete write-off, but the wing and tail came out unscathed.

Percy Mealmaker flew his ancient "sportster" powered by an equally ancient E.D. Racer. A slipping compression screw caused the model to drop to the ground during the pattern. Percy uses a Kraft Tone R/X and own T/X. Fred Harris was the only other competitor to score. He flew the same model he used to win the last M.A.R.C.S. Comp. It is a modified "Sportster" with a Taipan 2.5 diesel and O.S. Tone R/X. Fred lost control immediately the model took off and it went downwind in a hurry with Fred racing after it. Later in the day he brought out his Gasser powered by an ancient Frog 160 Glo motor. It amazed everyone by starting in a couple of flicks and managing to haul the model round at a decent rate of knots.

Jim Sumsion failed to score with his own design O.S. 15 powered O.S. Tone equipped model. At the end of the day the model flew away and as I left before Jimmy got back I don't know whether or not he managed to retrieve it.

Les Heap put up a couple of nice flights

after the Comp. He's a real sport, loaning gear to everybody and going out of his way to help them.

Des Williams put in a welcome appearance and brought his single control "Smog Hog" with him. Tony (the salesman of the year) Farnan was demonstrating the new Cobb Micro 4 multi control actuator in a high-speed single channel biplane. When down elevator is applied the model reaches about Mach I in a screaming vertical dive, and an equally high speed climb follows for very fast loops. The model is very stable and when the motor is hooked up he should have a lot of fun. It is powered by a very potent O.S. 15 Glo and equipped with O.S. Tone gear.

Ian Watts would have won the multi easily. His O.S. 35 M/S powered "Smog Hog", equipped with O.S. 8 reed radio gear, proved that it can penetrate on a windy day. Ian is becoming quite proficient at flying now, being able to fly inverted, do consecutive loops, outside loops, Cuban 8's, tailslide, stalls and so on.

Summing up, we had a pretty good time considering the wind, with a bit of prangery and a few fly-aways.

\* \* \* \*

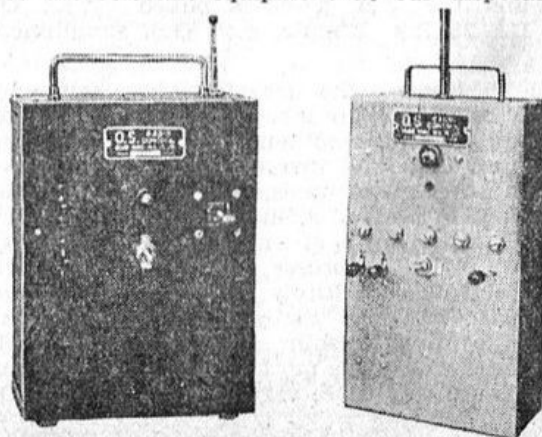
## MODEL NEWS RADIO REVIEW

### THE O.S. 8 AND 10 CHANNEL UNITS

The idea of these reviews is to have a look through new equipment as it appears on the Australian market and to tell you from a local conditions point of view just how suitable the various units are for our use.

The subject of this article is to be the O.S. 8 and 10 Channel Units. This gear is really not new here, having been on sale in very restricted quantities for some twelve months or more. We have just received word from O.S. Distributors (Aust.) that this equipment can now be supplied ex-stock and it is felt that future continuity of supply can be maintained. With this in mind we felt now would be a most opportune time to tell you what we have discovered, so that those of you who are contemplating Multi will have something more than the adds to base your figuring on.

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us to examine and report on. In this case it was not necessary, as the writer has his own O.S. 8 which has now been in use for some six months. It boils down then to this being not so much a review, but an account of how the gear has performed for me during the period. I feel you would rather have me handle the story in this way, for during the last few months of having used the Units, I have come to know them pretty well and can certainly give you a more honest and reliable account than if I had only had them for a few days to examine. I might add here that I will only be dealing with the 8 Channel rig, but for the record, the 10 is identical except of course for the addition of a 10 reed bank and 2 extra relays.

#### THE O.S. R8 EIGHT CHANNEL RECEIVER

Let us have a look at the Receiver first. It is fairly conventional at first glance. We open the lid and find the usual 2 rows of 4 relays, followed by the Reed Bank and, alongside this, the tuning screw. Now we grab a screw driver and remove the bottom section of the case, which houses the Receiver circuitry. This still looks fairly conventional; there is a 1 A G 4 detector, being used in the nowadays quite standard super regen. circuit, but then going on a little further, we notice the addition of an extra transistor; there are three in all. Now this, in my opinion, is what puts the O.S. way out in front. I have used or seen used several well-known multi units, both English and American, and I would say from that experience the O.S. is by far the most sensitive set I have come across. Sensitivity, of course, means range, and this is something we cannot have too much of, within reasonable limits of course. Most multi sets these days use only two audio stages, which in fairness to other brands is usually all that is necessary, but if here we find a set which has three, and at no extra cost, well it seems common sense that, everything else being equal, this is the gear to use.

Actually, after studying the O.S., the components used, the circuit and the general layout, one cannot help realising that here is a really well designed unit which employs high quality components and where expense of production has not been given great consideration. It would have been quite a simple matter to manufacture a much cheaper set which would have probably done the job, but obviously O.S. were after a really top quality unit and would not be satisfied with anything less.

With all the use I have given the O.S., I am afraid I just have not a clue what its output figures are. I have never had occasion to do any checking; it has always functioned perfectly in the air with phenomenal range and stability. The only reason I ever opened my set up was because I was too darned curious and just had to have a stickybeak to see what made it tick. This is a procedure I definitely do not recommend and if you do decide to buy one, for heaven's sake leave it alone as long as it is working. If it stops, then only if you really know what you are doing, open it up, otherwise send it back to the agent you bought it from for the necessary repairs.

For those of you who are interested in the actual circuitry, it has, as mentioned earlier, a

super regen valve detector, feeding into the first audio stage which is resistor-capacitor coupled and then into the two final stages, which are transformer coupled. A very efficient set-up indeed. Case and weight sizes are: 8 Channel, 3½in. x 2½in. x 2in. and 8 oz.; 10 Channel, 4in. x 2½in. x 2in. and 10.9 oz.

High tension voltage is 45 and low tension 1½. Current drain, two tones simultaneously including receiver and relays 16 M.A. Low tension 40 M.A. These figures apply to both 8 and 10 Channel sets.

#### THE O.S. T8 EIGHT CHANNEL SIMULTANEOUS TRANSMITTER

This is a hand-held unit in a dark blue, high gloss, anodised aluminium case. The controls are all handily placed on the front panel with spring return switches for each control. Rudder and Aileron on the right, Elevator and Motor on the left. In the centre is the on/off switch and above this an indicator globe. This is loose coupled to the Antenna Coil and comes in handy not only as an indication that the Tx. is operating, but also as an aid to tuning. The Antenna is mounted on top of the case, is 47in. long, telescopic, and retracts fully into a fibre tube fixed inside the case. Also, on top is a handy carrying handle.

The circuit employed has a crystal controlled M.O.P.A., C.W. section, employing a 3A5 twin triode. Tone is obtained from two 3A5 tone generators and a modulator stage, also employing a 3A5 Valve. This is a most useful set-up, especially from a valve replacement angle, for the same type valve is used in all stages. Tone stability is obtained by the use of two Toriod Chokes.

Inside the case we find at the top the Tx. Chassis. This is quite small and neat. Actually all that is visible from the front are the four valves set up in a row, under these the two Toriods, then alongside, the crystal and tuning screws for the oscillator and P.A. Stage. Below the Tx. Chassis is a panel upon which we find the eight tone Pots and the dozen or so capacitors that go with these, and then below all this again is the battery space.

The batteries used are: 1 Eveready 742, 1½ volt cell for L.T. and 2 Eveready 467, 67½ volt batteries for H.T., which is 135 volts. Now, there is a weakness here the O.S. T8 shares with almost every other hand-held Tx. on the market. The H.T. batteries are far too small and consequently their life span is very short. This becomes a little expensive when you consider the cost of a 467 at 21/10. Admittedly, if it is necessary to have a nice compact hand-held unit, there is nothing else that can be done, for to install larger batteries would make it too cumbersome and heavy. If you are single and have an income of around £5,000 per year, well then, leave your hand-held Tx. as it is, for it is very nice to handle that way. If, on the other hand, you are like most of us, just battling, well then, make the modifications that I have and your T8 will give you many, many hours of fun at very low battery cost. I placed a socket in the back of the case and hooked the H.T. leads to this. Now with a plug and lead to a ground battery pack



consisting of three 482 batteries, I can forget H.T. drain for months.

Whilst on the subject of modifications, there is another I have made to my unit. This is not really necessary, but I mention it for what it is worth. I have drilled eight 5/16in. holes in the back of the case directly opposite each tone pot. This makes it possible to adjust the tones without removing the case back. This is only mentioned as a point of interest, for the Tx. is so stable on tones that in six months of constant use I have only had to adjust mine once.

Dimensions are: 9½in. x 6 7/8in. x 3½in. approx. and weight, including batteries, 742/467—5½lbs.

Summing up, I would say the O.S. 8 and 10 Channel Receivers and Transmitters are extremely well designed, high quality instruments, equal to any and better than most other similar units on sale today.

Current prices are: 8 Channel Rx, £58/19/6; 8 Channel Tx, £63/10/-; 10 Channel Rx, £63/10/-; 10 Channel Tx, £66/18/6.

These prices on first glance probably seem quite high, but when you come to consider the type of equipment you are buying and also compare them with the price similar units would sell for here, if imported from overseas, they are really very reasonable indeed.

Australian Agents: O.S. Distributors (Aust.), 2 Erasmus Street, Surry Hills, Victoria.

### THE GLOW CHIEF 19 MULTI SPEED ENGINE

Whilst on the subject of reviews, I would like to tell you a little of the new Glow Chief Engine recently released by Gordon Burford & Co. I do not intend to give a complete Engine analysis on this unit as that is best left to the expert in this field. What I will do is to tell you just how this motor performs under actual R/C flight conditions.

Around four or five weeks ago, I received the prototype of this motor from the manufacturer with the request that I check it out and give them a report. Upon receipt, the Motor was given about an hour of bench running and then installed in a model. To form a good basis of comparison, I figured it best to use some known standard, so the motor was fitted in a "Cicada" using a Varicomp on rudder with an O.S. 2 Claw for Motor control. Previously this machine had for a power unit a K. & B. 19 driving a 10 x 4 Tornado Nylon. As anyone knows who has used one, the K. & B. 19 is really a superb little motor and I reasoned putting the Glow Chief up against a unit such as this for comparison would be a tough enough test.

Actually, the Glow Chief outperformed the K. & B. in that the power output seemed a little greater as judged by the take-off run and rate of climb. Starting was really easy, just a couple of flicks and away she went and this on a straight 3 to 1 Methanol Castor Oil mix. This is important, for most radio bds don't want to be bothered messing around with hot brews of fuel.

Running was quite smooth and even and the needle setting very non-critical.

In flight the throttle worked beautifully; she would slow right back to just a tick over and then, upon changing speed, respond immediately to full power. There was no sign of oiling up or choking; on one flight I gained a lot of altitude, hit low speed and then cruised around, gradually losing height, for ten minutes. At about 50ft., high revs. were selected and the response was instantaneous. On another flight, spirals, stalls and other violent manoeuvres were carried out, all on low speed, and the motor kept going without a single miss.

This looks like being a very useful motor for R/C in the 19 Class and at the price, £5/9/6, complete with throttle, it is certainly very good value. It should be welcomed by the C/L and F/F boys too, for it will have many applications in these fields.

Manufacturers: Gordon Burford & Co., 91 Beach Street, Grange, S.A.

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# NEWS OF CLUBS AND MODELLERS

## NORTHERN TERRITORY MODELLERS' ASSOCIATION

At our first Annual General Meeting in August, all officials were re-elected as follows: President, Keith Sommer; Vice-President/Treasurer, Cyril Cunningham; Secretary/Publicity, Jo Cunningham; Steward/Records, Wendy Strahan.

Hopes are high for a permanent flying field soon, following a recent summoned meeting by the Darwin City Council of all sporting bodies. Our two delegates attended and put our needs before the Council. The idea of this meeting was so that the Council may ascertain the needs of ALL clubs—large or small—and attempt to assist in laying out more ovals in and around Darwin. This is an urgent problem and was discussed at great lengths. All representatives gave their pledge to support a series of giant "busy bees", completing one field and then beginning on another. All present were, I'm sure, agreeably surprised to learn who we were and what we were, as our delegates, after putting forward our requirements, also spoke of our affiliation with the M.A.A.A. and what it stood for. They also pointed out that with permanent fly-

ing fields we could train lads who could perhaps represent Darwin in future Australia-wide championships. In the meantime, one of the local football clubs has generously given us use every Sunday of their own newly completed grassed oval.

Darwin perhaps presents a few more problems to a Model Club than other areas. The main problem is our transient population—at times we have 40 members and at others (as at present) we drop to 20. Another factor is our "Wet" season—fast approaching. This "somewhat dampens" field activities but this "Wet" we are planning a series of indoor building classes. Last year we went into recess but found it far too difficult to whip up enthusiasm again.

Until recently we were holding regular boat-ing field days at Mindil Beach, but these have now ceased owing to our "Wet" season sea wasp menace. These jelly fish can maim and kill with their sting, so boat modelling at the beach is over till next May. However, in two weeks time we will be holding an all-day picnic meet at Howard Springs—a lovely jungle resort 20 miles "down the track". The Ranger in charge there



1. Publicity Secretary of Northern Territory Modellers' Association, Jo Cunningham, holding a Thunderbug 54in. .29 Glo Chief powered. Club members assisted in building.
2. Cyril Cunningham, Treasurer and Vice-president of N.T.M.A., with his newly completed (as yet untested) "Sea King".
3. Another view of Cyril Cunningham's "Sea King".
4. Group of Northern Territory Modellers with their insignia in the foreground. This insignia is an enlarged version of some as worn on back of their shirts. Designed by the Secretary depicts wings, R/C car and boat.

is co-operating and has offered to rope off an area for our use. We hope to see the maiden voyage of Keith Sommer's Vosper RTTL powered by an E.D. Hunter, later to be fitted with R/C gear. (It all depends on Tony.) Cyril Cunningham is also to test out a queer looking 2ft. Sea Sled powered by a 2.5 Taipan-Marine. This will add to his fleet of one submarine made from two beer cans (empty), powered (successfully) by carbide, and his electric powered Tug Boat. John Manning is hoping the trees have been lopped back a bit and that any swimmers have the sense to duck when he takes to the air with his "Territorian". This is a 32in. C/L Stunter with floats, powered by a K. & B. 15 Torpedo. Don Strahan is shaking the Perth mothballs out of his 20in. speedboat and fitting it with a 1.5 Taipan diesel. Wally Canniford (if he's not guiding our mighty train service "down the track") will be there with several floatable objects—mainly an unidentified warship, a speedboat and a Police Launch. Of the Junior members, we hope to see David Smith's cute little original yacht made from a piece of coconut shell. Also Raymond and Keith D'Ambrosio will be bringing quite a little fleet between them—Titan Tug, Police Rescue launch, speedboat and, "oh, just a boat".

**Flying Activities:** Can any other Club supply us with a set of rules for Boomerang Flying? Yes, we do consider 'em as flyin' models. You should see Cunningham's Cut-out Cuties returning to chase him off the field! One young lad went one further the other day and arrived with a bow and arrows. However, as he was not a Club member, and as his dear little arrow was aimed at Manning's spectacular aerobatics display, we removed the arrow and its owner from the field. John Manning's box kite swung aloft during field activities but, alas, the breeze dropped and it ended up in the pandanus palms. Prickly things, aren't they John?

Last Sunday we had on the field 17 C/L models, 10 chuck gliders, 2 rubber powered models and, of course, the aforementioned boomerangs, arrows and box kite. Don Strahan and John Manning thrilled the crowd with a display of combat. John pirated Don's streamer on his line but Don swooped in and won it back (full length) on his wheels.

Jo Cunningham flew the Club Stuntmaster without breaking a prop (for once). Wonder whose hobby shop sells all those props? Anyway, she was just getting up strength to fly her Thunderbug. Flew straight and level, no stunt manoeuvres yet, and, what, no power on landings? That's an improvement, anyway. Wendy Strahan, after a flight with the Stuntmaster, surprised us all (and herself) by having a try with John Manning's team racer. Fast little model, isn't she?

Who is it that earned the name of "up and down" Noel? Too much "down" wrecked that beautiful Comanche—luckily it's repairable. Juniors Charles Moohring and John Roberts did well at their C/L lessons and will soon be flying solo. Keith Sommer did his first completely solo flight on the Club Stuntmaster without mishap. Good show!

Cyril Cunningham's spectacular brand new "Sea King" was on display for the first time and

completely stole the show. This is a 45in. Delta flying boat powered by an A.M. 15 motor. Plans from A.P.S. Sea King is yet to be test flown

Notes by Jo Cunningham, Secretary N.T.M.A.

## WEST AUSTRALIA

### Club Notes from Noel Mitchell of West Australia.

This year the Inter-Club Team Races, classes A and B, were supported by only four clubs, namely Thermal Thumbers, Cottesloe Moonrakers, A.T.C. and Mercurians. As usual, each club fielded two models, complete with crews, in each class and a total of 5 rounds was flown by each club in each class over a period of four Sundays. Great interest was taken in the O.S. 15D model from Cottesloe. However, the Oliver powered models still managed to mark up most points for the two leading A class contenders, i.e., Cottesloe and Mercurians. One exception was a Mercurian's model, fielded by Rex. Vellender and Roy Smith, and powered by an old Taipan 2.5 which left my own Oliver powered Mercurian's entry in 2nd place in the two final rounds. Graham Byass and his Cottesloe boys, however, managed to score the most points and take off the "A" class Club Trophy.

The Mercurians managed to retain the "B" class "Timms Shield" with comparative ease as my own O.S. 29 model won five out of five of the "B" class races for the Mercurians. I was ably supported once more by the Smith-Vellender team, who took four out of five 2nd places with a Glow Chief 29 powered "Accelerator".

As all rounds, or races, were over 10 miles, the practice towards the State Championships was appreciated by all.

Members of the Gassers and the Mercurians were guests of the Wickepin Aeronauts, 150 miles from Perth, for the weekend, August 13th-14th. Members who made the trip will never forget the ideal flying sites. The Aeronauts have their own U-Control field; donated by a farmer, cleared and levelled by the club members with their own tractors, etc., and big enough for four seventy-foot circles and right next door a field of close cropped grass big enough for Radio and F.F.

The Gassers flew Radio all weekend, while the Mercurians hammered the control line circles. Being in both clubs, I alternated between, but as the F.F. conditions were the best I have ever experienced the Power Scramble model got more use than the Combat, Team Race types, despite flying both these in the competitions sponsored by the Aeronauts.

Mention Wickepin and we will always remember Bob Pine finishing a model in his hotel room early that frost-bitten Sunday morning—to have it land back in the main street outside the hotel when his Radio failed later that day; or Doug Murray's R.C. model disappearing almost directly overhead with the motor still going—only to land 100 yards away 15 minutes after, and OUT OF CONTROL all the time — or Gordon Owens, from Gnowangerup, with his R.C. Scale Cessna Grasshopper, looking just like the real thing overhead; or how useless it is to complain about model aero noise in Wickepin because most of the inhabitants are enthusiasts, or relatives of enthusiasts, and besides. Ron Dixon, the club treasurer, is also the local policeman.

**FOR SALE:** O.S. Max III .35 Multi-speed Motor. Just run in, £7/16/6. Also 18in. length engine bearer, 1/- each. One large stunt tank and one pint of fuel at £1. One Exide D.T.G. 2-volt Battery, £1/12/-, and one K.L.G. 2-volt Glo Plug and one 2-volt and two 1½-volt Enya Glo Plugs. Reply—

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### SOUTH AUSTRALIAN CLUB NOTES

#### South Australia State B and C Class Team Race Reports.

There were only four entrants in this year's State C Class Team Race and these were Tony Moore, Wes Penfold, Jack Oeheme and the team entry of R. Thompson and R. Meyers. As there were no eliminations to be flown off, these four went straight into the final. At the start all four models got away smartly and settled down to a steady pace with the faster powered O.S. entry of Meyers-Thompson lapping the other models about one lap in every eight and at the first stop this model held a lead of some 8 laps. A fast piece of pit work by Jack Oeheme and Wes Penfold, compared with a slow one by Meyers-Thompson, put their models into the lead after refuelling, and at the second stop Jack Oeheme held the lead by a few laps. Once again Jack did some fine pit work while the others were a little slower, and Jack Oeheme, whose model used an Enya motor, came out the winner by a few laps, followed closely by Wes Penfold and Thompson-Meyers, with Tony Moore bringing up the rear of the field. The time for this race was not fast as it was in the vicinity of 8.40.

The B Class race was held on the 6th inst. and this attracted six entrants, and after the eliminations, Tony Moore, Wes Penfold, Ray Silva and the Meyers-Thompson team lined up for the final. This race turned out to be a very ragged one, with several crashes, and only good flying by the four pilots kept the models airborne during the following confusion. However, three of the four models finally completed the distance, with the Meyers-Thompson team using an O.S. motor coming out the eventual winners, followed by Ray Silva and Wes Penfold and both of whom used Enya motors. Due to the confusion caused by mishaps, the time for this race was slow at 10.40.

R. G. Thompson.

### VICTORIAN CLUB NEWS

Here's a report on the second Free Flight day of the State championships, which was a modeller's dream. The sky was full of models and a crowd watched Keith Hearn's multi-channel monster performing some loops and a short stretch of inverted flying.

#### Class II Power Ratio:

Some "old" faces turned up—Max Nicol with his "Amazoom" and Rick Ellis flying a fast climbing "Webra Record" model. It was overcast and there was a little drift, straight toward the large, tall, so-and-so gumtrees. My winning model defied the experts by having a thick sectioned wing of 10.1 aspect ratio and was powered by a re-worked A.M. 15. Not far behind was Geoff Boughton with an O.S. .15 "Swiss Miss", then Peter Nash with an O.D., also an O.S. .15. Both used 8in. x 4in. nylons and plenty of methane.

#### CLASS II P.R.—21 entries:

1, D. Boughton, 20.3 Air Ratio; 2, G. Boughton, 19.2 Air Ratio; 3, P. Nash, 17.6 Air ratio.

#### Nordic A.2.:

A variety of designs were flown but patience and a sensitive feel of the towline were necessary. Both the top models had thin sections, while Peter Nash had a simple Cox fuse and taper tips. Geoff's was copied from the theoretical Finnish models. Les Squires' "Aurikel" flew well, but has got the third place habit bad.

#### A. 2—14 entries:

1. P. Nash, 769 sec.; 2, G. Boughton, 763 sec.; 3, L. Squires, 717 sec.

#### Jetex:

The only model to perform well was Sam O'Connor's lightweight 50 unit model. There is very little interest in Jetex and most flew heavy sheet quickies.

#### JETEX—6 entries:

1, S. O'Connor, 411 sec.; 2, D. Boughton, 152 sec.; 3, P. Carver, 126 sec.

#### Hurl Glider:

"Practice makes perfect" and this decided the event. Sam O'Connor sought the early lift and it was not until my last flight that I hit the frost. Geoff flew consistently but missed the lift.

#### HURL GLIDER—12 entries:

1, D. Boughton, 212 sec.; 2, S. O'Connor, 188 sec.; 3, G. Boughton, 154 sec.

#### Junior Open Power:

Geoff's "Dixielander" was really hot and his O.S. .15 on 45 per cent. methane and thinned 8in. x 4in. wood props. was really moving. Good flying by experienced juniors.

#### JUNIOR P.R.—8 entries:

1, G. Boughton, 24.3 Av. Ratio; 2, S. O'Connor, 19.7 Av. Ratio; 3, Brown, 7.9 Av. Ratio.

#### F.A.I. Power:

A strong wind swept the models down wind about 2 miles or more each and as all the 2.5cc. models were capable of maximums, it was a hard day for many. Peter Nash had the most consistent performance but frequent repairs to the pylon after hitting fences spoilt some flights. P. Lloyd lost his "Americano", second at the last Nats, while testing. Best climb was by Ron Greaves' O.S. .15 modified "Bean Bogan", which had sufficient downthrust to go straight into the wind. My winning Oliver Tiger job was swept cross wind twice due to not enough rubber bands on the wing, but did max's on the other flights and being the one of few to do five flights.

#### Class III. Power Ratio:

The wind cut the entry down and only P. Lloyd and myself flew. The lift down draughts did not affect the heavy F.A.I. jobs but brought my high thrustline "Pencil" down for a 12.1 ratio after a perfect climb and pull-out. Lloyd caught the lift for a max. of 7 secs., and I followed with another of 5.2 seconds. A broken underfin on Lloyd's sealed-up "Americano" caused it to stall down and his flight was good, but not good enough.

1, D. Boughton, 2, P. Lloyd.

Sam O'Connor's small models were outclassed in the wind although climbing well

1, D. Boughton, 7.35 sec.; 2, P. Nash, 6.43 sec.; 3, C. Stones, 2.97 sec.

(I'm not sure that third place is correct as I saw Ron Greaves' "Bean Bogan" do two good flights.) I was away retrieving my last flight in F.A.I. and Class III Power and missed most of the scramble, but here's the results:—

1, B. Deason, 664 sec.; 2, C. Stones, 490 sec.; 3, L. Follett.

#### Speed:

This promised to be keen competition and Mac Munroe had his morning exercise motor mowing a smooth take-off surface. Mac always puts up the tents and P.A. Shylock Manion assists, together with anyone who gets there early enough.

There were two circles and only 12 entries in the 3 classes but 2 hours for all flights was still rushing it a bit.

Graeme Rice and Athol Holtham flew the experimental ballrace O.S. .15, which was still

a little new and did 103 m.p.h., some 10 m.p.h. down on test flights a week earlier. Andrew Himonides was second and the large F.A.I. size jobs reduced the speeds below the 115-120 m.p.h. with the small ones.

Class II had some of the most evenly matched models with three Doolings, one Fox .29R, one O.S. .29, all capable of 120 m.p.h. plus.

My Dooling was the only one put in an even run besides Rick Ellis' Fox .29R, which was "over the hill". Tony Farnan had one rich run but Peter Ellis could not keep his motor in tune and the same trouble dogged Andrew.

The standard of finish and detail was excellent on all models and it was a shame to see them damaged on the rough surface.

Rick Ellis was the one successful flier in Class III with his consistent Mac 60. Quick thinking by pilot Barry Turner got it away after the outside wheel of the dolly struck the safety fence. It was noteworthy that all speed winners used pressurised tanks. The stocks of tornado woods was severely reduced and only stunt and strato props. are good substitutes. Rick used an 8½ x 12 Strato and 30 per cent methane. A special day for record attempts will be held on October 23rd at Moorabin Airport. Only the top fliers have been invited.

#### F.A.I. SPEED:

1, A. Holtham-G. Rice, O.S. 15, 166 K.P.H., 103.5 M.P.H.; 2, A. Himonides, Max. II, O.S. 15, 153 K.P.H., 95.1 M.P.H.

#### CLASS II:

1, D. Boughton, Dooling .29, 121 m.p.h.; 2, T. Farnan-G. Rice, Max III .29, 116.5 m.p.h.; 3, R. Ellis, Fox .29R, 111.9 m.p.h.

#### CLASS III:

R. Ellis, Mac 60, 138 m.p.h.

#### Western Districts Freeflight Championships, held at Geelong on August 21.

These were postponed from Easter and the weather was much better with a 15 m.p.h. wind blowing up the sloping field.

#### Power Ratio:

Following the wins of "Dixielanders" in recent contests, one-third of the entrants flew them. John Lamont's "D" was not outstanding but was consistent, especially in the thermal department, scoring three maxs of 5.7 and 6.6 sec. runs, averaging 30.5. My O.S. powered model went all the better after its repairs and climbed well. Brian Laughton was kicking himself for giving his battered model to Tony Cincotta after failing to trim it. He built a "Dixielander". (If you can't beat 'em, join 'em).

#### POWER RATIO—14 entries:

1, J. Lamont, 30.5; 2, D. Boughton, 25.6; 3, T. Cincotta, 21.1; 4, B. Laughton, 20.4; 5, K. Foley, 19.6.

As you can see by the results it was really keen.

#### Sailplane:

Sam O'Connor's sailplane, similar to Jerry Ritz's "Continental", and had a ply fin to add nose area. It soared up the slope, gaining seconds while others dropped down. Les Squires ended his run of thirds with a second, using his "Aurikel". Geoff Boughton, concentrating more on power than sailplane, has not done as well lately, and Bob Greenhill has not had a win lately.

#### OPEN SAILPLANE—12 entries:

1, S. O'Connor, 482; 2, L. Squires, 442; 3, G. Boughton, 411; 4, R. Greenhill, 355.

#### Rubber:

Barry Winter's high climbing model won again, dropping only half a second when his model went out of sight over the hill. This was a beautifully built "XL58", but it weighed over 9 oz. and with 50 gms. rubber was no match for the open jobs. Sam O'Connor flew a very smooth "wake", while Ralph Kenyon flew a German model.

#### OPEN RUBBER—6 entries:

1, B. Winter, 535.5 sec.; 2, D. Boughton, 444 sec.; 3, S. O'Connor, 348 sec.

#### Hurl Glider:

Entries in this event have dropped lately, but "you have to be in it to win it" as was shown at Gawler Nats event. My small model was able to climb into the light lift and so did Geoff Boughton.

#### HURL GLIDER—7 entries:

1, D. Boughton, 182 sec.; 2, G. Boughton, 134 sec.; 3, S. O'Connor, 95 sec.; 4, G. Runciman, 93 sec.

5th Western District Championship awarded on aggregate points of the control line events at Easter and the postponed free flight. I won the trophy with a first and two seconds. The events were well run and it was a most friendly atmosphere.

Don Boughton.

One of the best flying days held for years was put on by the V.M.A.A. on 15th of October last. Most of the leading fliers participated and the crowd really got their money's worth. Besides a terrific static display of models there was a portable rail track for cars operating, joy rides by a helicopter, go-karts and exhibition flying, covering balloon bursting, formation stunt, carrier deck, speed, stunt, team racing and scale, also last but not least, radio.

Hardest worked of the day was Barry Angus, who never seemed out of the sky with his Max 3 all-Australian. Flying with Monty Tyrrell's Merco all-Australian he turned on sterling shows in the first two departments, then used it in combat and was later seen flying in the team race. Unfortunately his was the only prang of the day, when it was smashed in a mid-air collision.

Stunt exhibitions were given by Tony Farnan and Athol Holtham with their beautiful O.S. powered Thunderbirds, and later in the day the old master, Bob Hyde, turned in a performance with Tyrrell's ship. Tony also won the demonstration five mile team race with his very consistent ship (it's won plenty of events this year) and later on gave a splendid show of flying two at once in combat, cutting his own streamer. He used his well-known Firebreak and the all-Australian of Barry Angus. He then gave a demonstration speed run of 114 m.p.h.

Quite a few carrier planes operated successfully, including two scale jobs for this event. John McCarthy and his Grumman Guardian, O.S. Multi, and Monty Tyrrell used his Douglas Skyraider, Merco Multi. Towards the end of the carrier show they flew the ships in formation. After John landed the deck was efficiently cleared by the "crew" for the approaching Skyraider. At one stage the combat circle overlooked the carrier circle and it was interesting seeing two planes trying to belt each other out of the sky with a carrier plane desperately making May day approaches with flying conditions allowed.

In the scale department, Barry Reid flew his superb Mitchell B-25 (two O.S. .35's) and Les Heap demonstrated a Piper Comanche with a Cox 15. Eddie Keggin's huge P-47 Thunderbolt



was getting airborne when the weeds fouled the works, rendering it unflyable for the rest of the day. It has a hot-mill Sabre 49 and really howls around. Due to the windy conditions no other scale ships were flown. Why, I don't know, as the Mitchell and Comanche, along with the two carrier jobs, seemed to be unaffected. That Mitchell looks like it would fly in a hurricane plus. Later in the day, however, Geoff Pentland flew his Kawasaki "Tony" fighter (O.S. 15).

The show wound up with a beautiful flight by Keith Hearn's new multi channel ship. He kept it in the precincts of the oval and did a terrific loop right over the crowd. He idled, turned, rolled off and the works at will. A fine performance.

The show was ably compered and the public informed of proceedings by Geoff Tuck, National Radio-Control champion.

The fliers then adjourned to Keith Hearn's garage for some well-earned refreshment. The garage was last seen floating through the Eastern Suburbs somewhere.

### "BENALLA IN ACTION AGAIN"

Recently we formed a new club at Benalla. Ken Wilson is our President, and Len Griffiths the Secretary. We have about 23 members and would be pleased to have more, including the members of the old club, to help the young members along.

Seeing Len Griffiths has a shop at his dairy in Benalla, he can help us in building and flying. Another faithful member is Gordon Walker (who puts an excellent finish on his planes) and helps in some of our problems. The letters of our club are B.M.F.C., meaning "Benalla Model Flying Club".

Hans Jensen is a helpful member of our club, being a good stunt pilot on the end of the reel. Ken Wilson and Ian Webb both have radio controlled aeroplanes but only Ken Wilson has flown one so far.

Our members are fairly regular at the flying field every second and fourth weekend of a month. All the club members are excellent on the field. I myself am a "Glo Chief" fan and can't resist seeing Gordon Walker in action.

From "Plane Fan", Benalla.

### N.S.W. CLUB NOTES

#### TAMWORTH

Tamworth M.A.C. was re-formed last April and has grown to over 20 junior and senior members. Interest centres about free flight and radio control, while our junior members are making progress with control line models. A series of field days are being planned to encourage the youngsters to build better models and fly them more efficiently.

#### Results of Third (October) N.S.W.A.A.

##### Decentralized Competition F/F Contest.

Chuck Glider: Dave Hegarty, M.F.F.C., 162 sec., 1; Brian Beashell, M.F.F.C., 157.5 sec., 2; Herb Wilkinson, Epping, 131.5 sec., 3.

Jetex: Dave Hegarty, M.F.F.C., 140 sec., 1.

A/2 Sailplane: Henry Trollope, Parra. & Granville, 281 sec., 1; Barry Lee, Parra. & Granville, 246 sec., 2.

F.A.I. Power: J. Kelly, Maitland, 11 min. 18.5 sec.; I. Stowe, Doonside, 5 min. 53 sec.

Class I Power Ratio: J. Lewis, Maitland, 12.66:1, 1; I. Roach, Maitland, 6.68:1, 2; H. Wilkinson, Epping, 6.4:1, 3.

Class 2 Power Ratio: J. Lewis, Maitland, 19.44:1, 1; I. Roach, Maitland, 12.95:1, 2; I. Stowe, Doonside, 7.5:1, 3.

F.A.I. Sailplane: J. Sullivan, Maitland, 8 min. 17.3 sec.

#### Spot Landing Contest

Score to Oct. 31, 1960: Tom Prosser, 148 pts., 1; John Marquette, 107 points, 2; Russ Hammond, 26 points, 3rd; John Eyre, 19 pts., 4th; C. Eyre, 8 points, 5th.

#### Control Line Competition

Score to Oct. 31, 1960: H. Flanagan & L. Toft, 22 points, 1; R. Lloyd, 12 points, 2; R. Hammond and L. Fowler, 9 points, 3; L. Smith and K. Hacking, 8 points, 4.

#### Free Flight Competition

Score to Oct. 31, 1960: G. Barker, J. Lewis, D. Hegarty, I. Roach, 6 points, 1; B. Jones, 5 points, 2; B. Lee, H. Trollope, J. Kelly, I. Stowe, J. Sullivan, 3 points, 3; B. Beashell, H. Wilkinson, 2 points.

#### Score Attained by Clubs to October 31, 1960

Control Line Competition: Coffs Harbour Club 1st with 54 points; Eastern Districts Club 2nd with 30 points; Parramatta and Granville 3rd with 5 points.

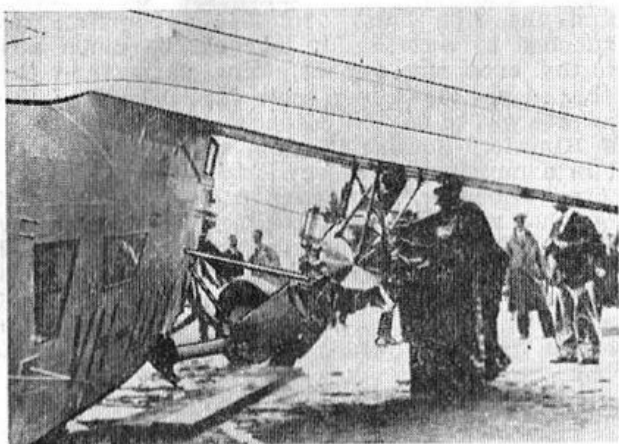
Free Flight Competition: Maitland Club 1st with 18 points; Parramatta and Granville 2nd with 17 points; M.F.F.C. 3rd with 8 points; Doonside 4th with 3 points; Epping 5th with 2 points.

(Continued from Page 16)

ber to act as radio operator, one Edwards. When he was satisfied with the condition of the plane and his team, Ulm flew her over to Portmarnock Beach, near Dublin, the take-off point for America. Irish Air Force personnel immediately set to and loaded her with 1,100 gallons of fuel and she was all ready to leave when further troubles beset her dauntless crew.

As the motors were about to be started the starboard undercarriage collapsed and with a thump she fell down on to the right tip, cracking the wing. It then became a race to remove the fuel as the plane was too heavy to move to higher ground away from the tide. Despite every effort by the Irish airmen and her crew it was a fruitless task and very soon she was partly submerged in the surf. They could only stand and watch as the sea pounded the plane to destruction. On salvage it was evident a complete rebuild was necessary so the Irish engineers dismantled the plane and she was shipped back to England. When things were at their darkest, Lord Wakefield himself came to the rescue and through his generosity the plane was rebuilt at a cost of £1,400. This included a new fuselage. By October the "Faith" was her proud self again, the only evident difference being the full-length cabin windows down the fuselage side once more.

As Edwards had resigned from the venture, Ulm, Allen and Taylor agreed to abandon the world flight and try to regain prestige by setting a record back to Australia. On October 12 they left England and flew day and night in long stages. Stops were made at Athens, Baghdad, Karachi, Gaya, Calcutta, Akyab, Alor Star, Singapore and Surabaya. They could be called pit-stops as it were. Six days 17 hours 56 minutes out from England they reached Australia and set, for those days, a phenomenal record. This stood for twelve months until Scott and Black virtually bisected it in the Comet during the MacRobertson Race. However, for the type of aircraft, it was a really creditable performance.



Lying crippled on Portmarnock Beach, Ireland, immediately after the starboard undercarriage collapsed. Shortly after this shot, the "Faith" was almost completely destroyed by the surf of the incoming tide.

Despite these efforts, Charles Ulm lost on the air mail contract tender, the original purpose of the flight. He therefore cast his eyes towards the Tasman and the Pacific, parallel to the ambitions of his old friend, Smithy. With G. U. Allen and R. Bolton (as Taylor was flying with Smithy on similar deals), Ulm set about survey flights and between December 3, 1933, and July 2, 1934, made six Tasman crossings. On the first flight they carried two passengers, Mrs. Ulm and Miss Rogers, so these two ladies gained the honour of being the first women to fly across the Tasman. On the second flight the first official New Zealand-Australia mail was carried and it consisted of 44,000 letters and 600 pounds of air freight. Through these six flights and the two earlier ones with Smithy in 1928, Ulm gained the widest experience of any airman on the Tasman's weather variations. His survey work proved invaluable for the airlines which commenced regular Tasman operations many years after his death.

During these Tasman flights the "Faith" had another face life. Just before the second return flight the large fuselage tanks were removed and the cabin was re-upholstered and equipped with thirteen wicker seats for passengers. She was also fitted with a tail wheel and air brakes on the main wheels.

In late July, 1934, Ulm flew her from Melbourne to Lae in New Guinea and return with the first official New Guinea air mails. After his death in late 1934 (in an Airspeed Envoy whilst attempting a Trans-Pacific flight), the "Faith" was not used till May, 1935. The only time it was in the news during this period was the Government refusing to buy it as a national relic for £6,000.

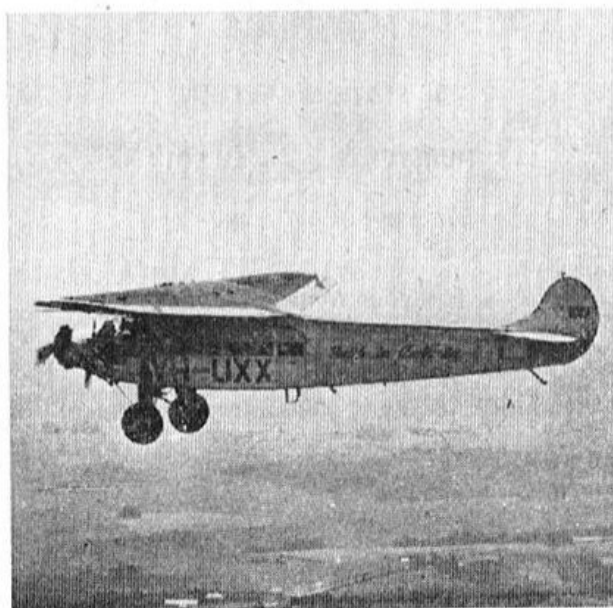
Whilst she was resting, Kingsford-Smith was making plans for a Jubilee Air Mail Tasman flight by two planes in formation to further interest in the possibility of a regular service. As the Southern Cross was to be one, the "Faith in Australia" was the other logical choice, so arrangements were made with the trustees of Ulm's estate to charter the "Faith". When she was resurrected there was much work to be done on the motors and tankage system and plans were

pushed ahead for her to be flown by P. G. Taylor in command, while Smithy commanded the old "Southern Cross". At the last moment the plans were shelved after all the preparation as insufficient mail and freight had come in to warrant the expense of both planes. She was therefore dumped back in her hangar and Smithy, along with Taylor and John Stannage, took the Southern Cross only. The story of that memorable flight was told in number one of our Trailblazer series. Strangely enough, the decision to dump the "Faith" saved both planes from being lost in the Tasman due to a really extraordinary coincidence.

Within a period of flying time similar to the misfortune which befell the Southern Cross the centre motor of the "Faith" blew a cylinder off into the port propeller. (This was in August, 1935, in Central Australia, whilst carrying seven passengers under the command of Pilot Chapman.) Those who have read the story of the Southern Cross will be impressed by the almost supernatural coincidence. Had the planes been together both would have been lost through similar causes, about the same time, in the Tasman, as the original plan called for Taylor, saviour of the Cross, to be flying the "Faith in Australia" on the Tasman crossing.

Until 1938, when it was bought by the Kingsford-Smith Aviation Service, it was stationed at Mascot and used by Eastern Air Transport for joy riding and aerial advertising. For this part in its career large illuminated signs were fitted beneath the wings and it really looked weird flying over Sydney during the hours of darkness.

During this period the centre motor was removed and replaced with one of the original English Lynx engines. On May 21, 1941, it was sold to a firm in Wau, New Guinea, called Stephens Aviation Ltd. This company, as soon as it was in their hands, put it straight into the workshop for a first class refit and modifications.



After rebuilding (note new fuselage) and setting seen here winging out from Sydney on one of her early pioneering Tasman flights.



Amongst the things done were the removing of the Lynx engine and the substitution of a nine-cylinder Wright Whirlwind J-5. It was also equipped with the original instrument panel as Ulm had originally installed numerous extra instruments during the rebuild from the Southern Moon.

Just as all the work was drawing to a close, war broke out in the Pacific in December, 1941, so the final jobs were hurried along. In January, 1942, the Faith took the air once more but this time she was painted a matt olive green and had the R.A.A.F. red, white and blue stripes on the fin. During the January and February, flown by E. J. Stephens and Pilot Collins, she was used to carry Australian soldiers and civilians from Wau to Port Moresby. All this was done under the very noses of the Japanese Air Force.

Her last flight was late in February, 1942, when she did an evacuation trip from Horn Island to Townsville under the command of Captain Stephens. After landing at Garbutt Field he was refused permission to return to the war zone so the plane was left there with the R.A.A.F. and Stephens proceeded on to Melbourne. As its condition wasn't exactly first class, the R.A.A.F. did not utilize the aircraft so DCA aircraft surveyor, Mr. Pat Hawes, was brought up from Brisbane for an inspection. He checked the old plane thoroughly and it was mutually agreed that shortage of spares, plus the cost, would not justify reconditioning the aircraft. Even though the Allied Air Forces were sorely pressed for transports, the Americans weren't interested either, so once more she collected dust for twelve months.

She was eventually wheeled out of the hangar to make room for military planes and parked be-

hind the rifle butts. In 1944 an appeal was launched to ascertain if it could be made air-worthy once more by obtaining parts from the other Avro 10 airliners left in Australia. The purpose was to use the plane in a film being made of Kingsford-Smith's life and then either install it in a museum or present it to the Air Training Corps. However, insufficient parts were obtained for what was, by now, a complete derelict, as the open weather and souvenir hunters had reaped a grim harvest. As even pseudo restoration was impossible, she was taken off the register on September 2, 1944, and duly burnt, another victim to the waste of war.

(Continued from Page 14)

"Air Pictorial", September, 1960, carries a write-up on the Dove Series 8, and there are excellent panel and interior shots included.

Allan's model has long since passed on, but we may yet see some more "Doves" flying in miniature. We hope this plan will inspire.

Full size plans are available from M.N. Plans Service, 3 Grand View Drive, Campbelltown, New South Wales. Price 15/6. Post Free.

In selecting the Dove as a subject for flying scale, I wanted a good looking aircraft with twin engines which could be easily cowled, a tricycle undercarriage, plenty of detail both internal and external, a nice bright colour scheme, and last, but not least, no complex curves to hinder building operations.

In my opinion the "Dove" has all of these attributes and "has everything in the right place" to make it fly.

Information on building the "Dove" was generously supplied by De Havillands at Bankstown, who have a very comprehensive book giving a good four-view drawing together with most details one would require to build a model including various seating arrangements, undercarriage, cockpit details and some possible colour schemes.

In building the model it was a necessity to have a cabin free of bulkheads and it was discovered that all the cabin bulkheads could be removed without any loss in strength after the fuselage had been planked. The undercarriage presented some difficulties and was eventually made telescopic using 5/10in. dia. steel rod in a tube of corresponding size with a spring of suitable tension. Torque links were filed from aluminium and rivetted in place. However for modellers with no silver soldering facilities quite a good replica can be formed using shim brass and spring steel wire.

The only other problem is to find an assistant with small hands, thin arms and a universal joint at the wrist for the removal of bulkheads and fitting of internal details, otherwise construction is quite straightforward and should present no difficulties to most modellers.

Flying was viceless and the model flew well on either motor and fairly fast on both, giving quite impressive take-offs and landings. The Dove flew into second place at two N.S.W. Championships, 1955 and 1956 at Camden, and flew consistently at many other contests and functions, coming to a sticky end after colliding with a large heavy model box.

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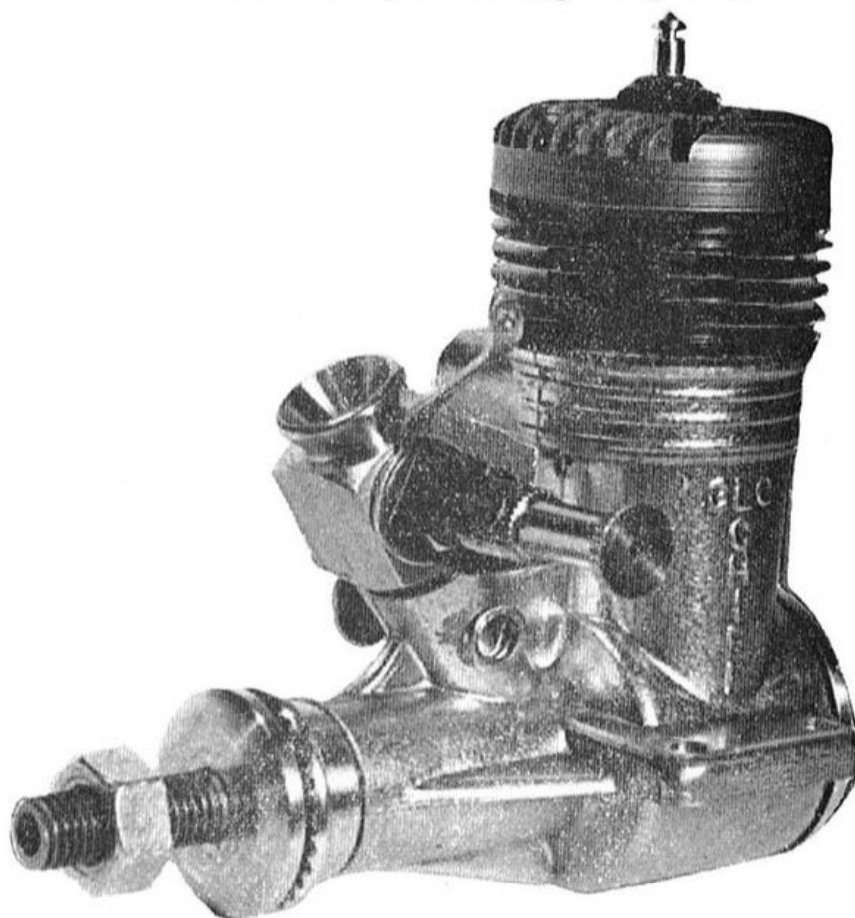
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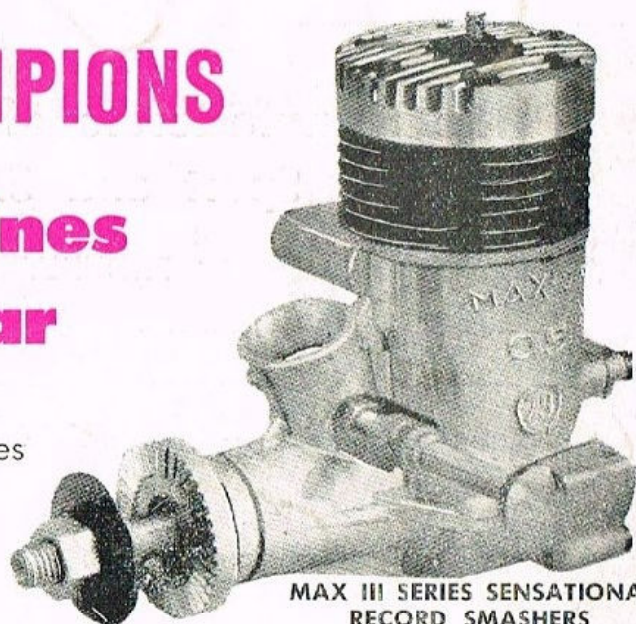
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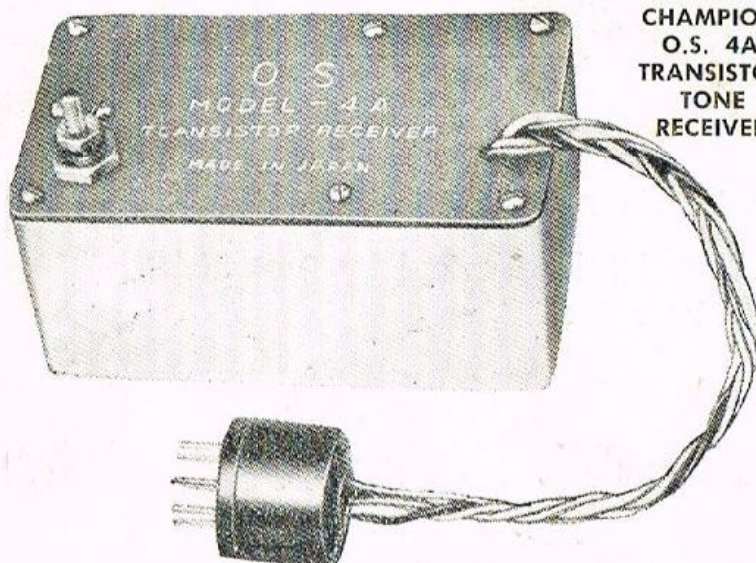
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